

Portland Streetcar Citizen Advisory Committee
October 20, 2004, 3:30PM, Shields Obletz Johnsen, 520 SW Sixth Avenue,
Suite #400, Portland, OR 97204.

Members in Attendance: Steve Fosler, Mary Kennedy, Stan Lewis, Janet
McGarrigle, Carol Presson, Vern Rifer, Chris Smith

Other Attendees: Kimberly Foster; Justin Zeulner, Portland Trail
Blazers, John Wolz, Irvington Community Association, Art Lewellan

Staff Attendance: Kay Dannen, Rick Gustafson

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

1. MTIP Public Hearings/Listening Posts:

Metro received 73 applications for Transportation Priorities 2006-2009
funding by the June 30, 2004 deadline. Applications requested funding
for projects totaling \$141 million for an estimated \$60.5 million
available. That began the "narrowing process" to identify which projects
in the 2004 interim Federal Regional Transportation Plan will receive
regional flexible funds, which come from two different federal grant
programs: the Surface Transportation Program and the Congestion
Mitigation/Air Quality Program. Projects were ranked based on technical
criteria and both the Eastside Streetcar application for \$1 million and
Lake Oswego application for \$2.03 million passed the initial scrutiny.
Informal public comments will be taken at the following listening posts,
which will feature information about projects submitted to Metro and
proposed by TriMet and the Oregon Department of Transportation. The
Portland listening post begins at 4PM; all others begin at 5PM and
continue until all comments have been heard.

Below is the scheduled public comments meetings:

PORTLAND, 4-8pm, Monday, October 25, 2004

Metro

OREGON CITY, 5-8pm, Tuesday, October 26, 2004

Pioneer Community Center

GRESHAM, 5-8pm, Wednesday, October 27

Multnomah County East Building

BEAVERTON, 5-8pm, Thursday, October 28

Beaverton Resource Center

If you can't attend a meeting, send comments by: MAIL: Metro Planning,
600 NE Grand Avenue, Portland, OR 97232

OR, EMAIL: trans@metro.dst.or.us

OR, PHONE: 503/797-1900, option 3

OR, FAX: 503/797-1911

All comments are due by 5pm, Monday, December 6, 2004.

All CAC members are encouraged to testify either in person, in writing,
fax, email or telephone. Eastside Streetcar is applying for \$1 million
in construction funding. Lake Oswego Streetcar is applying for \$2.03
million in planning funding for corridor analysis and alternative
analysis. A number of Eastside Steering Committee members, PSI board
representatives and Chris will be testifying in support of MTIP funding
at Metro, October 25. Chris is also supporting the Lake Oswego
application and will be testifying in Oregon City on October 27. Chris
encouraged a motion from the CAC to support an alliance with Lake Oswego
and Eastside Streetcar to support both MTIP applications. Don made the

motion that the CAC support both these MTIP applications, Steve seconded and the motion was approved by all.

Vern is concerned about the potential of not having favorable Streetcar operations to Lake Oswego and on MLK/Grand on the Eastside Streetcar. Chris indicated that the PSI board supports the Lake Oswego Streetcar efforts and is interested in building a coalition to further support Streetcar success for the region. Steve indicated that Streetcar should be an urban development and have strong partners.

2. Review of RiverPlace Signage Package for Streetcar.

Kay provided 3 samples of possible layouts for the 2 x 4' framemaps that need to be redone in advance of the RiverPlace Extension opening on March 18, 2005. The general consensus of the committee, was to remain with the system car map at the top of the framemap, utilize the entire alignment map to SW Gibbs/Moody (rather than continue with the current district maps) which are currently in place. It is the intent to enlarge this alignment to the maximum so our customers can easily read it. The schedule will be enlarged and placed higher on the framemap for easier viewing. The sponsorship size opportunity and size is still to be determined. Because TriMet changes it fares often, it was decided to include the general information at the bottom of the schedule, so it could be changed out easier. Kay to work with the alignment map designer to finalize the Streetcar alignment map, including the Gibbs Extension, which will, in turn, be provided to Aztech Signs, who will make the modifications on the framemap.

3. Accessibility Update

Rick discussed the three areas of accessibility enhancements that have been challenging:

- Bridgeplate retrofit - delivery of bridgeplates have been delayed to the end of the year, with installation projected for January 05. Plates have been fire treated with metal resistant material to prevent slippage. This has delayed the delivery to December 04.

- Tactile warning strips at the platform stop locations: Streetcar has made some modifications to most of the platform stop locations. Discussion is ongoing with the accessibility community as to the scope of this work.

- Nextbus has not been able to identify a supplier who can provide the amber on black necessary to meet ADA requirements for the reader boards at the platform stops. Streetcar needs a commitment by January 1, 2005, in order to be able to have Streetcar arrival time installed at the platform stop locations for the opening of operations for the RiverPlace Extension.

Ted Wenk at Oregon Advocacy Center, Michael Levine, an advocate for people with disabilities, Oregon Independent Living Resources and Bob Pike, an attorney representing the accessibility community, have been very helpful in assisting streetcar in dealing with the above issues. All directional ADA wayfinding signage and double bars on leaning and handrails have been completed.

4. Eastside Streetcar Update

Chris provided an update on the Eastside Streetcar project. An RFP has been issued for a conceptual design consultant. This consultant, when selected, will be looking into preliminary alignment issues; what side of

the street should Streetcar operate, utility relocation, etc. Metro also is starting a very basic alternative analysis process, so that we are well positioned to move forward earnestly next spring, when it is expected that T-21 will be signed. Both the above activities will continue from approximately 11/04 to 7/05. Senate and House have been ready to sign T-21, but the Whitehouse has threatened to veto. We expect this bill to be signed on March 31, 2005. \$1.1 million in URAC money has been committed, when T-21 is signed. Senator Smith and Congressman Blumenauer have secured Streetcar HUD funding.

