



**Citizen's Advisory Committee
Thursday, Jan. 20, 2011
Carvlin Hall, St. Philip Neri Parish
2408 SE 16th Avenue**

Meeting Notes

PMLR CAC Members Present:

Barbara Andersen, Oak Grove
David Aschenbrenner, Hector Campbell Neighborhood
Lina Bensel, Independent Living Resources
Ray Bryan, Historic Milwaukie Neighborhood
Paul Carlson, Oregon Museum of Science & Industry (OMSI)
Valerie Chapman, Oak Grove
David Edwards, Oak Grove
Catherine Goode, Ardenwald-Johnson Creek Neighborhood
Neil Hankerson, Dark Horse Comics
Greg Hemer, Milwaukie Lumber
Erin Kelley, Bicycle & Pedestrian Advocate
Lance Lindahl, Brooklyn Neighborhood (BAC)
Fred Nelligan, Oak Lodge Community Council
Dan Packard, Eastmoreland Neighborhood
Arnold Panitch, TriMet Committee on Accessible Transportation (CAT)
Susan Pearce, Hosford-Abernethy Neighborhood (HAND)
Teri Pucik, SMILE
Valeria Ramirez, Portland Opera
Dee Walsh, REACH Community Development
Dan Zalkow, Portland - Portland State University (PSU)

PMLR CAC Members Absent:

Debbie Cronk, South Waterfront Neighborhood
Ken Love, South Portland Neighborhood
Eric Miller, Island Station Neighborhood
Jeff Reaves, Central Eastside Industrial Council (CEIC)
Rick Williams – CHAIR, Lloyd District Transportation Management Association

David Edwards (CAC Vice Chair) welcomed those in attendance and opened the meeting.

Project Update, presented by Dave Unsworth, TriMet Deputy Project Director

Dave Unsworth highlighted progress since the last Citizen's Advisory Committee meeting on November 18, 2010:

- The Federal Transit Administration (FTA) issued a Record of Decision (ROD) on November 29, 2010. This is a major step for the project, concluding the Final Environmental Impact Statement (FEIS) process and providing clearance for, among other things, TriMet to begin buying property. The FEIS will continue to serve as a planning tool for TriMet staff to use throughout the design process.
- On December 7, 2010, the FTA granted permission to begin construction on the Portland-Milwaukie Light Rail Bridge in the Willamette River. This is another important threshold for the project, paving the way for in-water construction during the critical July 1 - October 31 period, the only time when environmental protections for migrating salmon allow construction activity in the river.
- On December 8, 2010, the TriMet Board of Directors authorized a design-build contract for bridge construction with Kiewit Pacific/T.Y. Lin International. Kiewit is the builder; T.Y. Lin the designer. This team has extensive experience building and designing cable stay bridges. They have already developed a number of ideas to ease environmental impacts and save costs, such as reducing the number of piers from eight to six, reshaping and reducing the size of the pier caps, and keeping the eastside greenway trail open during construction as much as possible. There is still extensive design and permitting work to be done before July 1.
- In a public hearing on December 16, 2010, the Portland Design Commission approved the design of the bridge and greenway trail. This is one of the key approval steps we needed from local governing bodies.
- Public notice was issued for the project's application for design of the east-side greenway trail adjacent to the bridge.
- On June 30, 2011, we plan to hold a groundbreaking celebration honoring construction of the first new bridge to be built over the Willamette River in 38 years.
- On January 26, 2011, we will seek authorization from the TriMet board on contracts for Construction Management General Contractors (CMGCs) for the east and west segments.
- We plan to spend more time in March and April talking with the community about urban design. This is the more exciting work, developing the look and feel of the station areas.
- In late December a team led by Leah Robbins successfully negotiated a purchase and sale agreement with Union Pacific Railroad, another large threshold for the project.
- The project teams are gearing up now for the next push: getting 60 percent designs done. With those completed, we have an opportunity for a fuller conversation about project recalibration. We'll have much more refined costs. At that point, we'll know what scope can come back in to project. You should expect that conversation to happen in June and July.

- In conclusion, we are making good progress. By the end of this year, we'll have 90 percent designs done, we'll have the bridge under construction, and we'll be starting to move on other structures.

Questions

David Aschenbrenner: Will we get to meet the bridge contractors?

Dave Unsworth: Yesterday we held a partnering session in which our staffs met. There will be chances to engage with the team as we move forward.

