



**Citizens Advisory Committee
Thursday, Jan. 21, 2010
Carvlin Hall, St. Philip Neri Parish
2408 SE 16th Avenue**

Meeting Notes

PMLR CAC Members Present:

Rick Williams – CHAIR, Lloyd District Transportation Management Association
David Aschenbrenner, Hector Campbell Neighborhood
Ray Bryan, Historic Milwaukie Neighborhood
Paul Carlson, Oregon Museum of Science & Industry (OMSI)
Valerie Chapman, Oak Grove
Debbie Cronk, South Waterfront Neighborhood
Barbara Andersen, Oak Grove
David Edwards, Oak Grove
Neil Hankerson, Dark Horse Comics
Greg Hemer, Milwaukie Lumber
Michole Jensen, Ardenwald-Johnson Creek Neighborhood
Lance Lindahl, Brooklyn Neighborhood (BAC)
Eric Miller, Island Station Neighborhood
Dan Packard, Eastmoreland Neighborhood
Susan Pearce, Hosford-Abernethy Neighborhood (HAND)
Valeria Ramirez, Portland Opera
Jeff Reaves, Central Eastside Industrial Council (CEIC)
Henry Schmidt, Oak Lodge Community Council
Dee Walsh, CEIC
Dan Zalkow, Portland - Portland State University (PSU)

PMLR CAC Members Absent:

Heather Andrews, Bicycle Transportation Alliance (BTA)
Lina Bensel, TriMet Committee on Accessible Transportation (CAT)
Reid Kells, Sellwood-Moreland Neighborhood (SMILE)
Ken Love, South Portland Neighborhood

Rick Williams (CAC Chair) welcomed those in attendance and opened the meeting with announcements. The Steering Committee confirmed 77.36 feet as the bridge-to-river clearance. There was a productive meeting with CAC members to review the 25 percent plans. The Ardenwald-Johnson Creek neighborhood wrote a letter about traffic on Johnson Creek Boulevard.

Michelle Traver, TriMet Public Art Coordinator, presented a position description for volunteers to serve on the Public Art Advisory Committee.

Rick noted a few changes in CAC membership: Arnold Pantich has replaced Lina Bensel as the representative for TriMet Committee on Accessible Transportation (CAT). Lina will stay on the CAC as a Brooklyn resident and staff from Independent Living Resources Center. Project staff have not been able to get in touch with Heather Andrews who was representing the Bicycle Transportation Alliance and are seeking an alternative bike/ped representative.

David Aschenbrenner asked if the 25 percent plans can be brought to the CAC meetings for review. Claudia Steinberg said she will bring maps and hang them around the room for future meetings.

Project Status and Budget, presented by **Dave Unsworth, TriMet Senior Project Development Manager**

Dave provided a project update, referring to a handout titled Project Update, dated Jan. 21, 2010.

1. 25% Engineering Drawings

- Five plan sets totaling 1,100 pages of design drawings were issued Dec. 2, 2009.
- At the Start of Preliminary Engineering, we started at 5 percent designs and are moving to 30 percent by March of this year.
- Drawings contain detailed plans for civil improvements, structures, roadways, traffic, landscaping designs and architectural features. The drawings attempt to demonstrate to the Project Management Oversight consultants that we have the necessary detail to develop a quality cost estimate.
- We asked our partner agencies to review the 25 percent documents. We received back over 2,000 comments, which we will use to make changes to for the 30 percent drawings.
- 30 percent drawings will conclude the Preliminary Engineering effort in March and will form the basis of our application to entry into Final Design.
- The 25 percent drawings contain remarkable detail, but there still remains a lot to do. In our next phase, we will look a lot more at design, e.g., shelter design appearance and construction level drawings.

2. Value Engineering

In December, we spent a week with a value engineering consultant who then reported back on ways to improve the project. There were no major cost saving ideas raised through the process. It's a testament to the time and attention spent on the design by our engineering staff. In end, the consultant was impressed with the level of thought and detail. We will capture some of those ideas in the 30 percent engineering effort.

