Carter MacNichol informed the committee that one of our streetcars experienced a derailment on Tuesday, September 24. A Jeep Cherokee traveling at high speed ran a red light on Market while traveling south on Broadway. With the momentum of the collision and the streetcar, the streetcar was derailed 20 feet off the track. No one was hurt during this incident. This happened about 10:45PM and closed down our operations on Market until about 4:00AM the following morning. Tri-Met was able to assist with putting the streetcar back on the tracks.

1. RiverPlace Extension

Carter reported to the committee that the notice to proceed for final engineering was given to the design team on September 6, 2002. The project is currently over budget $230,000 and Carter has directed the design team to look for cost savings. Carter is hopeful that this budget overrun will be taken care of in final engineering.

There are several unknowns for the project:

· Existing tunnels, which are located under the Harrison Connector, may need to be demolished and debris hauled away. Our general contractor, Stacy and Witbeck, have located the tunnels and have determined that they are not as full as expected. This may result in a cost savings to the project, as we will have less to remove. It is also possible we may not have to totally remove the tunnels, rather just cap them.
· Substation location - location to be determined and cost will be high because of design review requirements. Ken asked why we needed another substation. Because we have steep grades on Harrison, an additional power source is needed.

Vern reported that the soil content on River Park Place is contaminated and unstable. He also stated that streets are settling into the ground and dropping a little bit each year. The project will deal with the contaminated soil and will build the tracks the same as the streets, which will allow them to slowly sink into the soil, as the street currently does.

There is a good possibility we will be moving the Vintage Trolley terminus to directly south of the alignment at Parkway. This results in a $200,000 cost reduction in the project, as we will not need to cross the vintage trolley tracks. This $200,000 cost reduction has already been included in projected budget amounts.

Currently the City is in the process of closing a deal with ODOT for the City to purchase a parcel of land on the streetcar alignment, and then
sell to a developer, with funds allocated for Streetcar construction. This area is zoned CX.

Tri-Met currently pays 2/3 of the operating costs and negotiations are in process for more committed funds for operations for the RiverPlace Extension.

Carter discussed the issue regarding the track procurement. We need approximately 200+ tons of RF 52 for the RiverPlace Extension and the manufacturer will only roll a minimum of 400 tons. We could order RF59 but it requires a different excavation and would add approximately $200,000 to the cost of project construction. Construction with the RF52 is faster; web of track is shallower. To buy rail to Gibbs would cost an additional $145,000, which the project does not have. The contractor is working with the manufacturer to assist with a solution. Currently, there is an order going out of Canada for 200 tons of RF53. The contractor will get the name of the company ordering the RF53 and see if an order of RF52 could be added to this order.

The total cost of construction is budgeted at $18.2 million. We intend to eliminate the double cross over at the terminus, which will result in savings of $100,000. Private utilities to start in January or February of 2003 with rail construction in March. Substantial completion is scheduled for March 2004 with commencement of operations in June/July 2004. The key is getting all the funding together which includes capital as well as operating funding. All four platforms will be center-boarding platforms, which will accommodate both inbound and outbound stops. No left turn will be allowed from Naito to Harrison. The intent of the Harrison connector is not to make the connector a freeway entrance. Pre-emption of signals will be installed at Harrison and 4th for the turnback on 4th; primarily for the vintage trolley (who will not be able to travel on Harrison because of the steep grades) and in case service is down on the RiverPlace Extension. Also special signalization will be installed at the temporary terminus. Automobile access will be allowed at all turns into parking lots on Harrison. All platforms will be constructed at a higher elevation to accommodate wheelchair accessibility more easily.

Modifications have been made to SW 10th and Alder. Carter asked that Carol try out that station to check on accessibility. NW 11th and Couch opened on September 16 and the platform was constructed higher, again to accommodate accessibility issues. The design team is studying vehicle redesign to possibly make the bridgeplates longer and/or wider. The project is looking very hard at accessibility issues.

2. Fare Machines

The fare machines on all seven Streetcars have been moved back against the window and the one seat has been removed on each train. This was to allow more room for flexibility for scooters and wheelchairs. The mechanisms have arrived that will accept $1 and $5 dollar bills. One will be installed and a process will be developed to assure it is working properly. We will be installing and testing in October, do a press
release the end of October or first of November with stronger enforcement on fare collection in mid-November.

3. Proposed Annual Pass Increase

Kay discussed that staff had recommended an increase in the annual pass cost and desired input from the committee. Chris made a motion that the cost of the annual pass be increased to $100.00 annually; this motion was not seconded. Chris asked that zip codes be studied to see where riders reside that purchased the annual pass. Kay will take care of. Steve made a motion that the annual pass cost be increased to $75.00 annually effective on January 1, 2003. Chris seconded. The committee approved the motion. Vern asked that staff discuss whether monthly passes should be made available to customers. Kay will discuss with the operations staff.

4. Quarterly Meetings

Staff recommended that the Citizens Advisory Committee meet on a quarterly basis rather than monthly. The committee would like to continue with the monthly meetings and advised staff to cancel meetings if appropriate.

5. Portland Center Apartment Streetcar Briefing

Streetcar RiverPlace Extension briefing is scheduled for Tuesday, October 8, 2002 at 6:30PM. Location to be advised.

6. Other Business

No other business was introduced and the meeting was adjourned.

The next meeting of the Portland Streetcar Citizens Advisory Committee will be held on Wednesday, October 9 at 3:00PM at the PSI Construction Office, 115 NW 1st Avenue, Suite #200. Please call Kay Dannen at 503/478-6404 if you have any questions regarding this committee.