Citizen’s Advisory Committee (CAC)
Thursday, September 20, 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
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
Arnold Panitch, TriMet Committee on Accessible Transportation (CAT)
Susan Pearce, Hosford Abernethy Neighborhood (HAND)
Valeria Ramirez, Portland Opera
Dee Walsh, REACH

PMLR CAC Members Absent
Paul Carlson, Oregon Museum of Science & Industry (OMSI)
Ken Love, South Portland Neighborhood
Cindy Miguel, Island Station Neighborhood
Teri Pucik, SMILE
Jeff Reaves, Central Eastside Industrial Council (CEIC)
Ian Stude, Portland State University (PSU)

David Edwards, Vice Chair, opened the meeting at 6:03 p.m. No errors or omissions were noted on the previous meeting’s notes.

Public finance update, and Moving Together facilities program update, presented by Dave Unsworth, TriMet Director, Project Development & Permitting

Dave thanked the members of the CAC for their service.

First Dave addressed a question about bricks unearthed during construction in Milwaukie. The project’s archeology consultant investigated the artifacts and confirmed they were not of historical or pre-historical significance. So far, we have not uncovered
any objects deemed significant. If a prehistoric article were discovered, the project team would notify Native American tribes and provide seven days to respond. To minimize the risk of delaying the project, the archeologists have conducted “pre-clearing” of sites, particularly near more likely native sites such as stream crossings.

Turning to the financial update, Dave highlighted several events:

- The project’s financial agreement with the City of Milwaukie has been finalized. The city agreed to contribute $5 million in local matching funds, some of which is in the form of in-kind contributions such as waiving some permitting fees and donating land. The city also negotiated financing to allow paying over time, with interest.
- Clackamas County negotiated a $2.4 million discount on its $25 million local match, bringing its obligation to $22.6 million. On Sept. 13, the county wrote a check to the project for $19.9 million. The balance will come from county gas-tax dollars for intersection and signal improvements, and in-kind contributions including permit fees and land.
- The Oregon Department of Transportation (ODOT) awarded the City of Milwaukie a $1.2 million grant for a bike/pedestrian bridge attached to the Kellogg Creek light rail bridge that connects to the Trolley Trail. The city is contributing local matching funds of $200,000. The project includes connections to adjacent trails. While the pedestrian bridge is out of the scope of the project, it’s considered a “betterment,” and the project team will build the bridge in sequence with the light rail bridge. This is a great win for Milwaukie, the project, ODOT and the county because it extends the six-mile Trolley Trail and connects to our light rail station.

QUESTIONS

Fred Nelligan: What happens if the budget for the bike/pedestrian doesn’t cover the project?
Dave Unsworth: We expect to build the entire project for that amount, including the connecting trails. If scope increased, or the budget doesn’t hold up, we might ask the city to make changes in order to make the project fit the budget. The team expects the bridge to open and the connections to be made in 2015. We think it makes the project safer.

David Aschenbrenner: When will the drawings be available?
Dave Unsworth: The drawings will be similar to what we’ve already used in the City of Milwaukie land-use process. We already know what it’s going to look like. We need to get this bid quickly because the lower bridge must be built by spring 2013.

Greg Hemer: Will we know sooner than later if there will be a shortfall?
Dave Unsworth: We’re going to make sure we build the whole scope. We’d only come back to the city as a matter of last resort. It’s too early to say that. We plan to manage this in a proper way to build the whole project, but to be clear: there is risk to the City of Milwaukie if the cost exceeds the $1.4 million.

David Aschenbrenner: If you let us know, we can lobby the planning commission.
Dave Unsworth: We’ve asked the city to take it through its own land-use process. City Manager Kenny Asher made it clear it’s the only budget he wants to bring to the table. The land-use process only applies to the trail sections.

Continuing his financial update, Dave highlighted other events:

- On Sept. 28, the City of Portland will deposit $50 million in local matching funds in the project account. That takes care of all the local match from jurisdictions.
- We received a very good bid for our systems contract. This includes the catenary system, electronic switches, substation components, and so on. The bid goes to the TriMet board on Sept. 26.
- Other contracts remaining to be finalized include the total contract price for the east segment, Ruby Junction and Moving Together.
- With more costs known, we will be analyzing of how much it should cost to complete the project, which will give us a better idea of where we stand with contingency.
- Our ability to use contingency for deferred elements may be affected by the new federal surface transportation bill, MAP 21, which goes into effect October 1. It covers two years, instead of the usual five or six. This bill provides funding authorization and changes some of the regulations/rules affecting state departments of transportation. Between now and the spring, Federal Transit Administration will be formulating new rules. Some rules could address how you spend dollars left at the end of a project.
- Regarding deferred elements from the recalibration that took place after FTA reduced its match to 50 percent, two elements have been restored into the project scope. As discussed in a previous CAC meeting, the south side elevator and pullout for the Bybee station were restored due to safety concerns. Another item added back is the Lafayette Street pedestrian overcrossing. The Union Pacific Railroad has agreed to fund half the cost of that structure, making the project’s share possible.
- Other deferred elements could be considered in the spring, including larger park-and-ride facilities. We will know the last point when we can pull the trigger to allow scope to be restored, both from a land-use standpoint and a contracting standpoint. We will report that back to you at a later date.

