TRIMET

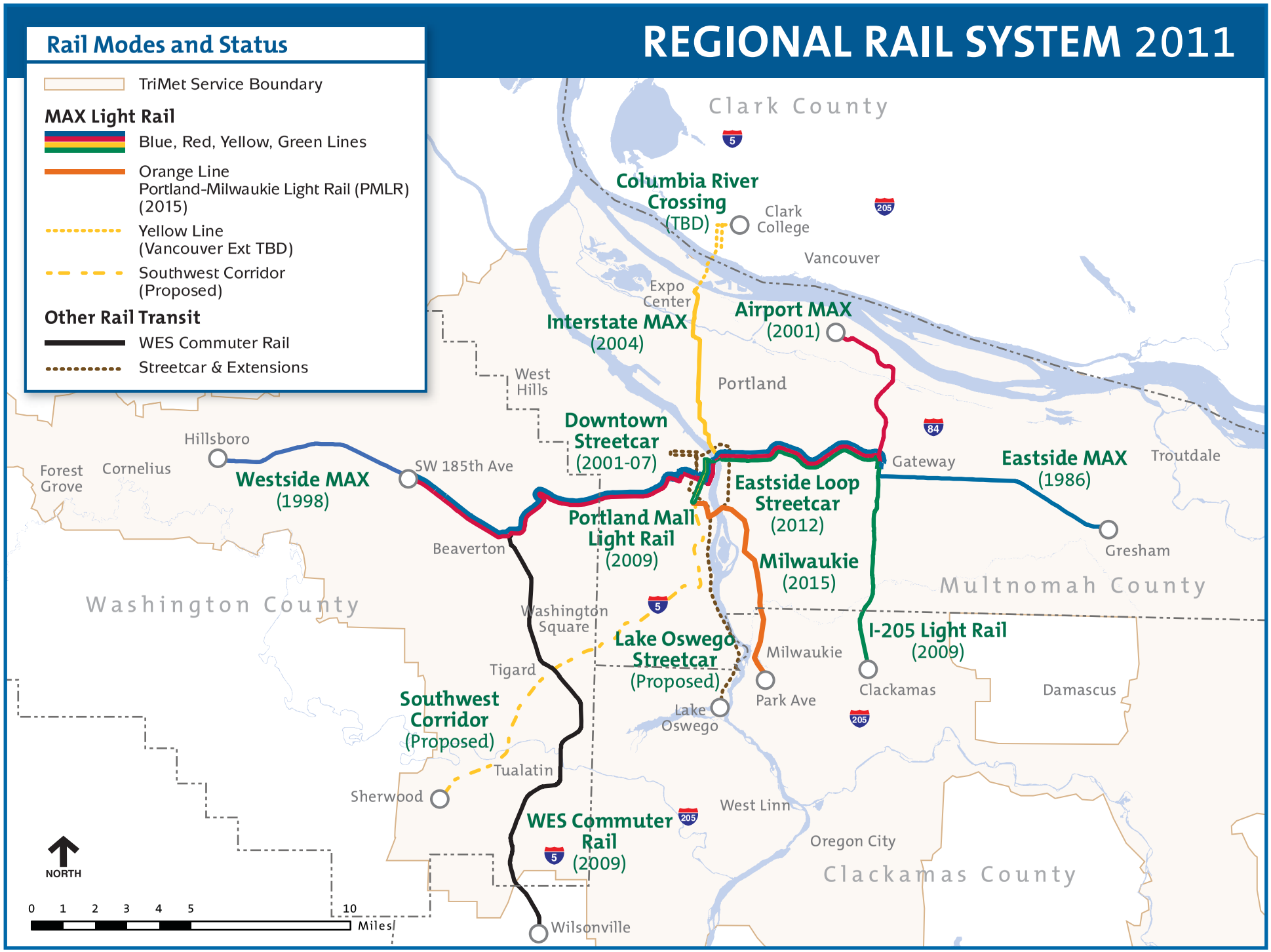
January 2012

Status Report

Portland-Milwaukie Light Rail • Safety Performance • Transit Equity
DBE Program • Bus Replacement • Stimulus Projects
SW Moody • Portland Streetcar Loop

Jurisdictional partners

Clackamas County · Metro · Milwaukie, Oregon · Multnomah County · Oregon City · The Oregon Department of Transportation · Portland, Oregon · PDC Portland Development Commission · TriMet


