

Fred Hansen Tracks Changes at TriMet

continued ▲ from Metro

server about these changes happening within the agency, and how these will affect Portland as a whole.

Is there a possibility of light rail heading into Vancouver?

We're in eyesight range of Vancouver, but it's an expensive little mile. The Columbia River Crossing Task Force (a group formed to oversee the process of developing the highway, transit, pedestrian and bike options for a new I-5 bridge) will present recommendations to the federal government by next spring, on where a new bridge will be sited and what kind of transit will be on the bridge.

Is there enough support from Clark County?

There are those on this side of the river who want light rail, and the mayor of Vancouver (Royce Pollard) agrees.

What are the other options on the I-5 bridge?

Options for a new I-5 bridge vary on the number of traffic lanes, but all alternatives involve high-capacity transit, and that could be light rail or bus rapid transit (except for an option to do nothing).

What are the differences in cost between these options?

Generally speaking, the rule of thumb is that Bus Rapid Transit (where buses travel the bridge in dedicated lanes) costs less to build but costs more to operate over time.

How is ridership along the Yellow Line, TriMet's newest light rail tracks?

Ridership on the Yellow Line was a little lower but now it's growing faster than any other MAX line in the system. This is somewhat coincidental with the high rise in gas, but it appears to be for a variety of reasons - there is a lot of transformation (along Interstate Avenue) and this region had been in a serious four-year recession that has now ended.

Is there any chance of street cars moving along dense urban areas like Martin Luther King Jr. Boulevard, Alberta Street or Mississippi Avenue?

It's best to talk to (City Commissioner) Sam Adams. (In a speech last month Adams asked the City Club of Portland to



Alvin Hall, the owner and operator at Rock and Road Construction, works on the Portland Mall MAX Light Rail Project.

imagine a streetcar line up Northeast Sandy Boulevard, Hawthorne, Killingsworth and Woodstock - all contemplations that are part of his 30-year rail transit plan.)

Will the I-205 light rail be as urban-

residents see it as a boon to their neighborhood.

How did Yellow Line construction affect small and minority-owned businesses?

We learned the biggest barrier of small and minority-owned businesses is that they are small and can't compete for large contracts. So we broke contracts into smaller, bite-sized bids and also provided technical assistance to small firms so they could be successful.

Are you doing the same with construction on the Milwaukie line?

The Yellow Line was the first public works project in the region to engage local small, women and minority-owned businesses. TriMet has further engaged with local communities by continuing to build the capacity of current DBEs and bringing new DBEs on

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— Fred Hanson TriMet General Manager

friendly as the Yellow Line?

The Interstate alignment goes down an important street in the community and I-205 will hug the interstate, but it will cross the middle of communities like Lents. Lents

Getting Into the Game

TriMet recruits minority contractors

James Posey, the African American owner of Work Horse Construction, describes the process of his and other minority firms competing for work as "feast of famine."

"We haven't been able to progress like everyone else in the market," he said.

But Posey and his employees are consistently busy these days with contracts in the ever expanding TriMet light rail network.

Posey, president of the Oregon chapter of the National Association of Minority Contractors (NAMCO) and a former mayoral candidate, hasn't always been impressed with TriMet. In fact, a decade ago he sued the transit agency over construction of the Westside Hillsboro light rail project.

Posey and NAMCO objected to the lack of minority contractor participation and the use of a nebulous, Denver-based firm instead of local crews.

"We lost, but basically it let them know we weren't going to sit down and let them run over us," Posey said.

TriMet general manager Fred Hansen joined the agency shortly after the Hillsboro expansion and just before construction on the Yellow

continued ▼ on page B6



James Posey



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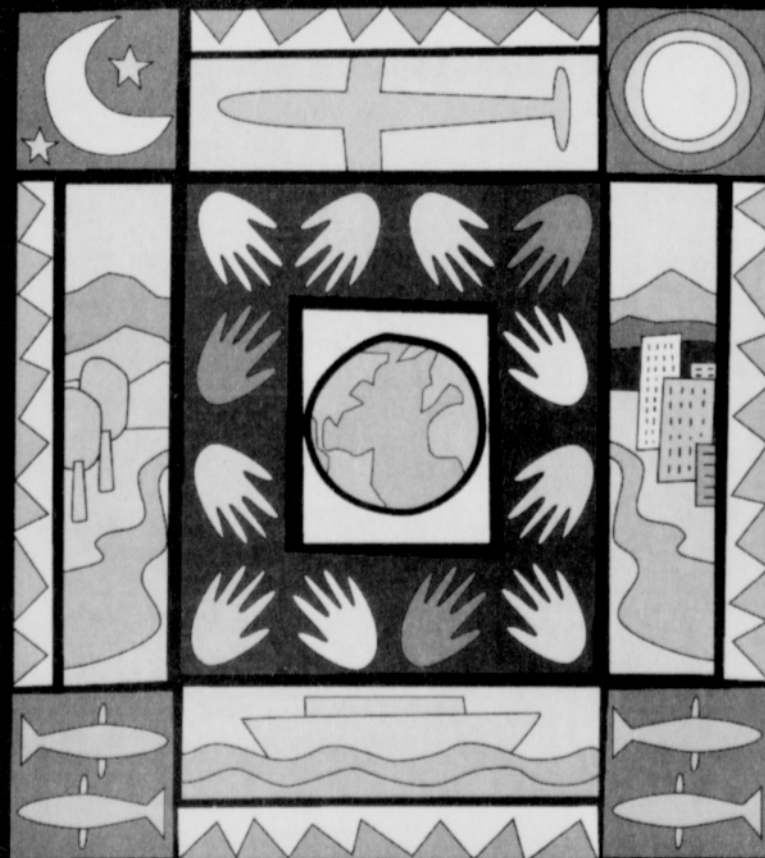
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