

Eastside Project Advisory Committee Meeting

Wednesday, November 16, 2005, 825 NE Multnomah, Second Floor Conference Room, 2:00pm

Members in Attendance: Joe Angel, Hank Ashforth, Jeff Blosser, Mike Bolliger, Dick Cooley, Steve Fosler, J.E. Isaac, Wayne Kingsley, Tom Markgraf, Bill Medak, Rick Parker, Susan Pearce, Michael Powell, Chris Smith, Dee Walsh

Others: Joyce Felton, Lee Perlman, Peter Stark

Staff Attendance: April Bertelsen, Richard Brandman, Kay Dannen, Rick Gustafson, Denyse McGriff, Ross Roberts, Owen Ronchelli, Jamie Snook, Mark Turpel, Dave Unsworth

1. Meeting to Order.

The meeting was called to order by Hank Ashforth. Tom Markgraf moved that the minutes be accepted as presented, seconded by Rick Parker and approved by majority.

2. Metro Alternatives Analysis Progress Report.

Ross Roberts from Metro provided committee members with a copy of Eastside Transit Alternatives Analysis Initiation Package submittal, which is a key deliverable that will be reviewed by FTA Region 10 and Headquarters staff. This report will be provided to FTA by the end of November. FTA will provide comments on the purpose and need, evaluation methods and criteria & the alternatives under consideration. FTA will evaluate our travel forecasting methodology, our approach to the Streetcar sub-mode and our approach to the economic analysis. FTA concurrence sets the stage for all future work products they will review, including the application to enter Preliminary Engineering. Committee members are asked to review and provide comments/corrections to this AA report Ross prior to submittal to FTA. The Evaluation Report Outline provides an advance look at the way the results of the alternatives analysis will be presented. This analysis and results are closely tied to the purpose and need and evaluation criteria. Work is underway to calibrate land use allocations to 2005 population and employment data for Central City sub-districts to ensure that 2025 projections have a solid base. Additional work has impacted the schedule for No-Build travel demand forecasts and the new minimum operable segment (MOS) model run will add two weeks to the time required to complete the forecasts. The goal is to quantify the benefits of Eastside streetcar into measurable criteria. Committee members were asked to review the provided Eastside Transit Alternatives Analysis report and provide corrections or additions to Ross prior to submittal to FTA the end of November 2005.

3. MOS at Morrison Bridge.

The Project Management Committee has prepared a recommendation for adding a minimum operable segment for the streetcar option at SE Morrison Street between MLK and Grand Avenues. Rick indicated that Morrison Street as a possible MOS has been reviewed with Connie Hunt, owner of the East Bank Saloon. Kay reported that Connie is supportive of the Streetcar Morrison MOS and believes the addition of streetcar on either side of her saloon more than

outweighs the loss of 'rogue' parking that occurs north of Morrison between MLK/Grand. Joe made the recommendation that the Morrison Streetcar MOS be added to the project, which was seconded by Rick Parker and approved by majority.

Each small starts project is eligible for \$75 million in federal funding and projects can be funded and split into separate MOS's, of which each MOS is eligible for \$75 million. Your chances of succeeding increase considerably if local match dollars are strong. Small starts matching funding is moving to a 50/50 split, but Richard indicated that statute allows more from the federal level. Current estimate cost of the project is \$17 million for the Broadway Bridge crossing, \$77 million to the Oregon MOS and \$161 million to OMSI. The Morrison MOS would be about \$130 million (estimate). If you don't study the project in phases (MOS's) you are not allowed to construct in phases. The MOS options provide the project funding resource flexibility. Regulations are currently being written for Small Starts and expect to be completed by FTA in over a year's time. Metro is hoping FTA can move that completion to a sooner date and is assisting FTA with those efforts. Chris indicated that the National Streetcar Coalition is bird-dogging this regulation preparation.

4. Schedule.

The Project Advisory Committee is responsible for conducting the public hearing for the Alternatives Analysis. The goal is to assure that the material is of sufficient quality to complete the analysis so that the public hearing could be held in late January or early February. Technical reports to be presented on December 21 include alignment analysis, streetcar cost estimates, streetcar operating plans, and traffic analysis. Modeling and bus operations are planned for the January 18, 2006 Project Advisory Committee meeting. Rick encouraged all committee members to be particularly engaged in reviewing the reports for December and January in order to be comfortable with materials presented. Richard indicated that Metro is working hard to have all their work done by mid-January 2006. Decisions will be made in early January regarding the process and timing of the public process and scheduling of the open house.

5. Other Business.

Peter Stark reported that a meeting was held with Commissioner Adams, Fred Hanson, Jeff Blosser & himself to address the pedestrian access issues with the MLK/Grand alignment option in the Central Eastside. The purpose was to address TriMet's issues early in the process in regards to pedestrian access, traffic, etc.

Peter, Mike, Dee and Wayne commented on the Central Eastside Urban Renewal District on how long and for what dollar amount will be extended. Currently, the Eastside Streetcar is not in the tier 1 list, but in tier 2, and this group indicated that they thought just the tier 1 group will be funded. Peter made it clear that the

Central Eastside URAC supported funding of the Eastside streetcar. Strategies are being planned to move the Streetcar up in priority.

Rick reported that URS is doing work on transit connections (urban design concerns) to bridgeheads, cost estimation and will have data for the December meeting. DEA, who are a sub to URS is charged with the traffic analysis, date of completion not confirmed as yet.

6. Public Comment Opportunity.

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

Next Meeting: December 21, 2005 at 2 pm, 825 NE Multnomah, Second Floor Conference Room.