Citizens Advisory Committee (CAC)  
Thursday, March 15, 2012  
Former Advantis Credit Union Building  
3717 SE 17th Avenue

PMLR CAC Members Present
Barbara Andersen, Oak Grove  
David Aschenbrenner, Hector Campbell Neighborhood  
Ray Bryan, Historic Milwaukie Neighborhood  
Valerie Chapman, Oak Grove  
Catherine Goode, Ardenwald-Johnson Creek Neighborhood  
Neil Hankerson, Milwaukie Downtown Business  
Adam Marx, Brooklyn Action Corps  
Cindy Miguel, Island Station Neighborhood  
Fred Nelligan, Oak Lodge Community Council  
Susan Pearce, Hosford Abernethy Neighborhood (HAND)  
Teri Pucik, SMILE  
James Robbins for Valeria Ramirez, Portland Opera  
Ian Stude for Dan Zalkow, Portland – Portland State University (PSU)  
Arnold Panitch, TriMet Committee on Accessible Transportation (CAT)  
Dee Walsh, REACH  
Rick Williams, CHAIR, Lloyd District Transportation Management Association

PMLR CAC Members Absent
Paul Carlson, Oregon Museum of Science & Industry (OMSI)  
David Edwards, Oak Grove  
Greg Hemer, Milwaukie Lumber  
Erin Kelley, Bicycle & Pedestrian Advocate  
Ken Love, South Portland Neighborhood  
Jeff Reaves, Central Eastside Industrial Council (CEIC)  
Lina Bensel, Independent Living Resources

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 the FTA Full Funding Grant Agreement review process. Reviewers include the FTA's Project Management Oversight Consultant, and Financial Management Oversight Consultant, the Federal Transit Administration Region 10 and Washington, D.C., headquarters offices.
On Feb. 24, the Office of Management and Budget approved the FFGA and returned it to the Secretary of Transportation, who is expected to forward it to Congress for the 60-day review period on or around March 16. We expect final approval of the FFGA in May. Three days after the FFGA is signed, funds become available to our region.

To date, the project has $390 million in the bank: $250 million from the State of Oregon, $119 million from Metro, and $21 million from ODOT. After the FFGA is approved, we will receive an additional $127 million in local funding, from the City of Portland, TriMet, Clackamas County and the City of Milwaukie.

As of February, we have spent $222.4 million. In February alone, we spent $18 million. Out of the $222.4 million, $122 million has gone to construction. That translates into about 1,200 local jobs, including about 400 on-site construction worker jobs.

**Bybee Station review**

Responding to neighborhood concerns about the Bybee station, we met last month with representatives of SMILE (Sellwood-Moreland Improvement League) and the Eastmoreland Neighborhood Association and offered to initiate an independent peer review of the station. We have met with the consultant and staff to develop a work program, which will include on-site visits, analysis, review with safety and security professionals, review with fire, life and safety officers, and meetings with neighbors. The two neighborhood associations will be represented, as well as bicycle advocates.

**Teri Pucik:** I was at the meeting, and we were able to go into greater depth on the issues than we can at this forum. We’re looking forward to the review.

**Dee Walsh:** What is your timeframe? If you decide to make major changes, how does that affect the project?

Rob Barnard: We’ll do a thorough analysis. We expect a 60-plus day process. I want to give this process its due course and a thorough look. At the end of the process, we’ll look at the recommendations and financial implications.

**Fred Nelligan:** Can you summarize the primary concerns?

Rob Barnard: There are concerns about east- and westbound traffic access to the station. If a driver lets off a passenger at the station – the so-called “kiss-and-ride” driver – there’s a safety concern about cars attempting to pass the stopped car (even though it’s illegal to stop on the bridge or to pass on a double-yellow line).

We heard concerns about access from the fire station on the east side of the bridge and about security on the station platform. We also heard concerns about neighborhood parking, but that lies outside the scope of this peer review.
**Teri Pucik:** The big thing was the pullouts, as well as how bike lanes may get blocked. Also, safety and security because it’s an isolated station below road grade. There is no way for emergency vehicles to get in there.

Rob Barnard: It’s our obligation to certify the safety of the station. So we want to run a review process, and if there are additional elements called for, we’ll take a good, hard look at those.

**Adam Marx:** Where would money come from if a major design change is deemed necessary?

Rob Barnard: First, we’ll look at the mitigation measures. Then, we’ll do an estimate to find out cost implications.

---

**Public Art Update, presented by Michele Traver, TriMet Public Art Coordinator**

Michelle announced a public call for text submissions that will be chosen to be printed on the temporary orange erosion fencing and also to be stamped in concrete around the project. She asked CAC members to spread the word. Deadline for submissions is April 29, and the text will begin appearing on fencing in July.