Erin Kelley: From a practical standpoint, what does the purchase and sale agreement with Union Pacific Railroad mean?

Dave Unsworth: We agreed on the price for their property. We needed their approval to purchase their property where the lines abutted and operate our trains next to theirs. This required extensive design work over the past three and a half years.

Valeria Ramirez: Can you discuss funding?

Dave Unsworth: We are still working on securing about \$35 million. The City of Portland has committed to the \$25 million we asked for, thanks in part to savings expected from design changes in the new Sellwood Bridge and some property donation. We're also looking to Metro, TriMet and Clackamas County for property donations.

We have requested \$15 million in flexible dollars from the Oregon Department of Transportation. This would take the form of \$1.8 million over 10 years. TriMet will bond that money, generating \$15 million. TriMet will also kick in about \$20 million more. The ODOT request is under consideration by the Oregon Transportation Commission. We hope to sign an inter-governmental agreement with them. Other inter-governmental agreements are either in place or being processed.

None of the funds being spent now is TriMet money. The state legislature provided \$250 million in lottery backed bonds in 2008. Those dollars are now under TriMet's control and are being used now.

This summer the project will receive up to \$99 million from Metro.

The federal dollars -- \$745 million -- will come from the New Starts program. As soon as we get our Final Design approval -- expected in March -- we will complete a full-funding grant application. The Full Funding Grant Agreement (FFGA), which will take about a year to negotiate, is a contract that describes the flow of dollars. We expect to receive \$100 million per year. We will still need to borrow some in order to keep our cash flowing.

It is complex and we'll be relieved when we obtain the Full Funding Agreement, but this is how these projects go. The TriMet Board of Directors' confidence in obtaining this federal funding prompted it to approve the contract with Kiewit-T.Y. Lin to move forward on the bridge.

Susan Pearce: Regarding the purchase and sale agreement with UP, were there any significant changes at grade crossings and quiet zones?

Dave Unsworth: The quiet zone improvements are still included in the project. There was a tweak to the track geometry near Clinton Station where we had to move the station slightly closer to Gideon Street, which affects some redevelopment opportunity. It's not what we wanted, but it wasn't a choice – it was a directive straight from UPRR headquarters. Also, there was no change in the Clinton-Caruthers bicycle/pedestrian route.

Teri Pucik: Where is TriMet finding \$20 million to close the budget gap?

Dave Unsworth: No General Fund dollars have funded this project to date. The \$250 million from state lottery dollars carries us through 2012. At 2012, we'll look at bonding. TriMet had about \$20 million set aside for a new fare system, but that technology isn't as ready as we'd like it to be. So, that money may be used to cover this. These are difficult budget times but investing in the infrastructure is really important.

Safety and Security Update, presented by Denis VanDyke, TriMet Interim Director, Operations Support

Denis VanDyke introduced himself. With him were Mike Crebs, Transit Police Commander (with Portland Police); Bob Jordan, Milwaukie Chief of Police, Lt. Jeff Davis, Clackamas County Sheriff's Office Transit Detail; and Will Behan, incumbent Clackamas County Sheriff's Office Transit Detail lead.

Denis began his remarks noting the partnership between TriMet and area police agencies. He reviewed his background with TriMet over a 30-year career in training and operations.

TriMet values safety and security. Last April 2010, TriMet experienced one of the worst incidents in its history. Since then, we have looked inwards intensively. Rather than treating it as an isolated incident, we brought in a national transportation safety expert who did a top to bottom review of both bus and rail operations. We did an internal line-by-line review. We looked at every single bus route, every turn. The General Manager appointed a Safety and Service Excellence Task Force. This task force conducted its own, different review, inviting representatives of the various constituent communities – bicyclists, pedestrians, businesspeople.

Out of those developments have come several reports. From those reports, we've developed action plans. We're implementing those plans now, step by step.

The national transportation safety expert found one area of the agency – training – without need for improvement. He said our rail training program was an industry benchmark.