3. 25 Percent Cost Estimate

Since we entered PE, we have kept track of any changes in scope, such as the multi-use pathway being extended two feet on the Willamette River Bridge. Now, from the bottom up, we are re-estimating the whole project. We've started to see the first order of magnitude of those costs. We're in the process of doing a Quality Assurance/Quality Control review on the estimate. This will ensure we are not double-counting items or omitting items from the estimate.

We expect to complete our 30 percent estimate by March 8. You will have much greater detail on costs at your February meeting.

There are some scope cuts that will have to happen to match available resources. The project is still committed to getting to Park Avenue, and any scope cuts will be made with that premise in mind. This is a multi-step process moving from the estimator's estimate, to Quality Control, to whether there are cuts that need to occur.

Questions

Jeff Reaves: On the Park Avenue site, are you looking at the Elks Club as a potential for acquisition for a surface lot?

Dave Unsworth: No, we are not. We have done some what-ifs, but we're convinced we still need to have a structure at Park Avenue. We have been doing our own value engineering all along to see if there are alternatives to get the same objective accomplished for less money.

Valeria Ramirez: Can you give us examples of value engineering?

Dave Unsworth: One example is pre-fabricated substations compared to developing substation designs at each required location. We're looking at minor scope cuts to make sure we're balancing the budget.

Henry Schmidt: What is a scope cut? How deep of an incision?

Dave Unsworth: We look at opportunities to save money or defer cost. For example, in our budget currently we plan to buy 21 light rail vehicles by 2030. We'll open in September 2015. We won't need all of those cars at first. Maybe we defer a few up front at \$4 million to \$4.5 million apiece. We're surgically looking throughout the budget and trying to identify opportunities. We have held a number of work sessions over the last two months with our agency partners to help us identify cost saving opportunities.

Henry Schmidt: My concern is that, to get to Park Avenue, stations along the line won't get what they anticipated. I don't want to see one area of the line sacrificing so another area gets what it needs.

Dave Unsworth: That's a great comment. That should not be a worry. The project is committed to building a high-quality product.

4. Finance Plan

TriMet has requested 60 percent federal participation in the project. Under the previous presidential administration, we were asked to resubmit our application with a 50-50 local-federal match. Our project budget is predicated on a 60 percent federal contribution. TriMet leadership has been talking with officials from the federal government about this during the last two weeks, and my understanding is that those conversations have gone well.

The other question is how quickly those federal dollars can flow into the region. The faster the allocation of dollars to the region, the less interim borrowing is required, and the lower the overall project financing costs.

Additionally, we're working with local jurisdictions to finalize the intergovernmental agreements for the local match dollars. By March, we will need those commitments in place. That process is going well.

There are also in-kind properties we would like to have donated. We have been engaged with property owners in the South Waterfront in that conversation.

At this point, we have not identified a source for approximately \$16 million in local required match.

5. Final Environmental Impact Statement

Metro has been preparing the Final Environmental Impact Statement (FEIS) based on the 15 percent drawings from August. With the 25 percent drawings published, Metro and its consultants will update the EIS. The goals are to respond to all comments made during the public comment period after the DEIS was published in July 2008, respond to project changes and define mitigation. The Final EIS is scheduled to be published May 28, 2010. Drafts of the document are now being reviewed by the Federal Transit Administration, with subsequent drafts to be reviewed by our federal partners, including the Corps of Engineers, the Coast Guard and the Federal Highway Administration. The Record of Decision, which is the final clearance for our National Environmental Policy Act submission, is expected on July 23, 2010.

6. Final Design Application

In March we will apply for Final Design, with 60 percent federal funding. If all goes well, we will have final design approval in October 2010.

To summarize, we've been busy over the last two months. We believe we are going to make it to Park Avenue, afford this project, and continue to move forward.

