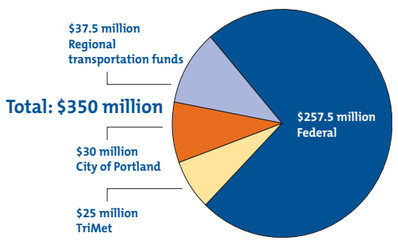
Vehicles

TriMet purchased 17 new low-floor rail cars sporting TriMet's new logo and colors, along with 10 more for ridership growth.

Transit-oriented development

The Yellow Line was intended to stimulate reinvestment in the commercial corridor and residential areas surrounding the MAX stations. Between the decision to build the Yellow Line in 1999 and July 2007, the assessed value of new development within 1/2 mile of Yellow Line station areas totaled $170 million. Notable new neighbors on Interstate Avenue include New Seasons grocery store, Trillium School, Providence Medical Clinic and an expansion of Kaiser Permanente's Interstate Medical Office, in addition to many new small businesses. The Overlook, a 30-unit condominium project located at N Interstate and Shaver, was completed in late 2007 and is the first new mixed-use project in a Yellow Line station area. Several other mixed-use projects are anticipated to break ground in 2008. New housing and commercial options increase the ease of a transit-oriented lifestyle.

Funding Snapshots



Timeline

1999 Preliminary design and environmental studies began
2000-2001 Project approval and construction
2002 Utility relocation completed
Winter 2003 Track/street/sidewalk construction completed
Summer 2003 Art pieces installed at all 10 stations
2003-2004 Signals, overhead power, shelters, testing
May 1, 2004 Opened four months ahead of schedule

Facilities

Length 5.8 miles
Stations 10

Surface Park & Rides 2 with 300 spaces each
Maintenance facility Expansion of the Ruby Junction Maintenance Facility in Gresham accommodates the new trains

Annual Ridership

FY04 – .7 million
FY05 – 3.94 million
FY06 – 3.84 million
FY07 – 4.18 million

Frequency

Trains run every 10-15 minutes, roughly between 5 a.m. and 1:30 a.m.

Travel times

25 minutes from Expo Center to downtown Portland (MAX Yellow Line service travels through downtown Portland on the MAX Blue Line tracks from the junction at Rose Quarter.)

Bus connections

Includes 12 connections with TriMet bus lines along the Interstate alignment and numerous bus lines downtown.

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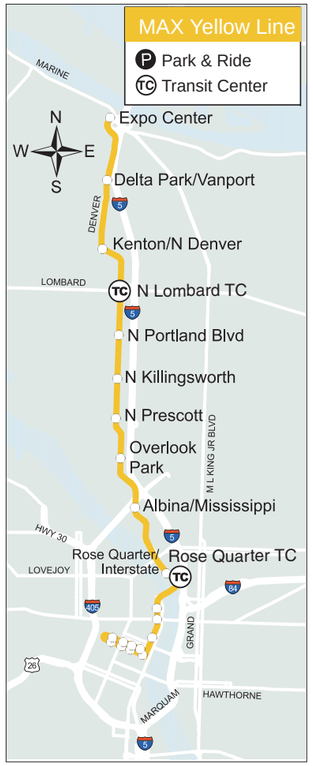
May 2008

Interstate MAX Yellow Line

TriMet's fourth light rail project opened four months early and millions under budget. Savings and innovations came from every area of the project, and transit-oriented development continues to transform the Interstate corridor.

Background

The Interstate MAX Yellow Line is a 5.8-mile extension of MAX connecting downtown Portland, the Rose Quarter, North Portland neighborhoods, Portland International Raceway and the Expo Center. The project was originally part of a longer light rail extension, the South-North light rail project, which would have stretched from the southern suburb of Milwaukie through Portland and across the Columbia River into Vancouver, Washington. Clark County, Washington, voters rejected financing their segment of that line in 1995. Three years later, the Portland region rejected a property tax increase for a revised Oregon-only project, though it was supported in Multnomah County and in the City of Portland.



Support revives light rail for North Portland

Portland business and neighborhood leaders asked TriMet and Metro to find a way to build the "north" segment but address several issues. They wanted a less expensive project, no home or business displacements, and no increase in property taxes. The Interstate MAX light rail project met those criteria.

The new MAX extension opened four months earlier than projected. Ridership has been strong since opening day.

Nearly 74 percent of the $350 million project cost was federally funded. This unusually high level of federal participation recognized the region's investment in the Airport MAX Red Line, which was constructed without federal funds. This brought the federal share for Interstate MAX to $257.5 million. Regional transportation funds, City of Portland and TriMet funds made up the $92.5 million balance.