**Rick Williams:** encouraged Michelle to keep the CAC in the loop on key phrases that are submitted.

Michelle showed images of new drawings from the various public art projects. She focused her comments on art installations at the Powell Boulevard light rail structure, Bybee station, Milwaukie station water feature, Kellogg structure and Park Avenue station. She also reviewed the timeline for choosing the Park Avenue station artist and invited CAC members to an orientation for the three finalists on April 11 at Willamette View Manor. Selection of the artist is scheduled for June 20, with presentation of the final design on Sept. 19.

**Ray Bryan:** Will the reflectors on the Kellogg structure only be visible from the Trolley Trail?

Michele Traver: It would be somewhat visible from the Island Station neighborhood, but mostly from the Trolley Trail. A small portion on the northeast side of the structure will be visible from McLoughlin Boulevard. It will be a subtle effect; it won’t jump out. When you’re under it on the Trolley Trail, it will lighten the feeling of the structure overhead.

---

**Construction outreach and communications, presented by Claudia Steinberg, Jennifer Koozer and DeeAnn Sandberg**
Claudia Steinberg discussed open house events held in late February and March in Southeast Portland, downtown Portland and Milwaukie. All of the events were well-attended, both in-person and, in a first for the project, online. She reviewed public Web activity associated with the online open house. The most-viewed web pages were those for the Milwaukie downtown station.

In 2011, staff held 107 meetings with members of the public, not counting one-on-one meetings. So far this year, staff has held 28 meetings.

In construction outreach news, we just mailed a postcard alert to 14,000 owners, residents and tenants within three or four blocks of the construction zone. The postcard directs viewers to the project website. At the website, users will find the project is broken into three geographic segments. She encouraged CAC members to suggest that neighbors register on the website to receive regular email notifications about construction.

**Milwaukie and north Clackamas County Segment**

Claudia highlighted construction activities in the Milwaukie and north Clackamas County project segment, including staging, relocation of private and public utilities, building demolition, tree protection and tree removal, pile driving and wall construction near the Kellogg Trolley Trail structure, downtown Milwaukie, north Milwaukie industrial area and along McLoughlin Boulevard. She discussed specific initiatives to salvage trees for lumber, firewood for seniors, wood chips for North Clackamas parks and stumps for in-stream fish habitat restoration.

**Southeast Portland Segment**

Jennifer Koozer highlighted construction activities in Southeast Portland, including:

- **Structures over Johnson Creek and the Tacoma ramp:** Clearing begins this spring in advance of summer construction.
- **Crystal Springs crossing:** We are working with the City of Portland and the railroad to install a new culvert to improve fish passage under both sets of tracks. Clearing starts in spring.
- **Harold structure:** Work will start this summer.
- **17th and Holgate:** Work on a sewer line in the intersection is scheduled to begin next month. We expect Holgate Boulevard to be down to one eastbound lane beginning in April and lasting several months.
- **17th and Powell structure:** Construction will start this summer on the structure connecting northbound 17th Avenue to westbound Powell Boulevard. The current structure will be demolished and out of service for one year. This will necessitate two significant detours: northbound 17th will be detoured at Holgate (except for local traffic) for one year. Powell Boulevard will close for two to three weekends. Bus lines 17 and 70 will continue to serve the neighborhood, but will detour on SE Center Street to get to Southeast Milwaukie Boulevard. We are discussing traffic closures and detours with Brooklyn neighbors and the freight industry.
Southeast Water Avenue: "old" Water Avenue was recently reopened. The temporary "new" Water Avenue is now closed and will reopen in about a year as the permanent street.

QUESTIONS:

Arnold Panitch: Will the 17th and Powell structure be rebuilt?

Jennifer Koozer: It will be rebuilt with much better pedestrian and bike access.

Arnold Panitch: Will the building we’re sitting in now be demolished?

Jennifer Toozer: Yes. The southbound track will run near this spot.

Adam Marx: Is there any enforcement mechanism to prevent trucks and buses from using Southeast Center Street as a shortcut?

Jennifer Koozer: All buses leaving the garage will be instructed to travel south on 17th Avenue and take the Holgate detour. Only the northbound lines 17 and 70 will be on Center Street. If we see problems with truck traffic, we will be ready to address that with additional signage. There will definitely be a lot of interest in keeping through traffic out of the neighborhood.

Catherine Goode: I’m concerned about the traffic light at Milwaukie and Powell. It is already difficult.

Jennifer Koozer: There will be some signal timing adjustments, including new equipment that can respond to traffic volumes more quickly.

Barbara Andersen: I have similar concerns. Is the city anticipating the traffic that will shift from 17th Avenue to Milwaukie Boulevard?