Questions:

Paul Carlson: What are the borrowing costs for the project? What is your interest rate assumption? If interest rates spike, it could affect total costs?

Dave Unsworth: Borrowing costs have two components. One is the cost of interim financing to pay for periods when federal appropriations are slower than the project cash expenditures. As noted, if federal dollars come in quicker or are appropriated by Congress quicker, then the project would have less interim financing and less finance cost. The second way that cost is affected is that local governments may bond funding streams to pay the local match. The interest cost on this borrowing is included as a Project expense. Assumptions about bonding cost and interest can affect the project budget and finance.

TriMet spends dollars up front before the Full Funding Grant Agreement (the contract between TriMet and the federal government). For Portland-Milwaukie, we expect that the Full Funding Grant Agreement will be signed in July 2012. We'll break ground on the bridge in July 2011. So, we'll be spending a significant amount of money up front to keep the project on time and on budget. TriMet will use its credit rating to borrow dollars. These are interim borrowing costs will be reflected in the Project budget. We have made assumptions about when we will get money from the federal government. If we assume more money comes sooner, then there will be lower borrowing costs. Part of the budget is based on some of these assumptions about how quickly we think the federal dollars will flow into the project.

Michole Jensen: How likely is the 60 percent federal funding match?

Dave Unsworth: As we look at our competition around the country, most other projects are getting 50 percent, but some are getting 60 percent. Fred Hansen and Neil McFarlane are speaking with federal officials about submitting an application for 60 percent. Although there is some risk, we are confident we will receive the 60 percent match.

Greg Hemer: Will there be municipal bonds issued?

Dave Unsworth: Yes, TriMet will issue bonds for a portion of the local match, and I expect local jurisdictions will do the same.

Dee Walsh: You won't know if you'll get the federal money until 2012? What will you be asking for?

Dave Unsworth: We will include a Project financing plan in the Final Design Application that details our assumptions. This plan has not been finalized. We are considering asking for \$25 million the first year, then \$100 million, then \$125 million. We have to determine how aggressive we're going to be. We're trying to achieve a balance between risk and reward. We won't know how much we'll receive from the federal government

until each year when Congress appropriates money. Our past experience indicates that the FTA and Congress generally appropriates amounts close to our financing plan.

Park & Rides and Traffic Mitigation, presented by Leah Robbins, TriMet East Segment Director

Leah discussed recent analysis of projected traffic impacts from Park & Rides. Earlier analyses looked only at evening peak traffic. But when morning peak traffic was also studied, more potential impacts were identified, requiring more mitigation. There have also been many conversations with the community and other agencies about impacts and mitigation. Our traffic consultants performed a "Sensitivity Analysis" to look at how different numbers of Park & Ride spaces would affect impacts and mitigations.

At the Tacoma Park & Ride, we are considering reducing the capacity to 800 spaces. Because of existing conditions, mitigations along the Johnson Creek Boulevard corridor may include some lane restriping, new signals, removal of stop signs and signal timing adjustments. The neighborhood is also very interested in traffic calming.

Henry Schmidt: What do you mean by traffic calming?

Leah Robbins: Tools like speed bumps.

Jeff Reaves: Can you address the modal split for these two stations?

Dave Unsworth: That will depend on trip purpose. It's heavily weighted to autos but there is still a significant bike and pedestrian ridership.

Next, Leah discussed the Park Avenue Park & Ride structure and noted that the Nature in Neighborhoods grant project will be up for Metro Council approval in March. The morning peak traffic analysis showed that with a 1,000-space garage, additional turn lanes would be required, which would displace several single family homes not previously identified as impacts. In the sensitivity analysis, staff looked at the impacts of different sizes of structures: 1,000 spaces, 800 and 600, and found that a 600-space garage would eliminate the need for the turn lanes that displaced homes.

Dee Walsh: Question about the impact on ridership of different size structures.

Dave Unsworth: A parking structure could be built flexibly to accommodate later expansion.