Next, Denis highlighted written safety and security plans:

- System Safety Management Plan. This is mandated by the FTA and written for the project.
- System Safety Program Plan. This is mandated by state safety oversight, managed by the FTA. It contains 21 elements, with a requirement to audit one-third of those elements every year. Every three years, FTA conducts a major system audit.
- System Security Plan. This plan establishes system-wide security goals to reduce crime and the fear of crime. We do this by:
 - gaining the awareness and involvement of employees, customers and general public
 - taking a systems approach during project design and construction
 - preparing for emergencies with an emergency management plan and emergency management director
 - using a team effort between the TriMet police department, operators and other employees in the field who become our eyes and ears for our Command Center to deploy whatever is needed to deal with any situation
 - partnering with other police departments, downtown associations, federal agencies, etc.

Denis next turned to a discussion of the TriMet Transit Police. The department is composed of 17 different jurisdictions throughout the agency district, and led by a Portland Police Bureau commander. While the recession has forced TriMet to reduce positions and made other budget cuts, we have not cut police services. We have 58 police officers and have not cut one.

We have over 300,000 boardings per day. On average, we report three crimes per 100,000 boardings, most of which are related to vehicles and vandalism, not crimes against people.

Federal agencies are also involved. The federal Transportation Safety Administration provides technical assistance and grants, and participates in joint operations with a focus on terrorism. The FTA reviews and approves safety plans; reviews and monitors project design and construction; and provides guidance on our state safety oversight process. We are in the process of procuring a contractor to conduct a threat and vulnerability assessment and preliminary hazard analysis, as required by the FTA.

Denis described additional involvement:

Safety outreach with the community is a key piece of every light rail project before service begins.

TriMet's Transit Change Review Committee is led by the TriMet Safety Department. This committee reviews any changes to the current system and vets them throughout the appropriate areas of the agency. This committee meets monthly.

The PMLR Safety and Security Committee is comprised of jurisdictional partners along with safety and security experts. This committee is the focal point of project-related safety and security issues.

The Fire, Life & Safety subcommittee is comprised of police, fire and operations members. This group serves from the beginning through the end of the project. They coordinate safety drills required before project startup.

He then discussed security efforts in project design. TriMet uses Crime Prevention Through Environmental Design (CPTED) principles to design the project. Examples include good lighting, clear sight lines, reduction of station clutter and clearly defined station platforms. Other security goals for the project are to develop a Security Deployment Plan, joint missions and activities with our partners, use statistical information to help direct deployment, and conduct joint training and drills with emergency responders after the system begins operation.

Other elements of the security program include:

- Closed Circuit Television (CCTV). We currently operate about 665 CCTV cameras throughout the system, which will increase to over 700 by year-end. By the time PMLR is completed, we'll have close to 1,000 CCTV cameras. CCTV cameras are used on all platforms and light rail vehicles to act as a deterrent.
- Integrated testing of procedures. We do integrated testing, look at current policies and procedures, conduct training on the new alignment and new equipment. There will be a series of integrated tests to make sure it all works together from end to end. A fiber optic line runs throughout the system and feeds back to the Command Center. This allows us to monitor the status not only of trains but of every single object in the system, including elevators, fare machines, signal systems, communications equipment. If something changes, the alarm status will change. They'll know about it immediately and can send someone out to take care of the problem.
- Pre-revenue operations. We will have a period of at least one week to test and operate the new line before the system opens. This will help us verify that everything planned is working. We can also mitigate any issues before opening. We will not start operating until all testing has been completed successfully and signed off. Through the safety and security committee process, we will develop a "certified items" list. Each item must be reviewed and confirmed, then the list is turned in to the FTA. The FTA Project Management Oversight Committee must approve all certified items to their satisfaction before we can operate.

Commander Mike Crebs discussed the structure and operation of the Transit Police.

- 17 area police agencies participate
- Police officers patrol every day of the year.
- The bomb detection unit, composed of three dogs, a sergeant and two officers, patrols trains and buses for explosives.

- The undercover operations team is a new unit that rides trains and buses undercover. They identify people creating problems and call in uniformed officers to make arrests.
- Fare inspection is one of our biggest tools. It gives us the right to stop people. We can run warrants, check for contraband. TriMet has done a good job recently to define fare zones with signage and railings. This allows our officers to contact people and dig deeper if there is a problem.
- We have four precincts: Hillsboro, Old Town Portland, Gresham City Hall and Clackamas Town Center parking structure. This helps – when officers arrive at work, their shift starts there.
- The officers and deputies take ownership of their sector. The transit police focus on minor problems: intimidators, harassers. We will make those arrests. It's an important part of livability on this system that you should feel safe when you ride it. We'll deal with some of those small crimes to help prevent some of the bigger crimes.