Jennifer Koozer: The city traffic engineer estimates that one-third of the traffic from northbound 17th Ave would use a north-south route east of 17th Ave. Another one-third would choose Milwaukie, and another one-third would take McLoughlin. Truck traffic will be directed to use McLoughlin.

Portland, Bridge and West Segment

DeeAnn Sandberg showed photographs and highlighted construction activities on the Bridge and West segments, including:

• PMLR Bridge:
  • All six shafts for west tower have been completed.
  • Working on west landside foundation.
  • Moving drilling platform to east tower.
  • Will start drilling shafts for east tower in April.
• Pile cap will be completed in April.
• Tower crane will be erected in late April.
• Will begin going vertical in April.

DeeAnn asked CAC members to remind boaters about the safety, slow-no wake and exclusion zones in the river around the construction site. She also extended an invitation to CAC members for a bridge construction tour. Time to be determined.

• South Waterfront Station/SW Moody Station: Soon crews will begin raising the grade level of the area near Porter Street up to the Moody Street grade level.

• Harbor Structure: Steel for this structure is being prepared at a fabrication shop in Tigard. Nine of 10 shafts have been drilled. Concrete for three of eight columns has been poured. The highest-impact activity will come in July and August, with the setting of girders, partial and full street closures and detours. We will close Harbor Drive and River Parkway at times.

• Lincoln Street/Southwest 3rd Avenue:
  • Noise variance approved March 14.
  • Private utility relocations about 50 percent complete.
  • Storm/sewer relocations about 50 percent complete.
  • Water lines about 10 percent done.
  • Street reconstruction will begin in summer.
  • Trees removed from Lincoln Street have been recycled into wood chips for parks and community gardens, firewood for low-income seniors, milled lumber for school projects and trunks/rounds used for a nature play area for children.

QUESTIONS:

Fred Nelligan: Where will fill for the South Waterfront come from, and how? And where is the steel for the Harbor structure being sourced?

DeeAnn Sandberg: The fill will be trucked in, but I don’t know the source. The steel will come from Fought & Company in Tigard.

Arnold Panitch: Do you have anything to show us about the impact between 4th Avenue and the transit mall?

DeeAnn Sandberg: Most of the work has been between First and Fourth avenues so far.

Discussion of Potential CAC Letter regarding the Project
Rick Williams: Fred Nelligan suggested that the CAC may want to express its voice that we do not interpret the proposed ballot initiative in Clackamas County as retroactively including this project. I told Fred I personally liked the idea but would like to discuss it in this meeting.

Fred Nelligan: Clackamas County has approved the ballot measure for September.

Susan Pearce: To whom would we address the letter?

Fred Nelligan: I suggest addressing it to Metro and copying all jurisdictional partners.

Arnold Panitch: As I live in Portland, it seems presumptuous of me to write a letter. However, those of us on the CAC who live in Clackamas County could perhaps place a letter in the voters guide. You would have my backing.

Fred Nelligan: It costs $400 to submit a statement to the voter’s guide. As far as the letter’s content, it could be a reminder that this has been an incredibly involved citizen process. Every Thursday, a group of residents complain to the Clackamas County commissioners that they’re not being heard, when in actuality they’re just not getting their way.

Rick Williams: The CAC’s charge is to support the project as representatives of communities and make sure it’s a good project going forward. One clear expression we can make is that regardless of what this ballot measure may mean for future projects, the decisions and commitments have been made for this project. We need to see that carried through. It’s not about being pro or con regarding future light rail projects. It’s making sure this project moves forward. For those of us on this committee for a long time, getting to Park Avenue was the best outcome. As a committee, we wrote a letter stating we would have difficulty supporting this project if it didn’t go to Park Avenue.

Cindy Miguel: I agree that a letter from the CAC as a group can support the project moving forward based on the commitments made. There are many people in my community being told that signing the petition will stop the train. This letter can help clarify the facts. A logical explanation would be valuable.

Terri Pucik: I agree with Arnold. There are many people saying this project is being dictated to them by Portland. As a Portland resident, I would have a hard time signing this letter. Funding for light rail to Clackamas County was defeated twice previously. For us to come in and say this hasn’t been foisted on you is a bit disingenuous. It was the government agencies that put it back on the table. Our committee’s job is to ensure the line is built to the highest standards, not whether or not it’s built. Whether the outcome of a ballot initiative can affect a project retroactively is a legal opinion.

Dee Walsh: A letter is an excellent idea. It should be sent to newspapers and media. As a member of this committee, I think our responsibility is to think of the project from a regional perspective. I would wholeheartedly support it.
Susan Pearce: I agree with Dee. As a group, and considering the amount of public input and outreach that has been done, the CAC could say something to the region.

