



**Citizen's Advisory Committee (CAC)**

**Thursday, September 15, 2011  
Carvlin Hall, St. Philip Neri Parish  
2408 SE 16<sup>th</sup> Avenue**

**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, Milwaukie Downtown Business  
Greg Hemer, Milwaukie Lumber  
Adam Marx, Brooklyn Action Corps  
Fred Nelligan, Oak Lodge Community Council  
Fred Nolke, Eastmoreland Neighborhood  
Susan Pearce, Hosford-Abernathy Neighborhood  
Teri Pucik, SMILE  
Jeff Reaves, Central Eastside Industrial Council (CEIC)  
Valeria Ramirez, Portland Opera  
Rick Williams – CHAIR, Lloyd District Transportation Management Association

**PMLR CAC Members Absent**

Erin Kelley, Bicycle & Pedestrian Advocate  
Ken Love, South Portland Neighborhood  
Cindy Miguel, Island Station Neighborhood  
Arnold Panitch, TriMet Committee on Accessible Transportation (CAT)  
Dee Walsh, REACH  
Dan Zalkow, Portland – Portland State University (PSU)

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**Rick Williams (CAC Chair)** welcomed attendees and opened the meeting. There was no comment on the notes from the August CAC meeting. Rick reported that the potential conflict of interest that Barbara Anderson disclosed last month is not a problem for her role on the CAC.

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### **Project Finance Update, presented by Rob Barnard, TriMet Project Director.**

The Full Funding Grant Agreement (FFGA) application was submitted to the Federal Transit Administration (FTA) on the day after the August CAC meeting. We continue to speak monthly with officials at FTA and remain on target for signing the FFGA on March 30, 2012.

One way to minimize project risk and have the maximum contingency at the end of the project is to take advantage of the current construction and materials markets. FTA is continuing to review our request for a Letter of No Prejudice, allowing us to advance \$97 million of work early, before they sign the FFGA. This would allow us to lock in good prices on such things as steel and concrete. We expect that approval on Oct. 31.

### QUESTIONS

**Rick Williams** asked Rob to summarize key messages from the last meeting.

Rob Barnard: The key message is that the project is advancing well. We finished our 60 percent drawings and cost estimate on time. We also learned from FTA that there has been a change in expectation about when we could add back deferred items. All our past projects allowed us to add things back as we proceeded. This new FTA interpretation says we can't add things back until we reach "substantial completion." We are going to continue to push the definition of "substantially complete," and we are trying to leave enough headroom at the end of the project to allow things to be added back. One way to do that is to advance work early during this good market. That's why we've asked for the Letter of No Prejudice. We already received this approval for bridge work in the Willamette River, and now we want to get good prices on other structures.

Project risk equates to how much you need to set aside for contingencies.

From a construction perspective, one of the risks is digging below ground. You never know what you're going to find. We are digging large holes for the bridge towers. That work will be completed by May 2012. By then, we will know if we've eliminated that risk. Next spring we will receive our contract pricing from both the east and west construction management general contractors. Those are big milestones in reducing cost risks. This will help us in the conversation with FTA over whether we can spend funds earlier, when it's most cost-effective, as opposed to waiting till the end.

**Jeff Reaves:** Has the process started for prioritizing the add-backs?

Rob Barnard: No. We had created a list showing the most cost-effective times to add things back. But the FTA's new interpretation said we couldn't add anything back till the end of the schedule.

**Jeff Reaves:** You've identified the costs and the most efficient times to implement items, but what about a discussion of the priorities?

Rob Barnard: We haven't done that yet. It's what we'd hoped to do, but we've put it on hold because the FTA said we can't add items back for at least another year. We added one element back into the FFGA application so that it would remain eligible should we find the money. That was the Streetcar Close the Loop element -- track on the east and west side of the Portland-Milwaukie Light Rail Bridge. Not that there's money to do it; we're still working with City of Portland to identify funds. But if we didn't include it as a line item, we wouldn't be able to do it at all. So we were trying to keep the door open for that item.

**Jeff Reaves:** But it seems you could still set the priorities. They are the same now as they will be at the end.

Rob Barnard: Knowing whether you have a little money or a lot of money might affect the nature of the conversation.

