Portland Streetcar Citizens Advisory Committee Meeting
Wednesday, March 3, 2010, 3:30-5:00 p.m., Shiels Obletz Johnsen

Members in Attendance: Owen Ronchelli, chair; Debbie Cronk; Bill Danneman; Sorin Garber; Peter Kilbourne; Stan Lewis; Janet McGarrigle; Ann Niles; Susan Pearce; Zoe Carol Presson; Vern Rifer;
Others: David Brandt, Arnold Panitch, Dustin Posner, Christian Steinbrecher

Staff Attendance: Kay Dannen, Julie Gustafson, Rick Gustafson, Brodie Harvey, Shoshanah Oppenheim

1. Meeting to Order:
   Meeting was called to Order by Owen Ronchelli, chair. The minutes from the January 6, 2010 meeting were adopted.

   Sorin Garber made a motion to thank those coordinating the construction of the Loop. Ann Niles seconded.

2. Public Comments:
   Arnold Panitch raised a concern about the connection of the Milwaukie Light Rail line with the Streetcar and the Tram. He is concerned that TriMet, Streetcar and OHSU have not been speaking to each other about the public connection and that those using mobility devices will be unable to easily get from the east side of the river to the top of the hill at OHSU. Vern Rifer asked if it is the location of the stop or the location of the bridge that concerns Panitch. Panitch commented that both are an issue, but that his largest concern is the lack of connection. Ann Niles asked if there is a future stop planned where the two lines connect. Kay Dannen responded that there is a new stop planned there which should help with this connection. Also, OHSU currently runs shuttles to the parking lot where the bridge will land and it is expected that those shuttles will continue. Dannen added that this is a good point and that she will check into the planned stops. Rick Gustafson added that the current understanding is that there will be stops in both directions. Susan Pearce added that there will be a separation in the light rail and streetcar stops as the light rail vehicles cannot stop or pass a streetcar stop as those vehicles are wider.

   The city was awarded a $23 million TIGER grant that will help fund the construction on Moody including raising the grade of Moody 15 feet, adding the Streetcar tracks and a double cycle track. We have also applied for an Urban Circulator grant of $25 million that, if awarded, will go towards further streetcar improvements that will help with the bridge tie in. The schedule for the TIGER grant work has not yet been published. Five streetcar projects from around the country were awarded TIGER grants (Portland, Dallas, New Orleans, Detroit and Tucson). Peter Kilbourne asked who will be managing the work both at Riverplace and in the South Waterfront. Gustafson responded that it is either Chris Armes or Art Pearce at PBOT. Dannen added that she will get the contact information to Kilbourne. Rifer asked what the east side of this new construction will look like. Gustafson responded that the purpose of raising the elevation 15 feet is to allow for two levels of parking below any future development. Ronchelli suggested that it would be good to discuss this topic at the next meeting with the drawings in front of the committee to help with visualization.

3. Project Updates
   Portland Loop Project Update:
   Loop construction is moving along. There are two track headings under construction. Both are currently on Grand from Burnside to Davis and from Oregon to Hassalo. The sewer work in the Pearl will be starting the end of this week. The Noise Variance Permit for the project was approved,
permitting work at night. Susan Pearce brought up a concern from the Burnside Bridgehead PAC. Drawings for the Bridgehead project originally showed the stop at MLK and Couch and now it is midblock between Burnside and Couch. Dannen responded that the stop was originally at Burnside on MLK and has been moved to midblock at PDC’s request. Due to traffic control patterns the stop could not be located north of Couch.

**Portland/Lake Oswego Project Update:**
Sorin Garber reported that there was a report on the Lake Oswego project to the Portland Freight Committee that did not go well and that it would be good for representatives to make a second presentation to help answer questions and assuage concerns.

4. **Other Business**
Last week there was a National Streetcar Summit in DC that brought together representatives from streetcar cities across the nation and people from the federal government. Over 100 people attended the two day Summit. Speakers at the Summit included FTA Administrator Peter Rogoff, HUD Deputy Secretary Ron Sims, Roy Keenitz, David Agnew, and Shelley Poticha. This summit was put together with the help of Congressman Blumenauer in response to the recent move by the administration to support streetcars. The original hope was for six Mayors of streetcar cities to attend. In the end 16 Mayors attended with 28 cities represented. The summit was beyond our expectations and was a very important step in the process of turning around the federal attitude.

Owen Ronchelli asked if the change in scoring streetcars in the federal funding process was discussed at the Summit. Gustafson responded that it was discussed with Keenitz and that a representative from the FTA was also in the room. There is a cost/effectiveness measure in the Small Starts funding that used to be like a veto for a project if it did not meet a medium rating. The FTA recently did away with the veto aspect of the cost/effectiveness measure, but the measure is still there as one of the factors that measures a project.

Ann Niles asked if all of the interest in streetcars around the country will affect the production of streetcars at United Streetcar. Gustafson responded that it is essential for the success of United Streetcar for other cities to be actively building alignments.

Gustafson reported that the Rockwell propulsion system has been formally rejected for the six car order for the Loop. The Skoda propulsion system has not been formally rejected and is still in the contract. There is an agreement for the Elin propulsion system though it is not in a contract. Elin provided the propulsion system for the first 10 cars that were supplied by Inekon. Oregon Iron Works/United Streetcar has responded stating that they will bring a proposal for putting the Elin system into the 6 cars. Ronchelli asked how this will affect the budget. Gustafson responded that we have proposed a payment price to them but they have not formally responded. This should be resolved in the next couple of weeks and United Streetcar will still be able to meet their schedule. From the minutes of our last meeting Ronchelli received a letter from the President of Inekon offering to provide the streetcars at a competitive price by the 2012 deadline. The last time Inekon produced cars for us they were 12 months late due to testing issues.

For the prototype car we are still working with United Streetcar to procure federal funding to support the installation of the Rockwell propulsion system prototype so that they can have a proven
propulsion system for the future. We applied for a $2.4 million Urban Circulator Grant which Rogoff commented on at the Summit in DC.

Rail-Volution – a national rail and transit oriented development conference which started here in Portland – will return to Portland for the 2010 conference the 18-21 of October. Susan Pearce asked if the CAC will be playing a part in the conference. Gustafson responded that there will be a need for volunteers at the conference. He also stated that he would like to see Portland be a gracious host with other cities making the majority of the presentations. One possible presentation he would like to see is the compatibility of streetcars, bikes and pedestrians.

The next meeting for the Streetcar Citizens Advisory Committee will be Wednesday, May 5, 2010, 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.