Dan Packard: Is there a problem with overlapping police jurisdictions?

Commander Mike Krebs: We're all police officers in the state of Oregon. We have police authority throughout metropolitan area. When officers return to their home agency after a transit assignment, they know how the transit system operates. They have ownership. That allows them to come on transit and check fares and do some policing of the system, even if they don't technically belong to the Transit Police force. That's the beauty of it. Some cities have a sole-function transit police force. That can be limiting. People are more inclined to say, 'That's transit's problem. Let them take care of it.' With our group task force approach, we all have ownership in the system. This is our system. We have quarterly meetings with all chiefs. All of them find the system is very important for thriving communities. When they're safe, that allows the communities to thrive even better.

Arnold Panitch: I'm here as a representative of Citizens for Accessible Transportation. As I toured the alignment recently, I noticed that some stations, such as Bybee and Tacoma, might be more vulnerable at night than stations where there are more people. What is TriMet going to do to mitigate that? Do we have any plans to put railings and proof of fare systems at those stations? How would those stations differ from open stations like Pioneer Square? Do you anticipate railing systems?

Commander Mike Krebs: I like clear, bright lines for my officers to decide who has a fare and who does not. We have no New York-style turnstiles here. This blurs some places. If we see a problem arising at a station, we will strongly advocate for a clear delineation of fare-no fare. TriMet will work with me to help solve those problems. Those are TriMet decisions, but they look to us to give guidance. If I had my way, I would like to see all stations clearly marked with fare or non-fare areas to allow us to deal with people loitering and creating problems.

Denis VanDyke: The railings you referred to are at the Gresham Central station, and were a retrofit on a station that was never intended to be a fare-zone station. It's very expensive to retrofit a non-fare station into a fare station. The Gresham Central retrofit

was trying to solve two problems: the fare zone, and really bad pedestrian accidents with trains, and is not how we would design a new station. But looking at new construction, for example, the Green Line, every station along Interstate 205 except one is a fare-required zone.

Chief Bob Jordan: The Milwaukie Police Department has an ongoing relationship with TriMet. We have three Milwaukie police officers assigned to TriMet. Our goal is to have a significant number of our officers who've worked TriMet. So when light rail comes to Milwaukie, I won't have to guess what will happen. I will have officers knowledgeable about the line and know what to expect. That's a value to the citizens. Our current interoperability with TriMet is great. We have regular meetings with the TriMet Chief of Police. We talk about issues. There's great interoperability now with bus lines. Our folks know their folks. Our folks, to some extent, are their folks.

Lt. Jeff Davis: In Clackamas County, we have a supervisor and deputy assigned to the Green Line. We look forward to the ongoing participation with the unit. An added benefit for our Sheriff's office is that we get to learn how other agencies do things differently. We're excited to be a part of the police group.

Barbara Andersen: Are there set periods of time that officers are on loan to TriMet? Are they under your command?

Commander Mike Krebs: TriMet reimburses the police agency. We all work as a task force together under my command. Each agency has its own policy, but most send officers to work for two to four years.

Susan Pearce: Do officers volunteer for TriMet duty, and can they stay longer than their assignment?

Commander Mike Krebs: All Transit Police officers volunteer for that assignment and are selected through a competitive process. Some spend two years; some three or four. All agencies have different needs.

Chief Bob Jordan: In Milwaukie, officers compete for open assignments. TriMet positions are considered good assignments. Our rotation policy is four years.

Susan Pearce: What precinct will cover this new line?

Commander Mike Krebs: South Precinct at Clackamas Town Center. But each TriMet officer carries a pager. If a call comes in, they all get the page. Just because you're assigned to South, doesn't mean you're limited to you to South calls.

Susan Pearce: Will you be increasing the number of officers?

Denis VanDyke: It is too far early to answer that question. We won't make staffing decisions until we get closer to the line opening. There are too many variables to consider.

Teri Pucik: How many screens and TVs do you have? Who's watching them? How many people are watching them? Where are they being monitored? What happens when they see something happen on a screen?

Denis VanDyke: When we first built the Westside MAX, we had 45 CCTV cameras being monitored 16 hours a day, but caught only two minor incidents over the course of six to eight months. Research has shown that a human can effectively monitor 20 cameras at a time. With 600 cameras now, monitoring each of them all the time is not practical. Instead we have monitors in the control center. If we get a call or alarm, we can bring up those particular cameras and take a look.

