

**Portland Streetcar Eastside Steering Committee Meeting**  
**March 17, 2004, Lloyd Center Tower, 825 NE Multnomah, 2<sup>nd</sup> floor conference room,**  
**2:00PM**

**Members in Attendance:** *Hank Ashforth, chair; Rick Parker, vice chair, Susan Pearce, Susan Lindsay, Joe Vaughn for J.E. Isaac, Brad Perkins, Bill Medak, Dee Walsh*  
**Others:** *Chris Smith, Lee Perlman, Vern Rifer*

**Staff Attendance:** *Kay Dannen, Peter Finley Fry, Vicky Diede, Steve Iwata, Owen Ronchelli, Richard Brandman, Phil Selinger, Nicholas Starin, Art Pearce, Denyse McGriff*

**1. Meeting called to order.**

Hank called the meeting to order.

**2. MLK/Grand Operations Study:**

Steve Iwata and Art Pearce distributed an updated schedule for the traffic operations study being conducted by PDOT/PDC. The contract with David Evans & Associates has been signed and work is preparing to commence. Steve indicated that Art Pearce has been reassigned. PDOT will collect traffic counts and transfer count data to DEA, which in turn will be used to extend the existing MLK/Grand model to Clay. DEA will identify issue areas for streetcar operations on MLK and Grand. The first working group committee meeting will be held around the end of June and will establish project objectives, review existing conditions, Base Case model presentation, review staff identified issues and develop strategies for improving MLK/Grand streetcar operations. This work is to be completed by December 2004. The working group members include: Dee Walsh, Susan Lindsay, Mike Bolliger, Wayne Kingsley, Vern Riker and Susan Pearce. Staff includes Steve Iwata, Dave Unsworth, Phil Selinger, Nicholas Starin, Vicky Diede, Denyse McGriff, Peter Finley Fry, Susan Aldrich and John Cullerton.

**3. Funding for Conceptual Engineering:**

Four sources have been identified for funding:

- PDC Convention Center URD \$600,000
- PDC Central Eastside URD \$500,000
- HUD Grant for \$295,000 – Vicky indicated this money has been approved, but yet to be determined is the amount we will receive, estimated to be \$200,000-\$275,000.
- Federal Funds \$500,000

Richard Brandman indicated that congress might pass T-21 soon in the funding amount of \$279 million, which has a good chance of being signed by the President. Stay tuned. He also stated that members of JPACT had spent most of last week in Washington, DC lobbying. Hank stated that the Portland Business Alliance also had a delegation in Washington supporting Portland business.

**4. Alternative Analysis:**

Richard Brandman indicated that Metro will be preparing the Federal Alternative Analysis Requirements when funding is secured and upon the recommendation of the Eastside Steering Committee. Funds from the Conceptual Engineering effort would be used to support the contract with Metro. The purpose of the AA is to meet procedural requirements for FTA funding through either the New Starts or Small Starts programs. Because funding and time are limited, the AA should be done in a way that most efficiently satisfies the applicable federal requirements. TEA-21 New Starts Planning and Project Development Process is as follows:

- Alternatives Analysis
- Select local preferred alignment, MPO action, Develop Criteria, PMP
- FTA Evaluation for approval into PE

- Preliminary Engineering
- FTA Evaluation
- Final Design
- Construction

**5. Conceptual Engineering:**

Carter MacNichol, project manager for Streetcar construction from Shiels Oblatz Johnsen, provided an updated Eastside Alignment (Phase 1) Scope of Services to the committee. Work would include analysis of street alignment, utility locations and issues, Broadway Bridge, and stop locations. The work is to be completed in about six months. Dee Walsh suggested that since analysis will be done on the Broadway Bridge which is owned by Multnomah County, that a representative for Maria de Steffey be encouraged to attend the Steering Committee meetings.

**7. Next Meeting.**

The next meeting of the Steering Committee is to be held on Wednesday, April 7, 2004, at 2:00p.m. at the Lloyd Center Tower, 825 NE Multnomah, 2<sup>nd</sup> floor (next to Café Today). Note the meeting in May is on a Tuesday, May 18, 2004 rather than a Wednesday.