David Edwards (CAC Vice Chair) opened the meeting, filling in for Rick Williams, and welcomed attendees. There were no comments on the previous meeting’s notes.

**Project Finance Update, presented by Rob Barnard, TriMet Project Director**

Rob reviewed project finance, distinct from TriMet's operating budget. At our last meeting we talked about the 2009 authorization for an increase to the payroll tax, which is to be used solely for increased service, and how light rail is a cost-effective service.
Recall also that TriMet's share of the PMLR budget is around 4 percent. That differs from the existing operational expenses and the current budget shortfall. Last month, we also talked about the federal funding process. Congress passed and the president signed, a "minibus" bill for $511 million to fund New Starts projects like PMLR. Peter Rogoff, Federal Transit Administration administrator, has said funding is on the way, this year. (The newspaper reported how much we will receive this year, but our federal partners said they released that information too soon, and it will be officially released in the Federal Register around mid-March.) This is money we were not expecting in 2012. It demonstrates strong federal support for the project. The president’s budget also included $100 million for 2013.

The FTA has now completed their review of the Full Funding Grant Agreement (FFGA), and submitted it to the Office of Management & Budget and to the Secretary of Transportation for a 30-day review, after which it is sent to Congress for a formal 60-day notice. After the 60 days have expired, the FTA administrator can sign the FFGA, which we expect in early May.

Arnold Panitch: I thought it was a 60-40 federal/local funding split?

Rob Barnard: It’s been 50-50 for quite a spell now. We’ve often had 60-40 or better for previous projects. In July of 2010 the FTA determined its match would equal 50 percent, which led to our recalibration effort.

Fred Nelligan: Is there any new information about Clackamas County’s share of the funds and how the FTA views the attempt to stop the county from paying for light rail?

Rob Barnard: From TriMet’s view, we have a contract with Clackamas County and the City of Milwaukie. The region has spent more than $204 million to date in good-faith reliance on the promises and commitments of that contract. Attorneys for the county and city have said the U.S. Constitution does not allow a vote to nullify a contract. We’re proceeding forward. We’ve shared that with the FTA.

CONSTRUCTION UPDATE west segment and bridge, presented by Rob Barnard, TriMet Project Director

We’ve completed the 90 percent drawings, and now final design drawings are due March 26. Using the construction manager general contractor (CMGC) approach allows us to go out and start construction with early bid packages. We’ve already acquired or contracted for about $380 million in materials and services. That includes track work, the bridge, construction on east and west segments, and right-of-way acquisition. Tomorrow, we’ll get our best and final offers for vehicle procurement, another large element.
On the west side, we have active construction. That includes water line and sewer line relocations on Lincoln Street, and work on the Harbor structure like drilling of shafts and steel fabrication.

The bridge is being built through a design-build contract process. We expect the design to be complete in May of this year. On the west tower, we’re drilling our last shaft. We expect that shaft to be poured next week. Then they’ll move to the west bank, drilling shafts for the landside pier and abutment. Workers will wear hazardous material protection clothing and respirators in anticipation of finding asbestos on that brownfield site. We’re anxious to get that done next week. That will allow us to move on to concrete work.

Last month, I discussed the project’s impact on jobs. Tonight, I want to show a video clip that highlights the job impacts and then talk about a jobs website we’ve created. (Video online at trimet.org/pm/economicbenefits)

During the Environmental Impact Statement process, we were required to forecast the number of jobs we expected to create. We counted dollars spent on construction, engineering and administration (and not dollars spent on right-of-way acquisition, insurance, vehicles or finance) and applied a formula (IMPLAN model). At that time, we forecast the $854 million in construction spending would result in 14,500 jobs. That total breaks down into 7,100 direct jobs (e.g., construction workers, engineers and technicians) and 7,300 indirect (e.g., suppliers) and induced (e.g., grocery stores, automobile dealerships, etc.) jobs.

Now we are also tracking our actual experience. To date, we have spent $97 million on construction. Looking at payroll records, we have created more than 1,000 local jobs to date. We’re also tracking the hours spent on the job. On the website, you can also see where the people with those jobs live. A map on the site also shows the location of the local firms working on the project.

