David Edwards opened the meeting at 6:02 p.m. No errors or omissions were noted regarding the May 2013 meeting notes.

Public Art Program Update by Michelle Traver, Public Art Coordinator, TriMet

Michelle showed images of art under commission, including:

- Shelter column mosaic (artist Lynn Basa). The shelter columns at each station platform will be clad with a unique glass mosaic reflecting the history and character of the neighborhood (except that the Milwaukie/Main St station will have realistic granite carvings of vine maple tree trunks). Design inspirations and references for each station include:
  - Lincoln St/SW 3rd Ave ~ the Halprin District
  - South Waterfront/SW Moody Ave ~ native birch tree bark, as well as the coding of DNA (Innovation Quadrant)
  - OMSI/SE Water Ave ~ tree bark as a nod to former lumber industry at the site and the metal copper, a primary technological material (Innovation Quadrant)
- Clinton/SE 12th Ave ~ historic Tibbetts orchards
- SE 17th Ave & Rhine St ~ historic “Brook Land,” and Bill Will’s boat sculptures that will line the corridor
- SE 17th Ave & Holgate Blvd ~ Rose City transit, TriMet’s predecessor
- Tacoma ~ Johnson Creek restoration and salmon returning to the creek
- Park ~ former oak savannas

- Etched glass pattern for windscreens at all stations (also artist Lynn Basa).
- “Flooded Data Machine” at bridgehead stations (artist Jim Bashfield). Four narrow steel enclosures with video screens will show images that are evocative of the area from about 1850 to 1950. A video clip was previewed.
- “Velosaurus” on Powell Boulevard sidewalks under light rail bridge (artist Horatio Law). This piece has been installed and will be visible this fall when the sidewalks open. This work resembles a partially-excavated “skeleton” composed of recycled bicycle parts.
- “Passage” on 17th Ave (artist Bill Will). A series of 38 weathering steel boat sculptures will appear to float in the landscape; over half of them are already fabricated.
- Artworks by Dana Lynn Louis at SE Bybee Blvd station include an illuminated cupola with imagery inspired by Crystal Springs Creek embedded in the windows, rather than on a drum inside the coupla as previously shown. This slight design change improves long-term maintenance needs and offers a more permanent approach.
- Thomas Sayre’s earth cast wheels at SE Tacoma/Johnson Creek station will be fabricated on-site next month. The process will be filmed for a documentary.
- Susan Zoccola’s gazebo-like sculpture at SE Park Ave features oversized cut-metal oak leaves and creates space for gathering.

David Aschenbrenner asked if there will be explanations posted with each artwork. Michelle replied that no didactic program has been determined as yet.

Valeria Ramirez asked about security of public art and potential vandalism. Michelle explained TriMet will be supplied with overstock.

David Aschenbrenner inquired about the fabrication of the Milwaukie station art. Michelle replied the granite has shipped, the artist is actively carving and a studio inspection will occur soon.

Zoe Presson (citizen) asked how will visually impaired people will be able to appreciate the public art. Michelle explained that most work in the public realm is touchable. She indicated that staff would continue to consider her question.

---

Construction and outreach updates

Claudia Steinberg, TriMet Community Affairs Manager

Upcoming meetings include:
• Oak Grove Community Council meeting next Wednesday. Mary Priester, Public Art Manager, will have a presentation of the Trolly Trail Art. Park Ave. There will be a presentation by the architects for the Park Ave garage.
• Park Ave garage design open house August 13, 6 p.m.,

Claudia shared maps and described outreach efforts for the closure of McLoughlin during the weekend of August 16, when Kellogg Bridge girders will be placed over McLoughlin. Work will take place 24 hours a day. Detour info was mailed to 21,000 addresses, and staff will be hand-delivering to those in affected areas. Other outreach efforts include posting on cable channel; TriMet Web site; Facebook and Google ads; newspaper ads; signs on the road two weeks ahead; news releases; several e-mail blasts; banners.

Fred Nelligan inquired about traffic build-up on neighborhood streets. Stacy Bluhm, City of Milwaukie Light Rail Construction Manager, responded that the objective is to provide as much local access for the community as possible.

David Aschenbrenner commented that the mailer should have had text on the outer flap reading “road closure” rather than Portland-Milwaukie Light Rail Transit Project. Claudia Steinberg noted feedback for future mailings.

Jennifer Koozer, TriMet Community Affairs Representative
• All of 17th Avenue corridor is fully under construction.
• Powell bridge girders were set and concrete deck poured for roadway structure.

Coral Egnew, TriMet Community Affairs Representative
• Three-week rail crossing closures at 8th, 11th and 12th avenues started on Monday. PMLR crews will build light rail track crossings and adjacent roadways; Union Pacific Railroad crews will rebuild their tracks. All three crossings are closed at once to expedite the work and avoid multiple detours in an already confusing traffic area. Much of the work will take place 24 hours a day.
• Outreach efforts included news release and news conference, mailing to over 4,300 addresses, hand-delivery of detour maps to affected businesses and residents, notice to first responders, information on TriMet Web site, Facebook, signs on the road in advance, etc.
• Work is progressing well, and crews are confident the roads will open on schedule, Monday August 5.

