Citizen’s Advisory Committee (CAC)  
Thursday, June 21, 2012  
Carvlin Hall, St. Philip Neri Parish  
2408 SE 16th Avenue

PMLR 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)  
Valerie Chapman, Oak Grove  
David Edwards, Vice Chair, Oak Grove  
Catherine Goode, Ardenwald-Johnson Creek Neighborhood  
Neil Hankerson, Milwaukie Downtown Business  
Greg Hemer, Milwaukie Lumber  
Adam Marx, Brooklyn Action Corps  
Fred Nelligan, Oak Lodge Community Council  
Susan Pearce, Hosford Abernethy Neighborhood (HAND)  
Terri Pucik, SMILE  
Arnold Panitch, TriMet Committee on Accessible Transportation (CAT)  
Ian Stude, Portland State University (PSU)  
Dee Walsh, REACH  
Rick Williams, Chair, Lloyd District Transportation Management Association

PMLR CAC Members Absent  
Lina Bensel, Independent Living Resources  
Erin Kelley, Bicycle & Pedestrian Advocate  
Ken Love, South Portland Neighborhood  
Cindy Miguel, Island Station Neighborhood  
Valeria Ramirez, Portland Opera  
Jeff Reaves, Central Eastside Industrial Council (CEIC)

Rick Williams (CAC Chair) opened the meeting and welcomed attendees. There were no errors or omissions noted on the previous meeting’s notes.

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

Rob reviewed recent financial news related to the project. Among the highlights:

- Federal Transit Administration officials signed the Full Funding Grant Agreement on May 22, resulting in the project receiving its first installment of $85 million from the federal government on June 6.
Locally, the TriMet board on June 13 authorized the sale of $40 million in bonds as part of its PMLR commitment. TriMet also reached agreement with Milwaukie regarding its funding contribution. Clackamas County’s attorneys issued a legal brief concerning the proposed ballot measure and its legal implications for this project and future projects. The brief reinforced our previous discussions; the county has made a legally binding commitment to this project.

Between April and May we increased our level of commitment to work under contract by $100 million. We now have about $513 million under contract. To date, we have spent $277 million, about $140 million of which has been spent on construction.

Spending compared to budget looks good. We are generally at or below budget so far.

With the $140 million spent to-date on construction, that has translated into:
- 210 firms under contract, 75 of which are DBEs
- 2,700 direct and indirect jobs
- 1,500 direct (payroll) jobs
- 659 “boots-on-the-ground” construction jobs
- continued good percentages for women, people of color and apprentices

Not counting expenditures for finance, we have committed about 39 percent of the total budget, and we have incurred 19 percent of the costs.

QUESTIONS

Arnold Panitch: I read about agreement being reached with the City of Milwaukie. I understand they will take 10 years to pay their share?
Rob Barnard: Typically, the way these things are paid is through debt financing. For example, TriMet will sell bonds to finance our portion of the project.

Bybee station peer review

Rob reported on developments with the Bybee station independent peer review process. The project's Safety and Security Committee reviewed the findings and recommended adding back the south-side pullout and elevator. We will do that. We're getting a price for that from our contractor to include in upcoming construction.

We also are exploring other safety elements:
- a pick-up and drop-off area at both ends of the bridge, within the existing right-of-way width
- crosswalks on the bridge
- reconfiguring the driveway at the golf course to feel more like an intersection

The engineering team will explore those options as we move forward.
QUESTIONS

**Teri Pucik:** I was very happy with the decision. The main thing was to get the south elevator and pullout added back. So Eastmoreland and the SMILE neighbors are happy.

**Valerie Chapman:** What happens now with the budget process?

Rob Barnard: There is capacity in the east segment budget to accommodate this from the change-order allowance. The project has a fiduciary duty to certify the station as safe and it was the recommendation that these items were necessary to meet that obligation. The other things on the recalibration list are not necessarily in the safety category. Those items will need to wait till we get closer to the end of the project.

**Arnold Panitch:** So there will now be an elevator and pullout on each side?

Rob Barnard: Yes.

