

Eastside Project Advisory Committee Meeting

Wednesday, October 19, 2005, 825 NE Multnomah, Second Floor Conference Room,
2:00pm

Members in Attendance: Joe Angel, Hank Ashforth, Mike Bolliger, Dick Cooley, John Drentlaw, Steve Fosler, Wayne Kingsley, Susan Lindsay, Tom Markgraf, Rod McDowell, Bill Medak, Rick Parker, Susan Pearce, Michael Powell, Chris Smith, Dee Walsh

Others: Peter Stark

Staff Attendance: April Bertelsen, Richard Brandman, Kay Dannen, Mark Dorn, Peter Finley Fry, Rick Gustafson, Carter MacNichol, Denyse McGriff, Ross Roberts, Owen Ronchelli, Jamie Snook, Mark Turpel, Gina Whitehill-Bazuik

1. Meeting to Order.

The meeting was called to order by Hank Ashforth. Michael Powell moved that the minutes be accepted as presented, seconded by Susan Pearce and approved by majority.

2. Minimum Operable Segment.

Hank indicated that discussion be held on possible MOS options and that no recommendations will be brought forward today. Richard indicated staff was asked to direct the technical team to evaluate the feasibility of an alternative MOS. Peter Stark clarified that these alternative MOS's being evaluated are to replace the Oregon MOS, not add an additional MOS. This was confirmed by staff. Mark Dorn from URS and Carter MacNichol, construction project manager for Streetcar, discussed several intermediate MOS analysis options with pros and cons for each. MOS options included SE Stark Street (later discarded as not a viable option), SE Washington Street, SE Alder Street and SE Morrison. SE Belmont Street was later added to be studied further. Susan Lindsay indicated Belmont Street is a very heavily used street. Mark and Carter looked at impact to operations, impact to ridership and cost effectiveness. Carter indicated that this work is preliminary in detail and no cost estimates have been assigned as yet. Rick Parker wanted to make it clear that this committee prefers the entire loop system and to choose a MOS would be a fallback position. Richard indicated that in the application to FTA, demonstration needs to be made in the application of why a particular MOS is chosen. Richard asked for help from the committee to identify potential development sites to justify the chosen MOS. Dee indicated that Denyse from PDC has done a study in identified pod areas, which include the Burns property, which has a potential for redevelopment. Other committee members had ideas for potential redevelopment – this information needs to be provided to Metro. Rick Gustafson intends at the November Eastside PAC meeting that a recommendation can be made for adding this replacement MOS. Committee members recommended contacting businesses on MLK/Grand between Burnside and Belmont to get a feel for potential redevelopment plans.

3. Cost Estimates & Funding Strategy.

Rick Gustafson presented the current Eastside Streetcar funding strategy on the cost estimates and the potential funding sources for streetcar options. The goal will be to develop agreement on the sources and the amount that can be secured to support construction for the alternatives. This evaluation is intended to be used to support the locally preferred alternative to be recommended in February 2006. Current estimated cost to construct NW 10th/Lovejoy to OMSI is \$161 million; cost to Oregon is \$95 million. Sources committed totals about \$122 million with

about a \$40 million shortfall. Possible funding sources that can be pursued include:

- Value engineering
- Tax increment funds
- New market tax credits
- City general obligation bond
- City maintenance fee
- Parking garage bonds
- Additional LID assessment
- MTIP
- Connect Oregon

Discussion was held by the committee on the Eastside Streetcar funding strategy and potential funding resources. Cost estimates are based on the MLK/Grand option. Construction is estimated from 2007-2009. It is recommended that the local funding sources be identified prior to the decision of the LPA in February 2006. Two large construction items have significantly impacted the cost to build – the Broadway Bridge and the overpass to OMSI. The Broadway Bridge requires replacing four 100 year old wheels. It is hoped that Multnomah County will pay 50% of these replacement costs. Also taken into consideration is escalation of costs. We still show construction within the \$25 million per mile parameter. Discussion was held on PDC's \$25 million share of financing which includes URAC funding for the Central Eastside, River District, OCC and New Market tax credits. Susan Lindsay indicated that extension of the Urban Renewal district in the Central Eastside is not a done deal. Dee Walsh indicated it might be beneficial to the project, to have other committee members testify in support of eastside streetcar funding.

4. Economic Analysis.

Mark Turpel from Metro handed out a summary of the Portland Streetcar Development Impacts prepared by E.D. Hovee & Company in October 2005. Report provided:

- **Quantification** of actual development observed in Portland's downtown (Pearl, etc) before and after the existing Westside streetcar alignment was committed.
- **Projection** of Eastside development using similar change in development along the MLK/Grand corridor and the Lloyd District, for which future streetcar investment is currently planned.
- **Recommendation** for a more statistically rigorous analysis, identifying the extent to which recommended data inputs are currently available and have been compiled.

5. Metro Alternatives Analysis Progress Report.

Ross Roberts indicated Metro is currently working on travel forecasting model refinement, the alternative analysis initiation package, which is the first deliverable in the FTA Alternatives Analysis process. In November, Metro plans to present more work in progress, including an outline of the Evaluation Report and an update on travel demand forecasts.

6. Public Comment Opportunity.

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

Next Meeting: November 16, 2005 at 2 pm, 825 NE Multnomah, Second Floor Conference Room.