



PORTLAND-MILWAUKIE
LIGHT RAIL PROJECT

What's Next?

Preliminary Engineering (PE): Spring 2009–Spring 2010

- Refine design of major elements (e.g., track alignment, station locations, bridge types, Park & Ride types). Bring design from 5 percent complete to 30 percent complete.
- Consultant team is hired (civil and traffic engineers, architects, etc.)
- Perform engineering surveys (e.g., confirm topography and property lines) and traffic studies
- Refine schedule and projected costs (design, real estate acquisitions, construction, long term operations, maintenance, etc)
- Develop financing plan and confirm local funding commitments
- Identify required real-estate, utility, railroad and other third party agreements
- Draft Conceptual Design Report (narrative description and visual presentation of refined design; explains process, responds to questions and recommendations)

Key issues

- Urban design of station amenities (e.g., shelter type)
- Safety and security on trains and at stations and Park & Rides (e.g., lighting and security cameras)
- Streetscape design standards (e.g., lane widths, landscaping requirements)
- Bike and pedestrian access (e.g., routes to stations, type of parking at stations)
- Traffic analysis, including freight access issues
- Public art (identify themes and opportunities)
- Park & Ride size and design (e.g., surface spaces versus spaces in-garage)

- Transit operations, including bus service connections
- Type, size and location of major structures (bridges, over crossings, parking garages)

Milestones/Activities

- Spring, summer and fall 2009 – review refined designs of major elements with stakeholders
- Winter 2010 – submit refined plans and request to enter Final Design to Federal Transit Administration (FTA)
- Winter 2010 – perform Risk Assessment (FTA-required study of cost and schedule risks)

Final Environmental Impact Statement (FEIS): Spring 2009–Spring 2010

- Further analyze impacts of the project, including natural resources, noise/vibration, traffic, safety/security, right-of-way acquisition and business displacements, etc.
- Determine mitigations—actions that reduce the impacts of the project—using technical analysis and community input; occurs throughout the process
- Respond to all comments submitted during Supplemental Draft Environmental Impact Statement public comment period
- Publish Final Environmental Impact Statement (FEIS), which describes impacts and mitigations and provides responses to public comments
- FTA responds by issuing Record of Decision (ROD)

Record of Decision (ROD): Summer 2010

- This document provides the Federal Transit Administration's rationale for their decision on the project
- FTA confirms that mitigation strategies identified in FEIS are appropriate
- FTA allows project to begin right-of-way acquisition (purchase property)

Final Design: 2011-2012

- Continue refining designs, including value engineering (seeking lowest cost options). Bring design from 30 percent complete to 100 percent complete.
- Hire construction management general contractor and design-build contractor to help refine construction plans and cost estimates
- Finalize finance plan
- Purchase property and complete other third party agreements
- Begin advanced construction (relocate utilities in conflict with construction areas; potential start on bridge elements, etc.)

Milestones/Activities

- Ongoing 2011-2012 – review refined designs with stakeholders
- Early 2012 – submit final plans to FTA and request Full Funding Grant Agreement

Full Funding Grant Agreement: mid 2012

- FTA agrees to fund construction, with specific terms and conditions (e.g., mitigation for impacts)

Construction: 2011-2015

- Complete utility work
- Construct bridges, walls, streets/intersections, tracks, stations, electrical systems, Park & Rides, bike and pedestrian facilities, mitigation sites, etc.
- Continue planning for transit operations, including bus connections

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Portland-Milwaukie Light Rail Project is a partnership among:

