

**Portland-Milwaukie Light Rail Project  
Citizens Advisory Committee  
Thursday, July 16, 2009  
Carvlin Hall, St. Philip Neri Parish  
2408 SE 16<sup>th</sup> Avenue**

**Meeting Notes**

**PMLR CAC Members Present:**

Rick Williams – CHAIR, Lloyd District Transportation Management Association  
Heather Andrews, Bicycle Transportation Alliance (BTA)  
David Aschenbrenner, Hector Campbell Neighborhood  
Lina Bensel, TriMet Committee on Accessible Transportation (CAT)  
Ray Bryan, Historic Milwaukie Neighborhood  
Valerie Chapman, Oak Grove  
Debbie Cronk, South Waterfront Neighborhood  
Barbara Dimick, Oak Grove  
David Edwards, Oak Grove  
Neil Hankerson, Dark Horse Comics  
Greg Hemer, Milwaukie Lumber  
Reid Kells, Sellwood-Moreland Neighborhood (SMILE)  
Lance Lindahl, Brooklyn Neighborhood (BAC)  
Eric Miller, Island Station Neighborhood  
Dan Packard, Eastmoreland Neighborhood  
Susan Pearce, Hosford-Abernethy Neighborhood (HAND)  
Valeria Ramirez, Portland Opera  
Henry Schmidt, Oak Lodge Community Council  
Joe Traverso, WW Metal Fab  
Dee Walsh, Central Eastside Industrial Council (CEIC)  
Dan Zalkow, Portland State University (PSU)

**PMLR CAC Members Absent:**

Michole Jensen, Ardenwald-Johnson Creek Neighborhood  
Ken Love, South Portland Neighborhood  
Rod McDowell, Oregon Museum of Science & Industry (OMSI)

---

**Rick Williams** (CAC Chair) welcomed everyone and opened the meeting.

Rick passed out information on Green Line preview rides. There were no comments on June's meeting summary.

---

**Portland-Milwaukie budget discussion and Q & A** presented by Dave Unsworth (TriMet Deputy Project Director)

Dave provided an overview of the Project's budget process including a description of how the project developed the \$1.4 billion estimate, how TriMet estimates, how the project tracks changes to the budget, what are the cost pressures, and where the budget is at this point in the project. Dave stated that the Locally Preferred Alternative (LPA) design is the basis for the budget. The LPA includes bridges, parking garages, shelters, light rail vehicles and other major features that make up a light rail alignment. Engineering, administration, right of way, labor, and material costs are examples of items included in a budget as well. Dave continued by saying that the project's goal is to build a high quality product and provided examples of the level of detail provided on the Green Line project. Attention to detail along the alignment, including public art, are very important. The goal of the project is to build to Park Avenue in Milwaukie.

Next Dave went over the cost of the project including inflation. Federal partners advised using a 4% inflation rate for the budget. From now to 2015, the budget includes \$185 million for inflation. Since the project waits to receive money from the government until after construction begins, it is important to go ahead and borrow the money to get started. It is important that the project not be delayed in order to stay on budget.

Dave then went over how we track our budget to keep it up-to-date. The scope of the project changes by noting additions/deletions greater than \$50K. All scope changes large and small are scrutinized. The Technical Advisory Committee (TAC), Project Management Group (PMG) and the Steering Committee analyze the project's scope changes. The Project Management Oversight Committee (PMOC), an outside consultant group hired by the Federal Transit Administration to review the project, meets with project staff quarterly to look over our shoulder to make sure schedule, cost, and scope all match up.

Dave described some of the changes to the Locally Preferred Alternative (LPA) and highlighted some of the cost increases/reductions included in the configuration management plan. One example, underwater utilities near the east bridge tower, could be affected by pile driving near the utilities. To address the risk associated with protecting or potentially moving the underwater utilities, the project has added cost to the configuration management plan to reflect this risk. Moving these utilities is speculative, but we budgeted for it because there is a risk.

Dave described how the project uses contingency. At 5% engineering, much is unknown about the project design and conditions that could be uncovered as the project moves forward. To address these unknowns, the project carries contingency on the base budget to reflect that there will be cost increase due to these unknown conditions. To get federal approval for Preliminary Engineering (PE) we must include 30% contingency in our budget. Dave explained allocated and unallocated contingencies.

Dave closed by summarizing the budget process and the next steps for the project.

## **Questions:**

**Dee Walsh** (CAC Member): How much money do we get from the federal government for this project?

**Dave Unsworth:** The project anticipates that the federal government will cover 60% of the project costs. The exact amount from the federal government will be based on the final design cost estimate.

