

Portland Streetcar Citizen Advisory Committee
January 14, 2003, 3:30PM, Lloyd Center Tower, 825 NE Multnomah, second floor (next to Café Today)

Members in Attendance: Bob Amundson, Steve Fosler, Mary Kennedy, Stan Lewis, Janet McGarrigle, Susan Pearce, Carol Presson, Vern Rifer, Steve Shain, Chris Smith

Other Attendees: Melanie Adrian, Rick Siefert, Scott Seibert

Staff Attendance: Kay Dannen, Rick Gustafson

The meeting was called to order by our new chair Chris Smith. The minutes were approved as written.

1. RiverPlace Extension construction schedule.

Kay provided all participants a copy of the construction schedule for the RiverPlace Extension. Also provided was a 5-week rolling schedule and rail construction sequences by construction reach numbers. Private utilities are currently working on SW Harrison which includes gas, PGE, Qwest, etc. The first piece of trackwork will be installed on the River Parkway crossing of Harbor Drive. Trackwork will then commence on Harrison between 1st and 3rd on March 29 and conclude on May 7, 2004. We are hopeful to have enough tracks stockpiled to complete the above work. Additional track has been ordered but will not arrive until June of this year. Substantial completion of trackwork is scheduled for December 3, 2004 with operations starting March 1, 2005.

Kay will provide information to affected parties by updating a 3-week construction look ahead on our web site, mailing informational construction postcards, meeting with residents at Portland Center Apartments and RiverPlace. Kay will be available at all times by pager to meet with anyone that has concerns about construction. The Willamette Shore Trolley tracks will be removed in early February, which will temporarily close River Parkway. Also sewer work will proceed from Naito on River Parkway to the terminus on Jan. 26 and will take about one month. The contractor believes that one travel lane will be maintained. Water work at the terminus begins March 1 for about 2 weeks.

2. Eastside Streetcar Update.

The Eastside steering group continues to meet monthly to discuss the Eastside Streetcar and work on financing options. At the last meeting, it was decided to combine Phase I & II into one project, calling it phase one from Lovejoy to OMSI. The river crossing would now become phase II. Cost for Phase one is \$80+ million. It is expected to receive a special HUD appropriation and money from PDC through the OCC urban renewal district. Also it is expected that \$40 million will be received from the federal government. Much work is being done by the steering group to identify capital and funding for operations. It is felt that T-21 may be passed this year, which approves \$40-60 billion per year for 6 years to land transportation projects. Several redevelopment projects in the area are projected:

- Lloyd Crossing Redevelopment Project
- Grand to 9th Avenue - PDC supported
- Broadway to Lloyd Blvd - PDC supported

The CAC would be interested in having a presentation to the CAC on plans for the Lloyd Crossing Redevelopment Project.

3. Gibbs Update.

Rick provided an update on the \$20 million Gibbs extension. We will need 2 more vehicles to operate this segment and they must be ordered this year if we are to meet the operating timeline of December 31, 2006. Streetcars have a production time of two years, so cars would need to be ordered this year in order to meeting the December 2006 deadline. Controversy continues on what street to use for the alignment, whether Moody or River Parkway to Gibbs. If Moody is used, you could be giving up some redevelopment potential, as the alignment would be at the edge of the district. With the use of River Parkway as the alignment choice, redevelopment potential is available on both sides of the alignment. Zidell has to come to terms on the transition of their barge business. The other large property owner, Schnitzer is also working on plans on how Streetcar would fit into the District. The South Water Front Development Agreement states that Streetcar is an integral part of the District. We continue to try to obtain federal financing for the project. It is expected that the Willamette Shore Trolley terminus to be eventually relocated to Gibbs.

4. Discussion of last week's service shutdown.

Streetcar operations were closed down from mid-morning on Tuesday, January 6 through 3:00pm on January 9, 2004 due to inclement weather. A number of situations resulted because of the weather:

- Switches froze up - it took an employee continually at a switch to keep it thawed.
- Plowing was not done by the City on Northrup and Lovejoy. Snow built up and was packed down by car traffic, which resulted in a thick layer of ice.
- Plowing on 10th and 11th was done incorrectly with the snow pushed on our tracks - this was later changed.
- The deicer used by Bureau of Maintenance would corrode the steel and was not used.
- Because the flanges of the track were completely iced, operations were not possible.
- On Thursday, Streetcar attempted to pull out a vehicle unto the tracks - it went about 200 feet and pulled out of the rail making it impossible to operate.