Terri Pucik commented that her business did not receive outreach materials and that some of the detour signs are confusing.

DeeAnn Sandberg, TriMet Community Affairs Representative
• Sidewalk closures on Moody Ave in August; road closure/detours in September.
• Lincoln St. ~ installing track across 5th Avenue; will be done in July.
• Harbor structure has all of its track installed.
Claudia Steinberg invited CAC members to next week’s event celebrating the project’s 50% completion milestone.

Valeria Ramirez asked why so many big construction projects are all happening this summer. Staff replied that agencies (cities, TriMet, ODOT) coordinated the timing of these projects to avoid overlapping detours. Summer is best time because there is less traffic and the weather is conducive to more efficient construction. Activities like paving must be done in dry weather.

---

**Budget and recalibration update by Rob Barnard, TriMet Project Director**

Construction is advancing well and has created thousands of jobs.
- Over 2,400 construction jobs, including 24% people of color and 9% women
- Over 1,000 professional/technical jobs
- Over 3,300 indirect and induced jobs
- 429 firms are working on the project, including 111 disadvantaged business enterprises with over $100 million worth of contracts

Construction is on schedule and slightly under budget, thanks to a number of strategies we use to save money. We utilize the CMGC (construction management/general contractor) method of contracting. This method brings the contractor on board early in the design process, so we can obtain market pricing at each design milestone, and continue to adjust the design to fit the budget. We also advanced early work, taking advantage of market conditions. For example we locked in the bridge design-build contract in an excellent bidding climate. Another method that helps is securing right of way concurrent with construction. Rather than waiting to begin construction after all property is purchased, we purchase the properties in the order we need them.

On past projects, at this point we would have been able to use any savings for additional scope. But on this project, the FTA will not allow us to use any surplus or contingency until construction is substantially complete, in summer 2015. We have asked multiple times, including sending our General Manager Neil McFarlane to Washington, D.C. to meet with FTA Administrator Peter Rogoff, but the answer remains the same. FTA points to federal law which specifies that funds may be spent only on items identified in the Full Funding Grant Agreement, and any consideration of spending unused contingency must take place after substantial completion.

We discharged most of the budget risks and uncertainties: local funds are in the bank; the lawsuit with Clackamas County has been settled; we have eliminated almost all procurement risk; deep underground work is complete; and aerial structures are progressing well. But some budget risks remain: we still have extensive civil construction and systems work, then startup, testing and training. We need to train over 1,700 staff on the new alignment, which takes two years.
Rob then reviewed the Project Scope Recalibration Update handout. In 2010 when FTA notified us that they would fund only 50% of the project, project partners developed a list of items to defer from the project scope. We then sorted the list of recalibrated items by the most cost-effective time to consider restoring the item into the project scope. But then in 2011, FTA notified us that no scope could be considered for restoration until substantial completion in 2015.

The handout shows that we have passed the most cost-effective time for adding some items back. Items that have been permanently removed from scope include a garage for the SE Tacoma St/Johnson Creek Station. This Park & Ride will be a surface lot, not a garage.

Items that remain deferred from scope include additional light rail vehicles, the pedestrian overcrossing at SE 13th/14th avenues in Portland, ice caps, and track switch heaters.

Items that returned to scope include Streetcar “close the loop” facilities within the light rail alignment (to avoid future costs), the pullout and elevator on the south side of Bybee Bridge (due to safety and accessibility), Lafayette Street pedestrian overcrossing (with half of funds from UPRR). All of the items in this category were included in the FFGA.

The handout also shows new items that were added to the project with outside funding: Clinton to the River bike/ped improvements (City of Portland), extended sidewalk on Powell (ODOT) and bike/ped bridge on Kellogg Structure (ODOT and City of Milwaukie).

Arnie Panitch commented that many transit users will drive to light rail stations and find informal parking arrangements.

Terri Pucik commented that there should be more parking spaces at the Tacoma/Johnson Creek station, as well as buses serving the station.

Rob Barnard noted that the September CAC agenda will include discussion with TriMet’s service planning staff about the process for developing a bus service plan to complement light rail.

Round Table

David Aschenbrenner said he is eager to discuss bus service to Tacoma station

Fred Nelligan reported on the Park Ave garage design process. The team is proposing a unique façade. There is a great team working on the design.

Valerie Chapman said she is excited about the project’s progress.
Barbara Andersen said it is exciting to see pieces of the Kellogg Bridge come in.

Public Comment: none

Next Meeting: Thursday, September 19, 6 p.m. at East Field Office