Portland Streetcar Citizen Advisory Committee
April 4, 2007, 3:30PM-5:30PM, Shiels Obletz Johnsen, 1140 SW 11th Avenue, Suite 500, Portland, OR 97205
Members in Attendance: Chris Smith, chair; Bill Danneman, Steve Fosler, Sorin Garber, Mary Kennedy, Peter Kilbourne, Stan Lewis, Janet McGarrigle, Ann Niles, Carol "Zoe" Presson, Bob Richardson, Scott Seibert, Vern Rifer, Dan Zalkow
Other Attendees: Lynne Coward, Patrick Sweeney
Staff Attendance: Kay Dannen, Rick Gustafson

The meeting was called to order by our chair Chris Smith. The minutes from February 2, 2007 were approved as presented.

1. Public Comment Period.
There were no comments presented by the public-at-large.

2. City-Wide Rail Plan.
Patrick Sweeney from PDOT updated us on the modifications that have been made to the City-Wide Rail Plan. PDOT will divide this plan into two parts: development of a PTN (Primary Transit Network) - to study where transit needs to go followed by a Streetcar Feasibility Study. The PTN study is to include a public involvement component scheduled for Sept/October 2007. Previous work will be integrated into the PTN study. Stan recommended that a public involvement component assists with the process to select a PTN consultant. The Streetcar Feasibility Study will start in the summer of 2007 with completion in June/July 2008. This study will investigate threshold development intensity, land use and how it supports transit investments as well as other established criteria. The committee felt strongly that Metro and TriMet should be integrated within this process. Lynne reminded Patrick that integration with bike and pedestrian interface is important since Commissioner Adams is recommending that Portland receive a bike 'platinum' rating. Chris mentioned that Portland currently does not have a good bike/transit model. Steve cautioned that many transit studies have preceded this study and that the process should not go on too long - build on work already done. Patrick indicated that this will be done. Scott advised that PDOT engage in a meaningful public involvement process. Patrick indicated the study will use existing zoning and FAR levels.

3. Hawthorne Streetcar Plan.
Bob Richardson provided a power point presentation plan for a Hawthorne Streetcar, showing the why, where and how much. Bob directed us to www.hawthornestreetcar.org for further information. The Hawthorne Bridge can accommodate streetcar in the inside lanes, but the bridgeheads need to be restructured. Contact Bob at bob@peak.org for a PDF of his Hawthorne Streetcar power point presentation.

4. Project Updates:
Lowell Extension Construction.
Chris reported that Lowell Extension construction proceeds nicely with final completion mid-July 2007. Stacy & Witbeck are in the process of placing overhead electrical poles, station shelters and other finishing work. Streetcar testing will commence mid-July with a planned opening of
operations with a media/press event on Friday, August 17 and all-day celebration on Saturday, August 18 at the park in South Waterfront. It is expected that when opening the Lowell Extension we will reduce headways during peak travel times to 12 minutes between trains.

Lake Oswego Transit Alternative Analysis.
Vern reported that a trail component has been added to the Lake Oswego AA that has added considerable cost and complication to the project. Vern feels that a streetcar project to the Sellwood Bridge is plausible; however, from the Sellwood Bridge to Lake Oswego presents some very unique challenges. It is understood that Mayor Judie Hammerstad is very supportive of streetcar in Lake Oswego to support future development opportunities. Vern believes with the Milwaukie LRT study, their may be some opportunity to connect to Lake Oswego in a different way.

New Cars.
All the new cars have attained the mandatory burn-in miles, but are waiting for safety testing certification from Inekon in the Czech Republic.

5. Streetcar Loop Status & Funding:
Rick gave a thorough report on the Streetcar Loop status. With the change of leadership in the Senate and House and the appointment of a new FTA administrator James Simpson in September 2006 - our project has received a 'shot in the arm'. This fall, FTA had received 4 applications for bus projects for Small Starts and no streetcar projects. TriMet received a call in November and asked that Streetcar submit an application ASAP. The application was prepared and sent on 2/9/07 and approved to move into project development on 3/20/07 - FTA is highly motivated to fund our project - we are asking for $75 million. Items of rating include T-SUB user measurement, cost per benefit mile - rated poor, land use rated medium to high for potential economic development. The Portland Streetcar Loop Project needs to be rated medium to high to move forward in the process for approval. The application to secure both capital and operating finance plans is due to FTA in August 2007. Lake Oswego and the Loop project have been separated and are in different stages of process. There is pressure by August 2007 to match the $75 million from the Feds with the $77 million in local match. Projected capitol budget sources:
* FTA $75 million
* LID 15 million
* PDC 31 million
* State of Oregon - Connect Oregon II 6 million
* Other
  Private Development agreements 6 million
  MTIP 12 million
  City Financing 6,887,000
  Total Local $76,887,000

TOTAL REVENUE $151,887,000

Potential Sources (Backup)
State of Oregon Lottery Funds $25 million*
Increase of LID rate 5 million
Cost savings in construction 5 million

* State appropriation of $25 million in lottery backed bonds to create Oregon streetcar manufacturing jobs by Oregon Iron Works in Clackamas County.

TriMet has received $250 million in lottery backed bonds for the Milwaukie LRT project which includes the formerly Caruthers Bridge crossing at OMSI on the east side of the river to near RiverPlace/S. Waterfront on the west side of the river. This bridge would be utilized by streetcar and LRT and would complete Streetcar's inner city circulator loop by joining the west and east sides of the river. The Milwaukie LRT project is expected to be operating by 2014. Conversations have been ongoing between OMSI and OHSU to provide a science quadrant, with has been enhanced with the Tram connection to OHSU on the hill, the recent expansion into the South Waterfront by OHSU, the Schnitzer land donation and the potential of a rail bridge crossing, which would connect all campuses. Rick feels this has enormous potential.

On Friday, July 27, Portland will be hosting a Regional Streetcar Conference featuring Madison, Wisconsin; Charlotte, North Carolina; Atlanta, Georgia and Portland sponsored by the Streetcar Coalition with Mayor Judie Hammerstad and Commissioner Sam Adams acting as co-chairs.

a. LID Information
The Local Improvement Assessment (LID) for the Streetcar Loop has been increased to a cap of $15 million, which is an increase of 40% from a year ago. It has been determined that the Loop project will not attempt a formation of a LID on the Westside. Some of the reasons for not forming a LID for the Westside include:
* The Westside has supported earlier LIDs for streetcar expansions
* A LID was formed for the Mall LRT project
* Since the earlier Streetcar LIDs were assessed, there has been a preponderance of owner-occupied residential units numbering 6,000+, a significant increase from when the original streetcar alignments were constructed. When constructing the original streetcar extensions, owner-occupied residential units were exempt from the LID. Sixteen eastside property owners have written letters to support the LID.

6. Other Business.
N/A

7. Next CAC Meeting:
The next meeting for the Streetcar Citizens Advisory Committee will be Wednesday, June 6, 2007, 3:30pm-5:00pm at Shiels Obletz Johnsen, 1140 SW 11th Avenue, Suite #500, Portland, Oregon.
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.
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