



**Citizens Advisory Committee (CAC)**

**Thursday, December 15, 2011  
Carvlin Hall, St. Philip Neri Parish  
2408 SE 16th Avenue**

**CAC Members Present**

Barbara Andersen, Oak Grove  
David Aschenbrenner, Hector Campbell Neighborhood  
Ray Bryan, Historic Milwaukie Neighborhood  
Paul Carlson, Oregon Museum of Science & Industry (OMSI)  
Bill Crawford, for Susan Pearce, Hosford Abernethy Neighborhood (HAND)  
Catherine Goode, Ardenwald-Johnson Creek Neighborhood  
Neil Hankerson, Milwaukie Downtown Business  
Greg Hemer, Milwaukie Lumber  
Erin Kelley, Bicycle & Pedestrian Advocate  
Cindy Miguel, Island Station Neighborhood  
Fred Nelligan, Oak Lodge Community Council  
Fred Nolke, Eastmoreland Neighborhood  
Arnold Panitch, TriMet Committee on Accessible Transportation (CAT)  
Teri Pucik, SMILE  
James Robbins for Valeria Ramirez, Portland Opera  
Dee Walsh, REACH  
Rick Williams – CHAIR, Lloyd District Transportation Management Association

**CAC Members Absent**

Lina Bensel, Independent Living Resources  
Valerie Chapman, Oak Grove  
David Edwards, Oak Grove  
Ken Love, South Portland Neighborhood  
Adam Marx, Brooklyn Action Corps  
Jeff Reaves, Central Eastside Industrial Council (CEIC)  
Dan Zalkow, Portland – Portland State University (PSU)

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Rick Williams (CAC Chair) welcomed attendees and opened the meeting. Rick noted that the project's Final Environmental Impact Statement won an award from the Federal Transit Administration and U.S. Department of Transportation. Brian Monberg of Metro displayed the award and explained that it recognized the unique nature of the project and its public process. The country continues to look to TriMet and Portland as a model on regional transportation projects.

Rick asked the committee to think about moving to a staggered schedule for future CAC meetings, with discussion to follow at the end of the meeting.

Finally, he asked for approval of the previous meeting's notes. Barbara Andersen noted an error on page 4 regarding dates for construction.

### **Project Finance Update and West Segment Update, presented by Rob Barnard, TriMet Project Director**

Rob addressed recent news about TriMet's budget shortfall. He invited members to visit [www.trimet.org/choices](http://www.trimet.org/choices), which offers the public an opportunity to provide feedback on budget priorities and reduction choices.

Rob emphasized the separate sources of funds used for operations and capital construction. In 2009, the Oregon Legislature authorized TriMet to raise the payroll tax, which is a large portion of the agency's operational budget; however, these additional funds must be used only for new service. The PMLRT project expands light rail. Light rail costs about \$1.89 per ride. Standard bus service costs about \$3.65 per ride. So using these funds for light rail service is the most cost-effective use. Additionally, TriMet's contribution to PMLRT is less than 5 percent of the project budget, leveraging 25 dollars for every dollar we put in.

Turning to federal funding, in the last meeting, we discussed the future of the federal New Starts program, which provides funding for projects like PMLRT. Congress passed a bill authorizing \$1.955 billion for New Starts, and identified \$510 million for new Full Funding Grant Agreements (FFGAs). We are one of five new FFGAs. (The others are in Honolulu, Sacramento, San Francisco and San Jose.) We hope to find out in a couple of weeks how much will be allocated to each of the new FFGA's. We expected to receive funds in 2013; we may get some in 2012. All signs for funding from the federal government are strong and very encouraging. They've funded the New Starts Program and have set aside funds for new FFGAs.

### QUESTIONS

**Dee Walsh:** The per-ride costs you mentioned are only operating costs, not capital costs?

Rob Barnard: Yes. In the long run, it's less costly to operate light rail than buses. And you're building those rail lines with highly leveraged dollars.

**Fred Nelligan:** Can you explain the per-boarding figure? It's the total cost of operating the MAX light rail system divided by the total number of rides?

Rob Barnard: Yes.

**Bill Crawford:** When in 2012 might some of the New Starts funds be coming?

Rob Barnard: We hope to find out in a few weeks. If we do get it, we expect it in April 2012. It may be a small amount, but it is still an indication of the strength of the project and the federal government's commitment to the New Starts program.

**Greg Hemer:** If we receive those funds, how does it affect the contingency fund?

Rob Barnard: It just would provide some of those dollars earlier. It wouldn't change the overall financial picture for the project.

Rob next provided a construction update. In our last meeting, we discussed the 60 percent design plans. On Nov. 29, we issued the 90 percent sets of plans. The design is moving well, right on schedule.

