

# Letters to the Editor



The Southwest Portland Post  
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## Portland to Lake Oswego streetcar is screaming good deal for region

Regarding the story, "Will a streetcar from Portland to Lake Oswego cost \$458 million?" by Lee Perlman, *The Post*, January 2011.

I am a resident of Lake Oswego. I live two blocks from the proposed Albertsons terminal in Lake Oswego.

I am volunteering with an organization called Next Stop Lake Oswego that is advocating the streetcar option. I am a high-tech marketing professional that has worked in the region since graduating from OSU in 1984.

My personal reasons for wanting the streetcar are three fold.

The streetcar and the development that will be tied to it will attract younger families to Lake Oswego, a demographic we are desperate for!

It will provide a comfortable form of transportation for me and my family to get into Portland to enjoy what the city has to offer.

It is a screaming good deal for the region. It is a \$500 million project that we will pay less than \$100M for. It will create permanent jobs in the Foothills area of Lake Oswego and over at United

Streetcar in Clackamas where the cars will be built.

The consortium of Metro, TriMet, City of Portland, Clackamas Co., Multnomah Co. and the City of LO paid around \$2 million for the Willamette Shore right-of-way about 20 years back.

The asset is now valued at around \$100 million. Its value is included in the cost of the project because its value is used for fund matching through the Federal New Starts Program.

We will never again have this inexpensive option to take advantage of additional capacity in the congested Highway 43 corridor.

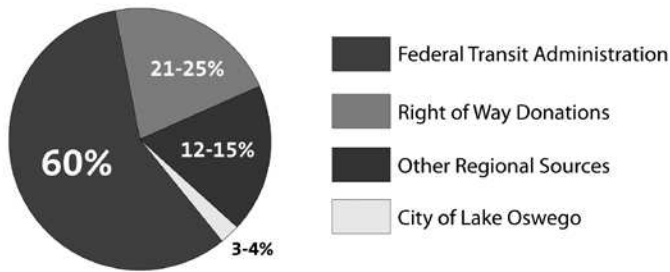
You might want to look over this breakdown of the funding so you can represent the cost of the streetcar as accurately as possible.

Recognize that this early in the project the cost estimates are just that, estimates.

It is unfortunate that the streetcar gets portrayed as the expensive option when, in fact, over the life of the project it is the most economically viable due to substantially lower operating costs and environmental benefits of electric propulsion.

### Lake Oswego to Portland Transit Project Project Costs for the City of Lake Oswego (Streetcar Only)

Estimated Projects Costs (2010 Dollars)	\$288.9 to \$347.4 million
Estimated Projects Costs (Year of Completion-2017)	\$379.6 to \$458.3 million
<b>Estimated Funding Sources (Year of Completion-2017)</b>	
• FTA News Starts matching grant (60%)	\$227.8 to \$275.0 million
• Willamette Shoreline ROW donation	\$94.5 to \$97.0 million
• Other Regional Sources (state, region, cities)	\$45.8 to \$69.0 million
• City of Lake Oswego's share	\$11.5 to \$17.3 million



#### Potential funding sources for City of Lake Oswego (assume 20% of local share)

- Urban renewal financing
- Local improvement district
- System development charges
- Other private sources

#### Foothills Development Potential

- 107 acres available
- Estimated development potential of \$900.0 million to \$1.2 billion, according to Leland Consulting Group, November 2010

The local funding requirements for the project are well below the funding required for the enhanced bus.

That said, what is really missing in the current analysis is an accounting of the development money that will come to the area due to the streetcar.

The enhanced bus will not bring any development moneys based on past experience and the consensus of the potential developers of the Foothills district.

Frank Hall  
Lake Oswego

## Garbage trucks are leaking hydraulic fluid throughout the area

We use and appreciate the services of Waste Management of Oregon. Although we use only monthly trash service, we have trucks on our street every Friday.

We are concerned that these trucks that come up our hill to remove our trash, our recycling and our yard debris ironically all leak hydraulic fluid onto the street.

We have also noticed this problem of hydraulic fluid spilling on the streets when walking the dog in nearby neighborhoods. When it rains, these puddles of oil run off our hilly west side streets into the storm sewers.

This is an environmental problem in that each one of these leaky rigs is a point source of pollution. I have spoken to the drivers who say the trucks are old and are to be replaced.

In the meantime, however, Waste Management has a responsibility to maintain these trucks or take them out of service.

A contract with the City of Portland that includes such things as the agreed-upon lifespan of their equipment does not constitute a license to splash oil on our neighborhood streets until the replacement date arrives.

We've written to Waste Management and asked them to please fix these hydraulic fittings so they quit leaking.

If this continues we will need to report this to Portland Environmental Services and the Oregon Department of Environmental Quality.

David and Meg Thompson, Hayhurst  
(Additional letters on Page 7)

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