David Edwards (CAC Vice Chair) welcomed those in attendance and opened the meeting. Barbara Anderson noted one correction on the March 17, 2011 meeting notes, where during the round table discussion, she said that TriMet has been responsive to Waldorf School, but did not mention about Portland State University.
Project Finance and Recalibration Update, presented by Dave Unsworth, TriMet Deputy Project Director.

On March 29 the Federal Transit Administration (FTA) approved the project to enter the Final Design phase. This is a major threshold for the project, including the ability to move utilities and demolish buildings. We see this as a vote of confidence from our federal partners.

This adds to other good news already reported: the FTA rated the project "medium-high," and the Obama administration budgeted $200 million for the project next year.

Our next major threshold is the Full Funding Grant Agreement (FFGA). We expect to submit an FFGA application to our federal partners about July 1. They have indicated they will review it faster than normal – eight months instead of one year, so we hope to receive the FFGA in March 2012. Securing the FFGA would remove a lot of risk from the project.

Other developments since the last CAC meeting:

- Portland City Council unanimously agreed to increase its contribution to the project from $30 million to $55 million.
- Oregon Department of Transportation (ODOT) is close to finalizing its contribution of $13.5 million. This is in addition to its contribution of $10 million of Congestion Management Air Quality (CMAQ) funds.
- Portland Design Review Commission will hold a hearing June 16 on the Harbor Structure. We are asking the Commission to approve the structure at that time. We also have staff reviews under way on other parts of the alignment.
- The most visible work now is along the Willamette River for the Portland-Milwaukie Light Rail Bridge.
  - On the west side, you can see Kiewit's construction trailers, preparing for start of in-water work July 1. You can also see Zidell clearing land, preparing to cap contaminated sediment on the river bottom. We are coordinating our in-water work closely with them.
  - On the east side, the Greenway trail between OMSI and Portland Opera is now closed while Kiewit builds an access road to their work site, and a temporary bike and pedestrian bridge over that road. The bike/ped bridge will be constructed with materials recycled from the CSO sewer project recently completed at this site. As of today, the detour for bikes and pedestrians during this work may be a few weeks longer than anticipated; we will communicate those delays to the public.
  - On June 30 at 10 a.m., we will celebrate the start of PMLR project construction with a ceremony at OMSI.
  - Working with OMSI and OHSU, we will have web cameras to capture construction progress.
  - We are on the last leg of the “permit marathon,” with two important permits remaining to be secured. We have cleared the last stumbling block with
the Oregon Department of Environmental Quality (DEQ) permit. And by June 10 we expect to have the U.S. Coast Guard/U.S. Army Corps of Engineers wetlands permit.

- We have reached a settlement with the operators of the Portland Spirit tour boats. We have agreed to relocate their boats during construction. And we agreed to modify one of their vessels and their dock.

Next, Dave discussed the guidelines for returning deferred project elements, referring to handouts (Recalibration Milestones; Guidelines for Returning Deferred Project Elements). He reviewed how scope was deferred from the project after the FTA announced it would match only 50 percent of local funds, and affirmed the hope to be able to return scope to the project. He highlighted key criteria for returning elements to the project, including maintaining project safety, security and quality; maintaining project schedule; maximizing savings; and considering the total transit system. Dave emphasized the importance of hearing from the CAC about priorities for adding back scope.

Deferred elements are listed on the Recalibration Milestones, listed in order of time and sequence, not importance or priority. Items are ordered by the last time they could be brought back into the project scope in an efficient manner. For example, if the Streetcar “Close the Loop” facilities within the PMLR alignment were restored into the project scope, the decision would need to be made by July or August of 2011 due to long lead time required for ordering and delivering special trackwork. While a decision to restore these elements could be made later, doing so would probably require demolition of newly constructed tracks.

Besides timing, the ability to add back scope elements also will depend on updated cost estimates. We got our first look at our budget vs. actual dollars when we received our design-build contract bid for the Portland-Milwaukie Light Rail Bridge. A lower bid allowed us to add back deferred scope.

Our next look at the budget will come in mid-July, with new cost estimates based on the 60 percent design plans. TriMet is costing the project internally. But we also will receive an independent estimate from the construction management general contractor (CMGC). Comparing those two estimates will help inform our understanding of the budget status.

