

**Portland Streetcar Citizens Advisory Committee Meeting**

**Wednesday, April 2, 2014, 3:30-5:00 p.m., City Hall, Pettygrove Room**

**Members in Attendance: Owen Ronchelli, Chair; Lenny Anderson; Carolyn Brock; Bill Danneman; Reza Farhoodi; Peter Kilbourne; Arlene Kimura; Cora Potter; Zoe Presson; Bob Richardson; Vern Rifer; Richard Ross; Brian Ruder; Ian Stude**

**Staff Attendance: Dan Bower, Kay Dannen, Julie Gustafson, Rick Gustafson, Grant Moorehead**

**Guests: John Sporseen**

**1. Meeting to Order:**

Owen Ronchelli, chair, called the meeting to Order. The minutes from the February 5, 2014 meeting were approved.

**2. Public Comment**

No public comment was made.

**3. Introduction of new Portland Streetcar, Inc. Executive Director Dan Bower**

Owen Ronchelli announced that as of April 1, 2014 Dan Bower has taken over the responsibilities and duties of the Executive Director from Rick Gustafson. Gustafson will continue to provide consulting services to Portland Streetcar. Dan Bower gave a brief introduction to his background and stated that he is looking forward to working with the committee moving forward. The committee members in attendance introduced themselves and gave a brief description of what brought them to the CAC.

**4. Regional Transportation Plan**

Grant Moorehead of the Portland Bureau of Transportation gave a brief overview of the Regional Transportation Plan (RTP). The federal government requires that metropolitan areas coordinate their transportation infrastructure investments. The RTP is updated approximately every 5 years. Currently Metro is conducting a technical update which is a mid-cycle update that is scaled back from the normal update process. Within the RTP there are two lists for project funding, the Financially Constrained list which are the City's priorities and the state RTP list which are the next tier of projects. In past RTP updates all transportation projects were lumped together and the city was able to put any projects on the list. In this round there are new constraints which limit how much money can be allocated to each transportation mode. Streetcar was allocated \$250 Million for anticipated funding through various funding programs on the financially constrained list and \$100 Million on the state list. Metro is leading the study and is the agency responsible for collecting all of the RTP related comments. The 2010 Financially Constrained list included: the Lake Oswego extension as a TriMet sponsored project; the Central Loop, which is now complete and operational; Close the Loop, or Complete the Loop as it is now called, which is under construction; Burnside/Couch Streetcar, from W 23<sup>rd</sup> to E 14<sup>th</sup>; and NE Sandy Blvd to Hollywood. The 2010 state project list included MLK/Killingsworth to Portland Community College, NW 18<sup>th</sup>/19<sup>th</sup> to Savier/Thurman and Broadway/Weidler to Hollywood.

Reza Farhoodi asked if the Burnside/Couch project listed in the RTP list was the couplet or the streetcar. Moorehead responded that there were two projects listed in the 2010 RTP, one was the couplet and one was the streetcar. The project under discussion today is the streetcar.

Moorehead shared the City's proposal for the 2014 lists. The proposal for the 2014 RTP Financially Constrained project list includes: Complete the Loop, which remains on the list until it is 100%

completed; South Waterfront to Johns Landing extension; and a Central City to Hollywood extension, either via Broadway/Weidler or Burnside/Couch/Sandy. The proposal for the state project list includes: West Burnside/Couch, MLK/Killingsworth to Portland Community College; and NW 18<sup>th</sup>/19<sup>th</sup> to Savier/Thurman. Moorehead stated that the update is ongoing and that the city will submit their project list by the end of April to give Metro time to process and evaluate all of the regional lists. Moorehead met with the Portland Streetcar, Inc. Board that morning and will be working with some members of the board to evaluate the list and see if any of the projects on the state list can be moved back up to the constrained list. Lenny Anderson asked where feedback should be sent in regards to the City's list. Moorehead responded that official RTP comments should go to Metro but that comments about the City's priority lists could go to him.

Moorehead also reported that the City is currently updating the Streetcar System Concept Plan. In the original plan there were two types of corridors, the System Plan Corridors and the Comp Plan corridors with the understanding that the comp plan corridors were not yet ripe for streetcar investment and that they would be reevaluated. The City is bringing back URS to consult on the process and will be reevaluating all of the corridors including a new phase of quantitative data analysis to allow a priority list to be created.

