Fred Nelligan opened the meeting at 6:06 p.m. No errors or omissions were noted from the notes of the previous meeting.

Fred noted that he had recently taken a walking tour of the north end of the alignment which was a great way to see the construction progress. The Harbor structure was particularly impressive. He suggested that CAC members contact staff if they are interested in a tour.

Johnson Creek Interpretive Boardwalk and Habitat, presented by Matt Clark, Executive Director, Johnson Creek Watershed Council
Matt Clark gave an overview of enhancements the watershed council is planning at the Tacoma/Johnson Creek light rail station, including in-stream habitat improvements for salmon and an interpretive boardwalk.
Matt handed out materials showing the planned improvements and marketing materials supporting a fundraising campaign to build the boardwalk. He encouraged CAC members to share their ideas for promoting the fundraiser and identifying potential donors.

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**Project Status Update, presented by Leah Robbins, TriMet East Segment Project Director**

Leah Robbins reviewed construction progress across the entire project, as well as expenses and contract updates.

**Construction Update:**

- **Southwest Lincoln Street**
  - Civil construction is well underway. The roadway is in final configuration, ready for laying rail.
  - SW Naito construction will happen over next 12 weeks.

- **Harbor Structure**
  - All girders are in place. Half the deck concrete has been poured and utilities are being installed.
  - Work is starting near where the line crosses SW Moody Street.

- **Willamette River bridge**
  - West tower: Temporary cables are being threaded and tensioned. Pier table temporary structure will be moved soon to east side. This will reveal the slender profile of the bridge deck.
  - East tower: Pylon (tower) construction has reached the deck level.

- **East segment**
  - Water Avenue: Road construction is complete and will open to traffic Feb. 4.
  - OPRR crossing work starts Jan. 21.

- **Gideon Street**
  - Building demolition is in progress.

- **Powell Boulevard – north side**
  - Significant pipework and underground utility structures are being installed.
  - When utility work is complete, work will start on the Powell structure abutments.

- **Harold Street**
  - Bridge deck concrete has been poured.

- **Alignment north of Bybee Boulevard**
  - Wall construction has started. This allows the track to rise above the 100-year floodplain and avoid the need for fill.

- **Tillamook structure**
  - Contractors have completed drill shafts.
  - Both abutment walls are being formed.
  - Pile driving has started for safety-wall construction.

- **Harrison Street**
  - Workers completed a trenched crossing for utilities at Harrison Street.

- **Kellogg structure**
  - Workers completed drilled shaft work along the bridge.
  - Column will begin rising soon.
• Trolley Trail
  o Work continues clearing the site for walls and civil construction.

**Contract update:**

• General expenditures
  o Spending $1 million per day on construction.
  o Hitting peak construction time over the next year.
  o Have acquired the majority of private property necessary. Only 500,000 square feet remain to be acquired out of a total of 4.7 million.
  o The project has spent $497 million through December 2012 out of the total budget of $1.5 billion.
  o The project is 33 percent complete both in terms of the project schedule and cost.

• Jobs and employment
  o Tracking jobs, location of firms and diversity of workforce.
  o Over 4,700 jobs created to date.

• Schedule
  o 968 days remain before project opening in 2015.

• Systems installation
  o Have issued notices to proceed on contracts for overhead systems, electrification, communication and signalization.

• Ruby Junction
  o Low-bid contract has been let for structures to house and maintain additional light-rail vehicles.

• Amenities fabrication
  o Contract under way for construction of shelters, benches and signage.

• East Segment Total Contract Price
  o Pricing came back within 0.5 percent of the TriMet estimate
  o Stacy and Witbeck manages this segment but subcontracts 50 percent of the work.
  o Of the sub-contracted work, 45 percent is low bid, promoting competition.

• East Segment Scope Changes
  o East Segment has added scope since preliminary engineering. The contractor pricing with this additional scope exceeded the original budget.
  o The project is able to stay on budget due to favorable market conditions on other contracts (certain savings could be transferred to the East Segment contract) and due to targeted cost reductions.
  o Values: decisions about cost reductions were guided by values of safety and security, operational reliability, land-use conditions with jurisdictional partners and aesthetics.
  o Engineering changes and cost reductions
    ▪ Retaining walls
    ▪ Foundations
    ▪ Bybee station terraces (engineering changes that do not affect the aesthetics or function of the station/entrances).
  o Material changes:
    ▪ Façades on substation and signals/communications buildings
- Fencing: reverted to chain link fencing in much of the alignment instead of welded wire. Retaining welded wire where required by land use action (much of Milwaukie) and at some station areas. Design team had asserted that welded wire and chain link costs were equal, but contractor pricing for installation of welded wire was about twice as much.
- Tacoma Park & Ride: Lighting and landscaping bids came in over budget. These features are being redesigned to meet City of Portland and TriMet requirements for landscape coverage and lighting levels, with a lower density of plantings and poles.