On October 6, representatives from the PSI board and CAC participated in a Willamette Shoreline Trolley and redevelopment tour of Lake Oswego hosted by Mayor Judie Hammerstad. Chris was impressed with the redevelopment opportunity for a regional center in the Foothills portion of Lake Oswego.

5. City Council Action

Rick indicated that several Streetcar items will be going to City Council for approval on Wednesday, December 1, 2004.

- Extension of Stacy and Witbeck's contract for construction of the Gibbs Extension.

It is the intent, if this contract is approved, to continue track construction to Gibbs following the completion of the RiverPlace Extension with completion of construction about June 2005. Streetcar operations to Gibbs would start summer of 2006.

- Approval for the order of 3 more streetcars for summer 2006 operations to SW Gibbs and Moody.

Several representatives from the PSI board, Eastside Steering Committee, staff and consultants visited the Czech Republic for the purpose of visiting two different locations where Streetcars are being manufactured. Our current cars, which were produced by Skoda and brokered by Inekon are still being manufactured solely by Skoda in Pilsen. Inekon has broken off relations with Skoda and are now located in Ostrava and working with the Ostrava Transit District, where trio cars are being produced. The Streetcar delegation spent time comparing the two options with a decision to be made by the November 2, PSI board meeting. One of the biggest issues is the parts inventory. The trio cars have upgraded their truck manufacturing, which results in trucks that are different than the current ones on our existing cars. The spare parts issues as well as financial issues are being compared. Skoda and Inekon

- Agreement with TriMet to allocate \$10 million in MTIP funds for capitol funding for the Gibbs Extension construction.

- TriMet/Portland Streetcar, Inc. operating agreement.

- Formation of the local improvement district (LID) for the Gibbs Extension

This LID is being formed differently than the LIDs for Phase I/II and RiverPlace Extension because OHSU owns the majority of the land being assessed.

Chris asked there be a motion to approve all the above actions to go to City Council for approval on Wednesday, December 8, 2004. Vern made the motion, it was seconded by Janet and approved by all.

6. RiverPlace Construction Update

Currently track construction is complete from the Residence Marriott Inn to SW 4th/Harrison. The only track piece to complete is from SW

4th/Harrison to the current terminus on Montgomery. Construction of the complicated intersection of SW 4th/Harrison, which included double curved track, was done in a 3-day 24/7 streetcar closure, rather than drag the construction out for up to 6 weeks. This work was accomplished very efficiently by Stacy and Witbeck with the result that the street was opened ahead of schedule. Remaining work to be done; pole installation and overhead wire, platform stops and landscaping. Substantial completion is scheduled for January 21, 2005 and final completion for March 4, 2005. The Grand Opening is scheduled for Friday, March 18, 2005.

7. Gibbs Update

Track work construction to SW Gibbs is to be complete by July 2005 with operations to commence mid-summer of 2006. This operations date has been set to provide the necessary connections for the Portland Tram, which is scheduled to start operations in late spring 2006. Streetcar will single track to Gibbs, paving the trackway to Sheridan and using tie and ballast from Sheridan to Gibbs. The alignment between Sheridan and Gibbs will utilize the old trolley right-of-way adjacent to Moody instead of putting tracks on Moody itself. This alignment alternative will save money on construction and utility relocation. This savings in construction will allow the Streetcar project to purchase 3 additional Streetcar vehicles, which will bring the total fleet to 10. It is expected to take 18 months from order date to delivery on these 3 additional cars. Total capital costs for this construction segment from River Parkway to Gibbs is \$15.8 million.

5. RiverPlace Opening Celebrations (Dannen)

Initial meeting was held with representatives from Portland Development Commission and PDOT to discuss parameters, budget, etc.; with plans for the first kick-off meeting with the full committee the first week or two in November. Kim Foster, manager of the Residence Inn Hotel offered to host this first meeting.

6. Other business.

Stan mentioned that the South/North project (around 1996) produced a list CAC members, which was updated continually. This list also contained contact information and representation. He recommended that the current Streetcar CAC be continually provided an up-to-date contact list of current members for distribution, so members could contact one another if they chose. Chris instructed Kay to update and distribute.

Kay distributed the new front page shell for an updated version of the current Streetcar web site. We expect to have this new design in place prior to the end of the year.

Kay indicated that Streetcar is currently conducting a 90-day pilot project in conjunction with Nextbus Arrival time. The CAC was sent a descriptive letter with accompanying business cards to try out this system using their personal telephone. With this system and by dialing the local phone #971/404-2972 and entering your stop code number, you will receive the arrival time of the next 3 trains scheduled at your designated stop.

This pilot program will continue through October to the end of the year.

Chris Smith complemented staff on the addition of an additional shelter at the NW 23rd/Marshall stop. Kay will be on vacation from November 17, back in office on December 6, 2004.

7. Next CAC Meeting.

The next meeting of the Portland Streetcar Citizens Advisory Committee will be coordinated around the annual holiday party in December at the offices of Shiels Oblatz Johnsen, 520 SW Sixth Avenue, Suite 400.

Please call Kay Dannen at 503/478-6404 or email at dannen@portlandstreetcar.org if you have any questions regarding this committee or have items for the agenda. The CAC meetings are open to the public.