

Streetcar Operations

Program Description & Goals

The Streetcar connects neighborhoods, employment centers and cultural destinations around the central city with seven-days-a-week service, from Northwest Portland to the Pearl, Portland State University (PSU), South Waterfront, OMSI, Central Eastside and Lloyd, crossing the Broadway Bridge and the Tillikum Crossing. The program provides both transportation mobility and an incentive for denser, urban development. As the streetcar has expanded, the collaboration between public and private partners has resulted in affordable housing, public open spaces, and brownfield redevelopment. The Portland Streetcar is owned by the City of Portland and operated by the Bureau of Transportation (PBOT) in partnership with TriMet (the regional transit agency) and Portland Streetcar, Inc. (PSI), a nonprofit that provides management support and private sector advocacy.

With its 5-Year Strategic Plan, Portland Streetcar tracks a number of performance measures and provides an annual report to City Council on the program. Key performance measures include annual streetcar ridership, percent of operating budget provided by fare revenue, and percent of on-time performance. In April 2018, Streetcar had its highest average weekday ridership of 16,650, and a FY 2017-18 total of 4.87 million. On-time performance for FY 2017-18 was 85%, 84%, and 79% respectively for the NS Line, A Loop and B Loop.

Measure Title	PM 2016-17 Actuals	PM 2017-18 Actuals	PM 2018-19 Target	PM 2019-20 Target	Strategic Target
Percentage of Streetcar on-time performance	79%	82%	83%	85%	0
Percentage of Streetcar fare revenue contribution to operating budget	14%	-68%	9%	20%	0
Annual Streetcar ridership	4,720,474	4,870,556	5,200,000	5,000,000	0

Explanation of Services

Portland Streetcar began service July 20, 2001 with a 2.4-mile alignment (4.8-miles round trip) from Portland State University to NW 23rd Avenue. Now, after 17 years, five extensions, and more than 50 million riders, Portland Streetcar operates three lines around 16-miles of track in Portland's Central City.

The North | South (NS) Line operates on eight-miles of track from SW Lowell and Bond in the South Waterfront to NW 23rd and Marshall in the Alphabet District connecting PSU, the Central Business District, and the Pearl District. The A and B Loops operate two circular routes connecting the Pearl District, Lloyd District, Central Eastside Industrial District, Central Business District and PSU in clockwise (A Loop) and counter-clockwise (B Loop) loops around the Central City. All three lines operate at 15-20 minute frequencies with 7-10 minute frequency through the Central Business District, PSU and the northern South Waterfront District where two lines overlap.

Hours of Operation are Monday – Friday, 5:30 am to 11:30 pm, Saturday, 7:30 am to 11:30 pm, and Sunday, 7:30 pm to 10:30 pm.

As the nation's oldest modern streetcar line, Portland is an example of how streetcars beneficially shape growth to create more sustainable and equitable cities. Since Streetcar began operation in 2001, the City has added over 17,000 new residential units along the transit corridor, including one-third of all affordable units. In 2017, more than half of the housing units built in Portland were built along the Streetcar corridor. Portland Streetcar has also proven to be a strong signal to property owners and employers, who have increased private investment and grown job opportunities. Across the country, major employers cite streetcar systems as one of the reason they are investing and growing within cities.

Our contractor, PSI, engages the private sector through a volunteer Board and also staffs the City's Streetcar Advisory Committee. PSI's leadership on the HB 2017 Transit Advisory Committee for Portland Streetcar included working with community advocates, OPAL, other municipalities and counties to identify shared values and recommendations for apportionment of future resources to improve service frequency and reliability.

Equity Impacts

Our Customers - The Streetcar service area includes a diversity of customers by age and income. Thirty-two percent earn an annual income of less than \$30,000. Streetcar operators deploy the mobility ramp more than 30 times an hour to assist passengers, many of whom may have disabilities. Forty-nine percent of all housing units built in Portland in the last 20 years are within ¼ mile of Streetcar tracks, including 6,659 regulated affordable housing units.

Fares - With the introduction of the HOP Fastpass customers can pay as they go for transit, without the upfront cost of a monthly or annual pass, and still obtain the daily and monthly cap.

Additionally, Streetcar provides a ½ fare of \$1.00 as well as the TriMet \$1.25 fare for Honored Citizens. In FY 2019-20, Streetcar will participate in the Low-Income Fare Program managed by TriMet and made possible by the HB 2017 investment.

Title II and Title VI - As a transit provider, we strive to meet the need needs of our customers and work collaboratively with TriMet on Title II reasonable accommodation requests and Title VI Civil Rights compliance.

Changes to Program

Proposed changes to the division include the addition of an Assistant Operations Manager (swing-shift) and the replacement of a contract position with a City Senior Administrative Specialist.

Program Budget

	FY 2016-17 Actuals	2017-18 Actuals	2018-19 Revised	2019-20 Adopted
Bureau Expense				
External Materials and Services	10,549,089	10,553,592	11,998,398	12,136,206
Internal Materials and Services	248,625	333,249	214,690	250,955
Personnel	1,544,714	1,917,959	3,287,637	3,509,714
Fund Expense				
Contingency	0	0	0	391,984
Sum:	12,342,428	12,804,800	15,500,725	16,288,859
FTE	24	26	26.5	28.5

Resources: The operating budget is funded by General Transportation Revenue (GTR), TriMet, fare revenue and sponsorships obtained by Portland Streetcar, Inc. (PSI). Capital expenditures are covered by System Development Charge fees, energy tax credits, and programmed parking facility funds as well as designated parking revenue, and GTR.

Expenses: The primary expenditures for this program are staffing costs and ongoing asset maintenance. Additional capital expenditures include payments to TriMet for development of the HOP Fastpass system and purchase of three additional Streetcar vehicles from Brookville Equipment.

Historical expense and FTE figures may show large discrepancies due to recent changes in the bureau's program structure in response to the City's transition to program offer budgeting.

Staffing: The program has 27 city staff as well as contracted staff.

Assets and Liabilities: The division is responsible for the ownership and maintenance of the Portland Streetcar system, including track, Overhead Catenary System (OCS), facilities, and vehicles. The goal is to have 100% of the Streetcar system, including vehicles in fair or better condition. The bureau currently meets that target, and we are looking ahead to developing a mid-life refurbishment plan for seven of the oldest vehicles with the assistance of a vehicle engineer. Portland Streetcar has a Transit Asset Management (TAM) plan and is committed to maintaining our assets in a State of Good Repair (SGR).

Program Information

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