QUESTIONS

Fred Nelligan: Where is the welded wire fence being used?
Leah Robbins: Much of the alignment will be chain link fence. In Milwaukie it will be black, per City of Milwaukie design standards. We’re looking at more targeted use of welded wire, e.g., at buildings in downtown Milwaukie, the wall above the Waldorf School and at station areas.

Stacy Bluhm, City of Milwaukie: There would be black welded wire between Harrison and the Kellogg Bridge. West of the Trolley Trail, the upper fenceline that borders the residences is welded wire. But the fence along the tracks would be black chain link.

Valeria Ramirez: Why is welded wire so much more costly?
Leah Robbins: Higher costs for materials and installation.

Catherine Goode: Do you have specifics on the changes for the Tacoma landscaping and Bybee terraces?
Leah Robbins: The Tacoma Park & Ride itself lies outside the Johnson Creek watershed enhancements. What we’re talking about redesigning is the landscaping inside the parking lot.

Jeb Doran: The square footage of the area to be landscaped remains the same. What changes are the densities of plantings inside each area, which were extremely dense in the previous design. For example, we reduce the number of shrubs inside the landscape strips next to the parking aisles from 500 to 250. But it will meet City of Portland requirements for density.
Leah Robbins: We also found we could be more efficient with the placement of light poles and fixtures while maintaining TriMet’s high standards for lighting levels.

Catherine Goode: You said the basic structure at Bybee isn’t changing, but what about the street?
Leah Robbins: The street does not change; there are still pullouts. The structural members and design assumptions for the terraces were complicated, and would have required the custom design and fabrication of steel parts, creating both cost and schedule impacts. So we asked the structural engineers to review that design. We made the north side (design) more efficient, and we’re replicating that approach on the south. In addition, TriMet General Manager Neil McFarlane had instructed us to make Bybee a prototype for station access control (e.g., something like turnstiles), which also had to be incorporated.

Teri Pucik: What do you mean by “terraces?”
Leah Robbins: I mean the upper and middle parts -- the pullout, station entrance, stairway and elevator access.
Teri Pucik: When will we see these changes? The neighborhood needs to hear about this. We're hearing about this at the last minute. I don't like the lighting changes at Tacoma at all. The Tacoma station is getting kicked to the curb every five minutes. I don't like the lack of detail. We should have been notified about this. People at Milwaukie get whatever they want. We just get whatever you decide to give us. I'm not happy with that at all. The neighborhood should be involved if there are major changes. The City of Portland lets TriMet run roughshod over it. Tacoma Street is just as important as all the other stations. None of this was brought up in our neighborhood meetings.

Fred Nelligan: Are you suggesting you’d like to see more detail?

Teri Pucik: Yes. I don't like this glossing over of things. We have to live with this.

Leah Robbins: I hear your concern and we can share pictures and details. I want to reiterate that the lighting at the Tacoma station will meet all the TriMet standards, which are higher than city standards for visibility, safety and security.

Fred Nelligan: We could all use more detail. We are all hearing there are changes coming. Getting more detail to us all would be great.

Catherine Goode: I agree with Terri. There are times when there are changes, and we only hear them described with a broad stroke. Sometimes I hear things in the newspaper, not in the meeting. I feel I don't get told everything.

Greg Hemer: Has the design of Tacoma Park & Ride been changed to include a bus stop?

Leah Robbins: A bus can go through the site, but a bus would not stop within the site. A bus could stop on McLoughlin. We have contemplated future stops on Tacoma with the new Sellwood Bridge again allowing bus passage. Those are topics for TriMet service planning and the community as we get closer to operation.

Greg Hemer: If your solution is to have a bus stop on McLoughlin, that has already been looked at and was a failed safety measure. I highly suggest in your redesign, look to find a reasonable spot for people to ride the bus to the station safely and without causing a problem in peak commuting times.

