

Portland Streetcar Citizen Advisory Committee
June 7, 2006, 3:30PM-5:30PM, Shiels Oblatz Johnsen, 520 SW Sixth Avenue,
Suite 400,
Portland, OR 97204

Members in Attendance: Scott Bricker, Bill Danneman, Michael Dennis,
Steve Fosler, Sorin
Garber, Mary Kennedy, Stan Lewis, Janet McGarrigle, Susan Pearce, Carol
"Zoe" Presson,
Vern Rifer, Scott Seibert, Chris Smith
Other Attendees: Lenny Anderson, Dick Barnard, Lynne Coward, Randy
Parker
Staff Attendance: Kay Dannen, Rick Gustafson

The meeting was called to order by our chair Chris Smith. The minutes
from May 3, 2006
were approved as presented. Introductions were made by all. Chris
introduced Sorin
Garber, who has been appointed by Commissioner Adams to the Streetcar
Citizens Advisory
Committee. Sorin owns his own business and is a transportation planner.

1. Eastside Transit Alternatives Analysis Study.
Chris provided some background information on the Eastside Project. The
Eastside
project differentiates from the current streetcar project in that it is
applying for federal
money. The Eastside Project Advisory Group has met every month for the
past 3 ½
years forming the parameters for the project. Metro over the past 6-9
months have
been formulating the Eastside Transit Alternative Analysis study. It has
been vitally
important that the project advisory committee and the community support
in unison the
selected Locally Preferred Alternative (LPA) and that LPA selected has
the best
consensus of support to meet Federal Transit Administration (FTA)
criteria for
selection for funding. Metro has prepared a recommendation for the
Locally Preferred
Alternative which will be presented to the Project Management Group
(PMG). This
PMG recommendation will be forwarded to the Project Advisory Committee
for
preparation of a recommendation for presentation to the Steering
Committee. The key
components in the recommendation are mode, alignment and proposed phase 1
terminus. The Steering Committee has approved the LPA. The Citizens
Advisory
Committee is being asked today to discuss and approve the LPA. This LPA
recommendation will move through PDC, Planning Commission, Portland City
Council,
Multnomah County, PSI Board, TriMet Board and eventually to JPAC for
review and

resolution. JPACT prepares the resolution which is forwarded to Metro Council for adoption on July 20, 2006. It was noted that the Lake Oswego Transit Alternative Analysis study is about 9 months to a year behind the Eastside process.

Chris reviewed the Locally Preferred Alternative Recommendation (LPA) with the committee which recommends for transit improvements for the Eastside transit project in Portland's Central City. These recommendations are based on information documented in the Eastside Transit Alternatives Analysis Evaluation Report (Metro, May 2006) and from public input received during the public comment period and in the hearing held May 10, 2006 before the Eastside Project Advisory Committee (EPAC).

The LPA decision consists of three distinct decisions on project implementation and phasing. The mode decision chooses between streetcar, and the no-build bus network. The terminus decision addresses whether the project can be completed in one phase or in construction segments defined by three minimum operable segments (MOS). The streetcar alternative includes two potential alignments through the Central Eastside, the MLK/Grand Couplet and the two-way Grand design option and the alignment decision will choose between them.

The Transit mode recommended was Streetcar as well as the full loop streetcar alternative. Terminus selected was the OMSI MOS with the first construction segment to be the Oregon Street MOS. The alignment chosen was the MLK/Grand Couplet.

Further discussion was held regarding the recommendations made and conditions for extending the project to OMSI. The Morrison MOS has some unresolved/unknown issues with the MLK/Grand couplet that need to be resolved prior to submittal to FTA for funding. The Oregon Street MOS depicts the best project for FTA approval. When the project Steering Committee determines that the conditions have been met, project sponsors will seek to immediately extend the project to the OMSI MOS. If that is not possible for financial reasons, the shorter Morrison Street MOS should be considered

as an interim terminus. The overall short-term goal is to proceed with the project to the OMSI MOS until such time that the Caruthers Bridge or other Willamette River streetcar crossing is available.

