

Eastside Transit Project

Work Program Considerations

Adopted by the Steering Committee
June 5, 2006



Overview

These future work program elements and the issues they address are defined here because 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. Specific requirements to report back to the Steering Committee are noted below. The Steering Committee anticipates that this issues list will change as current issues are addressed and as new issues are identified.

1. Coordination with Ongoing Planning Efforts

Project staff will need to coordinate with other planning efforts that may be taking place along the project alignment and in the surrounding area. The City of Portland will be undertaking an update to the Central City Plan and Central City Transportation Management Plan. As part of this planning, the City may re-examine the land use and zoning along the Streetcar alignment to increase development potential and employment density.

Proposed Action: City of Portland staff should brief the Steering Committee if and when changes are proposed that could affect the streetcar project.

2. Preparation of Alternative User Benefit Measures

Project staff should develop a rationale related to streetcar's effect on redevelopment and the "trip not taken" for consideration by the FTA. This work needs to strengthen the project's justification and should be focused on affecting the Transportation System User Benefit (TSUB) number.

Proposed Action: The Steering Committee should be briefed on the progress of developing this measure prior to submittal of an application to enter the Project Development phase of FTA's Small Starts program.

3. Refinement of Capital Costs and Funding Plan

The City of Portland should finalize the capital funding plan with a focused review of the capital cost estimate related to a likely schedule for FTA approvals (risk assessment.) This capital cost should include costs inherent in the fleet management plan and finance plan. The capital funding plan should also identify the funding sources for the "by others" pedestrian and transportation improvements included in the Conceptual Design for the Alternatives Analysis.

Proposed Action: A capital cost review and draft funding plan should be submitted to the Steering Committee for review prior to submittal of an application to enter the Project Development phase of FTA's Small Starts program, and should be completed prior to the end of Project Development.

4. Definition of Operating and Maintenance Revenue Sources

The Steering Committee acknowledges TriMet's constrained operating revenue situation for the first years of project operation, given the demands of opening both the Portland Mall/I-205 Light Rail Project and the Wilsonville to Beaverton Commuter Rail line.

These are in addition to increasing service for fixed route bus lines, the LIFT and other dial-a-ride services as well as other fixed-guideway projects under consideration by the region such as Milwaukie Light Rail, Columbia River Crossing and Lake Oswego streetcar. Prior to applying for construction approval and funding, both the full capital costs and a 20-year operating plan will need to be finalized. This plan may need to identify new funding sources that reflect that the project is as much about development as it is about transportation. The goal of the funding plan should be to provide for streetcar operations in a manner that allows TriMet to implement its adopted five year service plan, fund operations of the South Corridor Phase II Milwaukie Light Rail Project, and meet other regional transit needs.

Proposed Action: The Steering Committee requests that it be briefed by Portland Streetcar, Inc and the City of Portland prior to submittal of an application to enter Small Starts Project Development, regarding the status of the capital, operations and maintenance funding plan. Prior to applying for construction funding, the Steering Committee also requests that it be briefed by the City of Portland on capital, operating and maintenance funding plans and briefed by TriMet regarding any potential service cuts or reallocations that might be required to share in the operating costs of the Eastside Project. , The operations funding plan should be finalized prior to the end of Project Development. Any concerns raised at the Steering Committee would need to be resolved prior to applying for Small Starts funding.

5. Traffic and Streetcar Operations

The Alternatives Analysis identified a number of key intersections that may need additional operational improvements to maintain streetcar reliability. The City of Portland will analyze the traffic and transit operational considerations described in Chapter 4 of the *Eastside Transit Alternatives Analysis Evaluation Report* including cost, potential impacts and speed improvements and their effect on streetcar reliability. In particular, northbound Grand Ave. is already congested between NE Oregon and NE Broadway. At a minimum, such congestion requires a detailed plan for mitigation if streetcar is expected to operate northbound on Grand Ave. without further deteriorating auto movement or compromising streetcar's ability to maintain its schedule.

Proposed Action: A proposed plan for capital and operational improvements to maintain the reliability of streetcar operations should be prepared prior to submittal of an application to enter the Project Development phase of FTA's Small Starts program and should be completed prior to the end of Project Development.

6. Refinement of Streetcar Alignment and Capital Cost Reduction

Recognizing that capital cost reductions may be necessary in order to advance the project to the OMSI interim terminus, the City of Portland should investigate modifying the proposed Streetcar Conceptual Design (*URS, April 2006*). Specifically, streetcar operations on the left side of Grand Avenue and on the right side of NE Broadway and Weidler streets should be evaluated for their potential to save construction costs associated with utility relocation. Traffic impacts of this alignment modification should

also be assessed. In addition, cost reductions should be pursued for proposed modifications to the Broadway Bridge.

Proposed Action: An evaluation of potential alignment modifications and a proposed plan to evaluate and implement capital cost reductions should be prepared prior to submittal of an application to enter the Project Development phase of FTA's Small Starts program. This information will be critical to inform any Steering Group action to advance the project to the OMSI interim terminus.

7. Evaluate Emergency Shared Light Rail and Streetcar Operations Between Rose Quarter and the Caruthers Bridge

The Steering Committee requests that TriMet and the City of Portland evaluate the potential for shared light rail and streetcar operations between the Caruthers Bridge and Rose Quarter in the event of an emergency that closes the Steel Bridge. The ability to use a new Willamette River streetcar crossing and the Central Eastside streetcar alignment for all light rail lines builds an important safeguard in the event of an emergency situation. The Steering Committee requests that this evaluation be conducted prior to applying for FTA Small Starts funding.

Proposed Action: Prior to entering Small Starts Project Development, the Steering Committee will review the feasibility of including provisions for joint emergency operations with light rail in the project scope. TriMet and the City of Portland should evaluate the feasibility of shared light rail operations. This evaluation should inform the design standards to be used in Project Development and identify any special design and operational considerations for joint operation of streetcar and light rail.