

**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. TriMet has a waiting list for lockers at a number of locations along the Westside MAX light rail corridor. This project would increase bike facilities and alternative transit opportunities for hundreds of regional bike commuters.	\$1,000,000
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 will add concrete bus pads at stops along those two major bus transit streets. This will reduce on-going preventive maintenance at these locations and improve the rider experience. TriMet's regional partners are contributing \$650,000, 50% of the project's cost.	\$1,300,000
Cross-mall TransitTracker	TriMet provides real-time bus and MAX train arrival information (called TransitTracker) 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 would install TransitTracker at 12 heavily used bus stops in downtown Portland, improving customer safety and convenience.	\$250,000
Elmonica Maintenance Facility Roof Replacement	The Elmonica Maintenance Facility is one of two facilities that supports rail car maintenance for the region's light rail system. The building's existing roof has persistent leaks, which require frequent maintenance. This project will replace the roof to enhance the functionality of the facility and reduce preventive maintenance costs.	\$750,000
Fencing along the I-205 Light Rail alignment	In September, TriMet will open the MAX Green Line along the I-205 corridor, its fifth light rail line. This project would provide additional fencing adjacent to the popular I-205 multi-use path, used by many pedestrians and cyclists. The fencing will improve safety by preventing pedestrian access to adjacent light rail right of way.	\$1,544,000
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 would 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.	\$200,000

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Gresham Central and 82nd Avenue platform Access Control and Illumination Project	TriMet's light rail MAX system provides 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 includes new fencing and lighting and new 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 107,000 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 will provide parts and installation of icecaps to protect the light rail overhead power line from accumulating ice, improving service reliability during inclement weather.	\$310,000
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 needs to be replaced to maintain safe and reliable service. TriMet's regional partners are contributing \$1,000,000 of ARRA funds, or 50% of the project's cost.	\$2,000,000
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 would make the server room more environmentally friendly, creating hot and cold aisles, resulting in lower electricity costs and more efficient system operations.	\$50,000
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 future MAX Green Line that will open in September 2009. The path provides a key connection for cyclists and pedestrians to access the new MAX line. The project would extend lighting along this multi-use path from the Lents Town Center Station to the southern terminus at Clackamas Town Center Station. This improvement will enhance safety along the corridor and encourage more people to ride bikes and walk to transit. The Oregon Department of Transportation is contributing \$2,500,000 ARRA funds, or 82% of the project's cost.	\$3,054,000
Merlo Fuel/Wash & LIFT Buildings	The Merlo Bus Maintenance Facility supports many of TriMet's Westside bus lines and has been in failing condition for many years. The most serious failures relate to the Fuel/Wash building. In addition, it is located near a LIFT paratransit facility that supports TriMet's Westside operations of door-to-door ADA service. The LIFT service building is leased, and because of the building owner's desire to utilize this building for their own use, this project will replace the aging and inefficient bus fueling and wash facility, and construct a new LIFT operations building.	\$13,500,000

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Milwaukie Park & Ride	TriMet will build 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 will allow a park and 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.	\$3,200,000
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 will upgrade various street and rail crossings at light rail stations along the corridor. This project is a priority in TriMet's ongoing work to improve safety measures to support pedestrians and persons with disabilities throughout its system.	\$500,000
Preventive Maintenance	TriMet is experiencing record ridership as resources are retracting during a recession. This project will fund critical preventive maintenance activities, including rebuilding and overhauling bus and rail vehicles that are critical to extending longevity. This project also includes preventive maintenance to buildings, track, elevators, catenary, substations, communication and signals.	\$15,240,734
Rail Track and Structure Repairs	To maintain its growing light rail system, which provides more than 107,000 rides each day, TriMet will purchase and install 10 pairs of expansion joints and perform track lining to remove speed restrictions on light rail vehicles. This will result in improved system operation, reduced maintenance and create shorter travel times for riders.	\$1,659,891
Repainting eastside light rail stations	In an effort to bring TriMet's oldest light rail line, the Eastside Blue Line, to newer conditions, TriMet will repaint five Eastside stations. This project will consolidate a contract for painting in a single coordinated effort, provide economies of scale and, once painted, enhance the customer experience.	\$270,000
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, which will reduce bus wear and tear and avoid more costly repairs later.	\$220,000
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 will improve the failing infrastructure by removing existing concrete, restructuring of sub-grade as necessary and placement of new concrete slabs.	\$360,000

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South Mall light rail terminus alternative energy project	This project will support installation of solar and wind power generators, including 22 wind turbines, at the terminus of the MAX Green Line, scheduled to open in September 2009, in downtown Portland. This sustainable energy pilot project is adjacent to the state's largest university – Portland State University, and will provide an educational opportunity for students, while running electrical systems at a substation and a communications building on site.	\$1,200,000
Southeast Transit Police Precinct at Clackamas Town Center Garage	In September, TriMet will open the new MAX Green Line, its fifth light rail line. This project will construct a new transit police precinct at the terminus of this line. This new precinct will improve safety and security on the rail system, as well as deter 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.	\$600,000
Tactile Paver Repair/Replacement at 5 stations	In an effort to update some of TriMet's older MAX stations, this project provides fundamental infrastructure improvement, replacing pavers at five light rail platforms on which the existing pavers are failing. These pavers are critical for customer safety and will help reduce long-term maintenance costs.	\$45,000
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. Existing stormwater pipes at this transit center have extensive root intrusion, causing leaks and a need for annual root clearing. This project removes existing cracked concrete pipes and replaces them with root resistant pipes, resulting in lower annual maintenance costs and more effective management of stormwater runoff.	\$75,000
Track Switch heaters	TriMet's MAX light rail service provides more than 107,000 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 retrofits critical track switches with covered switch heaters.	\$1,200,000
TransitTracker installation at I-205 MAX stations	TriMet provides real-time bus and MAX train arrival information (called TransitTracker) 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 would provide TransitTracker at all 8 stations along the I-205 line. TransitTracker enhances the safety and security of riders by providing arrival information and emergency service disruption information.	\$125,000

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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 removes six single-walled underground storage tanks and replaces them with four double-walled tanks with improved leak detection. The tanks are reaching the end of their useful life and are due for replacement. Project addresses environmental and economic concerns at the facility.	\$435,000
Wayside Horns Tualatin RR crossings	With the addition of Oregon's first commuter rail line in February, TriMet is working with the City of Tualatin to reduce horn noise along this transit corridor and adjacent residential neighborhoods. This project includes the purchase and installation of new wayside horns at several intersections, and/or the development of "quiet zones" at intersections. TriMet's regional partners are contributing \$689,000 of ARRA funds to this project or 73% of the project's cost.	\$939,000
Willow Creek Pocket Track	To support future expansion of TriMet's MAX light rail system on the Westside, this project will construct a new light rail pocket track at the Willow Creek/SW 185 th Ave Transit Center. This project will allow TriMet to extend the Red Line from the Beaverton Transit Center six stations to the west, increasing passenger capacity and reducing overcrowding.	\$2,565,000

Note: As a result of additional ARRA funding for preventive maintenance, TriMet is able to provide \$500,000 to repair infrastructure for the Willamette Shore Trolley Line and \$240,000 to adapt an historic transit shelter in downtown Portland into a small business retail space that will improve the transit and commercial environment and thereby support higher transit use.