REGIONAL RAIL SYSTEM 2011
Rail Modes and Status
TriMet Service Boundary
MAX Light Rail
Blue, Red, Yellow, Green Lines
Orange Line
Portland-Milwaukie Light Rail (PMLR)
(2015)
Yellow Line
(Vancouver Ext TBD)
Southwest Corridor
(Proposed)
Other Rail Transit
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Streetcar & Extensions
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Airport MAX
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Downtown Streetcar
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Forest Grove
Cornelius
Westside MAX
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SW 185th Ave
Gateway
Eastside MAX
(1986)
Troutdale
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Portland Mall Light Rail
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I-205 Light Rail
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Milwaukie
Tigard
Park Ave
Clackamas
Damascus
Lake Oswego
Southwest Corridor
(Proposed)
Tualatin
Sherwood
West Linn
WES Commuter Rail
(2009)
Oregon City
Clackamas County
Wilsonville
NORTH
0 1 2 3 4 5 10
Miles

Ready to Go!

"There are no significant issues in the Risk Assessment report because of the fine job TriMet did in PE addressing all the management deliverables in the PDP. We gave you good credit for the UPRR P&S Agreement, the LONP, and receiving the ROD to mitigate the schedule risks in regards to meeting the in-water window ... no critical elements as we work to finalize the project."

– Project Management Oversight

"We included (TriMet's) drawdown curves to show your good forward thinking for risk mitigation."

– Project Management Oversight

"Portland excels at alternative options. The TriMet buses link seamlessly with 52 miles of light rail and the nation's first new streetcar line in a half-century."

– Sunset Magazine, February 2011

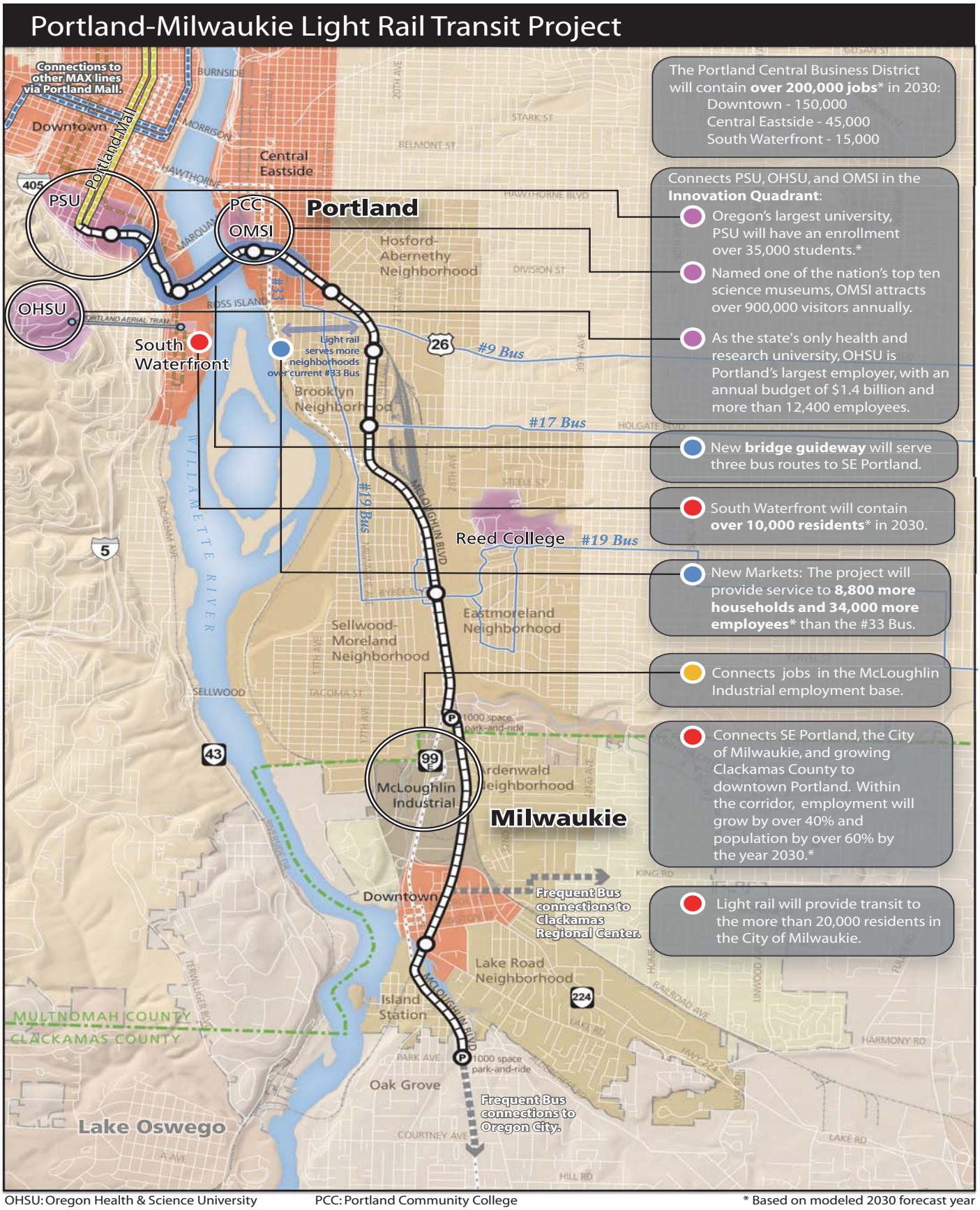
"As President Obama made clear in his State of the Union Address, we must win the future by investing in a modern transportation network that will enable us to out-compete the rest of the world. Portland already boasts a world-class light-rail system, and this addition will enhance access to the South Waterfront and destinations across the Willamette River."

