

Eastside Project Advisory Committee Meeting

Wednesday, September 21, 2005, Oregon Convention Center, King Board Room, 777 NE Martin Luther King Jr. Blvd., 2:00pm

Members in Attendance: Joe Angel, Hank Ashforth, Jeff Blosser, Mike Bolliger, John Drentlaw, Wayne Kingsley, Tom Markgraf, Rick Parker, Sue Pearce, Chris Smith, Dee Walsh

Others: Joyce Felton, ODOT, Lee Perlman

Staff Attendance: April Bertelsen, Richard Brandman, Kay Dannen, Peter Finley Fry, Rick Gustafson, Denyse McGriff, Patty Montgomery, Ross Roberts, Owen Ronchelli, Sloan Schang, Jamie Snook, Mark Turpel, Dave Unsworth, Gina Whitehill-Bazuik

1. Meeting to Order.

The meeting was called to order by Hank Ashforth. Mike Bolliger requested an explanation in the previous meeting minutes of the last sentence in section 4. It was agreed that this sentence would be deleted from the minutes as a misrepresentation of the actual statement. A motion was made by Rick Parker and seconded by Sue Pearce to approve the minutes as amended. This motion was approved by majority. Discussion was held on the misrepresented comment stated by Rick G. that the study north of Burnside has alignment consensus and neighborhood/business outreach meetings are not currently needed. Members of the PAC requested an explanation of why the transit corridor south of Burnside required alternative routes to be studied and the Lloyd District does not. Rick indicated that only requirements from FTA is the Eastside Alternative Analysis (AA) study include a no-build, bus circulator and streetcar. Rick confirmed that the Lloyd District has unanimous agreement for the alignment previously chosen. On the other hand, south of Burnside does not have agreement from all interested parties on the alignment/s to be studied. This group also asked who has brought the alternatives forward for continued study. Richard Brandman from Metro indicated that the PAC recommended to the Steering group to study 2-way Grand. The Steering group concurred.

2. Metro Alternatives Analysis Progress Report.

Ross Roberts distributed the Eastside Alternatives Analysis schedule effective 9-19-05 and discussed progression of work and milestone dates with the committee. Current scheduled AA work is forecasting work is be substantially complete by the end of the year with public review December 2005 through January 2006 and with a selection of promising alternatives by first quarter/early spring 2006. Ross also distributed and discussed briefly the Travel Demand Model Enhancements for Streetcar Alternatives.

3. Federal Briefing.

Richard Brandman stated that Metro and TriMet personnel met with FTA in Seattle on September 13 & 14. FTA has a keen interest in the Streetcar Eastside and Lake Oswego AA processes. Ongoing quarterly meetings will be held with FTA in Seattle and/or Portland. Richard indicated FTA has a good understanding of the process and timeline, but are clearly not familiar with streetcar funding. The authorization of \$200 million per year passed in August 2005 for "small starts" are intended for projects costing less than \$250 million and requesting less than \$75 million in federal funding is a new authorization. FTA will require time to define the rules and processes and expect to start that process in November 2005 with completion next summer of 2006. Metro and TriMet staff will be assisting with the writing of those rules. Richard cautioned that the \$3 million

allotted in the SAFTEA-LU reauthorization for Eastside and Lake Oswego has the potential of being tied up because of pressures from our government to fund Katrina disaster relief. Good progress has been made with FTA and initial conversations have started in dealing with the Broadway Bridge crossing.

4. Alternatives Analysis Outreach.

Kay reported that Eastside Transit Alternatives Analysis outreach meetings have been held with CEIC, land use and transportation subcommittee, and HAND, land use and transportation subcommittee on Tuesday, September 6. A future meeting is confirmed with Buckman Neighborhood Association, board members on October 6. Project staff provided updated information on the AA study, the process, schedule and proposed timeline. Feedback from the committee regarding questions on the project study was encouraged and received. 15-20 members attended each meeting.