QUESTIONS

**Dee Walsh**: How much have you saved so far?

Dave Unsworth: We are tracking to budget, and we think there may be savings ahead. But we’ve added scope as well, particularly on the east side (e.g., increased property values, more costly walls). We don’t have savings yet, but we’re tracking in the right direction.

**Fred Nelligan**: What’s the status of the Park Avenue property acquisition?

Dave Unsworth: We have a lot of property we’re acquiring to try to stay ahead of construction. Those parcels on the critical path are acquired first. The Park Avenue parcel will come later.

**Arnold Panitch**: Has the design for the Willamette River bridge changed?
Dave Unsworth: No. Early on, we decided to widen the 12-foot multiuse paths to 14 feet, remove the center-span belvederes, not fund the “singing sidewalk,” and keep the aesthetic lighting (due to a good bid), art elements under the bridge abutment, and raptor platforms.

Barbara Andersen: Where are you making a place for peregrine falcons?  
Dave Unsworth: We’re placing a peregrine falcon box underneath the bridge on the west side, and we’re looking at placing an osprey pole on the east side near OMSI. We’ve discussed both with the Audubon Society.

Ian Stude: Is it possible to look at opportunities to build the park-and-rides to expand in the future?  
Dave Unsworth: Yes and no. For Park Avenue, we are building it to allow additional floors later. At Tacoma, once you put a surface lot in, you would have to rip it up later. A structure could be built there later, but you would lose the initial investment made in a surface lot.

Susan Pearce: Other construction projects near the MLK Viaduct were taken by surprise with the sawdust fill underground. Are you paying attention to the experience of others?  
Dave Unsworth: The area around OMSI was once a lake or stream that was filled in with sawdust from a mill. We just demolished the Keller Supply building and found 266 piles to support the building. Our engineers and geotechnical experts are aware of the issue. We’re working closely with the state Department of Environment Quality (DEQ) to look at industrial properties.

Next, Dave provided an update on TriMet’s “Moving Together” project. The project involves moving TriMet employees to different buildings.

We’ve outgrown our command center at Ruby Junction in Gresham. The addition of this project’s light rail cars further overloads that facility. We considered building a new operations center there, but it was estimated at $11.5 million and the new building would have taken space away from the train yard. Second, we believe the command center is better sited at TriMet’s 17th & Center building, where many TriMet operations staff are already located. We will remodel the Center Street building beginning in February 2013 and relocate the operations center and operations staff there in fall 2013.

PMLR is a catalyst for moving employees. The light rail tracks run down SE 17th Ave in front of the Center Street facilities. The widened street displaces some employee parking and the offices in the Holgate Plaza building where TriMet leases 18,000 square feet for 45 operations planning and bus training staff.

TriMet also rents about 32,000 square feet of office space at NE 7th & Holladay. Looking at the lease rates at that building, and at Holgate Plaza, it made sense to consolidate those leases and find a new location.
We launched a 12-month process to look for about 55,000 square feet of leased office space either downtown Portland or in the Lloyd District – a location with good transit access including connections to the Center Street facility. We selected Harrison Square, on SW Harrison Street between SW 1st Ave and Naito Parkway, and entered into a 10-year lease. This was the lowest-cost lease we found in a competitive process and the closest building to the SE Center Street campus. We’re leasing 15,000 square feet less space than we currently use, saving $2 million over 10 years. We’re also replacing furniture that is 20 years old or more, and allows for more compact workspaces, thus lower total square footage. Most of the funds will come from the PMLR project because of its impact on operations. Very little funding will come from the general fund.

QUESTIONS

Fred Nelligan: Will there be an updated ridership study that could help decide whether to build a parking structure at Tacoma or additional floors at Park Avenue?

Dave Unsworth: We already know that a park-and-ride structure at Tacoma would fill up, if not on opening day, then in 10 to 15 years. We know there’s more demand at Tacoma than at Park Avenue. But we also know there’s strong demand at Park. It’s more a question of budget and, if there’s money left, where to spend it if allowed.