– Ray LaHood, U.S. Secretary of Transportation, in The Oregonian, February 16, 2011

Congress has agreed to move forward with a $1.955 billion New Starts appropriation for FY 2012. $510 million of that amount is identified for five new FFGAs; one of these is the Portland-Milwaukie Light Rail Transit Project.

"The new starts program, which will fund the PMLR project, received a substantial increase in funding, to just over $1.9 billion. This bodes very positively for timely approval of the PMLR Full Funding Grant Agreement."

– Neil McFarlane, General Manager, TriMet, in briefing to TriMet Board of Directors on November 23, 2011



OHSU: Oregon Health & Science University
OMSI: Oregon Museum of Science and Industry
PCC: Portland Community College
PSU: Portland State University
* Based on modeled 2030 forecast year

Portland-Milwaukie Light Transit Rail Project

In-water construction of the new Portland-Milwaukie Light Rail Bridge started on July 1, 2011.

Construction under way with LONP

The FTA granted TriMet a Letter of No Prejudice (LONP) to start the design/build contract on the PMLR light rail bridge in December 2010. In-water construction on the bridge began on July 1.

The FTA granted another LONP for additional early work on these project elements:

- Harbor structure
- South Waterfront retaining walls
- Kellogg structure
- Trolley Trail walls
- Powell structure
- Oregon Pacific Railroad freight yard
- Tacoma structure
- Johnson Creek structure

FFGA in final stages of approval

FTA and PMOC have indicated May 2012 as the new target date for receipt of Full Funding Grant Agreement (FFGA). Milestones needed to meet this schedule include:

- TriMet submitted final Project Management Plans to FTA Region X, PMO and FTA Office of Planning and Environment by July 1.
- Final FFGA package submitted to PMO on August 19, 2011.
- PMO completed FFGA Readiness Report (OP 52) and FTA Region X transmitted to FTA headquarters by December 30.
- Final FFGA package submitted to FTA administrator in January 2012.
- Final FFGA package submitted to Secretary of Transportation and Office of Management and Budget in February 2012.
- Final FFGA package submitted to U.S. Congress in March for 60-day review.
- **FFGA ready for signature in May 2012.**

Streamlining the FFGA process

The Federal Transit Administration is seeking to streamline the New Starts program. Expediting FFGA awards is an important step in this process. Portland-Milwaukie Light Rail (PMLR) Transit Project is poised to enter an FFGA in May 2012.