5. Minimum Operable Segment.

It has been recommended that the Project Advisory Committee support the addition of a minimum operable segment (MOS) for the streetcar option to E. Burnside as part of the analysis. The segment is recommended to be included in the analysis for the following reasons:

- The segment would serve the proposed \$200 million+ development known as the Burnside Bridgehead.
- The segment connects with the proposed Burnside/Couch couplet that would further enhance economic development potential for the area.
- The segment works effectively with either option for the proposed streetcar alignments south of Burnside.
- SAFETEA-LU, the federal funding authorization, included funding for the Burnside/Couch couplet and Eastside Streetcar in the amount of \$5.2 million.
- The MOS must be included in the public process in order for it to be eligible as a recommended option.

The recommendation from the Alternatives Analysis is expected in early 2006 and will be based upon the public input, public hearings and recommendations from the Project Advisory Committee. Final recommendation is to be made by the Steering Committee.

Extensive discussion was held on the feasibility of adding the Burnside MOS. Richard indicated it is usually the goal to build as much as you can, but sometimes that cannot be achieved because of lack of funding. Adding MOS's gives the project options of segments to build. Wayne indicated that Burnside is in the CEIC urban renewal area and the URAC is coming up for renewal. CEIC URAC does not support any other alignment option other than the original alignment on MLK/Grand and may not support additional funding for streetcar if the MLK/Grand alignment is not chosen. Hank strongly indicated that it has always been the intent of the Lloyd District to have a circulator with connections to the Central Eastside. It is important that we make headway in this project and if we do it in segments it shows progression. Peter Stark indicated that all business groups and neighborhood associations south of Burnside want the MLK/Grand alignment option and have supported that option since the steering

group was formed in Feb. 2003. Joe Angel agreed that a Lloyd District/CEIC loop system is the goal. Richard indicated bringing forward the Burnside MOS doesn't imply anything about the CEIC alignment preference; it only gives the project financing options and that deciding on alternative MOS's and alignment options are separate items. Nobody wants a phased project – all want the loop. Peter Stark recommended moving the Burnside MOS further to the south. Mike Bollinger suggested the Morrison Bridge as a possible MOS.

Chris Smith said, speaking from a perspective of involvement in the Westside Streetcar, it is imperative that this group reaches a consensus. Without that consensus, the project will not move forward. Dee Walsh said the last paragraph in the memo to add a MOS to E. Burnside, indicated to her that the project south of Burnside would be put into a holding pattern, which is not the desire of the Central Eastside. CEIC is in support of the project and support the MLK/Grand alignment.

Joe Angel made a motion to replace the proposed Oregon to E. Burnside MOS with Oregon to Morrison/Belmont couplet MOS. This motion was seconded by Sue Pearce and approved by majority. It was understood that the alignment issue south of Burnside would be decided as part of the AA process.

Sue Pearce made a motion that the goal of the Eastside project is to have a full loop in one phase. Joe Angel seconded that motion and the motion was approved by all.

6. Traffic and Systems Analysis.

The Project Management Group (PMG) is meeting on September 19 to develop the scope of work for the additional traffic and transit system description needed to complete the alternatives analysis. Funds are budgeted to contract with URS Engineering to conduct this work.

7. Economic Analysis.

A draft memorandum regarding data collection for the economic analysis work being conducted by E.D. Hovee & Company was attached to the agenda packet. Hovee and Company have been retained to work on the Alternative Analysis. This memorandum was the first phase of evaluating the Portland Streetcar development nexus focuses on recommending a statistical approach to quantify the streetcar development relationship and preparing data for that purpose. An initial database has been prepared with summary statistics provided. The next step is to prepare an alternative land use scenario for streetcar options.

8. Public Comment Opportunity.

There were no comments presented by the public-at-large.

Next Meeting: October 19, 2005 at 2 pm, 825 NE Multnomah, second floor.