

**Portland Streetcar Loop Project Advisory Committee Meeting**  
**Wednesday, September 16, 2009, 2:00-3:30 p.m., Lloyd Tower, 825 NE Multnomah, 2<sup>nd</sup> floor conference room**

*Members in Attendance: Hank Ashforth, Chair (via phone); Joe Angel; Rick Gustafson; Wayne Kingsley; Pat LaCrosse; Susan Pearce; Michael Powell; Chris Smith*

*Others: Lee Perlman, Ross Plambeck*

*Staff Attendance: Kay Dannen, Julie Gustafson*

**1. Meeting to Order:**

Meeting was called to Order by Rick Gustafson.

**2. FTA Grant Status:**

The Construction Grant Agreement should be completed by the end of September since Notice to Congress was sent July 29, 2009. The only hold up may be the necessary approvals for the flyover from Union Pacific as their timeline is different than that of the FTA.

**3. Portland City Council Actions in October:**

PSI will be taking a series of contracts to the City Council for approval. The contracts include the major construction contract for rails, bridges, and platforms with Stacy and Witbeck, project management during construction for Shiels Obletz Johnsen, and design services with URS Corporation. This is tentatively scheduled for October 28, 2009.

**4. Vehicles:**

The Notice-to-Proceed for six vehicles was issued to United Streetcar on August 12, 2009. They are off and working on the vehicles currently. There is a lot of discussion about adding a different propulsion system made by Rockwell Industries based out of Milwaukee, Wisconsin. The propulsion system is the "brains" of the streetcar. Chris Smith asked if the prototype is in revenue service. Rick Gustafson responded that currently the prototype has the Skoda propulsion system which has not yet been certified. Our first ten cars all have the Elin propulsion system (the only system used in the US), however this option is not offered by United Streetcar. A technical team has been formed to evaluate the option of the Rockwell propulsion system and a delegation has gone to Wisconsin to see Rockwell up close. Wayne Kingsley warned that using a new system is risky especially if the delivery schedule may not be met. Joe Angel seconded Kingsley's concern. Gustafson responded that the Skoda option is also risky as our 1-7 cars are not a large enough order to get the support needed to certify the vehicles.

**5. Future Role of Loop Project Advisory Committee:**

There has been discussion of the future of the PAC. Several issues will need to be dealt with in the next two years, including: fare boxes, fare equity, operational funding, and economic development. We need to evaluate the possibility of having fare boxes at stops rather than on the trains. If everyone getting on the train will be paying a fare, fare boxes on the train will not be able to accommodate all riders. Lee Perlman asked if Streetcar will continue to honor TriMet fares. Gustafson responded that the PAC is not necessarily the forum for these major issues as things progress. Hank Ashforth suggested combining the PAC and the CAC to form a new, larger committee to deal with these issues. The fare policy is a big issue not just for streetcar but for all transit in Portland. Ashforth asked what the committee's interest is in the big picture issues. Sue Pearce responded that she can see the importance of some portion of this committee continuing to support the Loop through construction and the issues that may arise with parking, economic development and fare policy. Chris Smith commented that there is talk of merging the Streetcar Concept Plan Advisory Committee with the

Streetcar Citizens Advisory Committee so that the committee has City-wide representation as they become stewards of the System Plan.

There are some items that are part of the Loop Project that are not yet funded such as having fare boxes at each stop instead of on the trains. Wayne Kingsley brought up the "Close the Loop" project that also is not yet funded. There is a Tiger Grant proposal that was submitted by the City and TriMet that included some funding of the East side elements needed for the connection with the Milwaukie to Portland light rail bridge.

