

Portland Streetcar Loop Project Advisory Committee Meeting
Wednesday, May 20, 2009, 2:00-3:30 p.m., Lloyd Tower, 825 NE Multnomah, 2nd floor conference room

Members in Attendance: *Hank Ashforth, Chair; Daniel Deutsch; Rick Gustafson; Patrick LaCrosse; Brad Perkins; Michael Powell; Owen Ronchelli; Chris Smith*

Others: *Lee Perlman*

Staff Attendance: *Kristin Betz; Kay Dannen; Julie Gustafson; Bill Hoffman, PBOT; Ross Plambeck, PDC*

1. Meeting to Order:

Meeting was called to Order by Hank Ashforth, Chair. Minutes of the April 22, 2009 meeting were approved.

2. FTA Grant Status:

Rick Gustafson reported that we had a great phone call from Secretary LaHood April 30, 2009 stating his intent to fully fund the Loop project. Senator Wyden, Senator Merkley, Congressman DeFazio, Congressman Blumenauer and Congressman Wu were all on the call as well as local media and project planners. Patrick LaCrosse asked if the project is approved. Gustafson responded that at this time the project is not approved. May 13 the application for the Project Construction Grant Agreement was submitted to the FTA. The FTA will review the application for two weeks and then send it to the office of the Secretary who then has 60 days to notify Congress of his intent to grant the Project Construction Grant Agreement. Michael Powell commented that applying for Federal funding has been a four year process that took an enormous amount of effort including people travelling to DC to knock on doors and push this project through. LaCrosse thanked everyone on behalf of OMSI whose future relies upon the transit access that will be provided. Gustafson added that to FTA's credit they have treated our project differently than other projects including not requiring a risk analysis which can mean a 10% increase in budgeted costs.

We have a request in to the FTA for a letter of No Prejudice, which is not needed for utility work but is needed for the rail order. LaCrosse asked who is fronting the money for the project. Gustafson replied that it is a combination of local sources including the city and PDC. LaCrosse asked if Gustafson has ever worked on a project with such a tight timeline. Hank Ashforth reminded the committee that the city has already fronted the money for the design process. Gustafson added that the real time sensitive issue is the vehicle order. We are purchasing 6 vehicles that will be delivered 1 per month after the first 25 months of the contract. LaCrosse asked if the state money will cover 100% of the vehicle purchase. Gustafson responded that yes, the state money will pay for all 6 cars.

The delivery time on the vehicles for this order is longer than it will be in the future because Oregon Ironworks has asked for 6 months to revise the design. The prototype took 24,000 man hours and they would like to get that down to about 6,000 man hours per car by revising the tooling and the processing of the steel as well as individual parts.

There is care being taken with the agreements that will be put in front of city council because they are big agreements. To date we have not received a "No" vote on Streetcar from City Council. Everyone is working together to get this project going. Ashforth asked if there is anything more we can do in DC. Gustafson responded that at this time there is nothing left for us to do in DC but hold tight here and be ready to go. The key things on the federal side are that we clear the FTA, clear the Secretary's office and receive the Letter of No Prejudice. LaCrosse asked who will be signing the letter and what our deadline is to receive the letter. Gustafson responded that the head of the FTA's Region 10 office

will sign the letter and that we need the letter before we can place the order for the rail which we would like to do in June.

3. Project Budget and Schedule:

The design work is going very well. Stacy and Witbeck are fine-tuning the schedule and preparing to start work as soon as they get a Notice to Proceed. The water work will be the first phase of construction and will be from Oregon to Stephens along Grand and will shut down 2 travel lanes in 3 block reaches during the construction.

LaCrosse asked when the LID payments will begin. Gustafson responded that they will most likely begin in 2012 and that people will have the option of paying the entire assessment or financing it.

Gustafson reminded the committee that the current plan is a budget and not a bid, we still have to go through the bids. Stacy and Witbeck are doing the cost estimates based on the 75% drawings. Part of the action on the City Council meeting on June 10th will be a presentation with the Contractors cost estimate showing that we are within the budget. There will be bids all throughout the project for the various pieces of work. We have the water bid and rail bid and are receiving sewer bids. The water work bid for the water line on Grand has come in at \$7.1M. Wayne Kingsley asked if that was all being spent on water work since he had seen an amount of \$18M somewhere. Gustafson responded that the \$7.1M is just for the line on Grand and that our part of the water work being done is around \$9M with the Water Bureau paying the other half.