Catherine Goode: I see my role to advocate for my neighborhood mostly. I do not feel comfortable with this committee advocating for TriMet. We are independent. We are not on TriMet’s payroll. I feel strongly it’s not our political role.

Valerie Chapman: I live in unincorporated Clackamas County. I have been asked to support and have supported elements of the project beyond my community. And as a group, we have written letters in support of project elements. We’re looking for the rest of the group to be supportive in this dialog. I am really frustrated. We have a representative form of government. If we don’t like what our elected officials are doing, we can unelect them. But some of what is going on now in Clackamas County is because we’ve been targeted as a swing county. There is outside money coming in to try to take over our county. If you all can’t be supportive, I feel very frustrated.

Barbara Andersen: I agree that we can’t enter an opinion whether it’s legal or not. What I feel comfortable with is strongly reiterating our stand that this project needs to go to Park Avenue in order to be a successful project for the region. It is not supporting TriMet; it’s supporting the project.

Rick Williams: Absolutely. I want everybody to know, this idea (of a letter) germinated from this group, not from TriMet.

Barbara Andersen: I am also frustrated with the press coverage of this issue, which is all about the people who are negative. Particularly we in Clackamas County have to start making some noise about the positive aspects of it and speak up for the people who do support it.

Cindy Miguel: I would like the letter to clarify that the project as a whole includes the financial contributions from Clackamas County and Milwaukie. The letter can state: this is who we are, this is what the project is about, the decisions were based on the entire alignment.

David Aschenbrenner: I have no problem with a letter that briefly states what we’ve been doing here – the amount of time we’ve spent, the project status, the groups involved. And that it is a regional project, and we’re a regional group. That is a good way to approach it. I don’t think we should get into the legality issue. But drafting a letter in support of continuing the project as a regional initiative, with the players involved, I think that’s a good direction. I don’t see a problem with a group like this supporting a letter that says, this is who we are, this is what we’ve been doing.

Adam Marx: I agree with Catherine that we should not be a rubber stamp for TriMet. We are here to advocate for our neighborhoods. But it’s not just our own neighborhoods. It’s neighborhoods all along the line. This is about doing what’s best for
all those neighborhoods. With that in mind, I think it is important that we show support for the line going all the way to Clackamas County.

**James Robbins:** Is it safe to assume everyone here is generally in favor of this line? As the CAC, collectively, we represent the whole line. That needs to be stated. Because that addresses those people who think they're being excluded. This letter can address the issues in a positive way and calm people down.

**Rick Williams:** I would ask for a motion in support of a letter that outlines the role of the CAC, emphasizing its regional representation, its support for the project to be completed in its entirety, and our roles both individually and collectively, as well as our work and input into this group and in reaching out to the community. Keep it positive, short, sweet. Provide it in advance for all to review.

**David Aschenbrenner:** So moved.

**Arnold Panitch and Dee Walsh:** Seconded.

Rick Williams: Discussion?

**Susan Pearce:** Would it make sense to emphasize the jobs this project is producing?

**Rick Williams:** No. But I appreciate that.

Vote: All aye, with Teri Pucik abstaining. Later, Catherine Goode changed her vote to abstain.

---

**Roundtable**

Fred Nelligan: I encourage you to contact the media when they make a mistake or miss something. Please come to our next Oak Grove meeting. We are hosting regional officials from Metro, TriMet and others. We'll be talking mainly about Oak Grove and unincorporated Clackamas County as it relates to Metro.

**Susan Pearce:** I've been getting pressure from constituents about the pedestrian bridge coming out at SE 16th & Brooklyn. Without that, and with a long, slow or stopped Union Pacific freight train, we're cut off from the station. We have about a mile detour. City of Portland is putting pressure on UP to replace the bridge at Lafayette.

**Ian Stude:** Dan Zalkow has asked me to take his place on this committee. I hope you'll have me. I'm happy to be here. I'm certainly up to speed on the activities in our area, but I'm looking forward to getting up to speed on the rest of the project as well.
Adam Marx: I want to reiterate my concern about buses and trucks cutting through our neighborhood on Center Street. And I would like to get more information on the signal changes at Milwaukie and Powell.

Cindy Miguel: The neighborhood is excited about the new substation’s green roof and landscaping.

Ray Bryan: We’re counting on TriMet to help us get the bike and pedestrian bridge under the Kellogg bridge built.

Arnold Panitch: Tacoma and Bybee stations are the most vulnerable for elderly, blind and disabled patrons.

PUBLIC COMMENT

There was no public comment.

Rick Williams adjourned the meeting at 8 p.m.
Next CAC meeting: Thursday, April 19, 6–7:30 p.m.
Former Advantis Credit Union building