Design and construction highlights

Community-focused design

A design priority was to transform Interstate Avenue into a pedestrian-friendly, multi-modal urban street. Interstate MAX serves long-established, diverse neighborhoods with a strong sense of community. Station placement, design and art elements reflect the adjacent communities. The project also enhances the

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streetscape by tripling the number of trees along Interstate Avenue. Since the project is constructed at grade within the existing street right-of-way, it integrates safety, lighting and aesthetics into the alignment design.

Rose Quarter junction

The MAX Yellow Line separates from its shared alignment with the MAX Blue Line at the east end of the Steel Bridge. Immediately after the junction, Interstate MAX enters the median of the Yellow Line, which it follows for the next 4.5 miles, climbing a six percent grade between Albina and Overlook Park stations.

Moving Paul Bunyan

In the Kenton neighborhood, a 37-foot, six-ton statue of Paul Bunyan served as a community icon for more than 40 years—and stood in the middle of the planned alignment. In a community event, the statue was moved 59.2 feet to a new plaza. Across from the statue, bright blue, hoof-shaped seating sculptures invoke Paul's legendary companion, Babe the Blue Ox.

Community art celebrates cultural diversity

Guided by an art advisory committee comprised of citizens and art professionals who live or work near the Interstate corridor, TriMet's Public Art Program captured the diverse cultural and historic character of the 10 station areas. It also provided direction for the 18 artists and writers who developed more than 50 art elements for the line, and inspiration for an oral history project entitled *Intersections: TriMet Interstate MAX Light Rail Community History Project.*

Construction innovations

A model in earth-friendly construction

A tall sculpture suggestive of a ship's prow at the N Prescott St MAX Station gathers and funnels rainwater to a drain leading to the nearby bio-filtration greenspace.

Interstate MAX used innovative, green construction practices previously not widely applied to light rail construction. The focus on green construction saved $3 million in construction costs. Examples include:

- Using 6,000 recycled plastic railroad ties in embedded trackway
- Employing recycled plastic bollards and chains to discourage trespassing
- Creating art elements for stormwater management
- Recycling asphalt and concrete as base materials for roadways, trackway and sidewalks
- Expanding wetlands and tripling the number of trees along the alignment
- Reusing excavated soils in sewer trenches and planters, saving on hauling and disposal
- Recycling excavated old trolley rails
- Designing system support buildings to shed rainwater into the ground rather than into the storm sewer system

Success with DBEs and workforce diversity

From the beginning, TriMet wanted the community in North and Northeast Portland to benefit economically from the Interstate MAX project as much as possible. It also committed to using contractors and a workforce on the project that reflected the diversity of the community. In the process, TriMet created a national model for Disadvantaged Business Enterprise (DBE) involvement. Through innovative contracting—including breaking up large contracts into smaller ones and rotating DBE subcontractors within a scope of work—as well as technical and financial assistance to DBEs, TriMet worked together with its prime contractors to achieve some remarkable results:

- 19 percent ($35 million) of the project's total contracting dollars went to local DBEs
- $8.1 million in contracts went to DBE subcontractors in North and Northeast Portland

Business support program

Many of the businesses along Interstate Avenue are small, owner-operated enterprises. To minimize construction impacts, TriMet maintained access to businesses along the avenue and worked in 3- to 4-block segments to complete work as quickly as possible.

To further offset possible construction impacts, partner agencies created an advertising campaign to draw in business. The broad-based campaign included advertisements, direct mail, promotions, financial assistance, technical workshops for the businesses and a "Lunch Bus" that brought 14,000 people to Interstate restaurants. Over 50 new businesses had opened on Interstate Avenue by December 2004.

Ahead of schedule and under budget

The Interstate MAX project opened four months early on May 1, 2004, and millions under budget. Much of the time and money savings came from these initiatives:

- Value engineering
- Utilizing the construction management/general contractor delivery method
- Bringing the construction contractor early into the design phase
- Using innovative construction practices and materials

Technical highlights

Safety

Because of its highly pedestrian environment, a post and chain barrier was installed between the tracks for the length of the project. This system, previously used on the Eastside MAX line, prevents passengers from walking out behind a train into the path of an oncoming one. The use of recycled plastic bollards (posts) and chain eliminated the need for an expensive grounding system, which had been required with the steel chains and bollards used on TriMet's previous rail projects. Zee crossings were also used to protect pedestrians, and new countdown crossing signals were introduced—the first use of these in Portland.

Vanport Bridge

North of Kenton, Yellow Line MAX is carried on an elevated structure. The 4,000-foot-long Vanport Bridge carries light rail over several industrial properties, a railroad, slough, floodplain and highways. By far the longest structure built on the MAX system to date, it was named in memory of the city of Vanport. Formerly located at this site, the city was washed away by floodwaters in 1948, killing at least 15 people and leaving 18,000 residents homeless.