**Susan Pearce:** You put the switch (for Close the Loop) back as a line item? Is that correct? It sounds like there's still a big chance we can't do that till the end?

Rob Barnard: That's correct. We're still advancing the design for it. We have a contract to fabricate it. But an option in the contract stipulates that, at the end of January, we either make the rail switch or not. We've set ourselves up to keep the door open and viable. But we still need the money to do that work.

**Valerie Chapman:** So you're looking for other sources to pay for that?

Rob Barnard: Yes, with our partners at the City of Portland.

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**Construction Planning, Scheduling and Progress, presented by Leah Robbins, TriMet East Segment Director; DeeAnn Sandberg, TriMet Community Affairs Representative (West Segment and PMLR Bridge)**

This is an introduction to how we do construction planning. The Conduct of Construction is both a process and a document. We're talking with our contractors, jurisdictional partners and key stakeholders about how to build the job. How we build it is as important as what we're building. We value our relationships with the community and their faith in us to follow best practices to minimize impacts to the travelling public, neighbors and businesses. At the same time, it's important to maximize the efficiency of the work, from a contractual and budget perspective. The Conduct of Construction document is a result of the conversation under way now. It becomes a contract and a basis for our contractor pricing. The document will be available for public review in the fall, and will be finalized after we finish design and do our final contract documents.

The document describes the work zone breakdown for both east and west segments, both in space and in time. For each of those areas, we cover such items as traffic

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access to businesses, residences and schools. It's not a detailed plan, but contains the building blocks for a detailed plan. It discusses how we maintain bike and pedestrian access, do site cleanup and minimize noise. We clearly delineate how we communicate between the contractor and the public.

Leah showed a map of work zones. Staff used methodical reasoning for grouping segments, including unique characteristics and permitting regimes. Segments affect how contractors schedule their work.

Next, Leah reviewed upcoming activities on the east segment. These include:

- pre-construction survey
- private utility relocations
- public utilities relocations (in particular, those on Southeast 17th Avenue at Holgate and at Powell)
- Southeast Powell Boulevard structures

Our earliest utility construction will start in November 2010. Our earliest civil work in advance of the FFGA is expected to occur in January 2011.

Next, DeeAnn Sandberg reviewed the west segment's two work zones. These include:

- Southwest Lincoln Street between Southwest Fifth Avenue and Naito Boulevard. This area is densely populated and developed.
- Harbor structure and South Waterfront station between Naito and the west bank of the Willamette River.

DeeAnn next reviewed upcoming activities. These include:

- pre-construction surveying
- removing up to 60 trees along Southwest Lincoln Street between Southwest First and Fourth avenues
- relocating private utilities (now through end of 2011)
- relocating public utilities (e.g., water, storm, sewer) primarily from January through June 2011
- construction of Harbor structure starting in November 2011
- PMLR bridge:
  - Cofferdams on east and west sides have been completed.
  - Fish salvage before pumping out water in cofferdams has been completed.
  - Works bridges to tower sites should be complete by mid- to late October.
  - Pile-driving 48 remaining piles must be complete by Oct. 15.
  - Rocks will be placed around the cofferdams to minimize scouring of the river bottom.

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- A massive oscillator will begin drilling shafts in mid-October. Drilled shafts on the west side should be complete by the end of 2011, followed by drilling on the east side.

DeeAnn showed photos of summer construction activities and played two “Bridge View” videos available on the PMLR website. The videos explored the choice of the cable stay design for the PMLR Bridge and the factors influencing bridge location.

QUESTIONS:

**Fred Nelligan:** Who is the tree-removal contractor on Lincoln Street?

DeeAnn Sandberg: Stacy and Witbeck, Inc./Mowat Construction Company is the general contractor. They did a great deal of research on how best to reuse the wood from the trees. They are subcontracting the tree removal to Harrity Tree Specialists.

**Teri Pucik:** Where will you remove trees on the east side?

Leah Robbins: There are some large fir trees along the Trolley Trail alignment that will be removed. We are not removing the large trees along McLoughlin Boulevard near the Tacoma Street/Johnson Creek and Bybee stations. All of those trees that will be removed in other areas are documented in our plans.