We will produce another cost estimate with our 90 percent design. That will be done in December 2011. Our total contract price is due in March 2012.

Some of the scope items can be added at later dates. As we clarify the budget and approach the opening date, we will be allowed to draw down the contingency funds.

There is no one moment when we can add back in all the deleted scope elements. The decisions will come as we reach various budget checkpoints. We want to hear from everyone here around the table on your priorities.
QUESTIONS

Teri Pucik: why is the price tag for the streetcar Close the Loop facilities different from previous information?

Dave Unsworth: The Close the Loop project includes three different cost components. One cost is the cost that is included in the PMLR track area, the second is track that will connect the two projects and the third is the cost of the vehicles and systems to operate streetcar across the bridge. The portion affecting PMLR project scope is the $7.75 million shown on the handout.

Fred Nelligan: The sequential staging of the recalibration milestones is one way to measure add-ons. I presume there will also be a balancing act between this and the available funding?

Dave Unsworth: We want to bring elements back in the most efficient way. We know our overall estimate is $1.49 billion. Actual costs will continue to be refined with each cost estimate and as construction progresses. There will be multiple milestones to assess the difference and available contingency.

Susan Pearce: So, the Close the Loop facilities listed here – the $7.75 million – are just for PMLR?

Dave Unsworth: There are three "buckets" in Close the Loop: 1) switches and track in areas that conflict with PMLR tracks, which are most efficiently installed during our project construction; 2) other improvements outside the PMLR operating envelope, which could be deferred slightly later; and 3) the vehicles and track turnaround necessary to operate the full loop, which could also be deferred till later. The $7.75 million item listed in the handout is focused on that first bucket.

Susan Pearce: So the additional track from OMSI to the bridge and the rolling stock is the responsibility of Portland Streetcar Inc.? How much of this is covered with transit system development charges?

Dave Unsworth: The City and Portland Streetcar with partners will be looking for funds to pay for the remainder of the Close the Loop Project. One of the funding sources is the Transportation System Development Charge Overlay that is being considered by Portland City Council on July 13.

Susan Pearce: If we aren’t able to fund an element at the time shown on the handout, will we never be able to restore that element?

Dave Unsworth: No. The handout shows the most efficient times to add things back. If you haven’t done it at the appropriate time, it may be more expensive to add it later, but not impossible. Each element has a different story. A two-month delay on some items may not be a big issue, but may be critical on others.
Susan Pearce: I would suggest that the Portland Bureau of Transportation put pressure on Union Pacific to fix the pedestrian overcrossing themselves or lose the right-of-way.

Dave Unsworth: We’ll continue to look for partners and other sources of funding.

Jeff Reaves: I’m still unclear about how these elements will be prioritized. By default, the items at the top of the list get top priority. So if there is a clear priority to build an 800-space parking lot at Tacoma, when does that decision get made over Close the Loop?

Dave Unsworth: The list is not in priority order. Prioritizing is an ongoing process, informed by discussions like this. We will report back to you on what we’ve learned about costs later this summer. There is a strong feeling at the City of Portland and TriMet that the Close the Loop investment is important. But we will make that decision based on where we are in mid-July when we have cost estimates.

Jeff Reaves: Close the Loop makes the system less efficient because it adds streetcars.

Dave Unsworth: We see streetcars, buses and light rail as part of an overall transit system. Light rail trains and buses provide the trunk service to the downtown and local buses and streetcar provide important circulation within the core area.

Catherine Goode: We can’t help but see this list as a ranking by priority. I’m really surprised the Bybee expansion is not on top of the list. And yet the Tacoma station, which has a 320-space parking lot that may be filled, is a higher priority.

Dave Unsworth: There is no preference in these. It just happens to be the way they ended up on the spreadsheet.

Susan Pearce: I believe the PMLR project’s involvement with Close the Loop is just with switches. If we do not include those now, it will cost lots more down the road. Even if there is a delay getting the tracks from OMSI to the bridge. The problem is, even if the loop gets completed, but the cars are not yet on the track, it just increases the headway between trains from 12 minutes to 15 minutes.

David Aschenbrenner: Will the Harbor Structure be reviewed by the Portland Design Commission? Will that information be posted on the web site? Is this the same type structure as the Kellogg Lake structure? I want to know what Portland thinks of weathered steel.