The design-build contract for the bridge is one year old. We have finished all design for temporary work. All engineering for the foundations is done. We installed all the temporary structures during the in-water work window. Building the foundations started in November and proceeds through May.

On the west segment, we are relocating utilities. We've mobilized on-site. We're relocating water and sewer lines. We issued the contract modifications authorizing work to begin on the Harbor Structure. They've started to drill the shafts. The steel is starting to be fabricated.

#### QUESTIONS:

**Fred Nelligan:** Have you experienced any technical challenges yet with the bridge?

Rob Barnard: There are always technical challenges involved with drilling deep shafts. But we have a talented team, and we have the right talent to solve any technical challenges. We've made some adjustments, for example, in drilling bits, but that's just part of the learning curve.

**Paul Carlson:** As you finish contracts for steel, cement, and such, are you finding savings? Do you know the percent savings?

Rob Barnard: Yes. We've done well on the Harbor Structure. Our Construction Management General Contractors are taking the 90 percent drawings out to the marketplace and are getting bids on the largest items. It helps drive costs down if we can lock-in prices. The letter of no prejudice helps here, because it allowed us to start building structures early. We will know more about the percentage of savings when we get bids back in mid-January.

**Cindy Miguel:** What are the criteria for winning bids? Do we have a list of those criteria?

**Rob Barnard:** The bid requests out now look at both price and other selection criteria for best value. We can provide those criteria to you.

**Rick Williams:** It sounds like you're doing great job. When do we start seeing the bridge actually begin to take shape?

Rob Barnard: In the spring.

**David Aschenbrenner:** What is the chance of getting more photos of bridge construction posted on the website?

Rob Barnard: We will circulate some great new photos to the committee.

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### **Construction Update – east segment, presented by Leah Robbins, TriMet East Segment Director**

Leah was joined by Jim Abramson, Project Manager and Tony Foster, Construction Manager, both of Stacy & Witbeck, Inc.

In October, the TriMet board authorized our first construction package. This included advanced utilities at SE Powell and Holgate boulevards. In January we plan to go the board for authorization to begin more construction. This will be the start of what people will see on the ground.

**Jim Abramson:** Jim described the process of breaking down the larger project into smaller segments and work zones.

**Tony Foster:** The areas are broken down by natural divisions. There are 10 work zones, including several bridges over roadways and creeks. In each zone, there are five phases in the sequence of work: utilities, structures/foundations, civil phase (e.g., earth work, rebuilding roads), track work and finishes (e.g., building out the Park & Ride facilities, landscaping). He described some of what to expect to see as construction ramps up, particularly starting in March with in-street utility work near both Powell and Holgate. This will involve lane closures and potential closure of northbound 17th Avenue access onto Powell Boulevard.

The Conduct of Construction document describes how to manage traffic, how to make the least impact to get the job done. Tony described in general the need to close roads at track crossings, for example. Most closures will not last more than seven days. There will also be some temporary lane closures and flagging. All of these will be outlined in the Conduct of Construction.

**Jim Abramson:** We are still finalizing the Conduct of Construction, especially in Milwaukie. The Conduct of Construction is a living document. We will adjust it as needed. We will upgrade it and use it throughout construction.

Tony Foster: The Conduct of Construction will also outline nighttime work and the need for noise variances. TriMet will notify neighbors in advance of nighttime work.

**Barbara Andersen:** I represent the Portland Waldorf School. We're most interested in the construction schedule as it affects our school.

Leah Robbins: Overall, we've been working through drafts of the project schedule. Our Community Affairs team, Jennifer and Claudia, are part of the construction team and will work closely with stakeholders as we develop more detail.

Jim Abramson: We intend to focus on the heavy civil work during the summer months to minimize impacts to your school.

**Ray Bryan:** I received in the mail a notice of appeal of the Kellogg structure due to the location of an oak tree. Have your engineers looked at that?

Leah Robbins: There are cost and safety considerations. The arborist brought in by the City of Milwaukie identified health issues with the tree.

**Rick Williams:** How and when will this get resolved?

Leah Robbins: It will be on the agenda at the January 3 City Council meeting.

**Cindy Miguel:** Asked about agency coordination of street closures.

Leah Robbins: Yes, coordination meetings are ongoing. We had good practice with the immense amount of traffic coordination for the Green Line project on the Portland Mall.

**Terri Pucik:** 12th Avenue will be closed for seven days?

Tony Foster: Roughly. That's part of the Conduct of Construction.

**Terri Pucik:** We need to know this information about all street closures. What you do affects people. There must be a way to work on intersections without closing them for seven days.

