

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, 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 Bertelsen, Laurie Wall

1. Meeting called to order.

Hank called the meeting to order. Mike Bolliger made a motion to approve the minutes from December 8. The minutes were seconded by Wayne Kingsley and approved by majority.

2. Metro Alternative Analysis – Process.

Richard Brandman indicated that all Metro staff in attendance would have a part in assisting with the Eastside Transit Alternatives Analysis process. It is important to include FTA early on in the process to ensure a higher degree of cooperation and understanding from FTA. Rick and Richard will be scheduling a trip to Seattle in the next few weeks for discussions with FTA regarding the Eastside Streetcar. In the purpose and need statement, it will be important to demonstrate that Eastside Streetcar has a transportation advantage and is not just a development project. Metro will continue to come back to the Eastside PAC to provides updates and discuss process.

3. Metro Purpose and Need.

Ross Roberts discussed the purpose, need, goals and objectives of the Eastside Transit Project and how the application to FTA will be a team effort. The purpose is to develop a project that enjoys a high level of public acceptance and community support and will:

- Reduce reliance on autos
- Improve Central City transit circulation
- Support existing & future streetcar and light rail expansions in the region
- Support economic development

Ross introduced Gina Whitehill-Bazuik, who will be organizing the public involvement and communications program for Metro. The public involvement plan for the Eastside Transit Alternatives Analysis will:

- Support the development of alternatives for consideration during the alternatives analysis phase
- Support the selection of alternatives to be carried in the NEPA process
- Identify an audience of interested people to participate in subsequent project phases

The Eastside Transit Alternatives Analysis will include the following committees:

- Project Steering Committee: this committee will represent both the Willamette Shoreline & Eastside projects. It will include elected officials from each jurisdiction, agency leaders and representatives from PSI and the chairs of the project advisory committees. (proposed meetings 2-4)
- Eastside Project Advisory Committee: the current membership of the Eastside Steering Committee. The committee's charge will be to hear technical analysis and public comment and provide on-going oversight for the project. This committee will develop and forward recommendations to the Project Steering Committee. (proposed meetings: monthly)
- Project Management Group: Manager level staff from Cities of Portland & Lake Oswego, Metro, TriMet, ODOT, Multnomah and Clackamas counties and PSI.
- Project Technical Advisory Committee: technical staff from all jurisdictions.

Gina discussed the on-going public involvement tasks, including but not limited to, a public workshop in March/April of this year.

Chris Smith indicated that the current Eastside Steering Group was appointed by PDOT and the commissioner of public works. Ross indicated that this charter and authority would shift to the Metro Council during the AA process. Wayne pointed out that the Eastside project is within the City of Portland; whereas, the Lake Oswego project is multi-jurisdictional. It was pointed out that there would no federal money unless we gain regional approval. It is cost effective and more efficient to go through the AA process with both the Eastside and Lake Oswego projects simultaneously. Rex indicated that the federal process to secure federal dollars is more time consuming than using local funds. The AA process for Eastside and Lake Oswego will determine not necessarily the alignment, but who gets funding first. Wayne brought up the issue that the two eastside URAC districts had allocated funds for Eastside Streetcar and he had a concern these funds, when distributed, would get mixed up with Lake Oswego funds. Richard indicated that Metro recognizes the funding resources and funds will not be interchanged between projects. Richard indicated the region has had great success in working together to get transportation projects funded. FTA has indicated interest in developing Streetcar language. Dick Cooley suggested we might learn some valuable information from European models. Richard indicated that FTA is looking at the behavior transit behavior in Oregon and specifically Portland and that European information, while valuable, would be difficult to translate. Several Steering committee members had recommendations which included; Streetcar, cutting edge, emphasize difference between bus/rail, utilization of 10 years of transit data from Lloyd District TMA, etc.

Dave Unsworth showed a simulation of Streetcar operations on the proposed alignment, pointing out positives and challenges and answered general questions about the route and locations along the route from the connection at NW 10th/Lovejoy to OMSI

The Eastside Streetcar project's \$1 million MTIP application is being supported by City of Portland, while the Willamette Shoreline Streetcar project's \$ 2 million MTIP application is being sponsored by Metro. Both projects are targeting the FY 06-07 funding federal funding cycle with the Eastside opening scheduled for 2009 and Lake Oswego in 2010.

It was agreed by all Steering Committee members to change their name during the Metro AA process to the Eastside Project Advisory Committee (EPAC). Support staff from Shiels Obletz Johnsen and the City to remain the same.

4. Metro Policy Issues.

Sharon Kelley from Metro discussed the National Environmental Policy Act (NEPA) requirements relative to the following categories:

- Categorical Exclusion (CE),
- Environmental Assessment (EA) or
- Environmental Impact Statement (EIS).

5. Lake Oswego and Eastside Resolution.

Rick pointed out that a copy of a resolution is in their packet that was adopted by the Portland Streetcar, Inc. Board that supports cooperation between the efforts to develop the Portland to Lake Oswego transit corridor while also developing the Eastside transit corridor. Rick indicated the resolution points out the need to work together on both projects and offer mutual support to both, which in turn, gives a stronger position in the eyes of FTA.

6. RiverPlace Opening.

RiverPlace will open with celebrations starting on Friday, March 11, 10:30am, at SW Park/Market with inaugural rides to the RiverPlace terminus. Ribbon-cutting, ceremonies, entertainment and start of operations to be held on Friday, March 11, 2005, 11:00AM at the Streetcar RiverPlace terminus at SW River Parkway & Moody. Operations are scheduled to start after the opening ceremonies are completed. Saturday, March 12, 11:00am to 5pm, a community event is being planned on SW River Drive between SW River Parkway and Montgomery with a stage, food booths, beer garden, wine tasting, entertainment and other creative fare throughout the day. Rick Parker suggested invited FTA representatives to this opening. A preview ride on Streetcar to RiverPlace is being planned for the Eastside Steering Group. Date and time to be advised.

7. Other Business.

All Eastside Steering Committee members were given the meeting schedule for 2005.

8. Next Meeting.

The next meeting will be Wednesday, February 16, 2005 at 2PM, 825 NE Multnomah, second floor.