Another map on the website shows the sources of the major construction materials. This website helps show that much of the construction funds are going to local, family-wage jobs and local firms.

Arnold Panitch: The website doesn't list the supplier of the light rail vehicles.

Rob Barnard: That contract is not finalized.

Teri Pucik: Are the jobs family-wage, union jobs?

Rob Barnard: The on-site construction jobs must pay a prevailing wage mandated by the federal Davis-Bacon Act for the trades.

Diane Goodwin: The vast majority of the jobs are held by local, union people.
Teri Pucik notes seeing many Washington state and other out-of-state license plates at job sites.

Diane Goodwin affirmed that the majority of workers are local and agreed to send the data to the CAC.

**Design and Construction Updates – east segment, presented by Leah Robbins, TriMet East Segment Director**

Leah presented an update on east segment construction. Upcoming work includes:

- Private utilities relocating their infrastructure
- Advanced utilities construction at Holgate Boulevard and SE 17th Avenue.
- Relocation of OPRR track near OMSI. Expected to start in March, with some traffic impacts on Water Avenue. This needs to be completed before beginning construction of the new Water Avenue later this year.
- Mobilizing for construction of the Kellogg structure in Milwaukie. Early work will include site staging, advanced utilities, and readying for construction of a work bridge.

Next, Leah discussed the Conduct of Construction plan. She called it a guidebook or a rules-of-the-road document. The plan was developed in partnership with the contractor, cities, counties and other public agency partners. It is a commitment from all partners that sets the tone for how we’re going to conduct the work. Our future successes are based on lessons learned from previous projects.

Part of setting up the Conduct of Construction involves breaking down the segments into smaller sections. The Conduct of Construction also describes the phases of construction:

- Utilities
- Structures
- Street and track
- Stations
- Streetscape finishes
- Systems contract
- Testing and integrated testing prior to system operation

Leah discussed issues with Conduct of Construction, including timing between phases, coordination with other nearby projects, and communication with other agencies. Coordination and communication change depending on the phase of construction. Utility construction is done as early as possible because it involves more inherent risks due to unforeseen conditions. Nearby projects are identified for coordination.

One of the most important sections of the document is the part about maintenance of access, traffic and roadway requirements. You’ll see specific streets called out, with
different requirements for those streets (e.g., hours when lane closures are allowed). While the plan has some flexibility, it sets the parameters within which everyone must work.

Dee Walsh: I found the Conduct of Construction helpful but would also like to see a column showing when work would occur.

Leah Robbins: Schedule details will continue to evolve. We have a general "geographic schedule" now (on screen and wall).

Jeff Reaves: Will the Willamette crossing be finished ahead of the other construction? Do you plan to open the bridge before the entire rail line is finished?

Rob Barnard: We don’t plan to open the bridge ahead of the rest of the project.

Leah Robbins: The Conduct of Construction also discusses special events, or ongoing activities that need special care or construction moratoriums, e.g., the Rose Festival parade, Milwaukie Farmer’s Market.

It also covers safety and security of the construction site, site maintenance, dust control, noise abatement and tree protection. It also discusses construction notifications and who to contact with questions.

David Edwards: Notes a couple of formatting errors.

David Aschenbrenner: I am assuming the crossings in downtown Milwaukie will not be closed at the same time.

Leah Robbins: That is right.

Greg Hemer: How soon do local residents and businesses get contacted about street closures?

Leah Robins: Each week, we will review the previous week of construction activity and look ahead to the upcoming three weeks of construction activity.

Jennifer Koozer: In general, before we begin a major phase of construction, we will notify people on the mailing list through a postcard mailing and an email update (we encourage people to sign up for email updates). We will update the construction page on the website at least weekly. And we will personally work with individual neighbors in the construction zone.

Claudia Steinberg: We’ve already been meeting with residents and businesses, giving them an early heads-up (e.g., we’ve met with people at the Spring Creek Apartments and at the Portland Waldorf School). For the big closures of five to seven days, we’ll have notice way ahead of time.
Cindy Miguel: Will there be temporary art installations during construction?