Pat LaCrosse asked when a decision may be made for Streetcar fare policy. Gustafson responded that fare policy and an Operations plan are the two biggest issues that need to be dealt with before the Loop opens in 2012. We need to have a fairly good, thoughtful agreement on fare policy and operations. Joe Angel stated that he would place frequency ahead of fare policy to insure the success of the new line. Chris Smith added that equitable service is important. LaCrosse added that having the service be dependable is very important to the success and increased usage of the system. Chris Smith suggested having a monitor inside OMSI to notify patrons of the departure times of the trains. LaCrosse added that the debate over fare policy is listed to occur in 2010 and asked if the debate is expected to continue at least into 2011. Gustafson responded that it is possible for the debate to continue and that it may be difficult to come to an agreement. Michael Powell added that once employment tax revenue increases TriMet may feel like they have enough money. He commented that there is a fourth option being discussed of a business support fee/tax on top of the employment tax to help fund transit in Portland. Gustafson stated that we need to elevate these issues and place them in the forefront of people's attention. Smith and Gustafson tried to use the Fareless Square discussion to open up other options such as a Central City fare system or a Carbon Free Central City.

We have 7 vehicles running on the current alignment. In 2012 with the opening of the Loop we will add 5 trains that run at the same 12 minute frequency from the Pearl to OMSI. In 2015 with the opening of the bridge and the "Close the Loop" we would add another 5 trains running 10 total on the Loop at the same 12 minute frequency. The Loop becomes enormously beneficial to the future expansion of streetcar as you can add new lines with minimal capital investment. For example, we will be able to build 2 miles of track from 7<sup>th</sup> & Weidler to the Hollywood District and then we will be able to run a line from Hollywood to NW 23<sup>rd</sup> for a much smaller investment cost. Michael Powell reminded the committee that the west side alignment went from 1,700 daily riders to 12,000 daily riders with 12 minute intervals.

Chris Smith asked if there are any stakeholders that are missing from the CAC such as OMSI or the CEIC. Powell asked if there will be representatives from TriMet and the City when fares are discussed. Smith responded that there will most likely be a working group formed out of the CAC that will include representation from the City and TriMet for those discussions.

TriMet lowered their lump sum payment to us from the Payroll tax by 8% due to the lowered proceeds from said tax. Fundamentally there is no agreement for TriMet's future participation in the operations funding for the Loop. The expansion plan for streetcar is fairly aggressive with the Loop under construction, the plan for the Caruthers crossing, the Lake Oswego extension and the System Concept Plan. Michael Powell asked how much money it would take to get from OMSI to Riverplace or South Waterfront. Gustafson responded that it would take at least 8 trains which would cost about \$6.4 million. Smith suggested working a deal with both the Smart Park garages as well as private garages to sell the ability for their customers to use their parking ticket as a streetcar pass for that day. LaCrosse added that OMSI will have to depend on a 30% modal usage of transit, which will only work by marketing transit passes as part of the membership. Gustafson agreed that alternative

income sources like these need to be explored. He added that he hasn't seen the level of attention given to this topic that it needs to make the necessary changes.

Michael Powell asked what discussion has been had about parking meters on the east side or if the topic is dead. Gustafson responded that the topic is not dead. Bill Hoffman is heading up a task force that is surveying business owners in the area to start to build up a parking plan that may include metered parking on the street as a parking management tool. Wayne Kingsley brought up the issue of the upfront costs of the new meters and the ticket patrollers can deter districts from putting in parking meters. Sue Pearce commented that there is also the issue of the neighborhoods that are right up against the CEID and the Lloyd District and their concern about parking. It was suggested to have the committee meet quarterly rather than monthly as the construction progresses. Gustafson stated that a monthly report can be generated and distributed to the committee to keep them updated on issues as they arise. Sue Pearce commented that as long as this committee exists there should be some interaction with PDC and the various development areas along our alignment. Michael Powell asked where this committee fits in with this issue. Wayne Kingsley stated that the committee's involvement in economic development should be done, but that we still have some things to tie up with the streetcar line. Joe Angel agreed that we should be done on the economic front. Powell stated that this committee is another voice in the city and that it is important to keep it alive but possibly allow it to hibernate until the committee is needed to weigh in on a situation with quarterly meetings as needed.

**6. Other Business:**

No other business was discussed.

**7. Public Comment:**

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

**Next Streetcar Loop PAC meeting:** 2:00 – 3:30pm, Wednesday, October 21, 2009, Lloyd Center Tower, 825 NE Multnomah, 2<sup>nd</sup> floor conference room.