Public Art update, presented by Mary Priester, TriMet Public Art Manager

Mary Priester highlighted recent and upcoming developments with public art and showed drawings of proposed art:

- Orange Lining. Poetic phrases, selected in a blind completion, are now being placed on erosion control fencing. Selection is somewhat random according to construction needs. The same phrases also will appear stamped in concrete sidewalks along the line.
- Powell light rail overpass. Concrete bas-relief panels imitate a fictitious archeological site. The first panel has been completed. Panels will be installed as part of the construction of overpass.
- Park Ave Station. An artist has been selected to create three arches forming a canopy in the plaza, creating a landmark and a gathering place. The artist will return to the Art Advisory Committee in October with a more detailed concept.
- Trolley Tail Sculptures. Six sculptors recently presented concepts for sculptures made from trees removed along the Trolley Trail. The artists represent a wide spectrum of approaches. Pieces will be sited along a new portion of the trail that is being constructed as part of the project. All six concepts were approved:
  - To Grandmother’s House: homage to German immigrants and Mother Nature
  - One Tree Trestle: A tree metaphor referencing the Trolley Trail and trestle bridge
  - Chainsaw art bench with potentially a Native American figure on one side, a steam donkey on the other, and a MAX train or trolley car on the back
  - Stylized water wheel
  - 10-inch charred wood panels stitched together into a rectangle
Totem form

QUESTIONS

Susan Pearce: Core Ten steel bleeds rust. Is that the artist’s intent?
Mary Priester: Every art project goes through technical review where issues like these are addressed. These concepts haven’t been through that step yet.

Susan Pearce: Where is the trestle sculpture going?
Mary Priester: Sites for each sculpture haven’t been determined yet. While the artists could suggest sites, the project’s technical staff will make the final determination. The artist designed his piece for the Kellogg Bridge for the beginning of that portion of the trail. We will look at this proposal from many directions.

Susan Pearce: Was his intent to incorporate the art into the trail?
Mary Priester: No. It was intended to be beside the trail.

David Edwards: Is it being designed for interactivity? Can people climb on it?
Mary Priester: That was his intent. The technical review committee for safety and security issues will review that.

Catherine Goode: Are you considering signage to help people appreciate the art?
Mary Priester: When we have artwork as isolated as this, we’d be more inclined to put signage by it.

Greg Hemer: Are any of the selected artists considered famous or well known?
Mary Priester: Some are well known and respected in the art world, but none to the level of popular name recognition.

Adam Marx: In the future would you include photos of existing works by these artists? They would provide a sense of style and context for what the final project might look like.
Mary Priester: Yes.

Valerie Chapman: I really like the Park Avenue art. After the artists’ work is installed on the trail, they will have name recognition that will raise their stature.

David Edwards: Are these plans for the Trolley Trail between Kroneberg Park and Park Avenue only?
Mary Priester: Yes.

Next Mary discussed mosaic treatments for the shelter columns. Two semifinalists are working on concepts to present in October. All shelter columns (with the exception of a separate treatment for Milwaukie) will feature mosaic treatments. This will provide a sense of identity for the line as a whole, while still having designs specific to each
station. This should be beautiful visually and give something to station passengers to delight in over time.

QUESTIONS

**Adam Marx**: Who’s responsible for maintenance of property not owned by TriMet, for example, at the Powell structure?

Jennifer Koozer: Discussion is currently under way among the jurisdictions about maintenance responsibilities and protocols.

**Arnold Panitch**: Do the poetic phrases recognize the linguistic diversity of the community?

Mary Priester: We received one entry in Spanish. There was no requirement for them to be English.

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**Construction update, Milwaukie & Clackamas County, presented by Claudia Steinberg, TriMet Community Affairs Manager**

Claudia Steinberg reviewed construction activities, including:
- Tillamook branch rail relocations
- Safety walls at on SE 26th Ave under Highway 224
- Kellogg work bridge
- Courtney Springs culvert
- Trolley Trail tree removal
- Downtown Milwaukie utilities
- Crystal Creek culvert

QUESTIONS

**Valerie Chapman**: I’m opposed to the pedestrian and bike detour for the Trolley Trail. There should be bike and pedestrian access along McLoughlin. The detour behind the sewage plant is hilly, dark, secluded and unsafe. Pedestrians and bikes have a right to access a major arterial. I will lobby hard to secure safe bypasses for cyclists and pedestrians.

Claudia Steinberg: This is a tough area. Many of our staff have gone out to see what can be done. Very intense construction on a bridge column will be starting within the next few weeks, making the sides of McLoughlin impassible to cyclists and pedestrians. The detour uses streets and an established park.

Valerie Chapman said she remained concerned about the trail detour and invited other CAC members to discuss this issue after the meeting.