Dave Unsworth: The Kellogg Structure is a weathered steel tub and is more expensive than the weathered steel girder structure being considered for the Harbor Structure. There are different design requirements and a different community discussion. The
conversation with the Milwaukie Design and Landmarks Committee and the Planning Commission led staff to conclude that a weathered steel tub was best for Kellogg. What I heard from the Portland Design Commission was split: some like concrete, some steel. Overall it was a positive reaction and that’s why we are moving forward with the weathered steel girder in Portland.

**Fred Nelligan:** My recollection of the meeting was that Portland was happy with the design.

Dave Unsworth: Yes. We’ve been to Portland Design Commission there two or three times on the Harbor structure. They wanted something different from the Marquam Bridge. We pay close attention to input from regulatory bodies. Our design reflects those inputs. I expect on June 16 it will be approved by the Portland Design Commission.

**Teri Pucik:** I agree with Jeff that Close the Loop takes away from light rail. If the City of Portland wants it, they should get their own funds. Especially that much money -- $7.75 million – shouldn’t be taken out of the light rail budget. Secondly, how much did your agreement with Portland Spirit take out of the budget?

Dave Unsworth: We think the settlement with Portland Spirit is within the contingency we had in place for that specific issue. We saw a $60 million risk if we missed the in-water construction window due to their objections to the bridge height. The settlement was reasoned and approved through our FTA partners. We are going to fund changes to lower the smokestack on the Columbia Gorge vessel, modify their dock and relocated the Columbia Gorge and Portland Spirit during key bridge construction periods.

**Project Design Updates, presented by Leah Robbins, East Segment Project Director**

Leah walked the committee through a presentation compiled from recent community meetings on the 60 percent design work.

**QUESTIONS:**

**Jeff Reaves:** A question about areas where Park & Rides have been downsized or eliminated: Will off-site traffic improvements also be downsized?

Leah Robbins: For the 320-space Tacoma Park & Ride, we are installing a traffic signal at SE 32nd Avenue and Johnson Creek Boulevard. This mitigation requirement is the same for a 320-space lot as for an 800-space garage. At Park Avenue, we arrived at the same conclusion, i.e., equal mitigation measures were needed. The turn lane and traffic signal at Oatfield and Park are the same mitigation requirements.
Jeff Reaves: Near the Clinton Street Station, at one time you talked of enhancing the pedestrian access on Powell. Has that gone away?

Leah Robbins: That is not a part of the PMLR Project. Improvements could be funded by ODOT in partnership with the City of Portland.

David Edwards: Has the scope reduction at Park Avenue reduced the number of covered bike parking spaces?

Leah Robbins: No. There are still the same numbers of covered bike parking slots.

Greg Hemer: Asked a question about traffic changes around the Tacoma Street station.

Catherine Goode: That is our issue: the traffic, the fact there are not sidewalks as part of Tacoma. Pedestrian access in and out is risky. There is one stop light to go into the station. From what I understand, from the Preliminary Engineering, 60 to 70 percent of the people parking there would be arriving from northbound McLoughlin Boulevard. If anyone has had to make that loop around, it's wonky already.

Leah Robbins: We did extensive traffic analysis during the Preliminary Engineering phase. The controlling factor for requiring the signal is the amount of vehicles stacking west from that intersection during the afternoon rush hour. In 2030, with added traffic volumes, there is demonstrated risk of that queue backing up into McLoughlin Boulevard. ODOT is requiring a signal there to mitigate for safety. I know there are significant numbers of people on Johnson Creek Boulevard who would prefer not to have a signal. But the traffic volumes and safety issue with southbound McLoughlin Boulevard led to that signal.

Catherine Goode: What would you do to alleviate traffic issues if we enlarge the Park & Ride to 800 spaces?

Leah Robbins: The same mitigation would be required for 800 spaces.

Catherine Goode: But no sidewalks or other elements?

Leah Robbins: We have talked about the need to address the pedestrian connection to Sellwood. ODOT, Portland and TriMet are looking at that. We have received feedback from SMILE. We're looking at that same source of funds that ODOT is providing for southbound McLoughlin Boulevard.

Susan Pearce: Let’s go back to the 17th and Powell crossing. Will the clear span structure affect plans for the pedestrian and bicycle undercrossings?

