

**Portland Streetcar Eastside Steering Committee Meeting
August 6, 2003, Liberty Centre, Lower Level Conference Room, 650 NE Holladay,
2:00PM**

Members in attendance: Hank Ashforth, chair; Jeff Blosser; Mike Bolliger, Rex Burkholder, Sue Pearce for Donna Forsberg, Rod McDowell, Bill Medak, Rick Parker, Brad Perkins, Dee Walsh,

Staff attendance: Kay Dannen, Rick Gustafson, Steve Iwata, Ross Roberts

Others: Wayne Kingsley, Peter Finley Fry, Lee Perlman, Chris Smith, Vern Rifer

PSU Planning Students: Beckie Lee, John Mermin, Sean McCuster, Kevin Balmer

1. Meeting called to order.

Hank Ashforth, Eastside Streetcar steering group chair, called the meeting to order. Hank announced that the Portland City Council has adopted the preferred alignment for Eastside Streetcar. Presentations on the Eastside alignment have also been presented to the PSI Board, Portland Development Commission and Multnomah County. Rick Parker, Rick Gustafson, Brant Williams and Hank Ashforth traveled to Washington, DC to deliver the Eastside Streetcar message and request preliminary funding. Congressman Blumenauer has been able to secure an Eastside Streetcar \$90,000 HUD appropriations

Hank discussed the success of the RiverPlace groundbreaking event on Monday, August 4 with about 150 people attending. Senator Smith and Commissioner Francesconi then participated in a bus tour of the Eastside alignment with Steering Committee members. The tour went well. Rick discussed that Washington, DC sees Portland Streetcar as a proto-type and there are currently 72 cities doing Streetcar studies.

2. Work Schedule for Eastside Streetcar.

Conceptual Engineering Scope of Work:

Timeframe

July 1, 2003 through December 31, 2003.

Alignment Study Funding

PDC (03) \$100,000 PDC (04) \$100,000 Lloyd BID \$50,000, HUD Grant \$1,000,000

Decision-Making

Support Eastside Steering Committee process with regular meetings and recommendations.

Public Process

Support public process including workshops, neighborhood meetings, public sessions, and presentations to public bodies.

Federal Process

Coordinate federal process including meetings with FTA, HUD, and other funding entities as needed.

Project Funding Strategy

Develop strategy for project funding including a combination of federal, private and other public local sources.

Environmental Assessment

Meet with FTA, prepare scope of work, develop and manage selection process for consultant, conduct phase 1 EA and complete EA and submit to authorities.

Evaluate Utility and Traffic Issues

Broadway Bridge

Review Multnomah County data, prepare options for construction and reinforcement of bridge supports and span, prepare cost estimate and coordinate with Multnomah County.

Prepare Federal Transit Administration Project Funding Submittal

Evaluate Phase 2 Alignment

City of Portland Transportation System Plan

Regional Transportation Plan

State Transportation Improvement Plan

3. Portland State University Survey:

Four (4) PSU students (Beckie Lee, Kevin Balmer, Sean McCusker and John Mermin) prepared a survey of employers and the potential for ridership on the eastside streetcar. Part of their charge was to evaluate Portland Streetcar's role in the effectiveness of current and future streetcar lines to move people and encourage economic development. Endorsed by Portland Streetcar, Inc. (PSI), the team administered an online survey in May of 2003 to roughly 350 employees working on or near the proposed eastside alignment. PSI defines the value of streetcar through six benchmarks: safety, reliability, ridership, revenues, cost-effective service and development. The focus was one on commute travel rather than residential travel.

Study Area: Southern Study Area – a large portion of the southern half (south of I-84) of our study area is a protected industrial sanctuary. Roughly 4,500 people work in the southern region.

Northern Study Area – The Lloyd District is a commercial and transportation hub located on the northern portion of the proposed. Large employer types in the region include government agencies, financial services, retail businesses, and convention and sports facilities. The Lloyd District is a regional commercial activity center that plays an important role in the development of Eastside Streetcar. Roughly 15,000 people work in this region.

This group determined the best way to study ridership benefits in inner East Portland was to use a workplace survey. This type of survey is used to obtain information from employees at their place of employment and is similar to a household survey. According to RLIS 1996 data, the total employee population in our study area is 19,310. Of the total population, 15,063, or 78% of the population work North of Burnside and 22% of the population falls in the Southeast section of our study.