• Platforms piled high with snow were cleared by City crews.

• The overhead wire did not seem to be impacted by the snow.

As a result of the storm several recommendations have been made:

- Establish priority plowing for Streetcar alignment.
- Coordinate with PSU who clears the Urban Center and the non-street between Lincoln and Cramer Halls.
- Make sure plowing is directed away from the track and platforms.
- Obtain deicer that will not corrode the rails.
- Clear switches and apply flame to resist freezing of critical switches.
- Identify procedure for work crew to clear flanges.
- Assure availability of backhoe & sweeper for snow removal.

- Obtain equipment to assure ability to clear wires from ice buildup.
- Establish communication procedures for closures.

Meetings are to be scheduled to review our snow preparedness plans.

5. Discussion on mission, goals and objectives statement.

Kay handed out a clean copy of the mission, goals and objectives, which was updated in November of 2003. As the PSI board will be adopting this statement at their next board meeting, Chris asked that CAC members respond to him with any comments.

6. Decision-making of extending Streetcar to Macadam.

A 1990 decision was made and included in the Downtown City Plan to extend Streetcar from Northwest to Willamette Park. In 1997 the City of Portland, Clackamas County, Metro and TriMet purchased the Southern Pacific right of way, which is currently operated as a rail line by Willamette Shore Trolley Line. Vern suggested that we have serious political ramifications on the streetcar alignment from Gibbs to Lake Oswego and that the CAC should work on this issue.

7. Other Business.

All CAC participants were provided with the December 03 monthly operations report and benchmarks. Kay indicated ridership for fiscal year 2001-2002 was 1,365,000 and fiscal year 2002-2003 was 1,623,000. Ridership continually increases.

Bridge Plate Retrofit Grant Request

Streetcar is applying for an STFAC (Special Transportation Fund Advisory Committee) grant for \$264,000 to replace all current streetcar bridge plates. Inekon-Skoda, manufacturer of the streetcar, has developed a superior design for the bridge plates that would lengthen and widen the plate reducing the slope for wheelchairs to enter the car. There is a meeting on January 21, 9:30am at the World Trade Center, 121 SW Salmon, Mezzanine Level, Room 5, Building 2 for Streetcar personnel to give comments to STFAC in support of the approval of a bridge plate grant. Members of the CAC are more than welcome to attend. Michael Harrison and Kay will be participating in the hearing. Chris offered to attend. We have had some resistance to the granting of this grant, because it is felt the City made an error in the original design and the retrofit should not be covered by grant money, rather by streetcar.

Discussion was held on a possible surveying of our customers regarding their reactions to our audible announcements. Rick Siefert from the Hillsdale neighborhood believes that our sponsorship announcements are offensive to the riding public as they are forced to listen to each announcement. Rick Gustafson is reluctant to do the survey, as we cannot afford to jeopardize the sponsorship dollars that are critical to Streetcar operations. Currently, we depend on about \$170,000 each year in sponsorship dollars. Rick suggested that the sponsorship committee of

Al Solheim, Bill Failing, Rick and Kay meet to discuss our current sponsorship packages.

8. Next CAC Meeting.

The next meeting of the Portland Streetcar Citizens Advisory Committee will be held on Wednesday, March 17, 2004, 3:30pm, Lloyd Center Tower, 825 NE Multnomah, 2nd floor conference room. It has been decided by the committee to meet every other month.

The CAC meetings for the remainder of the year will be:

May 12, 3:30pm

July 14, 3:30pm

September 8, 3:30pm

November 10, 3:30pm

All the CAC meetings are scheduled at Lloyd Center Tower, 825 NW Multnomah, 2nd floor.

Please call Kay Dannen at 503/478-6404 if you have any questions regarding this committee or have items for the agenda.