Leah Robbins: The center pier does not affect that. The city and ODOT continue to talk about the right pedestrian improvements on the east side of the structure. The PMLR Project is responsible for pedestrian improvements on the west side.
Paul Carlson: At the Milwaukie station, are there pedestrian signals?

Leah Robbins: There is a full traffic signal planned at 21st and Adams, and at 21st and Washington. These include audible warnings.

Paul Carlson: AT OMSI station, there are no signals for pedestrian and bike crossings. But it will be tremendously busy. What are the criteria to determine where to install crossing signals and gates?

Leah Robbins: Pedestrian signals are typically tied to traffic signals at vehicle crossings. At Old Water Avenue, there is no auto traffic crossing the tracks. [Clarification: plans for the Old Water Avenue bike/pedestrian crossing of the tracks/busway do include visual and audible signals].

Fred Nelligan: I have two questions. One, at the Bybee station, you were considering an alternative to the south pullout being slightly down the slope. Where does that stand? Two, what might be the cost savings of doing that?

Leah Robbins: We received a suggestion at a community meeting for an alternative pullout, but have not yet finalized our analysis of this idea. With the updated cost estimate on the 60 percent plans, we will definitely look at whether there is a more cost-effective way to create the same benefit.

Fred Nelligan: The urban design team has been burning for five or six months. After their primary work is done, do they stay on the project actively through construction?

Leah Robbins: Yes. As soon as the team finishes their drawings, that team will quantify their design for our estimate. They also will respond to comments from our jurisdictional partners. We’ll meet to review those comments. Then we’ll push through to 90 and 100 percent. Once into construction, there will be a smaller assortment of the design team to review structural plans, and ensure what’s being built is per our plan.

Arnold Panitch: Asked Zoey Presson, Citizens for Accessible Transportation, to comment.

Zoey Presson (CAT): We have many riders who are visually impaired. On the question of signals, audible signals are extremely important. If you can’t hear the MAX train coming, you’re taking your life in your hands. Audible announcements must be required.

Arnold Panitch: Tacoma station is a good example. How are we going to have new customers coming to this line – 15-year-olds on bikes, people walking to the station, people on wheelchairs, kids going to the zoo, guys with canes. That’s the accommodation Zoey is talking about. That’s why I’m here. Crossings at these sites such as Tacoma and Bybee are challenging enough for able, sighted people. When we talk about these new customers, is this going to be possible without killing someone?
Get the Federation of the Blind over there, or folks in mobility devices, and see how they act.

Claudia Steinberg: We will work with the Blind Commission on this alignment. Pedestrian safety at crossings will be a topic at a future CAC meeting.

**Catherine Goode:** How are you coordinating with Johnson Creek Watershed Council?

Leah Robbins: The watershed council has been applying for technical assistance grants for design elements: additional riparian improvements, a boardwalk, and interpretive elements to engage people with the creek. They have just received one of those grants: $58,000 for design work. TriMet is a partner in bringing our design services and project management. We don’t have implementation dollars as of now. Another challenge is that our project is permitted based on our project impacts. Any different design has to be permitted in a different way.

**Catherine Goode:** My second question is about the unsolicited bid at Tacoma.

Leah Robbins: We had received questions from Oregon Worsted about potential development at the site. We met a couple months back and shared TriMet's policy on unsolicited proposals for transit-oriented development. They submitted a proposal in April, which TriMet reviewed against its policy. On May 5, TriMet responded that we weren’t able to determine from the proposal whether it met policy guidelines for advancing to the next step. We requested that they provide additional information by June 10 if they wanted to continue that conversation.

Their proposal was to build a 320-space parking structure that could be expanded. They would donate property for project infrastructure and lease the garage to TriMet. Adjacent to the garage they would build a retail facility with a companion parking structure. The two structures would separate the park-and-ride structure from the retail activities. Because we have not completed acquisition of this property, the timing of this proposal is paramount.

**Peter Stark** (representing Oregon Worsted): By donating the property, the intent is to add value by building a 60,000-square-foot retail space. We would build a 320- or 800-stall parking facility. We would have a plaza in front of the station for the parking and retail. We think it could be a benefit to the project and the property owner. Right now, we have three grocers interested in the property.

