

Portland Streetcar Eastside Steering Committee Meeting

Wednesday, October 13, 2004, 825 NE Multnomah, Second Floor Conference Room, 2:00pm

Members in Attendance: *Hank Ashforth, Jeff Blosser, Mike Bolliger, Rex Burkholder, Dick Cooley, J. Isaac, Wayne Kingsley, Susan Lindsay, Rod McDowell, Rick Parker, Susan Pearce*

Others: *Chris Smith, Joe Angel*

Staff Attendance: *Richard Brandman, Kay Dannen, Peter Finley Fry, Rick Gustafson, Phil Sellinger, Denyse McGriff, Rick Williams*

1. Meeting called to order:

Rick Parker called the meeting to order. The minutes were approved as presented. Rick Gustafson indicated that proposals for the RFP for a Conceptual Planning Consultant were due by 10/13/04 with a consultant selected by November 2. The selection committee is comprised of representatives from Metro, ES Steering Committee, PDX, PDOT, Streetcar CAC, PSI and TriMet.

2. Federal Legislation:

The Congress has extended the current transportation authorization to March 31, 2005 which essentially assures no action on TEA-21 until next year. The Eastside project will proceed with the Conceptual Planning and Metro Alternatives Analysis and prepare for action in the spring of 2005. There is a potential threat of a lame duck session, which would not be advantageous to the Eastside Streetcar efforts, as language could become misinterpreted. The President and speaker of the house want the number to be lowered, where the Senate is at \$300,000 billion. House language is more favorable for Streetcar projects, whereas the senate language complements bus transit projects. Brandman indicated that Metro will make some assumptions as they start the initial Alternative Analysis process, but will not know all the rules and nuisances until the bill is passed in the spring. Sellinger mentioned that Jenna Dorn was in Portland and toured the Washington County commuter rail project and TriMet I-MAX. Dorn has indicated a willingness to think about redevelopment potential as a criteria when funding light rail projects. Fred Hansen, general manager for TriMet, is assisting in that effort. Rick indicated that Streetcar had signed development agreements for phase 1 and phase 1a of the Streetcar project. Currently, criteria is heavily weighted on time savings of light rail over a bus route and cost per hour of user benefit.

Rick Williams indicated that TMA has measured employee trips from Lloyd Center to downtown with the addition of the fareless zone added to TriMet's system. Their reports show 70,000 trips per year have been added since the fareless zone was extended to Lloyd Center.

3. HUD Appropriation:

The HUD appropriation passed by Congress includes provisions for the Eastside Streetcar in the Senate version (\$500,000) and House version (\$97,000). The project will proceed with the Conceptual Planning and Metro Alternatives Analysis and prepare for action in the spring of 2005. Unfortunately, only 20% of the Senate HUD version can be used for planning. The remaining 80% needs to be used for construction. Rick Gustafson asked that steering committee members remember to thank Senator Smith and Congressman Blumenauer for their

assistance in securing these funding sources for Eastside Streetcar. Work will be ongoing in how to apply for these allocations.

4. MTIP Funding Request:

The request for \$1 million for construction of the Eastside Streetcar from MTIP funds through Metro has been included in the 150% list for funding. Informal public comments will be taken at the following listening posts, which will feature information about projects submitted to Metro and proposed by TriMet and the Oregon Department of Transportation. The Portland listening post begins at 4PM; all others begin at 5pm and continue until all comments have been heard.

Schedule for Public Comment:

October 25, Monday, Portland, 4 to 8pm, Metro

October 26, Tuesday, Oregon City, 5 to 8pm, Pioneer Community Center

October 27, Wednesday, Gresham, 5 to 8pm, Multnomah County East Building

October 28, Thursday, Beaverton, 5 to 8pm, Beaverton Resource Center

The October 25 meeting scheduled for Metro is recommended to be the primary participation for the Eastside Steering Committee. Representatives from the Steering Committee, Advisory Committee and PSI are recommended to participate in the public testimony. Rex provided more detailed information on these listening posts. In addition to public testimony, written comments are encouraged either by mail, email or telephone. All comments are due by 5pm, Monday, Dec. 6, 2004. Recommendations will be reviewed in January 05 with recommendations due in Spring 2005. About \$29 million in MTIP funds are available, with many projects competing for funding. Some projects will be dropped, some partially funded and some fully funded. Rex indicated that public support for the project is very important.

Chris indicated that Lake Oswego is also applying for MTIP funding for a Lake Oswego Streetcar. It was pointed out that these two projects are not competing with each other, but should work together as an alliance to raise the level of support for Streetcar. Richard reminded the steering committee that Lake Oswego established this route as a regional priority several years ago and have been waiting in line some time for this funding opportunity.

5. Streetcar Additional Cars:

Hank reported that a contingent of PSI board members, staff and technical consultants just returned from the Czech Republic on an inspection trip for the purpose of purchasing an additional 3 cars to add to the current Streetcar fleet. Hank joined the group for the tour of the plant at the Ostrava Transit Authority in the city of Ostrava for the production of their Trio car. Inekon has broken off relationship with Skoda entirely and is acting as the broker for the cars being manufactured in Ostrava. This same group visited the Skoda plant in Pilsen to inspect their current car situation. Both Skoda and Inekon are anxious to do business with Portland Streetcar and negotiations are in process. Issues to be concerned with are price, deliverability, fiscal responsibility and the spare parts issue. If we order the Inekon trio car product, we face some differences in parts than the current Skoda cars we have in our Portland fleet. A decision on the car order must be placed very soon.

6. Next Meeting:

The next meeting of the Steering Committee is to be held on Wednesday, November 10, 2004, at 2:00p.m. at Lloyd Center Tower, 825 NE Multnomah, 2nd Floor conference room.