Federal funding is already set

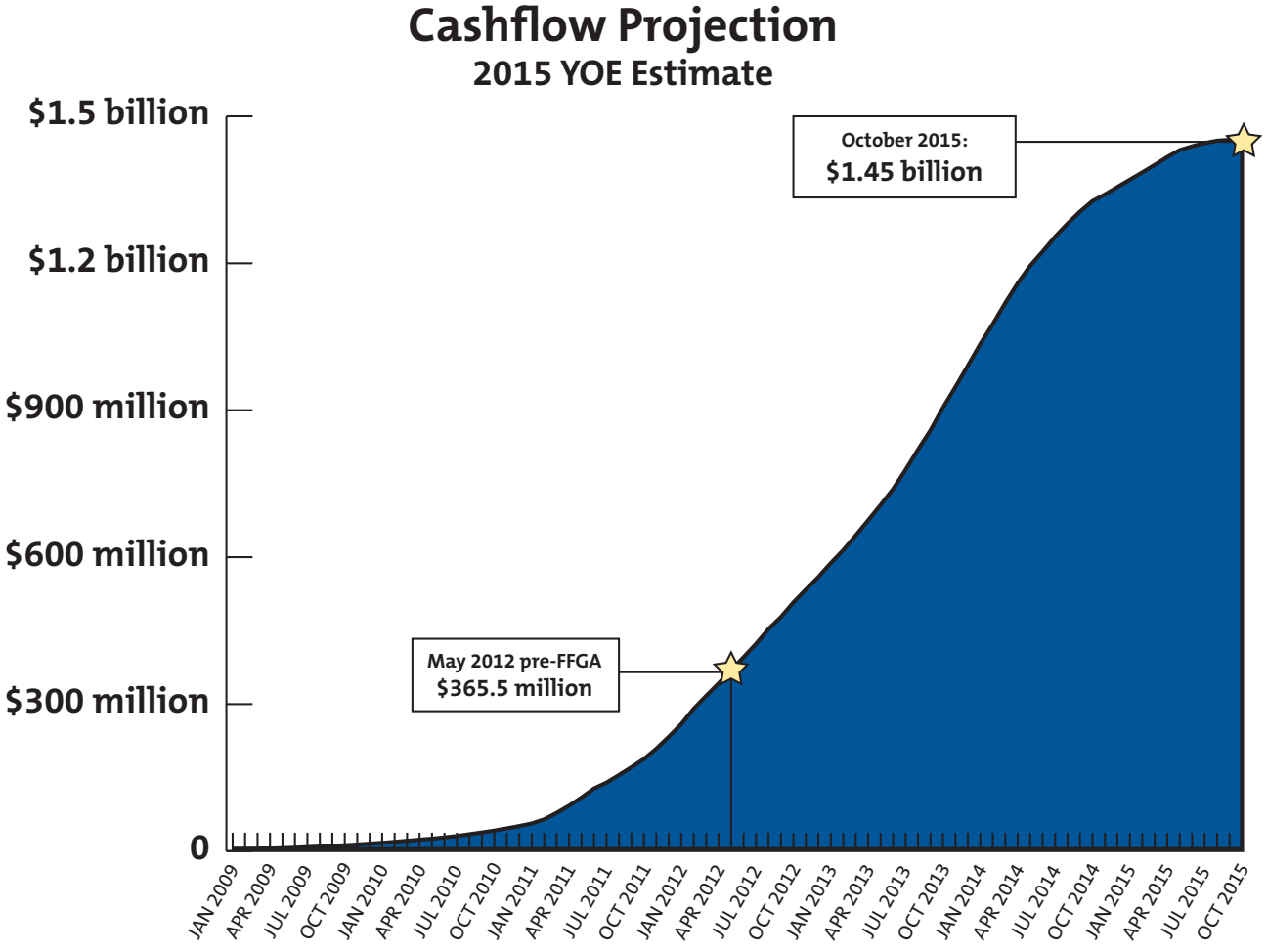
- The FTA caps the Federal funding with entry into Final Design.
- PMLR funding is fixed at $745.18 million.
- The President's FY 2012 budget proposal includes $200 million for the PMLR project.

PMLR risks are well managed

- FTA has a rigorous risk management program in place.
- The PMOC gave PMLR project an A+ during its Risk Assessment.
- TriMet has an excellent track record of delivering its light rail projects on time and on budget.
- TriMet uses CM/GC contracting approach, which gives the agency more cost certainty earlier in the process, creating fewer change orders than other approaches.

Early FFGA improves cash flow

- FTA has made advancing projects easier by fast tracking Letters of No Prejudice.
- Earlier FFGAs help transit properties manage cash flow better.
- By May 2012, with the assumed first appropriation, PMLR local partners will have spent $365.5 million.
- Advancing the FFGA would bring earlier appropriations.
- Signing FFGA also provides certainty for local partners.



Portland-Milwaukie Light Transit Rail Project

Project summary

Metro's Region 2040 Growth Concept calls for major regional centers, like the Portland and Milwaukie town centers, to be connected by high-capacity transit. The Portland-Milwaukie Light Rail Transit Project will connect downtown Portland, the growing South Waterfront neighborhood, Oregon Health and Science University (OHSU), the Oregon Museum of Science and Industry (OMSI) and Southeast Portland with the city of Milwaukie and Clackamas County.

The project includes 10 stations, 675 Park & Ride spaces and nearly 400 bike parking spaces. The line is projected to carry an average of up to 25,500 weekday rides by 2030. The project will create up to 14,500 jobs and generate up to $573 million in personal earnings.

This 7.3-mile light rail project is the second phase of the South Corridor Locally Preferred Alternative, adopted by the Metro Council in 2003. The first phase, the I-205/Portland Mall project, opened in September 2009.

PMLR Bridge

The project will include a new light rail bridge across the Willamette River between OHSU's South Waterfront campus on the west bank and OMSI on the east bank.

- It will carry light rail and provide a new route for buses, bikes, pedestrians and eventually streetcars.
- It will reduce travel time and operating costs for three important bus lines—9-Powell/Broadway, 17-Holgate/NW 21st and 19-Woodstock/Glisan—that now use the Ross Island Bridge.
- The 1,720-foot bridge is expected to carry 40,000 trips per day and save significant travel time for transit riders as they enter and exit the downtown core.

Transit-user benefits

The alignment will have a separated right-of-way that will significantly decrease travel times within this corridor.

- Because of this separated rail corridor, travel time between Milwaukie and Portland Central City is reduced from 41 minutes to 29 minutes with this project.
- It also will provide a more reliable route for three Southeast Portland bus lines as they enter more congested portions of the corridor.
- Transit work trips in the corridor to Downtown Portland also will increase by 20 percent.
- Annual vehicle miles traveled would decrease by 20 million.
- The project will reduce demand for bus service on Portland's 5th and 6th avenues by 110 bus trips each weekday.

Project rating

The FTA rated this project medium-high at entry to Preliminary Engineering. The project has a cost effectiveness of $24.22.

Costs

The project is estimated to cost $1.49 billion. The finance plan is based on an annual FTA New Starts appropriation of $100 million per year.

PORTLAND-MILWAUKIE LIGHT RAIL TRANSIT PROJECT	MILLIONS
FUNDING SOURCES	
Section 5309 New Starts Funds	$745.2
State Lottery Bonds	$250.0
Metro MTIP-GARVEE	$119.1
City of Portland	$50.0
In-Kind Property Contributions	$48.6
TriMet	$47.7
Clackamas County	$25.0
Oregon Transportation Funds	$13.5
ODOT CMAQ	$10.0
City of Milwaukie	$5.0
Metro Grant	$0.3
CMAQ Grant for FEIS	$0.2
Local Funds for Net Finance Costs for Local Match	$176.0
Total Light Rail Funding	**$1,490.35**

Project milestones

- ✓ Publish Draft Environmental Impact Statement ..... May 2008
- ✓ Steering Committee/TriMet Board recommendation on the LPA ..... July 2008
- ✓ Submit FTA New Starts Report ..... Summer 2008
- ✓ Portland, Milwaukie & Metro Council actions ..... July 2008
- ✓ FTA Preliminary Engineering application ..... July 2008
- ✓ Preliminary Engineering approval ..... March 2009
- ✓ 100% Preliminary Engineering design completion ..... March 2010
- ✓ Original request to enter Final Design ..... March 2010
- ✓ 50 percent FTA funding share confirmation ..... July 23, 2010
- ✓ Re-submitted application to FTA to enter Final Design ..... September 22, 2010
- ✓ FEIS published by FTA ..... October 22, 2010
- ✓ Record of Decision ..... November 29, 2010
- ✓ FTA Letter of No Prejudice for bridge design/build contract ..... December 7, 2010
- ✓ Notice to Proceed for PMLR Bridge contractor ..... December 22, 2010
- ✓ Provided updated Final Design application materials to FTA ..... January 25, 2011
- ✓ Notice to Proceed for West Segment design contractor ..... January 27, 2011
- ✓ Issue Notice to Proceed for COP Zone Water Main Design ..... February 1, 2011
- ✓ Systems Final Design Notice to Proceed ..... February 11, 2011
- ✓ Advance construction work for bridge begins ..... March 29, 2011
- ✓ FTA approval to enter Final Design ..... March 15, 2011
- ✓ 60 percent design complete ..... June 10, 2011
- ✓ PMLR Bridge Groundbreaking ceremony ..... June 30, 2011
- ✓ In-water construction began ..... July 1, 2011
- ✓ FTA Letter of No Prejudice for SW Moody construction activities ..... September 9, 2011
- ✓ FTA Letter of No Prejudice for Harbor structure and other early work ..... October 25, 2011
- ✓ Planned in-water construction completed on time ..... October 31, 2011
- ✓ Start advanced utility relocation, West Segment ..... November 2, 2011
- ✓ 90 percent design complete ..... November 29, 2011
- ✓ Construction of Harbor structure begins ..... December 1, 2011

Advanced utility relocation for East Segment ..... January 2012
Construction begins on East Segment structures ..... February 2012
Award Vehicle Design/Manufacture contract ..... May 2012
Full Funding Grant Agreement ..... May 2012
Light rail construction on West Segment begins ..... May 2012
Light rail construction on East Segment begins ..... May 2012
Service begins ..... September 2015

Culture of Safety – Leading the Way to Service Excellence

Building and operating a safe system is essential to the success of TriMet. Each weekday an average of 315,000 trips take place on TriMet's bus, MAX and WES Commuter Rail lines. This dynamic operating environment requires that safety is more than a priority — it is a core value, the lens TriMet uses to make all decisions. In July 2010, TriMet created the Task Force on Safety and Service Excellence, comprised of professionals with expertise in public safety, traffic engineering, professional driving, pedestrian and bicycle safety and including TriMet bus and rail operators. In October 2010 the Task Force released a report which provided guidance to the General Manager for future action.

The report prepared by the Task Force made 19 recommendations covering four major areas to improve the safety performance of the organization:

- **TriMet Culture:** Make safety a value, not just a priority, by transforming TriMet's culture.
- **Communication and Engagement:** Empower operators to be active participants in their work as the face of the agency to the public. Engage the community in helping TriMet be successful in an ever-growing complex operating environment.
- **Accountability, Empowerment and Support:** Elevate and expand the Safety Department by appointing an executive director of safety.
- **Tools, Systems and Processes:** Develop metrics for driving performance and make better use of safety data to inform decision making.

Highlights of Task Force recommendations

General Manager's Call to Action
"The TriMet Way" posted in all employee work areas calls on TriMet to "make life better for the community by being safe, dependable, responsive, easy and inviting." Safety is a first consideration in all that TriMet does. The General Manager has clearly made safety an organizational value.

In every element of our business, including hiring, training, operating a bus or train, and maintenance, TriMet employees are charged with embracing safety as a value.

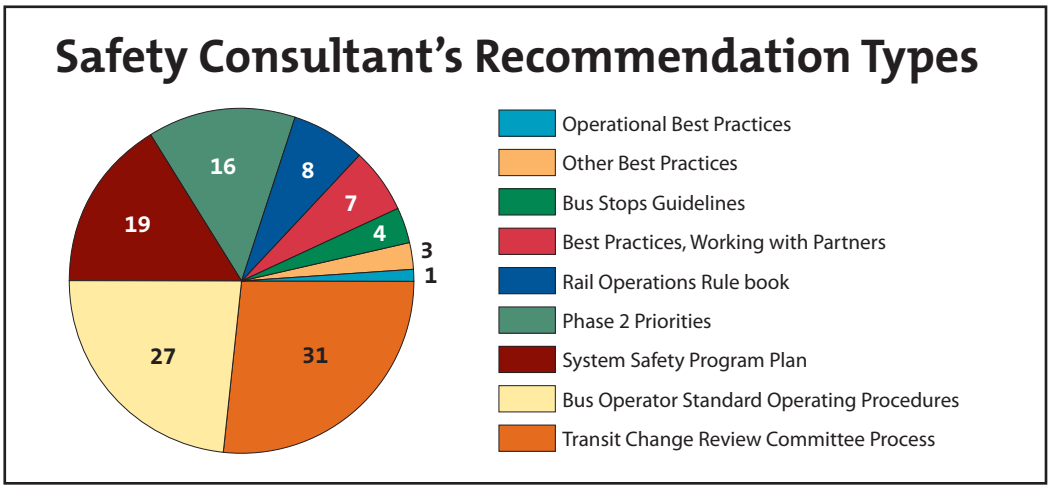
Employee Engagement: Safety begins with TriMet's day-to-day operations provided by an experienced and dedicated frontline workforce. These employees are best able to identify potentially unsafe conditions and their resolution. This essential input is being secured in a number of ways:

Safety Exchange—These informal sessions are held for employees to share their suggestions and concerns on safety related topics.

Request for Safety Assessment—The Operator Condition Report, a form for operators to report defects or problems along their route, has now been revised with a separate, on-line "Request for Safety Assessment (RSA)" where safety concerns can be called out and given immediate attention.

Safety Committees—TriMet has reviewed the composition and the role of its nine safety committees to make them more effective and inclusive. It is intended that committee representatives become ambassadors to the rest of the workforce.

Culture of Safety – Leading the Way to Service Excellence



Community Advisory Committee: The 12-member Safety Education Advisory Committee (SEAC) held its first meeting in March 2011. The purpose of the SEAC is to collaboratively strengthen the community presence and promotion of safety programs and services by bringing together community representatives who have an active interest and stake in helping make our streets safe. The Committee looks at ways to share ideas and create leverage for effective strategies that raise awareness, and promote safe behavior for pedestrians, bicyclists and motor vehicles around buses and trains.

Executive Director of Safety: TriMet hired Harry Saporta, a national and international leader in safety and security with more than 31 years in the field, as the Executive Director of Safety and Security. He reports directly to the General Manager and oversees the agency's safety and security programs.

