

## **Portland Streetcar Eastside Steering Committee Meeting**

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

**Members in Attendance: Hank Ashforth, Mike Bolliger, Rex Burkholder, Dick Cooley, Wayne Kingsley, Bill Medak, Rick Parker, Susan Pearce, Brad Perkins, Dee Walsh**

**Others: Chris Smith, Vern Rifer, Lee Perlman**

**Staff Attendance: Kay Dannen, Vicky Diede, Peter Finley Fry, Rick Gustafson, Denyse McGriff, Ross Roberts, Richard Brandman, Dave Unsworth, Gina Whitehill-Bazuik, Sharon Kelley, Steve Iwata, Alan Lehto, April, Laurie**

### **1. Meeting called to order.**

Hank called the meeting to order. The approval of the minutes was dispensed with. Hank asked representatives from PDC if, with the approval of the \$572,000 HUD grant will PDC match these funds as part of their commitment. PDOT and PDC representatives are working on this issue. We don't expect allocation of any HUD funds until August or September 2005.

### **2. Metro Alternative Analysis.**

Richard Brandman from Metro informed the group that the region had received good news from FTA that the final EIS for the I-205 corridor and downtown mall has been approved. Metro expects a record of decision in early of February 2005 for this project. This gives Metro the opportunity to assign staff to the Eastside Streetcar and Willamette Shore Trolley Line for work on the initial alternative analysis study. He indicated that there has been no movement on the transportation bill in Washington and nothing is expected to happen until May 2005. It is uncertain whether the bill will stay as written, which currently includes language for small starts, which is a new category. There are more republicans in both the house and senate, which has the potential of creating changes in the language of the current transportation bill. The administration is staying firm at \$257 million and has refused to sign a higher bill, even though there are enough votes to override the veto. It seems that no one wants to go against the current administration. The \$257 million is \$30-40 billion less than needed. Congressman Blumenauer is hopeful that the small starts language will stay in the bill as written.

Ross Roberts indicated that Metro will be paying close attention to the purpose and needs statements for the Eastside Streetcar and will be doing everything possible to present a clear and compelling case to FTA. Attention will paid to the effectiveness, impacts, cost effectiveness, objectives, financial feasibility and equity in describing the Eastside Streetcar project. Ross expects to present to the Steering group at the January 19 meeting:

- Present policy and strategy issues
  - \* Environmental approach
  - \* Funding Strategy – New Starts, Small Starts, etc.
- Present public involvement strategy
- Present technical issues
- Review Phase II Work Program, Schedule and Budget

Some time was spent with committee members in brainstorming ideas for goals and objectives in support of Metro's work on the preliminary alternative analysis for the Eastside Streetcar. Ross expects the Phase I work done by the February 2005 steering committee meeting.

Rex asked the committee to keep the question in mind "what is the transportation problem we are trying to solve" when preparing the purpose and needs statement for FTA. He suggested comparing the cost of replicating the units currently being built in the inner with units that would be built outside the Urban Growth Boundary.

Metro expects to start the environmental impact statement January 2006.

Our funding schedule shows we need full funding grant agreement by 2007 for commencement of operations in 2009. You need to apply in summer/fall of 2005 to qualify for appropriations in 2007.

The question was asked if it helps our efforts to have both Wyden and Smith on the powerful Finance Committee. Certainly, it is good appointments, but it would be better to have representation on the Appropriations Committee. Richard from Metro made a commitment to the steering committee to advance the project as quick as possible to meet the federal goals and rules. It is the intent that the Eastside project will be funded 50% federal and 50% local funds.

### **3. Metro FTA Meeting.**

Most of the meeting was spent on the I-205 and downtown mall projects, but some discussion was held on the Eastside Streetcar and Willamette Shoreline projects. FTA indicated that it may not be necessary to do a full-blown EIS for the Eastside, but that one will be necessary for the Willamette Shoreline Streetcar project. Metro will work on the both the Eastside Streetcar and Lake Oswego Streetcar at the same and run them as parallel projects. It is beneficial for both projects to provide a unified front.

### **4. TriMet Letter on Streetcar from TriMet General Manager Fred Hansen.**

Some discussion was held regarding Fred Hansen's letter to Jenna Dorn at FTA. Fred's letter discussed the criteria applied to New Start projects for fixed guideway or streetcar. His letter gives us a valuable description of the problems eastside will face in obtaining federal funding support. Hansen showed his strong support for Streetcar in this letter to FTA.

### **5. Conceptual Planning.**

A contract with URS has been executed by Portland Streetcar, Inc., to conduct the conceptual planning work. The step is to review the scope of work with the technical representatives from Metro, TriMet, City of Portland, Multnomah County and Portland Streetcar. This conceptual planning work will study the preliminary cost impacts of utility relocations, the Broadway Bridge crossing, mainline crossing and where the tracks could be located on the streets. We expect to have a better estimate of project costs with this preliminary conceptual planning effort when completed mid-summer 2005.

### **6. Burnside Project.**

All steering committee members received a copy of an article that appeared in the Oregonian on 12/7 regarding the 3 proposals being considered by PDC for the Burnside Bridgehead Project. Denise informed the group that a public presentation by all 3 proposal teams will be held Thursday, December 9, 2004 from 4:00PM-8:00PM at the State of Oregon Building, 800 NE Oregon, Room 140. She expects a heavy turnout for these presentations. PDC expects to make a decision in early January 2005.

**7. RiverPlace Opening.**

The opening of the RiverPlace Extension is scheduled for March 11, 2005. All Eastside Steering Committee members will be receiving a special invitation for participation on the first ride to RiverPlace on 3/11/05. Community Events at RiverPlace are planned for Saturday, 11:00AM-5:00PM. Streetcar service will be free all weekend in celebration of the opening.

**8. Other Business.**

Michael Powell suggested we add the South Waterfront proposed economic development numbers as a separate addendum to the current redevelopment report. The South Waterfront was not include in the report completed in August of this year.

**9. Next Meeting.**

The next meeting will be Wednesday, January 19, 2005 at 2PM, 825 NE Multnomah, second floor. The committee agreed to continue the Eastside Steering Committee meetings on the third Wednesday of each month. Rick will prepare a schedule for 2005 and bring to the next meeting.