Rick indicated the Small Starts allocation of \$75 million is a one time deal. Vern asked if the project could ask for another \$75 million later. Rick indicated that we don't know as the rules from FTA are not written and not expected until 2007. The East from Lloyd Center to Hollywood discussions would be a separate project. It is important to have the strongest base of community support, 110% support to present to FTA. We are hoping for 60% financing from FTA for construction. Local matching money needs to be identified as well as an operations finance plan by the end of 2006. Rick indicated it is crucial that the Central Eastside and Oregon Convention Center URAC's be extended to assist with the capital funding of the project. The Eastside project will double the headways on the Westside on 10th/11th and possibly to RiverPlace. Rick believes we will more likely to receive funding from earmarks than from small starts. The philosophy of the current administration is only non choice riders take transit. Scott Siebert has heard that anti eastside alignment constituents are concerned about the Central Eastside turning into another Pearl District, he has also heard that zoning needs to be changed. Scott Bricker wants to ensure that we include accommodations for bikes in the Eastside project planning and provide a true multi-modal transportation opportunity. Scott Siebert wants to ensure that the project consider the congestion on and off the Broadway Bridge on Lovejoy. Rick indicated that he is encouraging the Pearl District/Old Town Chinatown to start the process to study a comprehensive travel plan for the district, but that they seem to be entirely focused on the Burnside/Couch couplet currently. Commissioner Adams is committed to supporting the changes necessary to support transit operations on the MLK/Grand corridor.

Chris reviewed the work program elements of the project. The Steering Committee

wants to ensure continuity as the project moves beyond the Alternatives Analysis and Conceptual Design phases of project development. The following outlines issues and work program elements that have emerged from the Eastside Transit Alternatives Analysis process. The Steering Committee anticipates that this issues list will change as current issues are addressed and as new issues are identified. Issues include:

- ? Coordination with Ongoing Planning Efforts
- ? Preparation of Alternative User Benefit Measures
- ? Refinement of Capital Costs and Funding Plan
- ? Definition of Operating and Maintenance Revenue Sources
- ? Traffic and Streetcar Operations
- ? Refinement of Streetcar Alignment and Capital Cost Reduction
- ? Evaluate Emergency Shared Light Rail and Streetcar Operations between Rose Quarter and the Caruthers Bridge

A motion was made by Vern Rifer and seconded by Scott Siebert to approve the Eastside Transit Alternatives Analysis Locally Preferred Alternative Recommendation as adopted by the Steering Committee on June 5, 2006. The motion was approved by majority. Chris will draft a letter from the CAC to present to City Council at 9:30am on June 28, 2006. Anybody from the CAC is welcome to attend this Council meeting; however, Chris is the only authorized person to speak on behalf of the CAC based on new lobbyist regulations.

In order for this committee to stay more involved in the Eastside Project, it was agreed that all committee members will be notified of Eastside PAC meetings. Kay indicated that minutes of past EPAC meetings are the streetcar website.

Chris introduced Randy Parker from Metro, who provided information on ridership modeling that was done to support the decision-making for the Eastside Transit Alternatives Analysis Locally Preferred Alternative Recommendation. Survey was based on using the existing streetcar alignment.

2. Gibbs Extension Opening Ceremonies.
Kay reported that opening ceremonies for the SW Moody and Gibbs extension have been postponed from Friday, September 8 to Friday, October 6, 2006. This is due to

delay in receiving three (3) additional new streetcars from the Czech Republic. It is necessary in order to open the extension to Gibbs to have at least one new car added to our fleet for use in providing service. Car #8 is expected September 21, car #9 & #10 are due on November 1, 2006. A planning committee has been formed to plan this event which will include, but is not limited to, Streetcar first rides, media/press event, etc.

3. Other Business.

Kay provided a report on the fare surveys conducted between April 1 and May 12, 2006 which demonstrated a drop in no fares from 29% to 21%. The fare surveying also generated an additional \$1,852.95 in added revenue while the cost of the surveying was \$1,621.15. It has been determined that the fare surveying will continue. Rick and Kay will be meeting with TriMet regarding the proposal to study streetcar's current fare structure. Once this meeting with TriMet is held, the CAC fare committee will be notified of a fare discussion meeting.

Chris advised committee members of a 2006 Regional Forum on Friday, June 23 at the Oregon Convention Center sponsored by Metro. Topic will be a new look at regional choices that will shape the livelihoods and lifestyle choices of today's residents and future generations.

4. Next CAC Meeting:

The next meeting for the Streetcar Citizens Advisory Committee will be Wednesday, August 2, 2006, 3:30pm-5:00pm at Shiels Obletz Johnsen, 520 SW Sixth Avenue, Suite #400, Portland, Oregon. If there are no pressing agenda items for the August 2nd meeting, this CAC meeting will be cancelled. 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.