Teri Pucik: How many people are sitting in front of TVs watching them now?

Denis VanDyke: Four people. These are people in the control center whose primary job is to run the railroad. The CCTV screens are next to the screens that help them manage the line. Everything is recorded and kept several weeks. We'll know about it right away. On buses and trains, it's recorded but not fed live.

Teri Pucik: Both you and the commander said the key competent of security is fare inspection. If that is so, why have fare inspectors been eliminated?

Denis VanDyke: In the past, we had specialized bus supervisors, rail supervisors and fare inspectors. With budget cuts, we eliminated some fare inspector positions, but a number of those people were converted to rail supervisor and road supervisor positions, who perform fare inspections as part of their daily duties.

Teri Pucik: Overall, are there fewer fare inspectors?

Denis VanDyke: If you count the number of fare inspectors before and compare to all of field operations staff, there is probably an equal number of people expected to inspect fares. Maybe not the same number of hours of inspection.

Teri Pucik: Fred Hansen was quoted in The Oregonian and other papers promising that TriMet would never build another below-grade station. Yet Bybee Station is below grade. I have serious concerns about Bybee. It's in the middle of nowhere. What are the specific actions to plan to avoid another 82nd Avenue? The 82nd Avenue station has a higher crime rate than the Rose Quarter station.

Denis VanDyke: TriMet doesn't necessarily bring crime; the crime reflects what's going on in the neighborhood. But we are looking at specific concerns at Bybee such as lighting and other security issues. There have been a number of design changes at that station in response to our security concerns. For example I've argued at a number of design meetings about the importance of locating the bike lockers where there is more visibility. The community decided to put a station there. Now it's our responsibility to make it the safest, most secure station. It will be a fare-paid station. I'm pushing for every station on this line outside of downtown Portland to be fare-paid.

Lance Lindahl: In the Brooklyn neighborhood, we're concerned about traffic concerns as a deterrent to accessing transit. How is traffic enforcement integrating with transit?

Commander Mike Crebs: Transit officers will work with traffic officers in conjunction with the local agency. The most important issue is design. During design, I would push hard

to make sure those problems are designed out. We will do traffic enforcement, but all the enforcement in the world won't remedy a poor design.

Fred Nelligan: Concerning CCTVs, you have four controllers with active access to a bank of CCTVs. If they get a report from the field, can they use CCTVs to help law enforcement deal with the problem?

Denis VanDyke: Absolutely.

Commander Mike Crebs: We have video contact with folks. When we have injured officers, sometimes we'll have them monitor cameras. And we have good coordination and communication with those people at the Control Center.

Catherine Goode: How involved are you with the design of artwork at stations? At the Tacoma Street station there is homelessness, vagrancy, camping and crime up and down that railroad. The artist will make something big and industrial. It might integrate with something for safety.

Commander Mike Crebs: Often, I'll meet with TriMet about artwork. I'll come and look at it. I want it to be transparent. I want to avoid graffiti. The broken windows theory is that, by taking care of small things, you're less likely to have big things. So we watch fares, smoking, littering. They normally consult me if they have a question about design. CPTED has become part of TriMet culture. They know, if they design it properly, they don't need to police as much. The community becomes the eyes and ears. Through peer pressure and those good people watching, it's policed by the community.

Denis VanDyke: I serve on the committee that reviews the art. All the art must be brought to the Safety & Security Committee for approval. We get involved to make sure the artwork doesn't make a situation worse.

Light rail means light urban impact. That's why you don't see subways with turnstiles in downtown Portland. Small parts of our alignment are like the subway, with tunnels. But in downtown Portland and Hillsboro for example, where it's an urban environment, we don't have a hardened platform. As we continue building the system, we try to keep the design pleasing and integrated with the community, but make clear where a fare is required.

Erin Kelley: Will the requirements to have fares at the platforms change the character of the platforms?

Denis VanDyke: Not necessarily. The designs of the platforms are more concerned with loading and unloading people.

Susan Pearce: Would the police commander be willing to come and speak to our neighborhood sometime, specifically about this segment?

Commander Mike Krebs: Yes.