Valeria Ramirez: As important as the details are, I come from a budgeting perspective. I'm looking at the global budget of $1.5 billion. When you say you’re on budget, is there some contingency left? Are there some discretionary funds? If there’s nothing to work with, we'll get very frustrated, because there will be nothing for us to influence.

Park Avenue Garage, presented by Jeb Doran, TriMet Urban Design Lead

Jeb Doran presented background on the Park & Ride structure, showed drawings of how the design has evolved since preliminary engineering (PE), and reviewed the current procurement process.

The PE design was not very efficient. From the PE design, we defined the minimum scope elements to meet our commitments. These included:
• Minimum 355 parking spaces
• 66 enclosed bike spaces
• Communications room
• Space for future uses

The garage procurement will be a two-step process. First is the Request for Qualifications (RFQ) phase, where proposers demonstrate their qualifications to complete the project. The second phase is the Request for Proposals, where proposers complete a proposed design concept and define project costs. We worked with stakeholders to refine criteria for this two-step process to select a design/build contractor. This included five meetings over two and a half months. This included folks from Urban Green, Clackamas County, the neighborhood, TriMet design teams, and representatives from the McLoughlin Area Plan process. The final outcome of those meetings defined the design-build RFP criteria and a new preferred site design for a three-bay, three-level structure.

Sustainability elements added in the RFP criteria included design for durability, looking for material salvage opportunities, bike access and pedestrian connections, flex-car parking, vehicle charging stations, renewable energy, and transportation-oriented development opportunities.

The group also identified add-alternates for the design/build contract (items that could be added at a later date if additional funds were available):
• Electric vehicle charging stations
• Solar roof garden
• Additional stormwater planters
• Adding one or two levels

Jeb showed the selection and project schedule. A proposal is expected to be selected April 22, 2013. Construction is scheduled to begin in January 2014, with completion by January 2015.

Jeb also noted the Oregon Department of Transportation recently awarded a grant that will pay for a stormwater swale to complement the Nature and Neighborhoods plantings. The swale treats a broader area than just the Park & Ride site, which opens up future development opportunities.

QUESTIONS
Barbara Andersen: Adding floors in the future is an add alternate, but building it to accommodate additional floors is a part of the basic design?
Jeb Doran: Yes.

Valeria Ramirez: Would that add-on also include something that is not parking, such as offices?
Jeb Dolan: No, but we would be open to ideas from developers.
Susan Pearce: Park & Ride structures will help alleviate parking pressure in the Central Eastside Industrial District.

Greg Hemer: Which kind of LED lighting are you using in the Park Avenue structure?
Jeb Doran: We haven’t decided yet. But there’s a strong possibility it will be the same as used in Milwaukie, because it’s one of the few that meet the Buy America requirements.
Greg Hemer: Excellent. These lights are very streamlined.

Fred Nelligan: What will be happening in the next two months between now and when we meet again in March?

Leah Robbins provided upcoming construction highlights including:
- At the Willamette River: form travelers on the bridge west tower; permanent cable stays.
- In West Segment, light rail track on Lincoln Street.
- In East Segment
  - More structures taking shape
  - Utility work
  - 17th Avenue civil work beginning next month
  - Kellogg structure columns will rise
  - Wall construction by March 1
  - Rail welding is starting
  - 11th Ave & Clinton area: utility work starting
  - Powell Boulevard: prep work for demolition of the north side retaining wall
  - Bybee: mobilizing now to start pile driving for terrace piers in late January

### Roundtable

Valeria Ramirez: I’m looking forward to February, when old Water Avenue is retired. It’s crazy there now, and it will be a big deal for us.
DeeAnn Sandberg: Starting in May, you will see work begin for eastside bridge abutments and rebuilding the pathway. This will require a trail detour May through December 2013.

Barbara Andersen: I’m impressed with how much is going on. Please send us email updates. Keep us in the loop to avoid big surprises. We’d all appreciate that.

Teri Pucik: The neighborhood needs to be brought up to speed right away on the Bybee and Tacoma changes. We don’t know what the redesign will look like. We’re getting thrown under the bus or light rail. It’s not fair. How can you make these big changes and not tell us? I don’t want to wait till March to get an update. Also, the train horns between Tacoma and McLoughlin are honking constantly, even when nobody is working. It’s ridiculous. We had an injunction against Union Pacific Railroad for doing that. Neighbors don’t want to hear the horns 24/7 when no one is working. And when will work at Division Place be done? You can’t just close that, too. Those businesses down there are dying.
Coral Egnew: I’m working with the businesses to maintain access. We’re in constant conversation. It's still a few weeks out from opening. Gas and water crews have to complete their work. Next, work will begin at SE 11th Avenue.

