

Portland Streetcar Eastside Steering Committee Meeting
Wednesday, July 14, 2004, Lloyd Center Tower, 825 NE Multnomah, 2nd floor conference room, 2:00pm

Members in Attendance: *Rick Parker, vice chair, Jeff Blosser, Rex Burkholder, Dick Cooley, Susan Pearce, J.E. Isaac, Wayne Kingsley, Brad Perkins, Michael Powell, Dee Walsh*

Others: *Vern Rifer, Chris Smith, Joe Zehnder*

Staff Attendance: *Kay Dannen, Richard Brandman, Rick Gustafson, Art Pearce, Sloan Schang, Phil Sellinger, Peter Finley Fry, Denyse McGriff*

1. Meeting called to order.

Rick Parker called the meeting to order. The minutes were approved as written. Rick confirmed the future meeting dates for the Eastside Steering group through the end of the current year.

2. PDC Work Order:

PDC is preparing a work order that would fund the conceptual engineering, City project management and Metro Alternatives Analysis. The total of \$180,000 would enable work to begin in these areas and main the schedule for Eastside Streetcar.

3. August 4 City Council Consideration of PSI Agreement:

The City Council is scheduled to consider the PSI amendment that would support conceptual planning and Metro Alternatives Analysis. With Council approval, PSI can execute a contract with Metro for Alternatives Analysis and issue the RFP for conceptual planning. The conceptual planning work scope was previously approved by the Steering Committee. Also scheduled for council action is a funding package for light rail on the Transit Mall. This is important to Streetcar for two reasons:

- 1) It includes an increase in parking meter fees and hours. Of the increased revenue generated, \$300,000 will be used to increase Streetcar's operating budget and allow for more frequent service, reducing peak time headways to under twelve minutes.
- 2) The \$10,000,000 in Federal MTIP funding for the Gibbs Streetcar extension is contingent on a full funding package for the mall (i.e., if other sources for the mall are not approved, our \$10M can be "borrowed" from the mall project).

Rick shared that Roger Shiels from our office tracks the Streetcar decisions that go before City Council – about 250 to date with no rejections from any City Council members.

4. MTIP Request:

Resolution 4-13 adopted by Portland Streetcar, Inc., supports the request by the City of Portland for \$1,000,000 of MTIP funds for preliminary engineering of the Eastside Streetcar Extension. This application will be reviewed under a Metro regional process and, if approved, expect that approval by July 1, 2005 for appropriation in FY 2008-9. This decision requires JPACT action and goes through a rigorous evaluation from Metro staff in the ranking and rating process. Mike Powell brought up that Lake Oswego, lead by Mayor Judie Hammerstad, has also applied for MTIP funding for a Streetcar Lake Oswego extension and, in essence, will be competing for funding with Eastside Streetcar. Michael suggested we take a proactive approach in our support of the MTIP application. Lake Oswego has hired Metro to prepare the alternative analysis and that effort is progressing at the same time as Eastside. Rick indicated that the Lake Oswego extension is higher in cost to construct and that local governments already own a ROW. Richard said in order for local funds to be committed, the MTIP application must demonstrate how the alignment will be constructed and how it will operate over a 20-year time frame. Rick indicated the cost to construct the Lake Oswego extension may be over the "Small Starts" category and may have to compete in the federal process in the New Starts category, which is different from Small Starts. Chris Smith stated that we need to look at all light rail extensions as

part of a regional network and they should all work together to form a good regional Transportation system. Dick Cooley advised the steering group that it is important that this should be a cooperative process with Lake Oswego not competitive.

5. Federal Legislation:

Rick Gustafson stated that FTA's TES-21 bill is stuck in conference committee and is not expected to be passed until next spring. Held up in that bill is \$1.5 million secured by Congressman Blumenauer and \$1.1 million by PDC that will not be released to Eastside Streetcar until T-21 is passed. Also held up in that transportation bill is a provision for "Small Starts" which addresses Streetcars specifically. We do have some HUD money and other funding in the amount of approximately \$180,000, which will fund the project for the next five (5) months until November 2004. This work will comprise of conceptual planning, initial alternative analysis start-up and project management. After November 2004, new funding resources will need to be identified.

Richard Brandman indicated that no new funds would be available without the signing of this TES-21 bill. Normally this bill has a 6-year cycle and it was anticipated it would have been signed spring 2004. Brandman also indicated that the House and Senate TES-21 bills have language included for Small Starts, which is a direct competitive benefit to Streetcar projects.

Brad Perkins was concerned about the possible competition for Small Starts dollars for Eastside Streetcar, when this bill is signed. Richard indicated to receive federal funding; you have to have a good project. Portland has demonstrated and continues to demonstrate that we have good experiences with light rail and streetcar projects.

Personnel from the Federal Transit Authority (FTA) will be in town the week of July 28. It is hoped that they will make a good connection between the Streetcar and the great land connections and redevelopment that occurs along the Streetcar alignment.

Rick indicated 82 cities across the country are studying Streetcar, but most are poorly directed. Currently, Memphis, New Orleans and Tacoma have Streetcar systems. Sound Transit in Seattle is planning for light rail, monorail and streetcar, even though it has gone over its initial budget by \$1.5 billion.

Cost of a full Alternative Analysis (to be contracted by Metro) is \$600,000-\$900,000. \$2.8 million would take funding through alternative analysis, environmental assessment and into Preliminary engineering. This would be accomplished over a 24 months period. With PDC's assistance, the project is putting together the \$180,000 needed to keep the project on schedule and fund work through November 2004. \$140,000 is in the form of a HUD appropriation, but we don't have a date on when it will be appropriated.

An August 4, 2004 meeting has been set up Don Mazziotti from PDC and members of the Eastside Steering Committee to review the Eastside Streetcar project.

6. MLK/Grand Traffic Study:

Art Pearce from the Portland Office of Transportation reported on the work of their consultant, DEA and the working group. The MLK/Grand Working Group reviewed the Vissim model of streetcar operations on NE MLK and Grand Avenues. While the model confirmed the presence of operational issues and congested locations on MLK and Grand Avenue, the group determined that there were no fatal flaws in operating streetcar on MLK and Grand. As a result of these findings, the working group proposed to revise the alternatives analysis portion of the work scope and shorten the duration of the study. Findings of the MLK/Grand operations analysis (Vissim model) and working group recommendations will be presented at the August 11, 2004 Eastside Steering Committee Meeting. The working group and steering committee recognize the conflicts with the bridgeheads with Streetcar operations. The study shows streetcar can operate in either the left or right lane on MLK/Grand. One of the identified projects on the TSP

(Transportation System Plan) is to change MLK/Grand from a state highway to a city street.

Denise reported that the MLK viaduct work is to start in July 2005 with the intent of narrowing the lanes and changing the landscape to promote the slowing of traffic. Susan Pearce indicated that the HAND and Brooklyn neighborhoods both have a high interest in calming both MLK and Grand Avenues.

7. Other Business:

Michael Powell asked about the PDC report on the Lloyd Crossing that was due for publication by July 1, 2004. Sloan Schang indicated that the report has been delayed by a few weeks, but that this 35-block development study for the Lloyd Crossing Project was a sustainable development report, not actual redevelopment dollar potential. Rick and Michael asked that these numbers be produced by PDC in support of Eastside Streetcar and its strong tie as a redevelopment tool. Rick indicated that the Pearl District Development Agreement and the South Waterfront Development Agreement both have commitments to Streetcar operations. Lloyd Crossing could also follow that same development agreement strategy and do the same. The Oregon Convention Center corridor study is enhanced by Streetcar operations. Denise is working on a redevelopment study for the MLK/Grand corridor south of Burnside and preliminary numbers should be available by November 2004.

8. Next Meeting:

The next meeting of the Steering Committee is to be held on Wednesday, August 11, 2004, at 2:00p.m. at the Lloyd Center Tower, 825 NE Multnomah, 2nd floor (next to Café Today).