4. Portland City Council Meeting June 10:

We will most likely be taking the contracts to the City on June 10, 2009. LaCrosse asked what could happen to make City Council nervous. Gustafson responded that the only thing would be if the Stacy and Witbeck cost estimates come in way off budget as it could cause uncertainty. We are dealing with two things on this project that Streetcar has not dealt with in the past. The first is the construction across the Broadway Bridge and the second is the flyover to OMSI. Stacy and Witbeck is analyzing both and putting together the cost estimate for the City Council meeting. Chris Smith asked if this meeting will be routine process or if it is the type of meeting where people should show up to demonstrate support of the project. Gustafson responded that this should be routine.

5. Eastside Economic Development:

Bill Hoffman from PBOT introduced a proposal for implementation of the economic development strategy for the Eastside. He is working with PDC to create a strategy that will work to help the district. They are beginning a process that will consist of a bunch of interviews. They hired three consultants (Peter Fry, Rick Williams and Rick Michaelson) to help Hoffman conduct the interviews. The idea is for them to better understand the scope and needs of the area so that they will be better focused on the area and better prepared to make a recommendation. Michael Powell commented that the PDC has a plan on the books and this committee has a variation of that plan on the books. He asked if those plans will be changed through this process. Hoffman responded that they are looking at the old plans but will also be looking at access to the area, transportation management, parking access as well as anything else needed to promote economic development in the area. Powell responded that it sounds like PBOT is working on a transportation management plan that involves understanding the current economic development plan, not creating a new plan.

LaCrosse asked what types of questions the interviewers will be asking. Hoffman responded that they need to understand what the problems are today, what they may be in the future and what the needs of the area will be. LaCrosse asked if this study will identify better parking replacement than the suggested replacements 4 or more blocks away from the lost critical spaces. Owen Ronchelli

stated that this study could be used to find more efficient ways to use the existing parking in the area to help ease the strain from the lost parking. Gustafson added that part of this plan is to put parking into the lens of supporting economic growth. Daniel Deutsch added that this is an opportunity to reexamine the infrastructure in the area and how we use what we have. Powell added that there is a Central City Transportation Plan and a Central City Infrastructure plan and asked Hoffman if they will be integrating their study into the larger Central City Plan. Hoffman responded that yes, they will be communicating with the Central City Plan, but that they will be able to get more specific to the area.

Kristin Betz asked which Economic Strategy will be implemented. Wayne Kingsley responded that early on in the process this committee put together a plan for economic development. Then a couple of years ago SOJ put together a dream plan. Kingsley added that the CEIC are pushing for an all inclusive plan that covers the whole district and that their biggest issue is parking since they need all day parking for employees as well as shorter term parking for customers and can't afford to lose any spaces. He recommended that the committee keep the Central Eastside informed. Brad Perkins added that there is an important need to mix transportation issues with planning issues and that this is an opportune time to expand what Hoffman plans on doing. We can examine the plans that have been made in the past and broaden the scope to look at other forms of transportation into the district including the Rose Quarter.

6. Pearl District Local Improvement District:

There is a meeting this evening at 5:30pm at the Pinnacle to discuss the Pearl District LID to help finance the Northrup Loop. The LID will be for \$500,000. The smallest district would have a rate of \$.44 per \$1000 value. Kingsley asked if the LID is only for \$500,000 why not ask PDC for the money. Gustafson responded that the total bill was \$1M for the Northrup Loop and that we have already gotten \$500,000 from the PDC and that we are doing this Loop at the request of the neighborhood and are asking them to help pay.

7. Hosford Abernethy Neighborhood Development Association:

We have a letter from HAND requesting abutments on the bridge to allow for future pedestrian and bike access. LaCrosse stated that the letter refers to the future bridge across the river and that the designs for access have not been decided upon at this time and that the access cannot yet be defined until all the issues have been looked at and that we can't know yet what the plan will be until all the entities have been incorporated into the plan. Chris Smith asked when the change happened because there was a meeting early on in the process with the neighborhood, pedestrian advocates and bike advocates. The recommendation is to not change anything on the plans at this time which does not exclude any future connections.

8. Next Streetcar Loop PAC meeting: 2:00 – 3:30pm, Wednesday, June 17, 2009, Lloyd Center Tower, 825 NE Multnomah, 2nd floor conference room.