

Portland Streetcar Citizens Advisory Committee Meeting

Wednesday, April 4, 2012, 3:30-5:00p.m., City Hall, Pettygrove Room

Members in Attendance: Owen Ronchelli, chair; David Brandt; Bill Danneman; Michael Dennis; Arlene Kimura; Cora Potter; Zoe Presson; Vern Rifer; Richard Ross

Staff: Kay Dannen, Julie Gustafson, Rick Gustafson

Others: Lee Perlman, Pete Collins

1. Meeting to Order:

Owen Ronchelli, chair, called the meeting to Order. The minutes from the March 7, 2012 meeting were approved.

2. Public Comment:

No Public Comment was made.

3. Loop Construction Update

Julie Gustafson reported that the construction of the Loop is substantially complete and that the 13 shared bus/streetcar shelters have all been installed including the etched glass. Gustafson also reported that work has been scheduled to move the pole on the Broadway Bridge north sidewalk that had been discussed at the prior two meetings. The pole will be relocated Thursday, April 12 at night. This work will involve some road and sidewalk closures. The following week, April 16-20, crews will re-slope the sidewalk requiring a full week closure of the north sidewalk.

The new stop location on the existing line at SW Moody & Mead is now open for revenue service. Pete Collins asked if there is any coordination between OHSU and Streetcar to coordinate the shuttle service from the Schnitzer lot to OHSU. Kay Dannen responded that to date there has not been coordination.

Bill Danneman reported that the contract for the construction of the pedestrian bridge in the South Waterfront ends April 30 with punchlist work beginning May 1. The plan is to open the bridge the end of May.

4. Central Loop Opening Events and Operations

Julie Gustafson reported to the committee on the plans for the Loop Grand Opening Celebration. The date of the celebration has been moved one day to Saturday, September 22, 2012. A Steering Committee of 20 people representing various stakeholders along the Loop alignment is meeting monthly to plan the events. A press event will be held at 10:00AM at the OMSI Plaza followed by a VIP ride on the first streetcar. After that revenue service will commence. Vendor booths and music will also entertain people at the OMSI Plaza. Also on the 22nd will be a community event at the Convention Center Plaza located across the street from the Convention Center at NE Oregon and Grand. This event will feature vendor booths and activities as well as entertainment throughout the day. We are also working with people around the alignment to plan other events. The committee is also working on a Passport program that will further highlight the businesses along the alignment.

Work has also begun on the redesign of all Streetcar brochures to incorporate the new map. The new Ride & Dine brochure has been designed and solicitation letters will be sent this week. A new brochure will be created this summer called the Stop & Shop which will focus on retail and non-food related businesses to give both equal opportunity.

Richard Ross commented that he attended a really good art tour when the Green Line MAX opened in downtown that highlighted the public art that was already in place as well as the new art that was added. It showed things that may not have been noticed otherwise. It is a tremendous opportunity to raise public awareness of why public art is important in the projects. Vern Rifer added that the same thing was done with the opening of the Yellow Line.

Rifer asked if there will be additional runs on the opening weekend to handle the added capacity. Rick Gustafson responded that we will have operators on hand to be able to run additional vehicles.

Ross commented that there are some great niche business clusters such as the outdoor goods cluster anchored by Andy & Bax along the alignment that should be highlighted.

5. United Streetcar Update

Rick Gustafson reported that United Streetcar is working away on the new vehicles and that car #21 is currently being assembled. We are closely monitoring the schedule of the vehicles. Not all of the new vehicles will be available on September 22 for revenue service, but we only need cars 21, 22 and the prototype to open service at the level with which we want to open. Car #21 is supposed to be delivered to us in July with most of the tests completed. It is crunch time to produce everything on schedule. We cannot run a car in revenue service until it has passed all of the safety tests and been certified. LTK Engineering has been retained by Portland Streetcar to monitor all of the tests and certify the data from the tests. Oregon Ironworks/United Streetcar has never gone through the certification process, and those processes cannot be bypassed or shortened. 100% of the standards must be met or you cannot put a car into revenue service. Cars 8, 9 and 10 were not certified for 5 months after their delivery because we did not have the certification documents. This is not a reflection on Oregon Ironworks/United Streetcar but a reflection on the rigor with which we follow the safety certification process. Portland Streetcar needs 12 vehicles minimum to run the proposed service for the Loop. We currently have a fleet of 10 vehicles. Our criteria is to have a 20% spare ratio which for 12 cars means 3 spare vehicles in the fleet. We will have a fleet of 17 vehicles once all of the vehicles are certified for revenue service from United Streetcar.

The prototype is currently undergoing dynamic testing. It will be shipped to Portland at the end of April. It could be certified for revenue service as early as the end of June. Once the prototype is certified for revenue operations it increases the confidence level in the process. The prototype has been used to allow Rockwell Automation to develop an American made propulsion system. The Skoda system was removed and the Rockwell system was installed. David Brandt asked which propulsion system will be in our production vehicles. Gustafson responded that the production vehicles will have the Elin system which is what is in our existing 10 vehicles. Vehicles 1-10 are the Czech vehicles, 15 is the prototype, 21-26 will be the United Streetcar vehicles. Brandt asked if there will be any indicator that the new cars are United Streetcar vehicles. Gustafson responded that there will be a United Streetcar logo on the vehicles on the front of the cab. Rifer asked if they have received any other orders. Gustafson responded that Tucson, AZ ordered 7 vehicles and it appears that Washington DC is going to city council with the order of 2 vehicles from United Streetcar. The number of vehicles that are sold with Elin system means a discount on the sixth vehicle for Portland because we financed the use of the Elin system.