**David Edwards:** Can this be brought back to a future meeting?

Leah Robbins: That depends on whether we receive additional input from the owners. If additional information comes in, and it moves forward, then yes, absolutely.
Public Involvement Update, presented by Claudia Steinberg, TriMet Community Affairs Manager.

Claudia talked about recent public meetings attended by the TriMet community affairs staff. Upcoming meetings include: Steering Committee, Design and Landmarks Commission for Milwaukie; and our final of three open houses for the Tacoma to Park Avenue segment. This will be held at Milwaukie High School at 6 p.m. on June 27. We will hold a project groundbreaking ceremony on June 30 at OMSI.

Claudia noted the inclusion in the committee’s packet of TriMet’s process on station names. She highlighted the basic elements of the naming criteria. There is a list of all the different station names we have now. You can read the criteria, look at how we’ve named the stations. If you have questions, let me or Jennifer Koozer know.

Valeria Ramirez: What is a Transit Center?

Claudia Steinberg: A Transit Center is where many bus lines and/or light rail lines intersect, where people can transfer between modes.

Roundtable:

Arnold Panitch: The PGE Park MAX station is now called JELD-WEN Field. We’ve talked about this with TriMet: Calling stops by their street intersections. Why can’t we get it about accommodating people with the street name rather than these naming rights? The best example I can give you is Houston’s Enron Park. These things come and go. Galleria came and went, but the name is still there. We need to name things by where they are. They will enable people who are challenged on the environment to know where they are. A good example is Line No. 7 in Queens, N.Y. It pulls up at the second incarnation of the New York Mets stadium. What do they call the station? Willetts Avenue. The station name has not changed over two incarnations of stadiums. I can’t overemphasize the importance of naming the stations for the geographical location. For visually impaired, elderly, people in walkers, and the average public to know where they are.

Catherine Goode: As far as the Tacoma Station, the cross street is actually Tenino. But people in my neighborhood would like it to be called Johnson Creek station. Or change the cross street to Tacoma, which everyone thinks it is anyway. Regarding the Oregon Worsted proposal, people in my neighborhood are a bit upset about this. Because of proposals for Wal-Mart at this location, people do not trust these property owners.

Dan Packard: The Eastmoreland Neighborhood is still concerned about the Bybee Bridge. It’s very important to have drop off and pick up access easily on both sides of the bridge. Hopefully, something can be worked out, such as a pull out by the tennis courts. Another way to access the light rail line from Eastmoreland is via Springwater Corridor to the Tacoma station. I’m very concerned that pedestrian access from the
southeast side of the Tacoma site was deferred. It looks cheap to add back. TriMet needs to take another look at the traffic signal they’re putting on Johnson Creek Boulevard and maybe use those funds to put in the stairs from the Springwater Corridor. That is a high priority. The other concern I have is that all the stations have only one shelter for each platform. With our weather, it’s important to have two shelters to keep people dry and comfortable while waiting for trains.

**Lance Lindahl**: Shelters are important. On the downtown Mall segment, a lot of shelters were deferred. People are left standing in the rain. In southeast Brooklyn, we have concerns about station names, especially at 17th and Holgate. "Holgate" is already a stop on the Green Line.

I have heard from a number of concerned neighbors who live at SE 16th and Mall about the location of a power substation. They are concerned about the noise and the electromagnetic fields generated by the facility. I am looking forward to meeting with TriMet to find out why that location was chosen.

The big talk in the Brooklyn neighborhood right now is the redevelopment of the Brooklyn train yards. When we hear that 117 acres are going to be developed and all the structures removed, that gets notice. The City of Portland has asked Union Pacific to reconstruct the pedestrian overcrossing. They’re also asking UP for sidewalk improvements down towards McLoughlin, and hopefully that will take some of the burden off this project as well.

**Debbie Cronk**: Traffic due to construction is bad in the South Waterfront right now. We’re so desensitized to construction, we don’t care anymore.

**Jeff Reaves**: I am concerned about how well the Clinton Station design accommodates pedestrian access. To date, there has not been much conversation about making pedestrian connections to the neighborhood. I would like to see something on that.

**Ray Bryan**: I wanted to point out some of the good things TriMet is doing. One, I appreciate the extra time and effort made to make the intersection safe in Milwaukie where the tracks cross at an angle and the blocks are short. Two, our neighborhood is concerned that there might be more noise than expected from the bridge. TriMet has agreed to look at that, and we appreciate it. Third, I attended an Island Station meeting in April and heard concerns from neighbors about a high-voltage power line that must be diverted through their neighborhood. There is the possibility of having to make metal poles that are six feet in diameter, and that would have a big impact on properties. I appreciate that the design team is looking at alternatives.

**David Aschenbrenner**: I also would like to thank TriMet for taking the time to work on these intersections in Milwaukie. We really appreciate it.

**Fred Nelligan**: One, I have had a number of discussions throughout the community over the last month about the northbound Line 33 bus stop at Park Avenue and
McLoughlin possibly being moved to Park right at the platform. There is a lot of positive interest in the community to not require people getting off the northbound Line 33 bus to walk across 5 lanes of traffic. Two, the ODOT lot between Park Avenue and River Road – there is a lot of interest in the neighborhood about something beneficial to their neighborhood being done with whatever part of that lot remains after the Trolley Trail and the track goes in. Lastly, I wrote an OpEd for the Clackamas Review newspaper in which I acknowledged the contributions that we as volunteers have been making on this project.

**Dan Zalkow:** The Tacoma (Oregon Worsted) proposal is the most encouraging thing I’ve seen in a while. I think it would be excellent to see development of that station and at Park Avenue. Part of the region’s plan is to see development at stations. If you look at any of the stations that exist now with park-and-ride only, there are a lot of signs warning people to remove their valuables. That said, it’s essential that the developer gets neighborhood support. If this project doesn’t go forward, I encourage TriMet to look for other opportunities that the market calls for.

**Paul Carlson:** OMSI hosted a neighborhood meeting last Thursday. We had very good participation. Thank you to TriMet for coming to present. It brought a lot of people up to speed on developments in that area.

**Teri Pucik:** SMILE sent a letter to TriMet pointing out our choices: first, to add back the pullouts to the Bybee station; second, the addition to the parking garage; and third, the addition of the Harold Street station. We still don’t think the Bybee station should be built unless there are pullouts on both sides. At the Tacoma Street station, we’re very wary of the proposal because of the people who own that property and some of the problems and challenges with things that were proposed for that site in the past. We would want that vetted out better before we made any recommendation on that. It would have to include improvements for pedestrian and automobile access to that site. Even without that project, we’re very worried about pedestrian access to the Tacoma Street station.

**Susan Pearce:** My thanks to Paul, Jeff and Lance. One thing I was hearing in the workshops was the concern about traffic tie-ups on 11th and 12th as the train goes through. The light rail will go through fast, but it’s the UP train that parks itself across the intersection. That leads to the concern about how people in this neighborhood get to the TriMet station if the UP train is parked across the intersection. That’s a real concern, especially since we’re losing that pedestrian overpass.

**Dee Walsh:** I found Dave’s timeline for recalibration milestones helpful. However, it could be even more helpful if you add drop-dead dates.

**Greg Hemer:** Thank you for your comments, Dan. I think you were absolutely right. There is probably a better way to work it out for any partner. I just hope some options get opened.
**Barbara Anderson:** Oregon Worsted has an interesting proposal. I’m really interested in restoring the amount of parking we had originally, especially at Park Avenue. But I also feel strongly that we not leave Tacoma as a surface lot. Those would be serious mistakes. I also think that second shelters are important.

**Valeria Ramirez:** Regarding Paul’s comment, I am concerned about the thought of three bus lines, streetcars in two directions, light rail in two directions, swirling bicyclists, pedestrians, and no kind of traffic management. The design here needs some energy and focus.

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**Public Comment**

**Leon Chavarria-Aguilar:** I am on the board for Citizens for Accessible Transportation. In the areas where the light rail goes through neighborhoods, will there be short walls to absorb the noise of the train?

**Peter Stark:** I represent the property owners at the Tacoma location. If anyone on the committee is interested, I can email them a copy of the Oregon Worsted proposal. The request for additional information is very doable. As far as a particular grocer, we don’t have one now. We have some that are interested. If Wal-Mart is a big concern, I see this as a situation where the community should express what they want.

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David Edwards adjourned the meeting at 8:10 p.m.

**Next CAC meeting: Thursday, June 16, 6–7:30 p.m.**

St. Philip Neri Parish, Carvlin Hall 2408 S.E. 16th Ave., Portland