



**Citizens Advisory Committee  
Thursday, Sept. 17, 2009  
Carvlin Hall, St. Philip Neri Parish  
2408 SE 16<sup>th</sup> Avenue**

**Meeting Notes**

**PMLR CAC Members Present:**

Rick Williams – CHAIR, Lloyd District Transportation Management Association  
David Aschenbrenner, Hector Campbell Neighborhood  
Ray Bryan, Historic Milwaukie Neighborhood  
Valerie Chapman, Oak Grove  
Barbara Dimick, Oak Grove  
David Edwards, Oak Grove  
Neil Hankerson, Dark Horse Comics  
Michole Jensen, Ardenwald-Johnson Creek Neighborhood  
Reid Kells, Sellwood-Moreland Neighborhood (SMILE)  
Lance Lindahl, Brooklyn Neighborhood (BAC)  
Dan Packard, Eastmoreland Neighborhood  
Susan Pearce, Hosford-Abernethy Neighborhood (HAND)  
Valeria Ramirez, Portland Opera  
Dee Walsh, Central Eastside Industrial Council (CEIC)

**PMLR CAC Members Absent:**

Heather Andrews, Bicycle Transportation Alliance (BTA)  
Lina Bensel, TriMet Committee on Accessible Transportation (CAT)  
Debbie Cronk, South Waterfront Neighborhood  
Greg Hemer, Milwaukie Lumber  
Ken Love, South Portland Neighborhood  
Rod McDowell, Oregon Museum of Science and Industry (OMSI)  
Eric Miller, Island Station Neighborhood  
Henry Schmidt, Oak Lodge Community Council  
Joe Traverso, WW Metal Fab  
Dan Zalkow, Portland - Portland State University (PSU)

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**Rick Williams (CAC Chair)** welcomed everyone and opened the meeting. He announced he needed to leave at 7:30 and that David Edwards would chair the end of the meeting.

Rick announces two resignations from the CAC: Rod McDowell, of OMSI, and Joe Traverso, of WW Metal Fab, both due to changes with their work situations. He wishes

them luck, thanks them for their contributions to the CAC, and indicates that an attempt will be made to refill both vacant positions.

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**Claudia Steinberg** (TriMet Community Affairs Manager) presents a report on public involvement and stakeholder meetings.

Claudia notes the high number of stakeholder meetings and says turnout has been good. She thanks CAC members for coming to the meetings. And she offers kudos to them for sending her questions they are hearing in the community. Getting these questions allows staff to better know the issues and aspirations of the community, and makes the job easier.

Claudia mentions some specific meetings:

- Southeast Tacoma Transportation Growth Management (TGM) workshop held in August: The workshop looked at whether there was an opportunity for retail development near the Tacoma Station. But several barriers proved challenging to ideas for retail development. The Pendleton site may hold some future development possibilities, perhaps for office space. The notes of the meeting are available on the PMLR project web site.
- Kellogg Lake meeting: Discussion of the bridge over Kellogg and McLoughlin and how that integrates with the Trolley Trail between Milwaukie and Park Avenue. The bottom line: People are concerned with whether the Trolley Trail is honored when we place light rail along it. Other issues of concern mentioned in meeting: tree removal, retaining wall, timing of when to build trail. Meeting notes are online for those who wish to view them.
- Lincoln station: Topics discussed included the station location and whether station would have one platform in the center or two platforms in the center. The community liked the idea of one platform in the center.
- Park Ave station: Claudia mentions a Metro grant opportunity called “Nature in Neighborhoods”. This grant would go toward enhancements at the Park Ave. station and Park & Ride. The idea for applying for this grant came from members of the community.
- Brooklyn Neighborhood: We will meet with the Brooklyn neighborhood on September 23 to talk about streetscape, pedestrian overcrossing, Powell overcrossing and other updates.
- Upcoming Meetings: Claudia provides a handout of upcoming meetings in October: Milwaukie Station, Tacoma Station and Park Avenue Station.

Claudia introduces **Dana Lucero (Metro)**, to explain the Nature in Neighborhoods grant opportunity from Metro. Dana provides background about the history, goals and objectives of the grant program. Dana says the grant's criteria fits the PMLR project well, with many potential opportunities along the length of the line. Metro established an application deadline of Nov. 2. Park Avenue group was the first in the queue for design workshops; a group in Oak Grove, Urban Green, came to the workshop asking for this program by name. So, we will submit a capital grant application for the Park Avenue station, over and above the TriMet budget. A series of eco-charettes will be held to discuss concepts. We are starting with Park Avenue, but this does not preclude other opportunities along the alignment. To date, there have been 50 grant applications, and only seven have been successful.

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**Rick Williams (CAC Chair)** asks for any comments on the meeting notes from the most recent meeting. There are no comments and the meeting notes are approved.

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**Dave Unsworth (TriMet Deputy Project Director)** provides a budget update. In August, the design team published the 15% drawing set. These drawing were reviewed by local jurisdictional technical staff, which resulted in more than 1,000 comments for the Project staff to consider and respond to. We are on our way to a 25% design set that will be done in December. This 25% design set will be very important because we will use this as a base to re-estimate the capital costs for the Project. We want to avoid any cost surprises when the 25% estimate is completed. And the Project team knows that it's critical to get to Park Avenue, so we must manage the budget carefully as we move forward.

Dave says the engineers have been asked to identify project changes costing more than \$50,000. He explains the process of vetting those elements. He shows a list of cost pressures on the overhead screen, and in packet hand-out.

Dave spends some time explaining the built-in contingency. In final design, there will a 20% contingency. He explains what goes into the contingency, how it's calculated, and who does the work. He notes the risk management work of the Project Management Risk Consultant. This oversight committee provided direction during preliminary engineering to decrease cost of project and manage risk. The group indicated where high-risk, or so-called beta factors, lie, such as work with Union Pacific Railroad. Dave indicates that Leah and her team have been making a diligent effort to manage that risk. Where they see risk, we have a plan for reducing risk.

He adds that, going into final design, there will be another risk assessment. At that point, he says, we will know how much we can afford to do. And we may find we have additional contingency funds we can spend or that additional contingency is needed.

However, Dave says that, at this point, we have cost pressures that will require resolution. He then runs through several steps that will be used to deal with cost overruns. These include:

- hiring an outside consultant to conduct a risk register and risk review;
- creating a list of scope elements that can be eliminated or postponed to reduce project costs. We will start to work with local partners next Tuesday on identifying scope in the project.
- re-estimating the project costs based on the 25% designs. This will provide greater detail.

The message we're giving to our project partners: We believe that we can build the Project to Park Avenue, but we need to review proposed scope increases in a very diligent and thorough way. This is not bad news. All projects have cost pressures. We're starting early and developing a list we'll carry through the entire project. This is a step to ensure our scope and budget are in line, and they're not exactly now.

**CAC committee members** ask a series of questions of Dave, mostly for the purposes of clarification of his comments and contingency items. Topics include South Waterfront, TIGER grant application, high-speed rail impacts on project, Park Avenue station configuration, Kellogg Lake bridge span and utilities.

Dave ends the budget portion of the presentation.

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**Leah Robbins, TriMet East Segment Director**, provides an update on the status of negotiations with Union Pacific Railroad. She shows slides of different sections of the alignment and discusses issues with each, including such items as right of way, grade crossings, quiet zones, pedestrian crossings, truck and traffic movement and 50-foot offset. Leah highlights issues with alignment sections at OMSI, Brooklyn Yard, McLoughlin Boulevard and Tillamook Branch.

Committee members ask Leah questions pertaining to her presentation. Questions focus on the 50-foot buffer zone, and a wall between the Tillamook Branch rail line and The Waldorf School.