**Fred Nelligan:** What is happening with the reuse of the trees?

DeeAnn Sandberg: Harrity will reuse wood chips in parks and community gardens as well as larger pieces of wood for playground structures. Harrity has a site where they can mill lumber. Based on the amount and grade of lumber, they will decide its best use and disposition. We have a list of things that might happen to the wood. In the end, we'll have a report card of what did happen and we'll share that with you.

**Fred Nelligan:** When will they cut the very large diameter trees in the Island Station neighborhood?

Leah Robbins: February 2012.

**Fred Nelligan:** Between now and then, you will be figuring which trees are coming down and their reuse potential?

Leah Robbins: Yes, plus developing a sustainability plan and procurement strategy.

**Fred Nelligan:** Can we get some sort of community involvement in getting the word pushed into the community well in advance? The loss of trees at Island Station and McLoughlin is a huge issue.

Leah Robbins: Yes.

**Valerie Chapman:** I'm assuming there will be a conversation about replacement trees. Also, I hadn't heard anything new on plans for the wetlands near the tracks and McLoughlin Boulevard.

Leah Robbins: The tree planting plan is part of our overall planning and land-use permit. We're confident we're exceeding the required tree replacement numbers. It's also part of the larger design process: the species, the locations, and how that environment grows in the future. Those plans are not complete yet.

**Valerie Ramirez:** It's a lovely natural area. I'd hate to see it redone in a way that's not natural. Even some of the exceedingly large public art is not natural.

**Rick Williams:** Where will the Conduct of Construction document be accessible?

Leah Robbins: It will reside on the PMLR website. We will use open houses this winter to discuss the status of design and construction progress. It's not final until it's incorporated into the contract.

### **Public Involvement Update, presented by Claudia Steinberg, TriMet Community Affairs Manager**

Claudia discussed the following items:

- Open houses will be held the first week of December. [Post meeting note: open houses now being scheduled for January.] There will be one on the west side and two on the east side. We will be presenting a draft of the Conduct of Construction document. We really want comments on that.
- Will be meeting with key stakeholders to help inform the Conduct of Construction. We will be asking: Who are you? Who are your employees? How do they get to the job? What are their work hours? How do you receive deliveries? Etc. Also meeting with schools. We want to make sure we know our community before we start construction.
- We will be doing a survey about our public involvement practices. We will send out 20,000 post cards next Monday. We also will be sending out 4,000 emails. Plus we have over 500 Facebook friends and Twitter followers. They all will receive a link to the survey. It is about six questions. We are asking, is our outreach effective? Are you getting the information you need? What can we do better? We will tally those results and report in November.
- We have a large Hispanic community along the alignment. We have hired a Spanish-speaking outreach contractor.

**Fred Nelligan:** Once construction starts, I assume there will be a series of construction-related offices or trailers throughout the alignment?

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Claudia Steinberg: We will have one on the east side and one on the west side. Also, we will hold informal opportunities to talk with us and the contractors.

**Fred Nelligan:** One reason I'm asking is that, now I've met people who live in neighborhoods north of Park Avenue that will be significantly affected by construction. They are starting to ask questions about how accessible people will be from TriMet or the contractor if a specific issue comes up.

Claudia Steinberg: We are very accessible. The Conduct of Construction talks about that. We will be out there sharing information. Our Community Affairs Representatives will be available round-the-clock.

**David Aschenbrenner:** I'm not a big fan of the project website. It's hard to find stuff. As we get more into the construction phase, it needs to be easier to find what you're looking for, especially current things.

Claudia Steinberg: That's good feedback. Let's get together so we can hear what works and doesn't.

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### Roundtable

**Catherine Goode:** I have walked along the Tacoma Street overpass over 99E where you would walk to the station. I have serious concerns about the pedestrian crossing. I would like if we could get a walking tour or examination with TriMet and the neighbors. People walking eastward have a hazardous crossing there.

