

American Recovery and Reinvestment Act Project Descriptions and Estimated Costs – Tri-County Metropolitan Transportation District of Oregon (TriMet)

<i>Project Title</i>	<i>Narrative Description</i>	<i>Estimated Cost and Amount of Covered Funds</i>
Bike Parking Improvements	Bike-transit connections have increased dramatically across the region in the last 20 years with the expansion of MAX. With limited bike access on the trains, bike lockers have been located at many stations. Demand for secure, sheltered bike parking has far exceeded supply. This project addresses the demand for secured bike storage at three key locations: Sunset Transit Center, Beaverton Transit Center and Gresham Transit Center by upgrading existing bike lockers, installing new bike lockers and building secured bicycle parking facilities.	\$1,125,916
Bus Street Maintenance Projects	During construction of the region's fifth light rail line, downtown Portland bus service moved to 3 rd and 4 th avenues, and Jefferson and Columbia streets. Bus service creates a lot of wear and tear, and degradation to the street pavement. TriMet will repave 3 rd and 4 th , and because buses will remain on Columbia and Jefferson, we added concrete bus pads at stops along those two major bus transit streets. This project reduced on-going preventative maintenance at these locations and improved the rider experience. TriMet's regional partners contributed \$650,000, 50% of the project's cost.	\$1,226,902
Cross-mall transit tracker	TriMet provides real-time bus and MAX train arrival information (called Transit Tracker) to riders at heavily used transit locations. This customer amenity is one of many that have attracted more riders to transit in the region. With this project, TriMet installed Transit Tracker at 12 heavily used bus stops in downtown Portland, improving customer safety and convenience.	\$160,987
Elmonica Maintenance Facility Roof Replacement	The Elmonica Maintenance Facility is one of two facilities that support rail car maintenance for the region's light rail system. The building's existing roof has persistent leaks, which require frequent maintenance. This project replaces the roof to reduce preventive maintenance costs.	\$750,000
Fencing along the I-205 Light Rail alignment	In September 2009, TriMet opened the MAX Green Line along the I-205 corridor, its fifth light rail project. This project provided for additional fencing adjacent to the popular I-205 multi-use path, used by many pedestrians and cyclists. The fencing improves safety by preventing pedestrian access to adjacent light rail right of way.	\$1,577,000

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Foster Road Layover Concrete Bus Pads	Foster Rd. serves as a bus layover zone for three highly used bus lines in this corridor and a future bus stop connection to a new light rail line. Due to constant use, the standard roadway surface and base have degraded significantly. This project will address the failing infrastructure by replacing the shoulder with a concrete pad and base designed to accommodate buses, minimizing future maintenance costs. TriMet applied and received these ARRA funds from the Oregon Department of Transportation for this project.	\$403,092
Gresham Central and 82nd Avenue platform Access Control and Illumination Project	TriMet's light rail MAX system provides more than 117,000 rides per weekday. MAX stations provide open access to the platform where riders buy tickets and board the system. The Eastside MAX Blue Line is the region's oldest light rail corridor, opened nearly 23 years ago. The 82nd Avenue station and Gresham Central Transit Center are two of the busiest stations in this area and also provide connections to local bus service. TriMet is piloting a new station design to improve safety, security and fare compliance at these locations. The project included installing new railing, lighting and signage for the Gresham Central and 82nd Avenue Platforms.	\$740,000
Ice Cap Installation on the I-205 light rail Catenary System	TriMet's MAX light rail service provides more than 117,000 rides per weekday. During inclement weather, ridership soars. In the east part of the region, frigid east winds and colder temperatures bring freezing rain to the area, threatening the overhead catenary system and creating service disruptions. This project provided parts and installation of icecaps to protect the light rail overhead power line from accumulating ice, improving service reliability during inclement weather.	\$314,939
Intersection Repairs - Morrison/Yamhill	The Morrison and Yamhill corridors serve as the spines of TriMet's downtown Portland light rail system, serving thousands of riders each weekday. The failing infrastructure (subgrade and mortar set pavers) beneath the light rail tracks at 10 corridor intersections was replaced to maintain safe and reliable service. TriMet's regional partners contributed \$1,000,000 of ARRA funds, or 50% of the project's cost.	\$1,796,908
IT Server Room climate control system	The IT server room supports nearly all of TriMet's transit functions, from operator assignments to customer service information. This project made the server room more environmentally friendly, creating hot and cold aisles, resulting in lower electricity costs and more efficient system operations.	\$50,444

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Lighting along the Multi-use path adjacent to the I-205 Light Rail	Located in the No. 1 biking city in the country, TriMet supports the strong integration of biking and transit. The I-205 multi-use path is adjacent to the region's MAX Green Line, which opened in September 2009. The path provides a key connection for cyclists and pedestrians to access the new MAX line. The project extended lighting along this multi-use path from the Lents Town Center Station to the southern terminus at Clackamas Town Center Station. This improvement enhanced safety along the corridor and encourages more people to ride bikes and walk to transit. The Oregon Department of Transportation contributed \$2,500,000 ARRA funds, or 82% of the project's cost.	\$5,227,098
Merlo Fuel/Wash & LIFT Buildings	The Merlo Bus Maintenance Facility supports all of TriMet's Westside bus lines. The fuel and wash building located at this facility has been in failing condition for many years. A LIFT paratransit facility that supports TriMet's Westside operations of door-to-door ADA service, was co-located at this facility in a leased space. This project replaced the aging and inefficient bus fueling and wash facility and built a new LIFT operations building on TriMet property which is expected to open in late February 2011.	\$10,965,861
Milwaukie Park & Ride	TriMet built a new 315-space Park & Ride facility at the intersection of SE Milport Rd. and SE McLoughlin Blvd. in Milwaukie to provide Park & Ride facilities to the heavily traveled McLoughlin corridor, enabling commuters to use four TriMet bus lines (31-Estacada, 32-Oatfield, 33-McLoughlin and 99-Express). This project allowed a Park & Ride to return to this site, which was at capacity before it closed several years ago. TriMet applied and received ARRA funds from the Oregon Department of Transportation for this project.	\$1,500,000
Pedestrian Crossing Improvements	In an effort to bring TriMet's oldest light rail line, the Eastside Blue Line, up to current industry best practice standards, this project upgraded various street and rail crossings at light rail stations along the corridor. This project was a priority in TriMet's ongoing work to improve safety measures to support pedestrians and persons with disabilities throughout its system.	\$894,116
Preventive Maintenance	TriMet is experiencing record ridership as resources are retracting during a recession. This project funded critical preventive maintenance activities, including rebuilding and overhauling bus and rail vehicles that are critical to extending longevity. This project also included preventive maintenance to buildings, track, elevators, catenary, substations, communication and signals.	\$19,540,734

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Rail Track and Structure Repairs	To maintain its growing light rail system, which provides more than 117,000 rides each day, TriMet purchased and installed expansion joints and performed track lining to remove speed restrictions on light rail vehicles. This will result in improved system operation, reduced maintenance and shorter travel times for riders.	\$1,343,798
Repainting eastside light rail stations	In an effort to bring TriMet's oldest light rail line, the Eastside Blue Line, to newer conditions, TriMet repainted five Eastside stations. This project consolidated a contract for painting in a single coordinated effort, providing economies of scale and, once painted, enhancing the customer experience.	\$359,276
Replacement of broken Concrete at the Center Street Bus Facility	TriMet's Center Street Bus Maintenance Facility supports the highest volume of buses in the region. Bus parking and travel lanes at the Center Street facility experience excessive wear and tear. This project is an investment in basic infrastructure, by reducing bus wear and tear and avoiding more costly repairs later.	\$213,169
Replacement of broken Concrete at the Merlo Bus Yard	TriMet's Merlo Bus Maintenance Facility supports the region's Westside service. Bus parking and travel lanes are showing excessive wear and tear. This project improved the failing infrastructure by removing existing concrete, restructuring of sub-grade as necessary and placement of new concrete slabs.	\$319,126
South Mall light rail terminus alternative energy project	This project created the infrastructure for the future installation of solar and wind power generators at the terminus of the MAX Green Line in downtown. This sustainable energy pilot project is adjacent to the state's largest university – Portland State University—and will ultimately power electrical systems at a substation and a communications building on site.	\$1,231,935
Southeast Transit Police Precinct at Clackamas Town Center Garage	In September 2009, TriMet opened the new MAX Green Line, its fifth light rail project. This project constructed a new transit police precinct at the terminus of this line. This new precinct is improving safety and security on the rail system, as well as deterring criminal activity in the parking garage. The project includes two plumbed holding cells, allowing transit police to quickly and easily hold suspects in a secure location.	\$569,660
Tactile Paver Repair/Replacement at 5 stations	In an effort to update some of TriMet's older MAX stations, this project provided fundamental infrastructure improvement, replacing pavers at five light rail platforms on which the existing pavers were failing. These pavers are critical for customer safety and help reduce long-term maintenance costs.	\$65,673

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Tigard Transit Center – storm-piping repair	The popular Tigard Transit Center provides connections to five bus lines and to the new WES Commuter Rail line. Stormwater pipes at this transit center had extensive root intrusion, causing leaks and a need for annual root clearing. This project removed existing cracked concrete pipes and replaced them with root resistant pipes, resulting in lower annual maintenance costs and more effective management of stormwater runoff.	\$34,860
Track Switch heaters	TriMet's MAX light rail service provides more than 117,000 rides per weekday. During inclement weather, ridership soars. Frozen switches have caused serious delays and disruption to riders during recent winter storms. Track switch heaters are critical to preventing freezing of switches during winter weather and improving service reliability. This project retrofitted critical track switches with covered switch heaters.	\$1,647,756
Transit Tracker installation at I-205 MAX stations	TriMet provides real-time bus and MAX train arrival information (called Transit Tracker) to riders at heavily used transit locations. This customer amenity is one of many that have attracted more riders to transit in the region. This project provided Transit Tracker at all eight stations along the I-205 line. Transit Tracker enhances the safety and security of riders by providing arrival information and emergency service disruption information.	\$116,533
Underground Storage tank replacement Center Garage	The Center Street Bus Maintenance Facility supports the highest volume of buses in the region. TriMet owns and operates underground storage tanks used for dispensing oils and fluids as well as collecting and storing used oils for off-site recycling, processes essential for daily bus maintenance operations. This project removed six single-walled underground storage tanks and replaces them with four double-walled tanks with improved leak detection. The old tanks were reaching the end of their useful life. Project also addressed environmental and economic concerns at the facility.	\$509,957
Wayside Horns Tualatin RR crossings	With the addition of Oregon's first commuter rail line in February 2009, TriMet worked with the City of Tualatin to reduce horn noise along this transit corridor and adjacent residential neighborhoods. This project included the purchase and installation of new wayside horns at several intersections, and the development of a "quiet zone" encompassing four other crossings. TriMet's regional partners contributed \$939,000 of ARRA funds to this project, about one-third of the project's cost.	\$939,000

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Willow Creek Pocket Tracks	This project would construct a new light rail pocket track at the Willow Creek/SW 185 th Ave Transit Center. This project would allow TriMet to extend the Red Line from the Beaverton Transit Center six stations to the west, increasing passenger capacity and reducing overcrowding. Project cancelled due to projected cost estimates to complete.	\$107,885