Leah concludes her presentation, and Dave adds a postscript that TriMet is having good discussions with the Director of Public-Private Partnerships for the Union Pacific. He says UP is working diligently with TriMet and is being very responsive.

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**Sean Batty, TriMet West Segment Design Manager**, provides an update on bicycle-pedestrian connections. Sean shows slides and talks about features, opportunities, issues and recommendations in four different focus areas: the South Waterfront Station, the South Waterfront Greenway, the East Greenway, and the OMSI/Opera Station. Clarification questions ensue from the committee.

Sean concludes his presentation.

(Rick Williams leaves the meeting, as pre-arranged, at 7:30 and passes meeting leadership to Dave Edwards.)

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**Dave Unsworth (TriMet Deputy Project Director)**, discusses the East Segment-Clinton connection. Dave says discussions are taking place regarding connecting Southeast Clinton Street to the bridge.

Dave mentions that the City of Milwaukie has asked to consider a pedestrian connection from a park in the Island Station neighborhood to the light rail station. Staff has found a way to add a structure through and underneath the bridge, an 8-foot-wide path, which would allow for connecting from the park to Lake Road. The Project scope does not include this path, but rather determined a method to not preclude it in the future.

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**Michelle Traver, TriMet Public Art Coordinator**, provides an overview of how the public art program works. She explains that TriMet has hired two artist-consultants: Buster Simpson to create an art master plan and Anna Valentina-Murch to work with the Willamette River Bridge architect. She shows slides of the artists' work and talks about their portfolio and experience.

There are no questions.

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### **CAC Members Roundtable**

**Valeria** asks Sean whether there are 3-D and animated models of the bridge and how it lands on the east side. Sean promises to get back to her about that. She asks if any thought has been put into the speed of bikes on the bridge. Sean answers that some thought has gone into how to slow down bikes, but more thought is needed, particularly for east-bound traffic.

**Michole Jensen** says the Tacoma Station discussion with Ardenwald neighbors will be interesting.

**David Aschenbrenner** asks whether there will be a computer simulation, similar to what was provided for the Park Avenue Station, for Tacoma and Milwaukie stations. Dave says there will be new maps for the park-and-ride facilities but he's not sure whether there will be 3-D images for the Milwaukie Station. David also asks whether the committee will receive new maps of the 25% design. Dave suggests they speak afterwards to get clarification.

**Lance Lindahl** says he's excited to see progress on the freight issue. For drivers not from Portland, the traffic flow design should be intuitive and fool-proof beyond signs and signals. He adds that next week's meeting on Brooklyn will be interesting.

**Valerie Chapman** says she is encouraged by recent meetings in her Oak Grove neighborhood. People are now very enthusiastic. She thanks TriMet staff.

**Reid Kells** says he's trying to collect questions from his neighborhood and is consolidating their comments. This is a new tactic, he says, and he's trying to deflect some of the pure emotional responses at meetings. He'd like responses from TriMet but adds that he does not need them ASAP. Claudia says she appreciates the feedback. It helps.

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### **Public Comment**

Wayne Kingsley (Portland Spirit) asks whether the Union Pacific Railroad offset minimum requirements will result in more loss of jobs. Dave answers there are two locations where businesses will be affected. One is a partial displacement in which the business requested help with relocation. There is another place affected by the 50-foot offset, again with the impact being relocation, not loss of jobs. Wayne then asks about the impact of bike connections on the east side of the bridge with business access to buildings on old Water Avenue. This is not a trivial problem for businesses in the area, he says. Finally, he says, he wonders if TriMet has a Plan B if it fails to win the TIGER grant.

Another resident asks whether the Kellogg pedestrian bridge could accommodate bicycles. Dave says it could. All we're doing now is making a bridge support to accommodate a future bridge connection that would tie in with the Trolley Trail.

The meeting was adjourned at 8:06 p.m.

*Next Meeting: October 15, 2009 6-7:30 p.m.*