**Susan Pearce:** Access between Powell and Division affects the HAND and Brooklyn neighborhoods. A lot of the current problem is heavy rail. It blocks 11th, 12th and Clinton. Light rail will add to that. Please remember, we need the footbridge added back for access to the Clinton Street station. Abernethy School parents need it. Another issue: An Abernethy parent commented about the new alignment of the 12th and Division intersection. They are concerned that a new traffic light pole can hinder the line of sight for drivers making a right turn. Also Oregon Rail Heritage Foundation needs a sign in the parking lot so people know how to get across the construction. We’re working on that.

**Greg Hemer:** The design-build approach saves money, but the downside is that nobody knows what’s going on until it happens. But Universal Field Services and Barry Bliss (relocation agent) have done a wonderful job for Milwaukie Lumber. They’ve worked hard to get issues resolved. Also, I want to encourage everyone to photograph what’s going on. It’s current history, and your pictures will help folks see what it looked like before and after.

**Cindy Miguel:** The Island Station neighborhood is shell shocked with construction. We’re in the thick of it. There are detours, traffic and mud. We see the same workers every day. Don’t assume TriMet knows what all the private utility companies are doing.

**Catherine Goode:** One of the bigger visual impacts in our neighborhood is the elevated railway over the onramp for Tacoma northbound. It has always been a terrible onramp and now there is a bridge over it. Leah Robbins: Our design fits how it works today. And it fits for the future if ODOT ever realigns it. But, please be aware that if ODOT realigns the ramp and highway, it would affect a substantial number of trees.

**Fred Nelligan:** I agree with Catherine and Teri. We need more details as changes come between meetings. We need to get that information to the affected CAC member. I compliment Stacy and Witbeck for how they controlled the southbound McLoughlin traffic over the railroad trestle the last few weeks. Traffic flowed well. It was a minimal disturbance for the amount of construction. Clackamas County paid its $19.9 million contribution to TriMet. But there remain very significant issues to be resolved between the county and TriMet. On Tuesday, three new commissioners took office. It’s now a much more skeptical commission. They had a study session and decided to have county staff look into the idea of having some of these PMLR agreements voted on by county voters in May. Right now, county staff is not coming to TriMet meetings anymore and they are extremely frustrated. They want to represent the county, but right now they’re not getting the political direction from the commissioners to do that. But most important to me personally is that the project is still going forward. Clackamas County is still processing the necessary permits.
Lastly, regarding Cindy and her neighbors here, their neighborhood is the single most-impacted neighborhood. They’ve lost neighbors, vegetative screening. And they are the most supportive of this project. I think everyone here needs to be aware of that.

Public Comment

Island Station resident: The big issue now is that our screening is gone and we have more light pollution at night from the gun shop, a billboard and a motel. We wrote to the gun shop owner asking if there’s anything we can do. We haven’t heard back. We don’t know what route to take to minimize the light pollution.

Island Station resident: We're also hearing an immense amount of sound without the houses and trees. A sound wall would help.
Claudia Steinberg: We got word that our noise consultant has completed his analysis so we will schedule a meeting with your neighborhood about these issues.

Resident: A retired railroad worker shared experience with sounding horns and suggested checking whether the area in question requires 24-hour sounding of horns.

Milwaukie resident: Where is the project with the city and county’s land-use processes?
Stacy Bluhm (City of Milwaukie) explained the different types of land-use processes still going on.
Jean Senechal-Biggs (Portland Bureau of Transportation) added that the city land-use permitting is still ongoing.

Business owner: I came here because of problems with parking near my business at SE 8th and Division. They installed parking zone signs, so suddenly my staff had no place to park.
Sue Pearce volunteered to talk to this business owner after the meeting, as she is involved with the Central Eastside Industrial Council, which helped develop the parking program.

Fred Nelligan adjourned the meeting at 8:02 p.m.

Next PMLR CAC meeting: Thursday, March 21, 2013, 6–7:30 p.m.
PMLR East Field Office
2300 SE Beta St., Milwaukie, OR 97222