Jeff Reaves: Noted a concern that smaller structures could fill and push parking into neighborhoods.

Valerie Chapman: We don't have real streets with curbs, and some of us don't have off-street parking. The size of the structures could have a lot of impact in our neighborhoods. I would like to strongly say that there isn't a place for spillover.

Leah Robbins: We are talking about how to prevent that problem.

Henry Schmidt: Would making facilities smaller than 1,000 spaces be considered a scope cut? Is this a way to save money?

Leah: Yes, it would save money. But the traffic impacts from 1,000 spaces are also driving this.

Henry Schmidt: I'm not opposed to a 600-space Park & Ride, but based on what has happened at other facilities, they get filled up. We need to keep an eye on the future. Park Avenue is the terminus of the line. It's going to attract a lot of ridership, especially over time as the urban growth boundary encourages higher density development in North Clackamas County. Six hundred spaces is a good place to start, but you should consider up to 2,000 spaces eventually. Given the availability of the Elks Club property, this is an opportunity for TriMet to purchase additional land and design a less monolithic structure, for example, that stair-steps up the hill.

Bybee Station and Bus Stops, presented by Leah Robbins, TriMet East Segment Director.

Leah discussed current efforts to look at bus stops for the station that would not block traffic and would ensure a clear path for emergency vehicles leaving the nearby fire station. A possible solution is to add a fire signal to hold back traffic in the event of a fire response. The neighborhoods are interested in adding on to the bridge to facilitate bus pullouts at the station entrances. The team is looking at options and will meet neighborhood leaders to discuss.

Barbara Andersen: Question about safety issues if pedestrians have to cross Bybee to access a bus stop.

Leah Robbins: Pedestrians won't have to cross the street on top of the bridge because there will be elevators and stairs on both sides.

Jeff Reaves: Are the station approaches ADA accessible?

Leah Robbins: The bridge was built as an accessible route. And it is the only pedestrian connection for a long distance between the two neighborhoods, although in a few areas the slope exceeds ADA standards.

Public Involvement update, presented by Claudia Steinberg, TriMet Community Affairs Manager.

Claudia announced project open houses at St. Philiip Neri Parish Carvlin Hall on Feb. 22 and at Milwaukie High School on Feb. 25. A bulk mailing to the community will go out soon. Other jurisdictional partners will attend the open houses and will offer information about related initiatives, such as the Milwaukie downtown plan.

The Draft Conceptual Design Report is being completed. It is out for jurisdictional review. It is a 108-page narrative describing the project vision and process. It reviews where we were when we started Preliminary Engineering, where we have come and what remains to be done. It contains many drawings of station designs. At the next CAC meeting, we will provide you with copies and a presentation, a walk-through of the CDR. Then we will ask you to go back to your communities and talk about it, and bring us feedback in March.

There are many community meetings in the coming weeks (see meeting log). Please go back to your communities, make sure you attend their meetings. We really value the feedback you bring.

The Milwaukie Park & Ride opened this month. There are already at least 100 cars using the facility. It has 329 parking spaces.

Also, we are working closely with our jurisdictional partners on minimizing the impact of the project on businesses. Our focus is make sure businesses stay open, keep their employees, and stay in business during construction. We'll be returning and reporting more to you. When we get the Record of Decision in late July, we'll start moving on this.

Roundtable

Debbie Cronk: I represent the South Waterfront neighborhood. There is increasing interest in the Greenway. A meeting on January 25 should be interesting.

Valeria Ramirez: We too are interested in the greenway, the connections on the east side and how they impact our building. Interestingly, the streetcar already is having an impact on our operation.

Jeff Reaves: For the CEIC, the biggest issue is business and job retention during construction and especially around the Clinton St Station.

Valerie Chapman: In my neighborhood, there is rising tension because of the Elks Club property being for sale. Some neighbors are wondering what's going to happen next, how the shape of the area may change.