Hiring and Training Practices: A review is in progress to determine if and how TriMet can improve its hiring process to better assess behavioral, attitudinal and fitness compatibility with the demanding roles as a bus or rail operator. Investigation to date shows that TriMet does well in this regard relative to peer agencies. TriMet has already reviewed and is making adjustments to its training program and the monitoring of operator performance through their probationary period. While recertification has been in place for Rail Operators, that program has been revised with an enhanced safety focus. Additional resources were created to launch a Bus Operator recertification process on April 18, 2011. This new eight-hour class is annually updating and recertifying six operators at a time.

Independent Safety Review: Coincident with the forming of the Safety and Service Excellence Task Force was the commission of a study by an independent safety consultant. K & J Safety and Consulting, Inc. was selected and prepared a report of 116 corrective actions. Of the 116 actions recommended by K & J only four are still being resolved, meaning completion is at 97 percent.

TriMet Line by Line Review: In addition to the recommendations of the Task Force and the findings of the independent study, TriMet initiated a line-by-line review of each of its routes with a particular focus on bus lane changes, turn movements and bus stop placement. Within that review 221 locations were found potentially in need of improvement and 197 (89 percent) of them have been resolved.

What's Next

In the year ahead, the safety-oriented work program will mature into a "Safety Management System", departing from the very useful framework of recommendations provided by the Safety and Service Excellence Task Force, the independent study and the line by line review. The Safety Management System will be a decision-making process that will become part of TriMet business and operation. It will allow TriMet to determine the need for further actions by sharing knowledge and information. Ultimately, this will insure that the **core value of safety** is at the heart of all service delivered to riders.

TriMet ridership continues growth

TriMet saw more than 100 million rides in Fiscal Year 2011—the second time in its history to reach this milestone. The last time overall ridership topped 100 million rides was in FY 2009.

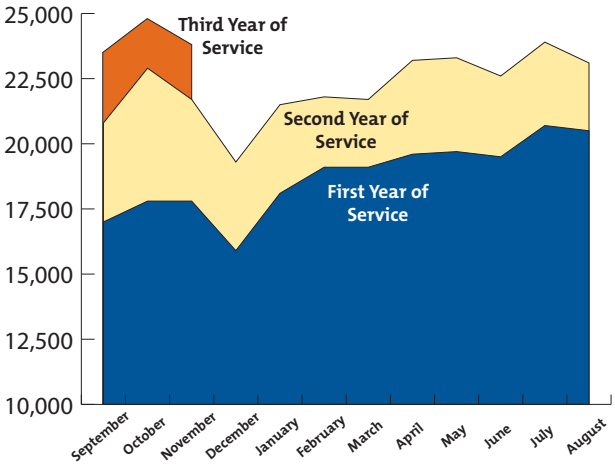
Residents and visitors boarded a bus, MAX train, or WES train more than 100 million times:

- 58.4. million bus trips
- 41.2 million MAX trips
- 370,800 WES trips

MAX Green Line attracts more rides

The MAX Green Line opened in September 2009 in the middle of the worst recession since the Great Depression. Ridership on the line has increased with job growth in the region. Compared to November 2010, weekday rides in November 2011 were up 9.7 percent.

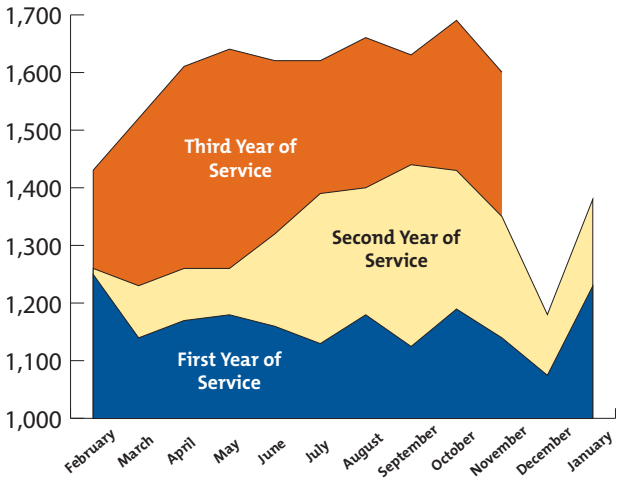
MAX Green Line Weekday Ridership, September 2009 - November 2011



WES Commuter Rail ridership also up

WES continued ridership increases, too. For 17 of the past 18 months, WES has reached double digit increases, with one month (Dec. 2010) coming close at 9.8 percent. Operating exclusively during commuter hours, WES ridership is improving with the return of jobs to the region.

