

**Portland Streetcar Eastside Steering Committee Meeting
Wednesday, August 11, 2004, Lloyd Center Tower, 825 NE Multnomah, 2nd floor
conference room, 2:00pm**

Members in Attendance: *Rick Parker, vice chair, Jeff Blosser, Dick Cooley, Wayne Kingsley, Tom Markgraf, Brad Perkins, Dee Walsh*

Others: *Congressman Earl Blumenauer, Maria Zimmerman from Congressman Blumenauer's DC office, Chris Smith, Lee Perlman, Joe Angel*

Staff Attendance: *Kay Dannen, Rick Gustafson, Phil Sellinger, Peter Finley Fry, Denyse McGriff, Doug McCollum, Mike Bower, DEA, Scott Harmony, DEA*

1. Meeting called to order.

Rick Parker called the meeting to order. The minutes were approved as written.

Congressman Earl Blumenauer joined our Eastside Steering group along with Maria Zimmerman from his DC's office and Tom Markgraf from his Portland office. Introductions were done and Rick Gustafson gave a brief overview of the Eastside Streetcar project status to date. Currently, we don't know what process we will be following with FTA until the current TES-21 is signed. Efforts were made by the Streetcar project to use federal funding to do the RiverPlace and Gibbs extension, but we were unsuccessful and are constructing these two extensions with local money sources. Total cost for Phase I of the Eastside Streetcar extension is \$84 million with \$42 million coming from the federal government. We have \$900,000 committed from the Portland Development Commission and \$1.5 million from the federal government once TES-21 is signed. Eastside Streetcar is projected to start operations in 2009. There are a number of redevelopment opportunities along the Eastside streetcar alignment, such as, the 35-block Lloyd Crossing (10 million sq. feet of developable space), a headquarter hotel by the Oregon Convention Center, Burnside Bridgehead Project and the Wentworth Project.

2. Federal Legislation:

Congressman Blumenauer stated the bad news is that TES-21 has not been signed; the good news is that TES-21 has not been signed. The current bill is not funded adequately to meet the next 6-year cycle of transportation projects and each subsequent TES-21 funding cycle would be playing catch-up. If the administration changes, it is possible this bill would be approved at a higher rate than is currently proposed, which is \$256 billion. If the administration remains the same, it is likely this bill will be signed, at the current cap, within 100 days. This bill is not expected to be signed until after the elections. The Small Starts program is in the House version of TES-21 and includes provisions that would support Eastside Streetcar construction. Blumenauer stressed that Streetcar is key to the success of the Lloyd Center and Central Eastside Districts. "What happens if you extend 7th Avenue across the Banfield freeway?" Streetcar will redefine Lloyd Center and the Central Eastside – it is a huge opportunity for the entire City. The Eastside Streetcar project will compliment the downtown light rail project, assist with the Burnside corridor work and the Burnside/Sandy/SE 12th intersection (one of the worse in the City). Paul Wierick with the Free Congress is a strong advocate for Streetcar and assisting our efforts across the country. Currently, there are 70+ cities across the United States interested in Streetcar and belong to a Streetcar coalition. This coalition is working to raise the level of interest and awareness in Streetcar operations in the United States.

Joe Angel commented that he would recommend that the project consider spreading the alignment apart to encourage a larger area of development opportunities. What would be mean cost wise and what could the return to the City be?

Denyse from PDC indicated that the Burnside/Couch couplet is being studied currently on the Westside only.

3. **MLK/Grand Traffic Study:**

Art Pearce, from the Portland Office of Transportation introduced Mike Bower formerly from PDOT and working part time at David Evans & Associates (DEA) and Scott Harmony from DEA. Mike Bower briefed the steering group on the NE MLK Jr. Blvd./Grand Avenue Streetcar Traffic Operation Analysis and handed out the draft technical memorandum. After reviewing the VISSIM model and discussing the information presented, the Working Group recommended that the focus of the remaining transportation analysis should be on the following tasks:

- **Task 1:** Document operational issue locations and areas of congestion
- **Task 2:** Compare left and right side streetcar operations relating to the issue locations
- **Task 3:** Develop a list of possible design solutions at issue locations

Findings include:

- Under existing traffic conditions there does not appear to be a fatal flaw.
- At this time, DEA cannot say there is a definitive fatal flaw for operating the streetcar in the left lane.
- Several future projects shown in the Transportation System Plan (TSP) could lessen the impact of the regional traffic on the MLK/Grand couplet.
- It does not appear that any of the proposed future TSP projects will have a negative affect on the streetcar operation.
- Because the right side streetcar operation has significantly fewer issues associated with the streetcar and vehicular operation, DEA has concentrated on possible design solutions for the right side operation.

Wayne indicated that a solution had not been identified for Streetcar to cross the heavy rail crossing at Clay and did the project still have the potential of building a fly-over to accommodate this crossing? Rick indicated that as we look into conceptual planning, more of these troubled spots would become evident.

4. **August 4 City Council Consideration of PSI Agreement:**

On August 4, 2004, the Portland City Council approved contracts for conceptual planning and a Metro Alternatives Analysis Study. It is the intent to negotiate a contract with Metro to start alternatives analysis to start soon and run through January 2005 at the cost of \$50,000 and start the selection process in 6-8 weeks for conceptual planning at a cost of \$100,000.

5. **PDC Briefing:**

Commissioner Francesconi organized a briefing for the Portland Development Commission (PDC) regarding the plans and funding for the Eastside Streetcar. Hank Ashforth, Dee Walsh, Mike Bolliger, Dick Cooley, Michael Powell and Brant Williams attended along with Matt Hennessee and Don Mazziotti from PDC. A good job was done by steering committee members to present the bigger picture for Streetcar expansion and the importance of using Streetcar as a redevelopment tool for the Lloyd District as well as the Central Eastside. It is invaluable for PDC to understand those representatives from Lloyd Center and the CEIC are working very closely together to provide Streetcar service through their districts. Lloyd Center Crossing development area of approx. 34 blocks shows tremendous potential for redevelopment that supports Streetcar operations. PDC

does not have a good ability to fund Streetcar capitol projects. Rick indicated it is distinctly to our advantage to get in front of the line for FTA funding.

6. Other Business:

Phil Selinger indicated FTA representatives were in town last week and during that time Vicky Diede spent some time with them touring the Streetcar alignment. The crowning moment was when they deboarded at Jamison Square, viewed the children playing in the fountain and was overwhelmed by the number of new multi-family housing which surround the Square. Needless to say, they were very impressed. Denyse mentioned that Bruce Allen from PDC has pictures of the before and after of the Pearl District if anyone is interested.

7. Next Meeting:

The next meeting of the Steering Committee is to be held on Wednesday, September 8, 2004, at 2:00p.m. at Portland Streetcar construction office, 520 SW Sixth Avenue, Suite #400, Portland, OR.