**David Aschenbrenner:** Regarding the recalibration and the FTA, there are concerns in Milwaukie about the Tacoma parking facility not being big enough. If nothing else, we would like you to explore at least putting in the foundation to build a bigger park-and-ride facility there later. Is there any lobbying we can do to make FTA rethink the position that deferred elements from the recalibration process cannot be added back until the end of the project?

Rob Barnard: I don't think lobbying would be effective. They're having this policy conversation at the national level. In July 2011, the FTA quoted us the regulation, which said you can't add scope back until your project is substantially complete. With the current funding shortfall at the federal government level, there is more need than resources to fund that need. FTA added more oversight to ensure projects are managed well. The result: projects are coming in with money left in their budgets. Historically, the federal government has let local jurisdictions use that money for transit purposes. With all the projects around the nation that need money, FTA is trying to hold on to those dollars for future projects.

Locally, that approach has affected the Portland Streetcar Project. The FTA grant was just for the track and civil improvements. That is done. A separate project was to build the streetcars. The FTA says that, until the streetcars are operational, the project is not complete, and you can't spend your savings on ticket machines. They're taking a very hard line until the policy discussion is complete and a direction is determined.

**Rick Williams:** We appreciate your position that we should create an objective process and bring in the experts to work with the neighborhoods. There are a lot of people around this table who are happy with the Bybee peer review process. It shows when we speak you listen.

Rob Barnard: At the end of the day, I want all those things on the recalibration list back in. We all want those, and will continue to push
Construction update, Bridge and West segment, presented by DeeAnn Sandberg, TriMet Community Affairs Representative

DeeAnn Sandberg updated the CAC on construction progress on the bridge and in the west segment of the project. Among the highlights:

- Work is progressing on the pylons/tower legs on the west side of the bridge.
- The west cofferdam has been removed.
- Four shafts have been drilled on the east side, with two remaining.
- The tower crane on the west side has been erected. (watched time lapse video)
- In the South Waterfront station area, workers are digging out for walls, working with the Oregon Department of Environmental Quality to monitor and protect from contaminated soils.
- Harbor Structure construction is progressing. Girder delivery is set for July 23. The girders are being fabricated by Fought & Co. in Tigard. Street closures will accompany construction, including the closure of Sheridan Street for four weeks and other major road impacts in early September.
- Rail has been delivered to all segments.
- Members from the Confederated Tribes of Grande Ronde were able to take advantage of the removal of cedar trees from the east side of Naito Boulevard. The members removed the clean white inner bark from the trees to store and use later as a material for weaving.
- Trees removed for the project also were use for habitat restoration of Happy Creek in Oxbow Park.
- Lincoln Street civil construction (e.g., removal and reconstruction of sidewalks, curbs and streets) will start Monday between SW 4th and 5th avenues on the south side.

QUESTIONS

Arnold Panitch: Will buses access the Willamette River bridge from Southwest Lincoln Street?
DeeAnn Sandberg: Yes. As Lincoln crosses First Avenue (moving east), it will become a transit-only guideway for buses and light rail moving down the Harbor Structure to the South Waterfront station and then onto the bridge.

Arnold Panitch: How will we mitigate the bus stops being eliminated along Naito, such as the numbers 9 and 17?
DeeAnn Sandberg: Next year, our bus group will look at the interconnection of the bus and rail system.

Barbara Andersen: There was discussion in the past about raising the grade to meet Southwest Moody.
DeeAnn Sandberg: The City of Portland has completed the Moody Avenue project. The road was elevated 14 feet in that area. Light rail will come down to that grade and cross Moody at grade before it heads into the station.
Construction update, Southeast Portland, presented by Jennifer Koozer, TriMet Community Affairs Representative

Jennifer Koozer highlighted construction progress in the Southeast Portland portion of the east segment. Among the highlights:

- Caruthers Street sewer work: continuing constraints for cyclists and pedestrians
- Track relocation at OPRI/Oregon Rail Heritage Interpretive Center
- Ongoing deep sewer work north of Southeast Powell Boulevard to renovate a 100-year old brick sewer pipe
- The Powell/17th Avenue overpass has now closed. Northbound traffic on 17th Avenue is for local access only. Traffic has dropped off and will continue to do so.
- Northbound bus lines 17 and 70 have detoured to Center Street.
- The Powell/17th overpass demolition is scheduled for the weekend of July 20. Work will start Friday night at 11 p.m. and will proceed around-the-clock until 5 a.m. Monday. We are actively working to notify motorists, businesses and residents. Look for details on the website.
- Sewer work at 17th and Holgate: work on one of two sewer pipes will be concluding soon, but work on the second pipe will follow. Next month installation of a sewer liner includes fans that operate round-the-clock, and the lining may emit a chemical odor.
- A large sewer project has started north of Harold Street and will require a lane closure on McLoughlin Boulevard.
- Vegetation clearing from Harold to Tacoma
- Rail storage south of Bybee, as well as at Tacoma and Park Avenue

QUESTIONS

Teri Pucik: I want to make sure you’re not removing any trees on the east side of McLoughlin.

Jennifer Koozer: Affirmative. The row of large trees along McLoughlin will remain.

- Tacoma Structure pile driving starts next week. Tacoma, Bybee and Harold all will have some pile driving during the daytime.
- We continue to work with the Johnson Creek Watershed Council on our partnership to build a boardwalk and interpretive signs.

Catherine Goode: It will be a nice addition to the station. There will be a boardwalk on the north side between the station and the creek. We’re talking about the message we want to provide about the history, salmon, and other success stories with Johnson Creek. We’re using the station as a vehicle to educate people and illuminate this portion of Johnson Creek.

Susan Pearce: At Tacoma, several months back we talked about the ODOT changes and the “porkchop.” But I don’t recall the concern about ADA accessibly to the overpass being resolved.

Claudia Steinberg: There will be a sidewalk from the overpass into the site, with a nice meandering slope that is much better for mobility devices. There will be a bench for a resting area.
Construction update, Milwaukie & Clackamas County, presented by Claudia Steinberg, TriMet Community Affairs Manager
Claudia Steinberg highlighted construction progress in this segment of the line. Among the areas and jobs highlighted were:

- SE 26th Avenue below Highway 224: water line work
- Downtown Milwaukie: gas line
- Kellogg Creek/Trolley Trail structure: we're holding a community meeting July 16 to help people understand what that construction will look like. Due to a compressed work window, this project will move fast. This work will require detour of the Trolley Trail starting early July.
- Island Station: PGE will be moving utility poles.
- Southeast 27th Avenue: The ReBuilding Center helped deconstruct homes. An inventory of deconstructed buildings will be available.
- Park Avenue: Rail is being stored here. Also we are forming a stakeholder committee for the Park & Ride structure.

QUESTIONS

Valerie Chapman: I'm concerned about the ducks nearing the staging area. How are you taking care of them?
Claudia Steinberg: I will look into that.

Catherine Goode: At the Tacoma Street station, I notice there's a chain link fence now. What is the status of the station property?
Claudia Steinberg: We have possession of the property and the purchase is moving forward.

David Aschenbrenner: We had a meeting regarding Crystal Creek. There was some concern about the trees. But it looks like its going to be a win-win all around.

Ray Bryan: The nice thing I learned is that you follow through for five years after you restore an area. I thought that is great.

Arnold Panitch: Harold Street – Is that still just being roughed in, or will that be a station?
Claudia Steinberg: It's a site for a future station, with no improvements being constructed now.

Teri Pucik: What was the purchase price of the Tacoma property? I'm interested in what was paid.
Jennifer Koozer: The final settlement amount has not yet been determined.