Leah Robbins: Yes, public artist Buster Simpson has a project that will put poetry on the erosion control fencing.

Catherine Goode: Neighbors will be affected by noise during (and possibly after) construction of the elevated rails south of the Tacoma station. The more information those neighbors have about that, the better.

Sue Pearce: Question about noise issues, including nighttime noise.

Claudia Steinberg introduced Jonathan Tillman, mitigation manager, working with the team on all the noise issues.

Sue Pearce: Both the Portland Streetcar people and ODOT, when they were working on Powell Boulevard, sent out email notices at regular intervals when things were happening. Email as well as paper mail is wonderful. Both means are helpful.

Claudia Steinberg: We will do both. We encourage people to sign up for email notification. We want to go paperless as much as possible. Email is faster and more responsive.

Paul Carlson: OMSI has weekend and nighttime events. Do you expect closures during those times?

Leah Robbins: Sometimes. But those would be discussed and negotiated. That’s an example of where ongoing coordination between TriMet, the contractor and the community will allow us to be responsive.

Barbara Andersen: Does construction on the Sellwood Bridge and light rail overlap?

Leah Robbins: The City of Portland and ODOT would have coordinated any effect on Tacoma Street and Johnson Creek Boulevard. The work zones are not near each other, so there is not a contractor-to-contractor interaction. If anything, it’s a question of what does traffic look like on Tacoma? Is there any ripple effect that affects the ODOT interchange?

Dee Walsh: On the Central Eastside about a year ago, it was a mess, with construction of the (Burnside) couplet, the street car and one other project. Part of the problem was that it involved more than just transportation agencies. So are other agencies, such as utilities, involved in coordination on PMLR?

Leah Robbins: Yes.
Greg Hemer: Noted concerns about impacts of Sellwood Bridge and light rail construction worker traffic on Tacoma Street and Oaks Park, and suggested coordination.

David Aulwes: I am concerned about bicycle traffic safety on Division Place where bikes often use the sidewalk westbound. I’m hoping there’s a plan for how bikes are going to continue to get through.

Valeria Ramirez: The east side esplanade can be chaotic. I hope that is being planned for.

South end update presented by Fred Nelligan

Last Thursday night, TriMet and a contractor conducted a glare study of train lights that would be projected in the McLoughlin curves. As background, I did a ride-along on the MAX system a year ago and documented the issue. Last Thursday, the contractor did a fantastic job of simulating the actual MAX lights and documenting the unmitigated conditions right now. Northbound trains out of Park Avenue will be adjacent to the southbound lanes of McLoughlin Boulevard. We will develop suggested mitigations.

Last month, the Oak Grove Community Council sponsored a security-focused meeting. A panel of six represented law enforcement. In attendance were seven CAC members, a Milwaukie city councilor and about 90 people. There was tremendous discussion, phenomenal ideas. It was the most lively Oak Grove meeting I’ve attended in two years. A lot of people are fearful of drugs, gangs, etc., but they were incredibly respectful of how law enforcement and TriMet are designing the station areas to be as secure as possible.

Since that meeting, I’ve been reaching out beyond Clackamas County into the jurisdictions that work with the county because Clackamas County in many respects is becoming isolated. I attended one of the meetings in January about putting light rail to a public vote. People there were those who fear light rail, public transit and development. They basically want to be left alone. So I’m getting the word out that a lot of us in Clackamas County do not want to be isolated. We want to be connected to the greater Portland area. It is to our long-term benefit.

The anti-rail group needed to gather 9,000 signatures by yesterday (Feb. 15) to place an initiative on the May ballot. I believe they collected 5,000 to 6,000 signatures. However, everyone expects they will gather enough signatures at some point for a countywide vote on the November ballot on all rail initiatives. A corresponding initiative is circulating in Milwaukie in the same timeframe.

Greg Hemer: There is also a special election in September they could try to target for a ballot initiative.
Roundtable

Cindy Miguel: All three families who have had to be displaced in the Island Station neighborhood are happy with the compensation and the way the move has been handled.