The sample size was 345 respondents, which completed the survey during the week of May 16 – 23, 2003. In general, the questions asked were to determine how employees along the proposed alignment might use the Streetcar as a commuting tool for mid-day travel. We also wanted to see how the terminants of parking availability and pricing might affect the ridership of said line. They were also asked how they currently get to work and how much parking costs them. They were also asked if they had rode the current Streetcar alignment and lastly, demographic questions were asked.

One-third of respondents had ridden the Westside Streetcar. Of those, 86.2% said they either enjoyed or greatly enjoyed their experience. If the Streetcar were built, would you use the new Streetcar? 31% of the respondents said they would maybe or definitely use the streetcar. A majority of people in both ends of the alignment said they would use the streetcar as a transfer mode from either bus or MAX. 75% said they would use the Streetcar for lunchtime errands.

Recommendations:

1. Streetcar will reduce vehicle miles traveled.
2. Streetcar will reduce mid-day car traffic.
3. Policy changes will increase ridership.
4. Once people ride the Streetcar, they like it.
5. Involve Citizens in the planning and construction process.
6. Promote the connectivity of the system.

This report will be displayed on the streetcar webpage soon. See

www.portlandstreetcar.org

4. Finance Options for Operations and Construction.

Capital and operating costs estimated for the eastside Streetcar were developed in the Eastside Streetcar Alignment Study adopted June 25, 2003 by the City of Portland. The estimates for operations have been adjusted for inflation. Capital cost estimates for Streetcar are:

Phase 1	\$39.5 million
Phase 2	\$44.0 million
Phase 3	no estimate due to options
Total:	\$ 83.6 million

The operating costs are projected based upon a phase 1 commencement of operations in July, 2007 for phase 1, July 2008 for phase 2 and July 2010 for phase 3.

Phase 1	2007	\$2,884,000
Phase 1&2	2008	\$4,192,706
Phases 1-3	2010	\$5,733,339

Review was done on the Streetcar funding sources for the first and second phases from NW to the PSU terminus. This was financed with an LID (17%), parking bonds based upon \$.20 increase per hour for City-owned Smart Park garages, federal funds through TriMet, tax increment funds and PDOT funds. The RiverPlace Extension is a combination of City funds, tax increment and LID. The RiverPlace extension is seeking a letter of no prejudice from the Federal Transit Administration so that funds expended would be allowed as match for the proposed Gibbs extension. Operating funds for streetcar have been obtained through TriMet, Portland Streetcar, Inc., through sponsorships and ticket revenue and City of Portland.

It is recommended that the Steering Committee list potential sources of capital and operating revenue to support the Eastside Streetcar development. The first step would be to develop a comprehensive list of potential sources and then to select ones that deserve

more serious consideration. Some sources indicated would be the memorial coliseum, Rose Quarter parking subsidies and other potential parking revenue solutions.

Along with the previous sources that have been used, it is appropriate to add the federal source of 50% capital funding for consideration. Legislation has been introduced as the "Streetcar Community Development Act" that would provide for special demonstrations of Streetcar in communities with 50% federal funding up to \$15 million per year per project. Phase 1 and phase 2 of the Streetcar could be eligible for a total of \$41.8 million over a period of three years if the Act is included in the transportation reauthorization anticipated to be considered by Congress in 2004. The Federal process would include an environmental assessment impact statement, nature of criteria, rating on ridership in detail and connecting land use to Streetcar construction. Possible discussion of meter revenue for Streetcar operating funds was mentioned. Also look at possible redevelopment locations along the Eastside alignment.

5. Phase 2 Alignment:

It is recommended that the steering committee commence a review of long-term alignment options for the Streetcar. During the discussion of the MLK/Grand recommendation, it was suggested that consideration be given to the potential of two-way operation on Grand and MLK and that Streetcar could operate on Grand. It is recommended that a subcommittee be formed to commence discussion of this option and evaluation of the benefits to Streetcar, traffic and future development.

6. Other Business:

Chris asked is the current maintenance facility would house the additional two cars for Gibbs. We would expect to order two more cars for Gibbs and possibly extend the yard to the north, which can accommodate 16 more cars.

7. Next Meeting

The next meeting of the Steering Committee is to be held on September 10, 2003, at 2:00p.m. at the Lloyd 700 Building, 3rd Floor Conference Room, 700 NE Multnomah. This meeting is open to the public. A list of meetings through December of this year was provided to all attendees.