

LOCUS



Smart Growth America
Improving lives by improving communities

P3 IS FOR PARTNERSHIPS, PLACEMAKING, AND POLICY:

What a P3 Can do for Equity, Affordability, and Small
Business Retention

*Saving the Soul of a Community Displaced by
Redevelopment*

Panelists

- **Paul Morris**, President & CEO, Atlanta Beltline
 - Development of modern streetcar/light rail transit network to connect employment and activity centers, expand park system, and impact development patterns over time to create dense, urban, accessible core in Atlanta
 - Among the largest, widest ranging redevelopment and mobility projects in the US
- **Bob Tuccillo**, Associate Administrator for Budget & Policy, Federal Transit Administration
 - Oversees a team responsible for policy development, strategic and program planning, program evaluation, budgeting, and accounting.
 - Serves as the Chief Financial Officer for FTA
 - Previously at OMB, working with EPA, Departments of Interior and Education

Dennis Allen

URBAN | ONE

- Financing, entitlement, construction > 1 million SF - Project value > \$500 million
- Holland Partner Group, Zidell Yards, The Kor Group
- LOCUS Steering Committee, Vice Chair ULI Northwest District Council
- Board Member – Portland Streetcar & Los Angeles Streetcar
- Urban One Profile
 - Manages complex urban development for public and private clients
 - Specialize in urban West Coast locations
 - Integrate private infill/redevelopment with improved public infrastructure

P3: The New Paradigm

- We have a new way to consider PPP
- Streetcars as an ideal example
 - **Partnerships**
 - Present examples are some of the best traditional PPPs
 - True buy in from business, land owners, and public
 - **Placemaking**
 - Create the walkable, socially equitable places LOCUS promotes
 - Develops the appropriate urban context
 - **Policy**
 - When implemented right can stimulate social equity
 - Displacement is often misunderstood
 - Significant environmental gains



Original Los Angeles



A Better Idea.....?



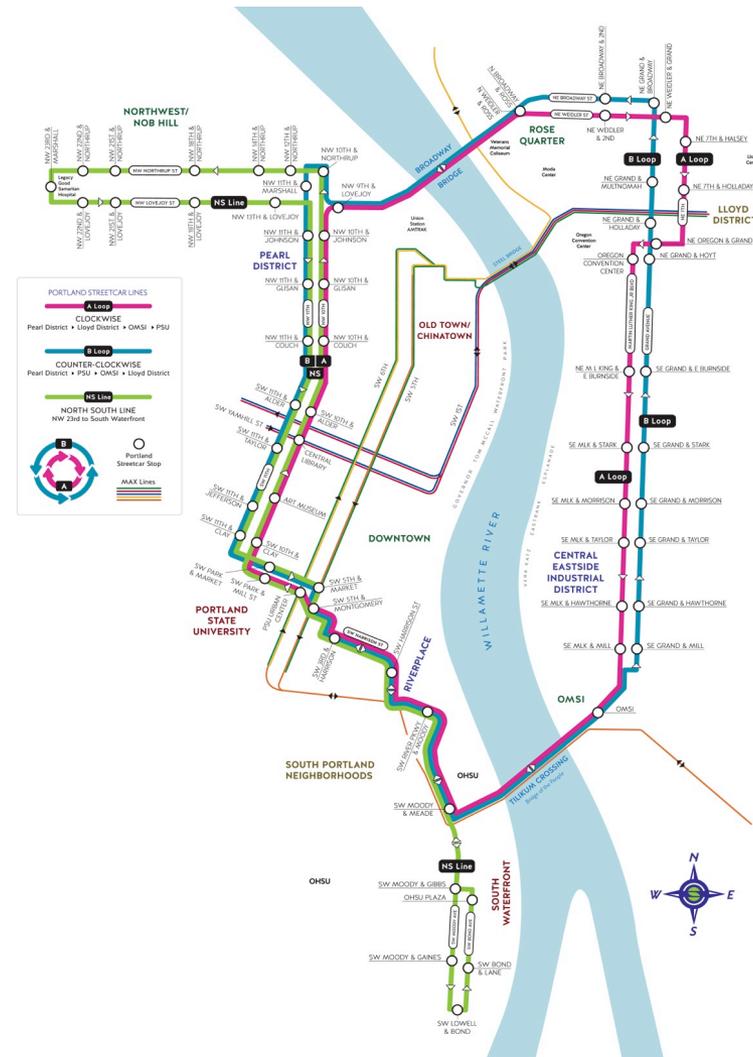
Oops.....maybe that wasn't such a good idea?



Back to the Future

Portland Streetcar

- True Public/Private Partnership
- Portland Streetcar
 - Hit ridership record in March 2017, > 16,000 / day
 - 1990 – city initiated feasibility study
 - 1999 – ground breaking for construction start
 - 2001 – passenger service began
 - 7 miles in 2 loops
- Lessons
 - Create a non-profit structure
 - Have elected leadership buy-in
 - Engage/include the business community



Corridor Percentage of City RMV has increased by 6%



\$11.63 billion

- The corridor has increased in market value by \$11.63 billion since 1998.
- The corridor comprised 11% of citywide market value in 1998. Post-Streetcar, it increased to 17% of total market value in the city by 2015.

11% of PDX
in 1998



17% of PDX
in 2015

Multifamily Units Developed Since 1998 in Corridor



25%

- 25% of all apartments developed in the corridor from 1998 to 2015 were subsidized affordable housing units.



Type	Buildings	Units
Apartment	71	8,635
Affordable	26	2,911
Condominium	41	4,230
Hotel	6	1,315
Institutional	3	797
Grand Total	147	17,888

Los Angeles Streetcar

- 1963 – 90 years of streetcar history ends, Largest system in the country
- 2008 – City begins investigation of adding route downtown
- 2010 – nonprofit LA Streetcar Inc. formed
- 2012 – assessment district formed
- 2016 – environmental study complete
- 2018? – begin construction
- 2020 - complete construction, begin system testing
- Lessons Learned
 - Use non-profit for flexibility
 - Don't let infrastructure drag project



Why Do A Non-Profit PPP

• Private Sector

- Necessary if want private dollars
- Private Property Owner Buy-in and Credibility
- Seat at the table for decisions and ideas
- Creativity in structure and funding

• Public Sector

- Removes burden / blame from any one entity
- Single point of leadership and accountability with government
- Not Just an Advisory or Steering Committee - but Real Power



Promotes Equity & Sustainability

Objective	Expand Roadways	Efficient / Alt Fuel Vehicles	Mode Shifts
Reduce Traffic Congestion	X		X
Roadway cost savings			X
Parking cost savings			X
Consumer cost savings			X
Improve mobility options	X		X
Improve traffic safety	?		X
Energy conservation		X	X
Pollution reduction		X	X
Land use objectives			X
Public fitness & health			X