Light Rail Vehicle Accessibility (Bridge Plate), presented by presented by Dave Unsworth, TriMet Deputy Project Director

Dave discussed the bridge plates on light rail vehicles that allow wheelchair users to roll smoothly between the platform and train. He showed illustrations of different types of bridge plates, with and without side barriers. TriMet supports universal access to light rail vehicles and buses. Because our rail cars stop very close to the edge of the station platform, historically we have not had side barriers on the bridge plate. The FTA requires side barriers, or a design that is equal or better. We feel the edge on the plate is a tripping hazard.

Yesterday, we presented to Citizens for Accessible Transportation why we think ours this is a safer and better design than a bridge plate with side barriers. We held a hearing at the City of Portland and heard that people think what we have is fine. I'm here to ask: Does the CAC have any concerns about not having a 2-inch side barrier?

Lina Bense! Looking at the photo of the bridge plate with the side barrier, I think someone in an oversized chair would get stuck. I don't think they'll do any good. Keep the old design.

Erin Kelley: How is this different than the old design?

Dave Unsworth: This design is basically the same as what we have now, and we feel it works fine. We've had no complaints. Our federal partners are asking us to hold a hearing and ask our public.

Arnold Panitch: There's "Portland ADA" and then there's "national ADA." The national ADA presumes there's an arch higher from the ground. You could flip and trash your wheelchair. In Portland, the space between the platform and car is very flat. However, the bureaucrats don't tell us about the other problems with the Type 4 vehicles. Their angles are too high. Some people can't get over the knuckle in the Type 4 bridge plates. We're working with TriMet to retrofit those Siemens Type 4 units. So, with Type 5 purchases for the PMLR, make sure the angle of these new designs is the Type 2 and 3. Then we won't have a problem. Nobody on our committee has ever fallen off one of these Type 2 or 3 platforms.

Dave Unsworth: Our intent is to replicate the Type 2 and 3 design in the Type 5 vehicles. We don't think the bridge plate with side barriers is good. We'll go forward with application saying this is the best thing.

Community Outreach update, presented by Claudia Steinberg, TriMet Community Affairs Manager

Claudia referred the CAC to the meeting log included in the packet. She highlighted plans for upcoming public meetings. She noted the recent artist orientation. Artists

selected for the project attended the orientation, including a tour of the alignment and meeting with community members.

Other highlights:

- We held a study group for CAC members. We will have them on the second Thursdays of the month. This month's study group was on land use planning and redevelopment. We'll continue this conversation in March. February's study group will be about bus service. TriMet bus service planners will give a brief introduction about how TriMet does bus service planning, and will listen to what CAC members want to see.
- We received letters from SMILE and the Reed neighborhood expressing strong support for the Harold Street station. Both would like to see that infrastructure that was removed from the scope brought back. The SMILE neighborhood also would like to see the elevator and bus pullout on the south side of Bybee Station returned to the project scope.
- Tours of the rail alignment continue to be available to CAC members.
- Public outreach will be busy now that we will be starting Final Design. March and April will be big months for stakeholder meetings.
- We will hold open houses in July. We are considering online open houses as well.
- Two PMLR-related projects are in the running for ODOT Transportation Enhancement Grants – Clinton to the River Multi Use Path and the bike/ped connection on the Kellogg Lake bridge. Please visit the ODOT web site to comment and support.
- February CAC agenda will include business relocation, property acquisition and public art.

Roundtable

Susan Pearce: This weekend HAND neighbors are doing a walkabout with the artist selected for the 17th Avenue/Powell overcrossing.

Public Comment

Earl Humphreys: I would like to see more parking around the Clinton Street station. It's already bad there.

Heather Molatore: I am a restaurant owner in Milwaukie. I am excited about light rail coming to Milwaukie. I'm looking to expand my restaurant. I want construction to go as fast as possible. I would like to move to a better location to take advantage of the rail alignment. I'm looking forward to this development.

Tom Raleigh: Can you provide some clarification on disruptions to the greenway during bridge construction?

Dave Unsworth: In February, there will be a short-term closure of the greenway trail on the east side for geotech drilling. There will be signs and outreach about this. As Kiewit gets moving on the bridge, there will be another short-term closure as they build a bridge over the trail. There will be a total of about three short-term closures as we move through the process.

David Edwards thanked staff and community for attending. He then adjourned the meeting at 7:45 p.m.

Next meeting: 6-7:30 p.m., February 17, 2011, TriMet Holgate Plaza, 1625 S.E. Holgate Blvd., Portland OR 97202