**Valeria Ramirez** (CAC Member): How can an item be added as an external cost impact (Water Avenue, specifically)?

**Dave Unsworth:** It would be brought to us from one of our committees or a technical advisor or a project team leader, etc. We make a determination by looking at a cost/benefit analysis. With regard to SE Water Avenue, we are working with our partners to find a way to fund this project through a separate TIGER funding grant. Right now the relocation of SE Water Avenue is not part of the scope of the Portland-Milwaukie project.

**David Aschenbrenner** (CAC Member): Can you explain a “two-fer” with regard to the budget?

**Dave Unsworth:** Let’s use Moody Avenue as an example. The reconstruction of SW Moody Avenue between River Parkway and SW Gibbs is not our project, but there is some overlap with our project. It would also be helpful if SW Moody was reconstructed in its final condition at or before the light rail project is completed.

If we assist the City of Portland to get federal environmental clearance for the SW Moody Avenue project by including it in the Portland-Milwaukie Final Environmental Impact Statement, then it will make it easier for the City to construct this project if they utilize federal funds. Currently the City of Portland and TriMet are applying for TIGER grant funds for this reconstruction of SW Moody.

In this case, the two for one would be reconstructing SW Moody in a manner that works for the light rail project, for the City of Portland and the North Macadam District. This scenario would save time and money for both projects.

**Rick Williams** (CAC Chair) suggests that the budget discussion continue at future meetings as it is a complex and evolving process.

---

**Park Avenue Station: Report from second workshop** presented by Leah Robbins (TriMet East Segment Director)

Leah reported that the second Park Avenue Station workshop was successful. She stated that there was great attendance and a lot of different voices were heard. Leah’s

team presented some general concepts for discussion at the workshop to answer three primary questions:

- Location of station
- How to treat two “triangle” areas of open space
- Garage footprint

Leah reported a majority of workshop attendees said that a station located on the north side of Park Avenue was best. The location discussion was about whether the station should sit on the north or south side of Park Avenue. The Locally Preferred Alternative (LPA) recommended the station be located on north side of Park Avenue. In addition, attendees said open space around the Park & Ride lot should be “active” and “green”. Finally, the parking structure should be designed with aesthetics and functionality in mind.

Leah reminded the group that the images being shown were conceptual drawings. They are not the final design. Leah reported that green areas are important to the design. Allowing natural light to penetrate the parking structure is important as well. Leah mentioned a design to lower the height of the garage but keep same number of parking spaces.

Leah then reported on some more feedback she received from the workshop:

- Focus on bus connections
- Aging and disabled citizens increased use of transit will require special attention to station amenities
- Pedestrian overcrossing from garage to station if Park and Ride located on north side of Parke Ave
- Keeping plaza space active

Leah closed by reiterating that there are still many decisions to be made regarding the Park & Ride.

**Claudia Steinberg:** Workshop phase of the Park Avenue Park & Ride discussion is complete for now. We will continue to have stakeholder meetings. A stakeholder meeting will be scheduled this fall.

### **Questions:**

**Greg Hemer** (CAC Member): Has there been any talk about lights at Oatfield? Are you working on traffic mitigation?

**Leah Robbins:** Yes, this is part of our discussion and project plan. We will continue to do traffic analysis as the project progresses.

---

**Milwaukie monthly meetings report** presented by Grady Wheeler (City of Milwaukie)

Grady reported that at the onset of Preliminary Engineering (PE) the City of Milwaukie recognized that there would be a lot of information staff wanted their citizens to know about the Portland-Milwaukie project. Project staff wanted to identify key issues for their community and have a discussion around them. Beginning in May of this year, project staff began meeting once a month to discuss these issues. City of Milwaukie staff has generated a community issues list and are tracking those issues. Meetings are heavily advertized through various channels. Notes from the meetings are available to the public. Broadcasts of the meetings are played on channel 30. Some topics of the meetings include: asking for visual simulations to be added to the Final Environmental Impact Statement (FEIS); how light rail will affect pedestrian circulation downtown; access to Lake Road station using the Kellogg Bridge; and asking for additional traffic analysis. We are scheduled to meet through 2010, but will keep meeting beyond that if needed.

---

**Biological Assessment Update** presented by Mark Turpel (Metro Deputy Project Manager)

Mark asked the group to refer to the Biological Assessment (BA) handout. Mark reported that Metro, in partnership with TriMet, is responsible to complete the FEIS. In addition to the Final Environmental Impact Statement (FEIS), there is the Endangered Species Act that the project must comply with, which includes a biological assessment (BA). The BA must be completed and included in order to finish the FEIS.