Transit-oriented development overview presented by Kathryn Krygier, TriMet Transit-oriented Development Program
Kathryn Krygier presented highlights of the agency’s transit-oriented development (TOD) program for the PMLR project. She provided background about the program first. When the Blue Line was built to Hillsboro, there wasn’t a TOD program. We couldn’t write down the value of land to spur specific types of development. We could sell property at fair market value but we couldn’t control what would get built. Later, however, the FTA gave agencies greater ability to enter into development agreements with developers and incent desired development. Properties reflecting this approach include Arbor Vista near Goose Hollow, and Orenco Station. Redevelopment work can take a long time. For PMLR, we just now trying to discover the possibilities and feasibility of projects. There are no specific projects planned yet. The funds for TOD come from the federal government and come with many restrictions and guidelines. TOD is not part of the rail line capital project. We offer the property for sale. We have the ability to write down the value of the property for employment, housing or place-making goals, similar to the goals of the Metro region. We do not have capital funds to invest in TOD.

Kathryn showed slides and discussed some recent TOD projects:

- **REACH Development.** TriMet owned the property and entered into a development agreement with REACH to build a 54-unit affordable housing project at Patton Park on N. Interstate Avenue. We wrote down the value of the land but did not put any other funds into the project.
- **University Pointe at PSU:** TriMet purchased this parcel as part of the Portland Mall project and sold the property to PSU. PSU is developing the site as student housing with ground-floor commercial and a MAX station.

These are so-called typical TOD projects, and along PMLR alignment we do have some typical properties of at least half a block or 20,000 square feet. We have some typical TOD sites, but we also have some small, remnant parcels. We are trying to understand the development potential on all of our properties. These sites include:

- **PSU:** University Place and the former Budget Rent-a-Car parcel. We’ve entered into an intergovernmental agreement with PSU to explore the feasibility of developing these sites. PSU is leading the effort.
- **Gideon Street near Clinton/SE 12th Station.** We will do a Request for Qualifications for a developer this summer and get proposals in the fall. We have had some developer interest. The lot is very narrow. It’s zoned industrial and might have potential for business incubator space.
- **SE 17th Avenue.** We’re thinking of packaging several 17th Avenue properties together and forming a development advisory group. This will start in the fall.
  - Near Rhine station. This half-acre triangle has potential for housing or a community garden.
  - At Rhone Street: former Advantis property. TriMet own this quarter-acre property. It may have potential for apartment housing or some other type of housing project.
  - **Holgate.** This approximately 1-acre lot is more of a typical TOD site. There are lots of interesting ideas for that corner.
• Milwaukie/Main St. station. There is desire for a train station style building on this site. We’re doing an early feasibility study and should be done in a couple of weeks.
• Southeast Park Avenue station. We’re trying understand the market potential for a private entity to activate the station and be part of the community vision.

Our next steps include RFQs, feasibility studies and development analyses starting this summer and lasting through fall 2012 and into spring 2013.

**QUESTIONS**

**Ian Stude:** At PSU, we have looked at parking structure development. We’ve discovered the load-bearing standards for car parking are significantly lower by half than for retail. It’s important to make sure the parking structure design can support retail.

**Fred Nelligan:** Are you interfacing with Clackamas County staff about the Elks Club property?
**Kathryn Krygier:** Yes. We’re doing our best. The housing authority has letter of intent to purchase the Elks property, but no agreements. There is potential for coordination. We have a meeting with Clackamas County in a couple of weeks.

**Fred Nelligan:** Regarding the ODOT triangle lot, there is a lot of interest in the Island Station neighborhood for that not just being developed into housing.
**Kathryn Krygier:** Interest for more open space?

**Fred Nelligan:** My sense is, this is the most impacted neighborhood on the whole project. It would be nice to turn this triangle into something for the community.
**Kathryn Krygier:** That site is not on a critical path timeline right now. Our goal is to try to understand all the options and fit within FTA criteria. TOD needs to induce ridership. There is a possibility we could lease it to an entity. We’re trying to be creative.

**Adam Marx:** For the advisory group for 17th Avenue, how is that group chosen and is it possible to get involved?
**Kathryn Krygier:** We went to the Brooklyn neighborhood and mentioned it last month. We’re thinking of a committee composed of a property owner, a developer, a financial person and one member from the community. That person would be a liaison to another group.

**Arnold Panitch:** Is the Tacoma mixed-use idea dead?
**Kathryn Krygier:** That proposal was not viable. It required TriMet to invest capital funds, which we don’t have. We would look at other proposals. Today’s park and rides are tomorrow’s development opportunities.