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**Construction update, Southeast Portland, presented by Jennifer Koozer, TriMet Community Affairs Representative**
Jennifer Koozer highlighted activities in SE Portland:
- 17th /Powell overpass demolition
- Crystal Springs culvert
- Upcoming activities affecting traffic on Powell, Holgate and McLoughlin boulevards, Southeast Division Street, 17th Avenue
- Forming advisory committee to consider transit-oriented development on 17th Ave
- RFQ for Clinton station transit-oriented development
- Working with Johnson Creek Watershed Council on fundraising for stream restoration project
- ODOT restriping lanes at McLoughlin and Tacoma (“pork chop” island)

QUESTIONS
Ian Stude: Is TriMet standing behind developers if they want to develop without parking?
Jennifer Koozer: We’re not at that level of detail yet.

Construction update, Bridge and West segment, presented by DeeAnn Sandberg, TriMet Community Affairs Representative
DeeAnn Sandberg highlighted construction progress:
- The next big bridge concrete pour for east tower pile cap - Sept. 24 and 25
- Pier table work on west side of bridge
- Bridge saddle installation continues
- South Waterfront Station Area: The “surcharge” (gravel) has been put in place to compress the soils below. The gravel will be removed after around eight months to make way for the station.
- Harbor Structure – final girder delivery and setting – Oct 8-12
- Lincoln Street civil construction – at end of Oct we should be finished with north side of Lincoln between 1st and 4th as well as the 4th Avenue intersection reconstruction

QUESTIONS
Dee Walsh: Question about downtown construction.
DeeAnn Sandberg: Everyone is trying to get as much done before the Portland Marathon Oct. 7 and the downtown construction moratorium beginning Nov. 16.

Greg Hemer: What about construction after the fish windows?
DeeAnn Sandberg: The in-water work window is July 1-Oct. 31. That is the time when it is safest to work in the water without harming migrating fish.
Dave Unsworth: We built the cofferdams on the Willamette Bridge to avoid conflicts with migrating fish. The cofferdams enable us to work outside the in-water work window. Kellogg Lake has a shorter in-water construction window. No work can be done when fish are migrating. We’re doing work now because it’s the only permitted time.

Arnold Panitch: Right now SW Naito Boulevard is a challenge to get through. Will Naito be repaved and improved?
DeeAnn Sandberg: Yes, our contractor will rebuild Naito between Lincoln Street and Harrison Street.

CAC Transition presented by Claudia Steinberg, TriMet Community Affairs Manager

- Coral Egnew has joined the TriMet community affairs team, and will be working between the east side of the Willamette River and the Clinton station area.
- Several members are resigning: Rick Williams, Dee Walsh, Erin Kelley and Lina Bensel.
- The CAC will begin meeting quarterly or as needed. Next meeting in January 2013.

Dee Walsh: Thanks for the opportunity to serve. It’s been a pleasure to work with TriMet and the CAC.

Roundtable

Ray Bryan: I’m stoked about funding for the bike-pedestrian bridge.

David Aschenbrenner: Thanks Dee Walsh for service. Asks Claudia Steinberg to provide keep CAC in the loop between meetings, so we hear about things before they hit the newspaper.

Greg Hemer: Regarding the election in Clackamas County: Citizens voted for no future funding of passenger rail. It’s the responsibility of this committee to listen to the concerns of the local area, bring them here and address them. No matter what side of the fence we’re on, remember that everyone is trying to do what they believe is best. Just because someone’s not on the same side doesn’t mean they don’t have a valid concern.

Fred Nelligan: One of the best things about this project is that it brought Oak Grove together with Milwaukie. With this vote, in many respects, a lot of positive people are coming together in Clackamas County and recognizing the county has a future people care about. This project has been controversial for some in Clackamas County, but it also helped Clackamas County in many respects. While the rail measure passed Tuesday, Clackamas County will be better in the long run.

Susan Pearce: A reminder about the opening for the eastside streetcar this weekend, along with the engine house for the Oregon Rail Heritage Foundation.

Adam Marx: Best wishes to all moving on.

Valeria Chapman: It’s fun to see the project moving along.
Valeria Ramirez: As the project becomes more of a reality, we at the Opera need more information about what to expect having a parking lot that’s next to a transit mall. We need to learn about how other places with private parking lots next to a station are managing their security and get our arms around what to expect and address legitimate fears now before service goes online.

Public comment

Ian Trout, S.E. Woodstock resident suggested a solution for concerns about the Trolley Trail detour: close a lane on McLoughlin during off-peak times and dedicate it to bikes and pedestrians.

David Edwards adjourned the meeting at approximately 8:09 p.m.

Next PMLR CAC meeting: Thursday, Jan. 17, 2013, 6–7:30 p.m.
Carvlin Hall at St. Philip Neri Parish
2408 S.E. 16th Ave.
Portland