Lance Lindahl: I was excited to hear the discussion about the Park & Ride. I'm afraid we could get it wrong and under-build it. He mentioned an upcoming Brooklyn Action Corps meeting at which Portland City Commissioner Amanda Fritz and her staff will participate. And he said a recently held first Clinton-Rhine Station planning meeting went well, with great discussion about land use in the neighborhood. The group plans to meet once a month in the future.

Eric Miller: The biggest issue in our neighborhood is access to Milwaukie Station across McLoughlin Boulevard.

Michole Jensen: He referenced a letter from the neighborhood, shared with the group. The letter doesn't ask for a reduction in the size of the Tacoma Station. Johnson Creek Boulevard is already a speeding problem and will remain a speeding problem, even with traffic mitigation. We are adamant about the need to keep stop signs to maintain livability, as outlined in the letter.

David Aschenbrenner: For people in the Oak Grove-Oak Lodge area, is the issue of Park Avenue and River Road not having a signalized section of concern?

Henry Schmidt: I think it will be a problem. The speed limit on McLoughlin Boulevard has been dropped to 30 mph through most of the City of Milwaukie. Then it increases to 40 mph from Milwaukie to Gladstone. It used to be 45 mph the whole way. On River Road, the speed limit is 35 mph. Figure it out. Are you going to come down River Road at 35 mph with no traffic lights or McLoughlin at 40 mph with more traffic and more traffic lights? I think a lot of traffic will go down River Road and Oatfield, down Park Avenue and to the facility. Michole's letter talked about directing traffic away from Johnson Creek Boulevard onto Highway 224 and/or McLoughlin Boulevard. But this is where the speed limit increases from 30 to 45 mph.

David Aschenbrenner: When will be hearing from ODOT on the Tacoma-Johnson Creek Boulevard interchange?

Leah Robbins: We hope to hear good news soon.

David Aschenbrenner: I was not at the 25 percent drawing meeting. I see in the notes that the trucks from Brooklyn Yard are now going to use Harold Street, and the track at Harold will be elevated. That's new. I'm assuming that's going to help the traffic on 17th Avenue. That's a change in the project I was not aware of.

Leah Robbins: Union Pacific was not in agreement with our traffic analysis and had concerns about potential safety conflict between trucks and light rail trains, so they required that our tracks over Harold Street be elevated.

Ray Bryan: Regarding the November CAC meeting, I'm glad the security team was here. I was disappointed there was uncertainty about when we'll know how it will be

staffed. This is the #1 concern for people in my neighborhood. I would hope to see something more concrete sooner.

Public Comment

Bill Ten Pas: I am vice president of the Eastmoreland Neighborhood Association. We have concerns with Harold Street. Last time we spoke with Metro there were no plans. Now we're hearing that's where trucks will exit. That's where McLoughlin goes from three to two lanes, and where there are entrances to the neighborhood on the Westmoreland side, as well as exits to Westmoreland/Sellwood and then Eastmoreland. We're concerned that will cause a constriction in traffic and a decrease in safety. The second issue: Bybee Station. I appreciate the changes made since last meeting. We have strong concerns with a bus stopping on the bridge in the travel lane. A signal at 27th and Bybee is almost a non-starter for the association because it backs up traffic on one of the only ways to get out of the neighborhood going west. Another way out of the neighborhood is to go to Holgate or Johnson Creek Boulevard. That's not a good idea either. We're already starting to see people cutting through the neighborhood as fast as they can to get over to Woodstock and shoot down Bybee. So that stop at the top of bridge is a real concern for the neighborhood.

Linda Hatelid: Read a statement taking issue with the removal of 3-way stops on Johnson Creek Boulevard. She asked to maintain the 3-way stops in order to slow down traffic at the intersections with 32nd, 36th and 42nd avenues, keep the neighborhood safe and maintain livability. She provided a copy of her statement.

Rick Williams thanked staff and community for attending. He then adjourned the meeting at 7:47 p.m.

Next meeting: 6-7:30 p.m., February 18, 2010