Cora Potter asked how the priority list was created and who made the decision. She added that she would like to see change in the next RTP update based on the results of the System Plan update as the advisory committee was told that the Comp Plan corridors were not necessarily lower priority corridors but rather were corridors that needed further evaluation or time to mature prior to moving ahead with the alignment. Potter added that she would like to see a comp plan corridor moved up onto the priority list if the right circumstances and equity lens apply. She added that she understands the timeline on this update does not allow for that kind of detailed analysis, but doesn't want the comp plan corridors to be ranked below the current priority list just because it is the current list. Moorehead responded that the current list is basically a reshuffling of the 2010 list as there was not enough time for the detailed system plan analysis needed but that the hope is to be able to incorporate eligible comp plan corridors in the future priority lists based on the system plan update. Ronchelli added that this is a good time for the CAC to provide input to PBOT on the priority list.

Arlene Kimura commented that there is a Metro study on Powell and Division transportation and that they have been told that Streetcar is not a viable mode for those two corridors. Kimura asked how that information will be incorporated into the system plan update if at all. Moorehead responded that from a streetcar perspective neither Division nor Powell are identified as streetcar corridors in the system plan, Division because there is a large water main underneath the street and Powell because it is a state highway. Kimura asked for further clarification as to why Division isn't a good corridor because of the water main, for example is the pipe not deep enough. Moorehead responded that the size of the pipe would require it to be relocated prior to constructing a streetcar which makes the project cost prohibitive.

Lenny Anderson commented that a major factor of what has been built to date and what is being proposed for the 2014 RTP update is the willingness of property owners and the private sector to fund a portion of the streetcar capital costs through an LID. He asked if there is some way to identify those property owners who could be those leaders or to modify the list if a property owner or private entity came forward. Moorehead responded that if a property owner came forward with money an amendment can be made to the RTP. Ronchelli stated that he does not want Potter's

point to be lost in the conversation and that, while traditionally streetcar projects in Portland have been funded using the LID model, moving forward we need to also look at funding alternatives as some areas that could truly benefit from a streetcar cannot afford the traditional LID model.

Bob Richardson reinforced Potter's point that the comp plan corridors are not necessarily any different priority than the more defined corridors in the plan. He added that during the original system plan evaluations the SE Working Group requested that the corridors that were dropped off the list due to technical hurdles not be excluded from all capital transportation investments. They also suggested looking into trolley bus routes on those alignments as you get some of the benefits such as quieter operations and fixed route systems with the overhead wires without as many hurdles.

Reza Farhoodi echoed the sentiments of looking into investments in east Portland such as Foster or Gateway as that would be good to have. He asked about the timeline for the alternatives analysis for the Hollywood Extension as that may inform which projects may be moved up to the Constrained list as, for example, if the Broadway/Weidler corridor is selected it would be less likely that the city would look at building the West Burnside streetcar or the 18<sup>th</sup>/19<sup>th</sup> streetcar routes. Moorehead responded that the city has been discussing this internally and that the RTP is a starting list and not the end game. Richard Ross suggested that PBOT use the CAC as a sounding board for some of the reanalysis of the streetcar system plan and transportation system plan and what corridors fit best with where the comp plan is going. Rifer asked for clarification on the land use analysis of the corridors and who is doing the analysis. Moorehead responded that URS, the consultant that worked on the initial Streetcar System Concept Plan, will be brought back to evaluate the corridors and do that analysis. Dan Bower added that several board members who are developers volunteered to look at the analysis and provide insight and input into the analysis based on their experiences and knowledge including the likelihood of the development occurring.

Ian Stude added that he would like to see that there is a comprehensive look at the corridors and evaluation of all modes rather than the silo approach that has occurred in the past as the streetcar can run on either side of the street whereas left running is more complicated and difficult for bicycle facilities.

Ronchelli asked if the committee wanted to take an official position on the RTP list or if people would rather send in individual comments. Rifer responded that the committee does not have enough information to provide an informed decision on which corridors are more valid than others. Potter added that we are in more of a cart before the horse analysis mode and that the position could be that the CAC ask the City to not use the 2014 list as a basis for future prioritization of streetcar lines. Richardson asked if the CAC should assert that they are the body that has inherited the Streetcar System Concept Plan and that they will continue to make the recommendations moving forward.