**Arnold Panitch:** What separates TriMet from a real city is truly transit-oriented development, where the train literally comes into a building. We have development adjacent to stations, but they still require people to walk outside in the rain. Let’s make Portland a city.
**Paul Carlson:** Is the impetus to make use of surplus properties? Or is it to promote ridership? Which comes first?

Kathryn Krygier: It’s both in all the examples given. We want to take advantage of incredible investment and add back to the community. For the remnant or surplus properties, we want them to be developed for their highest and best use.

**Paul Carlson:** To what extent does the FTA drive your activity?

Kathryn Krygier: FTA supports the TOD program but because we purchased the property with federal funds, we must follow FTA rules. If we purchase property for joint development, we must use it for joint development. But not all the rules are clear. We are meeting with FTA in a couple of weeks to clarify the rules.

**Paul Carlson:** Are some properties specifically acquired for development?

Kathryn Krygier: Yes. The property on Interstate is an example. The goal of the Holgate site was always to use for joint development after the light rail project no longer needs it for staging.

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**Roundtable**

**Teri Pucik:** In my opinion, TriMet does TOD because they want to show private developers how it can be done. It’s not quite so innocent. On your TOD committee, there should be more than one person from the community. They’re the ones impacted every day. I would also like to add that SMILE is happy with the Bybee station add-back.

**Adam Marx:** We’re definitely concerned with development. The pattern has been high-density, multi-level residential. That doesn’t fit in with the character of the neighborhood. Whatever is done should fit in the character of the neighborhood and really provide something it doesn’t have now. We need more retail, shops and services. We are underserved compared with neighborhoods around us. There needs to be significant input from the neighborhood, not just developers. This is an opportunity our neighborhood doesn’t get often.

Kathryn Krygier: I agree. I will talk to the Brooklyn chair and talk about having another committee. Brooklyn doesn’t have a land-use committee, but maybe we can form a small committee that can work with the selection committee.

**Susan Pearce:** I have two words for Arnie: Tom McCall. We don’t want to be Chicago.

**Dee Walsh:** It will save time in the long run to have more community folks involved. It will help them understand what they can and can’t get.

**Valerie Chapman:** I’m glad to hear there will be a stakeholder group around Park Avenue. When property is condemned, how is the property owner compensated?
Claudia Steinberg: When condemnation is filed, the money is deposited in with the court for the property owner. It's set up this way not to delay the project. It just continues the negotiation. Condemnation moves things along.

Barbara Andersen: I’m excited to see stuff happening.

Arnold Panitch: I'm concerned about the tax implications of development on SE 17th Avenue. One of the objects should be return properties to the tax rolls.

Fred Nelligan: I love seeing rail at Park Avenue.

Catherine Goode: I was really happy to hear about the outcome of the Bybee station process. The station should have had more focus on pedestrian and safety issues. Thank you, Terri, for taking part in that. It took someone standing up for an issue needing to be addressed.

Ray Bryan: I am hoping for good results from the feasibility study on the Milwaukie triangle site. I would like to see space for a law enforcement presence. I hope patrons to that building will arrive by walking over the Kellogg Lake.

Greg Hemer: I would like to applaud TriMet for engaging the ReBuilding Center. If you truly believe this is about the environment, I believe TriMet should reach hard for ensuring its operations have less impact.

David Aschenbrenner: I was glad to hear about the results of the Bybee station process. I’m interested to hear what happens with the downtown Milwaukie station. The bus service issue and how buses serve this line are critical issues. The sooner we can start working on that, the better. I would like to be involved when that comes around.

Rick Williams: Thanks to TriMet. They have shown that, if we raise our voices, we will be heard. Thank you.

Public comment

There was no public comment.

Rick Williams adjourned the meeting at 7:53 p.m.

Next PMLR CAC meeting: Thursday, July 19, 6–7:30 p.m.
Carvlin Hall at St. Philip Neri Parish
2408 S.E. 16th Ave.
Portland