Michael Dennis asked if there are any clauses or provisions in the contract if the vehicles aren't delivered on schedule. Gustafson responded that there are liquidated damages in the contract. Vehicles are typically the item that drives the project as it is typically a 2 - 2 1/2 year production time. We entered into our agreement in 2009 for a 2012 delivery.

6. Close the Loop

Owen Ronchelli asked where things are with the "Close the Loop" project now that TIGER IV is off the table. Rick Gustafson responded that the "Close the Loop" project is putting together the elements that are necessary to put the streetcars on the bridge with Milwaukie Light Rail (MLR). There are crossings and switches that are in the MLR project and budget. The next piece is the track from the OMSI stop to the bridge and the track split on the west side of the bridge where streetcar and bus share the lane and MAX is on a separate track. That track is not included in a budget. The third piece is the addition of the Automatic Train Stop system that helps prevent accidents between the rail vehicles. The project cost is roughly \$11 million for the pieces that are not yet included in a budget. In addition, we would like to purchase 4 more vehicles which would cost \$20 million. It is essential to complete this project before the Milwaukie MAX opens. \$5.5 million of the \$11 million is committed by the Transit System Development Charge Overlay in SW and SE. We need an additional \$6 million from the federal government to fully fund the project. We cannot add this project to the Loop contract because the federal regulations limit Small Starts grants to \$75 million, which we have already been awarded. The minimum ask for TIGER IV was \$10 million. The best course of action may be an amendment to the MLR full funding grant agreement for an additional \$5.5-6 million. That agreement has not yet been signed. Funding for this project needs to be resolved this summer to allow for time to complete the project prior to the 2015 opening of the Milwaukie Light Rail. People understand that it is inexcusable to open the MLR line and bridge without closing the Loop.

Richard Ross asked if there will be the ability for Streetcar to turn both left and right on both sides of the bridge. Gustafson responded that it will not be possible on the east side of the bridge. On the west side, it is not in the current designs, but we have been assured that it can easily be incorporated later on. That intersection is the most complicated rail connection in the city. Michael Dennis asked about the \$20 million cost for 4 vehicles. Gustafson responded that you have spare parts, safety oversight, the ATS system, and passenger counters that all get added to the price of the cars.

7. Other Business

Rick Gustafson stated that the Streetcar System Concept Plan has laid the groundwork for thinking about future streetcar lines. The Loop becomes an enormous asset moving forward. One potential line is to extend the streetcar 2-miles north on MLK to Killingsworth and add a left turn off the west side of the new bridge to create a four mile line using the existing Loop tracks. The same thing can be done by adding 2 ½ miles of track to create a line from Hollywood along Broadway to the Conway property in NW.

Rick Gustafson gave an update on the Lake Oswego Streetcar Project. Analysis was done on the next steps of the Lake Oswego Streetcar extension since Lake Oswego has put a hold on the project. When we started the Loop project in 2002, the community did not fully understand how the Loop Streetcar will benefit them. The same can be said now for Lake Oswego. Vern Rifer added that the citizenry of Lake Oswego has not fully accepted the need for higher density development in their community. There are three main groups in Lake Oswego: the group that doesn't want to change; the group that wants the development and the transit; and the group that supports the development without the transit

infrastructure. The other issue is that if we don't build the streetcar line, we need to protect the value of the rail right of way. We don't have a vehicle that can be run on the historic line. The Vintage Trolley is available to make the run, but it weighs more than the historic trolleys and the engineers have not been able to certify that the trusses will bear the additional weight. Another issue is the use of Macadam for the Streetcar as it is currently a state highway. The street can be turned over the city, but that takes a significant amount of time and the two entities (ODOT and the City) need to come to an agreement. There was a lot of agreement in the John's landing neighborhood for the streetcar. Another piece necessary to build the Macadam extension is the current zoning along the alignment as it does not support mixed use development.

Richard Ross asked about the Highway 43 transfer. He stated that Lynn Peterson strongly supported the transfer of Highway 43 to the local jurisdictions when she was chair of the Clackamas County board. Ross wondered if a similar deal to the transfer of a portion of Powell Blvd to the City of Gresham would be considered. Gustafson responded that this is a possibility. This has been done in the past on SW Market and SW Clay when the streetcar was built there and on MLK and Grand to the viaduct in SE for the Loop. The difference is that PBOT is in a different financial state at this time, but these transfers are a longer term item.

The last piece in protecting the project and moving forward is to preserve the project funding that has already been identified.

The next meeting for the Streetcar Citizens Advisory Committee will be Wednesday, June 6, 2012, 3:30pm-5:00pm at City Hall, Pettygrove Room.

There will be no meeting of the CAC in May.

Please call Julie Gustafson at 503/242-0084 or email at julie@sojpx.com if you have any questions regarding this committee.

The CAC meetings are open to the public.