Mark stated that his presentation would give an overview some of the issues covered in the BA. There are seven river/stream crossings and other impact sites that the project must address. The action area extends out a quarter mile from the alignment. Salmon, steelhead, and green sturgeon are all species that will be addressed. Project impacts, and how they are mitigated, will be treated in the Biological Assessment document.

Some specific areas that will be assessed are:

- Willamette River crossing
- Crystal Springs Creek crossing
- Johnson Creek crossing
- Crystal Creek Crossing
- Spring Creek crossing
- Kellogg Lake crossing
- Trolley Trail Waters
- Courtney Springs Creek crossing

Mark stated that the next steps include developing acceptable mitigations with resource agencies: National Marine Fisheries Service and the US Fish and Wildlife Service. State and local jurisdictions have regulations that need to be followed as well. Mark stated his hope to have approval by April 2010 so that the biological assessment can be inserted into the FEIS.

## **Questions:**

**Greg Hemer** (CAC Member): Is the list of endangered species complete?

**Mark Turpel:** Yes, we don't think there will be any surprises.

---

**Public Involvement Update** presented by Claudia Steinberg (TriMet Community Affairs Manager)

Claudia asked the group to look at their meeting log handout and discussed highlights from meetings. She also mentioned some important upcoming meetings.

---

## **CAC Member Roundtable**

**Lina Bense** (CAC Member): I would like to know more about how the waterways are impacted along the alignment.

**Eric Miller** (CAC Member): Concerns in Island Station neighborhood include getting to Lake Road Station and the bridge over Kellogg Lake.

**Debbie Cronk** (CAC Member): I'm excited about the bike/ped path over the Kellogg bridge. Kids currently use the railroad bridge inappropriately.

**Ray Bryan** (CAC Member): Would like to know more about funding from City of Portland and Clackamas County for the project.

**Dave Unsworth** answered Ray's question by stating the project is getting \$30 million from the City of Portland. We will go to Clackamas County for funding, but don't have a commitment yet. The project is \$15-16 million short right now, but we are making good progress on commitments thus far. TriMet will give approx. \$30 million; Milwaukie: \$5 million; Federal Government: \$850 million (assuming 60/40); Metro (Federal flex dollars): \$72.5 million; and lottery funds/state: \$250 million. There is also possibility of money from ODOT. We will need to have commitments finalized by March of 2010.

**Henry Schmidt** (CAC Member): I was given a business journal article about cable-stayed bridges and their impacts on migratory birds. Do you know about this?

**Rob Barnard:** Yes, we know about this. Our research will be included in our environmental document. Rob related that the proposed bridge is lower than adjacent bridges.

**Dave Unsworth:** I met with director of Audubon Society and he mentioned some positive impacts that the bridge may have on species, including falcon and bat habitat.

**Greg Hemer** (CAC Member): A property owner from downtown Milwaukie asked if his property was going to be wiped out. His business is on the corner of Washington and across from high school gym. Could someone contact the owner?

**Claudia Steinberg:** Yes.

**Barbara Dimick** (CAC Member): Reiterated the fact that high school kids cross railroad track illegally at Island Station and so supports a bike/ped path over Kellogg Lake. Also does not want to see anything crossing Park Avenue at the Park & Ride Station.

**Valeria Ramirez** (CAC Member): Are there any green/sustainability opportunities at the Park & Ride at Park Avenue?

**Leah Robbins** (CAC Member): Yes, we will be looking at opportunities all along the alignment.

**Dave Unsworth** (CAC Member): We will be looking at that in more detail around 25-30% engineering. We will be looking at a lot of storm water/water quality opportunities in addition to other opportunities.

**Dan Packard** (CAC Member): I think the lightwell at Park Avenue parking garage is really great design.

**Susan Pearce** (CAC Member): Stated that bike/ped community appreciates the Water Avenue re-route. Brooklyn neighborhood is affected by train noise.

**Public Comment:**

**Teresa Prusick**(Citizen): How are you going to publicize Tacoma meeting?

**Claudia Steinberg:** We want to use email, because it is environmentally friendly and we don't have the budget to send out a mailing for every meeting we have. People should go to our website to sign up. We work with our partners to get the word out.

**Rick Williams** thanked the committee for their time and closed the meeting.

The next CAC meeting will be on September 17, 2009 from 6-8 p.m.