I would love to coordinate a volunteer-driven self defense program like the WomenStrength program in Portland. Out of the safety and security meeting, we identified many fears that can be alleviated by empowering communities to say what they want and don't want at their light rail station. Between now and 2015 we have time to put together good plans for helping people feel safe.

Planning for maintenance will be advantageous with regard to replacement of power poles at Kellogg Bridge. The proposed weathering steel poles are beautiful but can be costly to maintain. I've researched maintenance issues and will bring this up at the Milwaukie City Council as well.

Valerie Chapman: Sometimes concerns about security are used to stop something, but I'm not sure that's the real issue. I suggest we make free day passes available now for people who are concerned about the MAX line, to give them the experience of riding. Because many of the people who are concerned have never actually participated or ridden MAX. The goodwill and potential to win support would be worth the cost. I also wonder how much it costs to do these special elections. Finally, in light of the years I have spent on the CAC, I find it exciting to see construction happening along the route.

Dee Walsh: 2015 is just around the corner. Congratulations to everyone who has worked so hard.

Susan Pearce: Valerie’s comments at the Milwaukie meeting about nonviolent intervention were excellent.

Paul Carlson: TriMet’s chief architect Bob Hastings presented a talk at OMSI about the many sustainable elements being built into the light rail. Our employees really appreciated that, as sustainability is a focus area for OMSI.

David Aschenbrenner: I would like to thank Fred Nelligan. You’re doing a heck of a job. Keep up the good work.

Neil Hankerson: I second that. Thanks, Fred.

Barbara Andersen: I'd like to thank TriMet and the contractors who met with us at the Waldorf School. From personal experience, I can say they’re keeping in touch with stakeholders.
Fred Nolke: This will be my last meeting. I recently met with the Transportation Committee of the Eastmoreland Neighborhood Association and said there was little to be gained by further attendance at CAC meetings. I told them that our critical life-safety concerns were eliminated by the recalibration effort and cannot be addressed until the project is completed until 2015. So it’s not a good use of my time to come to these meetings. Thank you.

Adam Marx: I have several items but none urgent, so in light of the time I’ll hold until our next meeting.

Teri Pucik: I received an email today from the City of Portland that TriMet has engaged a group from Portland State called Bright Rail to do imaging around the Holgate station. Is that money coming out of the light rail budget? Why weren't we notified?

Jennifer Koozer: It’s a project of a group of PSU students. They’re not being paid. TriMet and Metro are acting as their advisors. They’re researching development potential around the Holgate station. They are working with neighbors in the immediate vicinity.

Terri Pucik: At the recent TriMet board meeting, the owner of the muffler shop at 18th & McLoughlin told the board he wasn’t treated well in negotiations to buy his building. All we ever hear is the good stuff. There are obviously people who are not happy, and we don’t ever hear anything about that. I want to know what’s being done for these businesses to be treated fairly.

Rob Barnard: We could have an update on acquisitions and relocations at one of our next meetings.

Susan Pearce: We worked with PSU urban studies groups before. They were great.

Fred Nelligan: The arborist's report is due tomorrow to City of Milwaukie on the tree that neighbors lobbied to save.

Arnold Panitch: In the report on jobs, I’m disappointed I didn’t hear anything about targeting high-risk unemployed people. I’ve heard nothing about youth, minorities, women, elderly or people with disabilities. People with disabilities are 90 percent unemployed. I see this project as like a WPA project, taking care of some people at risk. At the same time, you got this rebellion going on in Clackamas County. If you could tell them you have local jobs targeted to unemployed people along the alignment, it seems you wouldn’t have these rebellions.

Rob Barnard: I'll take responsibility for that. In my presentation, I neglected to mention our initiatives for disadvantaged businesses and our intern program. I think we’re doing well on that. We have 50 disadvantaged businesses out of 170 contracted firms.
PUBLIC COMMENT

Sam: I'm one of two students from Portland State writing a paper.

David Edwards adjourned the meeting at 7:45 p.m.
Next CAC meeting: Thursday, March 15, 6–7:30 p.m.
Former Advantis Credit Union building