Farhoodi asked if the Johns Landing extension might move higher up the list because a lot of the analysis has already been done. Moorehead responded that that is a possibility and that a portion of the local match in the form of the right of way is already in place as well.

Anderson stated that there are really two questions in front of the committee. The first is, are we ok with the changes the city made to the priority lists for the RTP update. The second question is the TSP update which is on a separate timeline. Anderson added that the committee would be

remiss in not commenting on the RTP update. He moved that the committee endorse the 2014 RTP recommendation and that they ask the City to come work with the CAC on the TSP/Comp Plan analysis. Ross seconded the motion. Bower added that he would want to make sure that Potter's point is included as you don't just want the City to come work with the committee on the TSP but rather to work with the committee towards certain outcomes. Potter added that she is fine with the list, but that she doesn't want the list to have too great an influence on the outcomes of what will go into the next RTP update. The motion passed.

## **5. Service Improvement Plan**

Rick Gustafson presented the service improvement plan to the CAC. There is a lot happening between now and September 2015 when we get to complete the Loop. The best news is that we approved the CL Line 14-minute service beginning in June. There may be some issues in the beginning as it will be very challenging to get the CL Line to the 14 minute headways. 14 minutes was chosen to match the service level of the NS Line to eliminate the bunching of streetcars along 10<sup>th</sup> and 11<sup>th</sup>. The improvement in service will involve 2 new operators. In the fall an additional operator will be added to run the shadow train service between PSU and the new Collaborative Life Sciences Building. A shadow train is an unscheduled train that follows immediately behind a scheduled streetcar to handle additional capacity. There is not a holding track available along the alignment so we are working on the schedule to see with PSU to figure out exactly where the shadow train will turn back. The shadow train is a one year effort as once the bridge opens with the buses and light rail there will be plenty of capacity. The goal is to provide enough capacity so that PSU and OHSU never need to hire a shuttle bus because of a lack of capacity during this first year. Ian Stude added that PSU and OHSU are working together to really drill down on the needs of both institutions for transit during this process and will be working closely with Streetcar staff to coordinate that schedule.

Gustafson continued to lay out the service improvement plan with the news that the training on the new transit bridge looks like it may begin in March or April of 2015. This will require the addition of 2 more operators to allow for the training and certification of all of the existing operators as well as the new operators on the new CL line. Then, in August 2015 an additional 4 operators will be brought on board for a total of 48 to complete the training and then to expand the CL Line to the complete Loop. Both the NS and CL Lines will operate at a 14 minute frequency with 7 minute headways between the Schnitzer Campus at OHSU and the Pearl.

Lenny Anderson asked if adding additional frequency earlier in the morning has been evaluated as part of this service improvement plan. Gustafson responded that it has been analyzed and that the cost would be around \$250,000 to add the two vehicles starting at 7:00am rather than at 10:00am. The highest priority was to increase the frequency on the CL Line to 14 minutes from 17 minutes. The second highest priority is to reduce the travel times on the CL Line and the third highest priority is to improve the morning service. Anderson followed up by stating that the shadow train may help with the service and frequency in the morning on the NS Line next year. Bob Richardson asked if there is a possibility that the bridge would open early and if streetcar would be ready. Gustafson responded that streetcar would be ready. Richardson followed up by asking if rather than 14 minute frequency a 15 minute frequency would be easier on riders as the streetcars would arrive the same time each hour and would possibly have a higher reliability with that extra minute. Gustafson responded that the Northwest and South Waterfront Districts have been abundantly clear in their opinion about any deterioration in service on the NS Line beyond the 14 minute service. Anderson asked what it would take to get to 12 minute headways on both lines. Gustafson

responded it would take 4 additional vehicles and about \$2 – 2.5 Million in additional operations funding.

**6. Marketing/PR Ideas**

Ronchelli asked the CAC to think about possible PR/Marketing ideas to share at the next meeting. John Sporseen presented his marketing ideas to the CAC including being more proactive rather than reactive in order to get the facts and the message disseminated.

**7. Other Business**

No other business was discussed.

The next meeting for the Streetcar Citizens Advisory Committee will be Wednesday, May 7, 2014, 3:30pm-5:00pm at City Hall, Pettygrove Room.

Please call Julie Gustafson at 503/242-0084 or email at [julie@sojpdx.com](mailto:julie@sojpdx.com) if you have any questions regarding this committee.

The CAC meetings are open to the public.