

Eastside Project Advisory Committee Meeting

Wednesday, August 17, 2005, 825 NE Multnomah, Second Floor Conference Room, 2:00pm

Members in Attendance: Joe Angel, Mike Bolliger, Dick Cooley, Wayne Kingsley, Tom Markgraf, Bill Medak, Rick Parker, Sue Pearce, Michael Powell, Chris Smith

Others: Brian Bennett, Opus NW, John Dentlaw, Opus NW, Lee Perlman

Staff Attendance: Kay Dannen, Peter Finley Fry, Rick Gustafson, Denyse McGriff, Patty Montgomery, Ross Roberts, Dave Unsworth

1. Meeting to Order.

The meeting was called to order by Rick Parker. Dick Cooley made a motion which was seconded by Tom Markgraf to approve the minutes as presented for July 20, 2005. This motion was approved by majority. Introductions were made by all present.

2. Introductions.

Brian Bennett and John Dentlaw from OPUS NW have been invited to join the Project Advisory Committee. They are project managers on the Burnside Bridgehead project. Brian presented a brief overview of the project. Currently, they are conducting traffic studies, studying land use issues and developing a timeline. The timeline is expected to be produced in the next four to six weeks - options to be exercised in January 2006. Brian indicated that the large projects currently, which include streetcar, Burnside/Couch couplet (eastside) and the Burnside Bridgehead project, could secure the success of all the projects combined if a concerted effort is made to work together.

Brian indicated that Beam (an alternate bidder on the project) had been offered some inclusion in the project – if Beam chooses to participate - details are to be resolved. PDC has not been a part of that offer. Housing market is good, retail is decent and office market is coming back – can't currently confirm market split for this project. A Citizens Advisory Committee is being established to facilitate the public process for this project.

3. Federal Funding.

The transportation authorization bill passed and provided strong support for streetcar developments across the country. An authorization of \$200 million per year is included for “small starts” which are intended for projects costing less than \$250 million and requesting less than \$75 million federal funds. It is expected to take 240 days to develop the criteria for this “small starts” authorization. Fifteen (15) streetcar projects across the country were authorized with preliminary engineering funding. The bill also included \$5.2 million for the Burnside/Couch Couplet Eastside and Eastside Streetcar; however, the division of those funds is not clear today. Also authorized was \$4 million to TriMet in support of building a prototype streetcar in the United States and \$3 million for Portland streetcar corridor studies; of which, \$1.5 million will be funded on October 1, 2005 and \$1.5 million for October 1, 2006. The prototype streetcar will be manufactured at Oregon Iron Works in Clackamas County.

4. Alternatives Analysis Outreach.

It is recommended that the PAC discuss options for increasing the outreach to neighborhoods and organizations regarding the options being considered in the alternatives analysis. Patty Montgomery, representing Metro's public involvement

staff, presented a draft of a communications/public involvement plan for the Eastside Transit Alternatives Analysis (AA) Study for August 2005 through January 2006. Described in this draft, is outreach efforts which will be focused on speaking with the neighborhood/business groups in the Central Eastside from Burnside to OMSI regarding status of the project, alignment alternatives being studied and the timeline. The information gathered at these public meetings will be part of the public outreach documentation needed for FTA. The Eastside PAC will be making a recommendation to the Steering Committee for the locally preferred alternative. Joe wants to ensure that during these presentations, staff makes a concerted effort to ask the right questions. Such as: what is necessary to make your business successful and/or neighborhood successful, what kind of parking and traffic issues are there in the area and what potential would there be for development around a proposed Streetcar alignment. Wayne pointed out that no traffic analysis had been done on the 2-way Grand option. Also the DOS project had some recommendations that the project should note. The Portland Development Commission study showed that Grand and MLK both have development opportunities. Rick indicated that the route north of Burnside has consensus and neighborhood/business outreach meetings are not needed currently.

5. Finance Plan.

Work is continuing on the financing feasibility for the streetcar option. The goal is to contact property owners to discuss the level of the assessment and the potential for participation in funding the local match. It is intended at the September Eastside PAC meeting to review the LID, which is not formed as yet, present an updated cost estimate and cost analysis to OMSI. Phase I/II of the Streetcar LID was set up 3 blocks on each side of the alignment. Michael Powell stated that the LID assessments were met without opposition on the Westside. Once people understood the potential of the appreciation of their property, it became quite easy to secure the needed signatures. Michael did mention that Powell's Books will experience several LID's. The first being Streetcar, the second the Downtown Mall project and third the Burnside/Couch (Westside) couplet. Michael did say that the project did over promise on the headways as initially they were projected to be 10 minutes between trains. That has proven so far, a hard goal to meet with current headways at 13 minutes. Michael recommended that Eastside budget for 10-minute headways. Brian Bennett recommended that the reliability/quality of the existing streetcar product is essential in moving the project forward on a positive basis to the eastside. Joe indicated we might want to expand and include a broader LID spand. Rick indicated that there are heavy costs with the Eastside alignment associated with the Broadway Bridge, OMSI crossing and utility work on the right hand lane of SE Grand Avenue.

6. Public Comment Opportunity.

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

Next Meeting: September 21, 2005 at 2 pm, 825 NE Multnomah, second floor.