**Rick Williams:** That's a wonderful idea. I see staff nodding. We'll get that going.

**Adam Marx:** I have three items: One, a general Brooklyn neighborhood issue. Traffic and parking are concerns. Already, there are many TriMet employees who park on SE 16th Avenue and side streets. Neighbors worry that parking will get worse. Two, a specific issue that has affected one person. The homeowner wants a substation planned behind her house moved. She understands that probably isn't going to happen, but would like direct input on the exterior design. (Jennifer Koozer said she is in touch with the homeowner and will have more information for her.) Three, one of my neighbors has suggested the new bridge be named the Brooklyn Bridge!

**Greg Hemer:** If there are any trees are left to be mitigated, it would be great to get street trees in the neighborhood. Two, our neighborhood includes the Lake Road station. When that is built, there will be a triangle piece of property left over. The city and TriMet are close to entering an agreement to develop that parcel. We are hopeful the space would have room for a law enforcement office, either for TriMet or the Milwaukie police. Having a police presence would make us feel more comfortable.

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**David Aschenbrenner:** The next Milwaukie light rail meeting would be a good meeting to attend for people are interested in public art. Also, I want to get on Leah's list for use of wood. I have a neighborhood project that could use some boards.

**David Edwards:** I missed the last meeting on the art presentation. Is there anything from that presentation on the web site now?

Jennifer Koozer: Yes, it's on the web site. Go to <http://www.trimet.org/pm/library/cac.htm> and click on the Project Public Art Concepts document listed under the Aug. 18, 2011 CAC meeting.

**Susan Pearce:** One, I have an announcement about the Oregon Rail Historic Foundation. They are moving their steam engines from the Brooklyn yards to just across Sherman from the light rail. They have tentatively scheduled groundbreaking Oct. 13, and people are invited. Two, I promised the CEIC I would ask about the fate of one of their buildings. Three, I am so happy to see we have not have been deterred by the op-ed piece on Lincoln and the trees.

**Valerie Chapman:** I have appreciated all the public involvement in all these meetings. I am hoping they will continue throughout the project. I was surprised by some of the people being surprised the project was happening. I can appreciate what you do.

**Fred Nelligan:** In Clackamas County, funding has been an enormous issue. From July through this past Monday, I've been working with Clackamas County staff and commissioners. An initiative petition gathered signatures in July and August to put any new Urban Renewal District to a countywide vote. I have participated in many public hearings. There has been an incredible amount of support from the community, business organizations, trade associations supporting the creation of jobs and job opportunities in Clackamas County. This is counterbalancing the people who want to say no to change and redevelopment possibilities. Since early July, I have gotten a lot of exposure to the political process. At the end of August, Claudia led a tour of the alignment for Clackamas County commissioners. I was on the tour as well. This was a great opportunity for those commissioners, many of whom didn't know anything about this project. We walked through Island Station neighborhood. They saw the impact it will have. It was a great experience.

**Lina Bensel:** I have two concerns, both of them mentioned already. The unsafe crossing at the Tacoma/Johnson Creek station needs to be safe and accessible. If somebody decides to do a walk-through, I would love to participate. Two, regarding the website, I didn't know about it. How accessible is it to those using screen readers?

**Teri Pucik:** I agree with Catherine Goode and Lina Bensel about safety concerns on Tacoma Street. SMILE is very concerned about it. It should be discussed in the CAC meeting after we go out there.

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**Rick Williams:** That's a great idea. We'll do the tour and have a report at a following CAC meeting.

**Teri Pucik:** Also, SMILE is concerned about the add-backs. We don't think we were treated fairly. We were promised some things would be added back, and now we're being told we have to wait.

**Public Comment**

**Debbie Cronk, South Waterfront (former CAC member):** Construction in the South Waterfront has been very chaotic, but we roll with the punches. Everyone is so fascinated with construction. Progress has gone so slick. The Gibbs Street pedestrian bridge will be done in March. There are so many wonderful things happening down there. I never hear people complain. We're very happy.

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Rick Williams adjourned the meeting at 7:21 p.m.

**Next CAC meeting: Thursday, Oct. 20, 6–7:30 p.m.**

St. Philip Neri Parish, Carvlin Hall 2408 S.E. 16th Ave., Portland