Leah Robbins explained that there will be extensive outreach and notification well in advance, including approval of all traffic control plans by the relevant jurisdictions (city and ODOT).

**Rick Williams:** Will each of the 10 segments have their own Conduct of Construction? Can Terri and others get the Conduct of Construction for their area and see the construction schedules?

Leah Robbins: Our Community Affairs staff will be both sharing and gathering information proactively. We reach out to find out how we can minimize impacts while still building the project as efficiently as possible. Information about traffic impacts will be broadly distributed in many ways, well in advance.

**Barbara Andersen:** Is the utility work currently happening around Island Station yours?

Leah Robbins: The private utilities are not under our control. But many of their facilities are being moved in advance of our work.

**Erin Kelley:** Are you making considerations for pedestrians and bikes as well as for automobile traffic?

Tony Foster: Yes, the traffic plans will address bicycles and pedestrians.

**Bill Crawford:** When will the Conduct of Construction be available?

Leah Robbins: We will have them at open houses after the beginning of year.

Claudia Steinberg: We're still working on the document. When it's done, there will be a full presentation with CAC. We will take it out to the neighborhoods, key groups, pedestrian groups, bike groups. We want to make sure everyone knows the guidelines for construction. You'll be getting this information, and all your constituents will, too.

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### **Public Art Update, presented by Mary Priester, TriMet Public Art Manger**

At the August CAC meeting, we presented all of the conceptual design proposals for the art program. Since then, artists have been developing final designs, in coordination with the project design teams. Many of the designs have been included in the 90 percent construction documents. The remaining ones will be included in the issued-for-construction documents this spring.

Staff and artists have made several presentations to the public including to the Milwaukie Monthly light rail meeting, Brooklyn, and Sellwood/Moreland and Ardenwald-Johnson Creek neighborhoods. The Public Art Advisory Committee has continued to meet regularly and have approved several final designs. We expect to have all designs reviewed and approved by early spring, and will come back then to show you updated visuals.

There are some significant updates:

- The sonic bike path was canceled. The cost estimate was more than the committee was willing to invest, and there were unresolved technical issues as well.

- The hanging arch stone at the north entrance of the Milwaukie station was canceled. It became clear the structure would not pass a safety certification. The artist is working on an alternative for that proposal. The new concept calls for large carved mill stones, referring to the local history of Milwaukie.
- The artist withdrew his concept for a large sculpture at the Park Avenue plaza. The artist was unable to deliver the project at the estimated budget. We have a new process under way for that commission. There are a few important differences in the process: One, we will use the request for proposal (RFP) process instead of the request for qualifications process. In the RFP process, the committee will select two or three artists to develop proposals. This is a more streamlined approach that gives the committee more certainty about what to expect from the artist. Two, there will be more opportunity for community stakeholders to participate in the artist orientation. An open public orientation will be held at Rose Villa on April 18. This will be a good opportunity for the community to talk to the artist about their aspirations and provide feedback. The committee will review the proposal in June and select a single concept to develop. This will then be presented for them to review in September.

**QUESTIONS:**

**Fred Nelligan:** To whom will the RFP go? Will it go nationwide?

Mary Priester: We will draw from rosters recently assembled by the Oregon Arts Commission and the Regional Arts & Culture Council. These lists include artists from across the country. We'll submit a group of names to the committee, and the committee will winnow that list.

**David Aschenbrenner:** Has this information gone out to the local jurisdictions yet?

Mary Priester: Yes, this information was presented at the Milwaukie monthly meeting.

**Cindy Miguel:** Do the artists have access to ADA requirements when developing their piece?

Mary Priester: Yes. That is part of TriMet's design criteria. It goes out in advance and is in the contract that the artists sign. They know these are the criteria, and that it must pass technical review.

**Greg Hemer:** I have had the privilege to sit through the thought process for Milwaukie. You have done an excellent job. I was amazed with the amount of research and care conducted with the art. No matter what anyone says, as far as I'm concerned, you have done a wonderful, perfect job. And you matched the right person with the character of the town. Thank you.

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**Public Involvement Update, presented by Claudia Steinberg, TriMet Community Affairs Manager**

Claudia encouraged members to read their logs for upcoming events. The open houses originally scheduled for January will be pushed back to later in the spring, before major construction begins and after the Conduct of Construction is completed.

Claudia also mentioned the recent survey of on the project's communications efforts.

**Terri Pucik:** This propaganda in the article about the TriMet budget—the whole part about the union contract—is completely untrue. TriMet has been found guilty in federal court of trying to enforce a labor contract never presented to the union. There are a lot of glaring errors in this document.

Next, Claudia asked Joseph Auth, from the Oregon Department of Transportation (ODOT), to update the committee on recent activity regarding the Tacoma Overpass.

Joseph Auth: In October we did a walking tour along Tacoma Street with CAC members and other interested community members and staff from ODOT and City of Portland Bureau of Transportation (PBOT). There were concerns about the pedestrian environment on and near the Tacoma Overpass over McLoughlin Boulevard (Highway 99E). ODOT is working on many of these concerns:

- Tacoma Street at both 23rd Avenue and at 26th Place. ODOT and PBOT are exploring options for pedestrian awareness improvements, but no plans yet.
- Ramp in the southwest quadrant of the Tacoma-99E interchange. In summer 2012 ODOT plans to install pedestrian awareness improvements and reconfigure lanes.
- McLoughlin jaywalking. In summer 2012 ODOT plans to install a safety shield that increases the existing median barrier by two feet, as an added deterrent to pedestrians crossing illegally.
- Pedestrian connectivity. ODOT is working with Portland Parks to install staircases to connect McLoughlin sidewalk to the Springwater Corridor Trail. Portland Parks applied for Flex Funds to do this construction in 2013.

**Catherine Goode:** Were there any updates on the traffic light at SE 32nd Avenue and Tacoma Street? And are there plans to deal with the sidewalk that ends on the northeast side of the bridge?

Leah Robbins: The signal at 32nd will be built with the TriMet project.

Joseph Auth: Currently there is no funding to add a pedestrian facility to the northeast side of the structure.

**Erin Kelley:** When will those staircases be built to the Springwater Corridor?

Joseph Auth: I don't have an update on whether Portland Parks got construction funding yet for 2013. They did get funding for design.

## Roundtable

**Arnold Panitch:** I took the tour with ODOT on Tacoma. It is a nightmare. It is so car-centric. Please work on that. It will be a disaster without a lot of street improvements.

**Catherine Goode:** I appreciate all of those who came to walk along the Tacoma Overpass. There were a broad range of people and agency representatives. I appreciate the work to reduce glaring issues. It was a productive time. Thanks.

**David Aschenbrenner:** Thanks to ODOT for getting that jug handle project, lane and screening done.

**Cindy Miguel:** I would love to see an educational component especially with the Tacoma station art. It is a huge opportunity for learning. Also, our neighborhood is getting emotional about trees getting down. Any effort to deal with the emotional side of the issue would be appreciated.

**Ray Bryan:** At the Milwaukie meeting last month, we saw a preview of the landscaping plan. It is really nice. I was happy to see that. Also, regarding the oak tree referenced earlier, I received an email from one of the people appealing the decision. They hired a different arborist, who gave the tree a clean bill of health and described it as robust.

**Terri Pucik:** I was happy to see the Tacoma situation was getting attention. SMILE is interested to see what will be done to improve safety for pedestrians.

**Bill Crawford:** Is there any discussion of charging modest parking fees at the parking structures as a revenue generator?

**Rob Barnard:** That is on the list of budget choices at [trimet.org/choices](http://trimet.org/choices).

**Greg Hemer:** I'm proud of the design team. I've seen station designs have taken in green roofs and solar panels. At Milwaukie, the artist integrates the art with the mitigation. I'm proud to know that alternative power and mitigation used with the art is being looked at. You should be commended.

**Fred Nelligan:** Last Wednesday, the Oak Grove Community Council meeting focused on trees around Park Avenue and Island Station. TriMet is doing its best to communicate about the trees. There is a lot of effort going in to a lot of great stuff.

**Rick Williams:** Does the committee want to go to a staggered, every-other-month schedule?

**Fred Nelligan:** I would like it to depend on circumstances.

**Barbara Andersen:** More is happening now. We need these meetings.

**Catherine Goode:** I'd be concerned that some decisions would be written in sharpie not pencil by the time we reviewed them.

**Rick Williams:** I'm hearing, let's go with monthly meetings but we may cancel a meeting if there is not a full schedule.

**Barbara Andersen:** Let's not skip two months in a row.

**Cindy Miguel:** It's very valuable to hear from all the different areas.

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### **Public Comment**

Kristin Williams, resident of Hosford Abernethy neighborhood: Many residents have concerns about planned traffic changes. Will anything be done to address our ability to get in and out of the neighborhood? There will be more traffic needing to turn left from Powell Boulevard including 12th and 21st avenues.

Jennifer Koozer, TriMet Community Affairs Representative will follow up with Kirstin and neighbors about traffic during and after construction.

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Rick Williams adjourned the meeting after thanking committee members for their work.

**Next CAC meeting: Thursday, Jan. 19, 6–7:30 p.m.**

Former Advantis Credit Union, 3717 SE 17th Ave. (at SE Rhone Street)