WES Weekday Ridership, February 2009 - November 2011



According to the most recent National Transit Database figures from 2008:

- Portland is the 23rd largest metro area in the U.S., but TriMet transit ridership is eighth per capita.
- TriMet carries 62 million more rides than Salt Lake City, 59 million more rides than San Jose, 22 million more rides than Minneapolis and 36 million more rides than Dallas.
- TriMet's weekend ridership reaches 365,000 boardings—82,600 more than Denver and 246,469 more than Salt Lake City.
- The ratio of weekday ridership to the population of TriMet's service area is 23 percent compared to Seattle (17 percent), Denver (13 percent), Sacramento (10 percent) and San Jose (8 percent).

TriMet's Commitment to Transit Equity

Transit equity issues occur when transportation benefits accrue to the wealthy or when transportation burdens fall disproportionately on people of color or lower income communities. Transit benefits include convenient service, amenities such as shelters, signage and benches, safe crossings, sidewalks, the quality of the fleet and fares.

TriMet is deeply committed to providing equitable service, placing a high priority on providing high-quality service to low-income populations and communities of color. To this end, TriMet has reduced fares for seniors, people with disabilities and students through to high school. The region's bus and light rail service also is designed to meet the needs of the region's most dependent riders, resulting in 63 percent of TriMet's most frequent riders using both MAX and bus service.

63 percent of TriMet's most frequent riders use both MAX and bus service.

Transit equity and environmental justice considerations are essential in decision-making:

- Transit service to low-income neighborhoods and communities of color
- Placement of bus stops and shelters
- Allocation of low-floor buses
- Service for non-English speaking populations
- Service for students
- Potential service reductions, including vehicle route frequency or proposed discontinuation

For capital investments such as the building of a new light rail line, TriMet considers:

- Neighborhood impacts like air quality, traffic and noise
- Potential displacements of businesses and residences
- Neighborhood access to station areas

Serving LEP Riders

To aid riders who have limited English proficiency, TriMet produces customer information in several languages and provides interpreters for the agency's customer service call center. The automatic stop announcements on our bus and MAX vehicles are provided in English and Spanish.

Additionally, in 2006, TriMet received a grant from the FTA's Civil Rights Division to create and implement a Limited English Proficiency (LEP) plan to better serve communities with primary languages other than English. Four percent of TriMet's riders meet the U.S. Department of Transportation definition of Limited English Proficiency, meaning they do not speak English well or at all. For sixty-five percent of this group Spanish is their primary language. Russian, Chinese, Vietnamese and Korean are the other largest LEP populations in the region.

Accessible transportation

Administered through its Accessible Transportation Program (ATP), TriMet provides a continuum of services that address transportation needs of older adults and people with disabilities.

More than 10 million rides were provided on fixed-route buses and MAX in FY2009 to the elderly and persons with disabilities. Low-floor boarding, lifts on older buses, automatic stop announcements and other customer service amenities make fixed route service accessible to more people.

For riders unable to use fixed-route buses or MAX, door to door service is available on a reservation basis through TriMet's LIFT program. About one million rides are taken annually. LIFT service exceeds the requirements within the Americans with Disabilities Act.

The State of Oregon's Medical Assistance Program (OMAP) contracts with TriMet to coordinate and deliver medical transportation to eligible low-income persons enrolled in the Oregon Health Plan. The Medical Transportation Program (MTP) takes trip requests and then dispatches rides to the lowest cost, most appropriate transportation providers. Costs for MTP are fully reimbursed by the state.

Disadvantaged Business Enterprise Program

TriMet continues its national, award-winning model for involving minority and women-owned businesses that began with the Interstate MAX Light Rail Project. TriMet is partnering with its prime contractors, subcontractors and other agencies to remove barriers for disadvantaged business enterprise (DBE) firms to work on the Portland-Milwaukie Light Rail Project.

Through this partnership, prime contractors provide mentoring and access to apprenticeship programs (union and open shops) to help small and emerging firms build capacity and expertise in new trades. On Interstate MAX, 71 DBEs helped build the project, totaling $36 million in contracts, and on the I-205/Portland Mall Project, 115 DBE firms received nearly $58 million in contracts.

Building capacity

With a focus on creating opportunities that incorporate sustainability and inclusion, TriMet and its prime contractors are taking the following steps to help DBEs build business capacity:

- Providing technical and business assistance to DBEs and other small businesses to ensure they are able to provide contracted work.
- Dividing scopes of work into smaller packages to encourage DBE contractors to bid and work alongside larger firms as the smaller firms build capacity.
- Rotating contracting opportunities created within a division of work.
- Assisting contractors to ensure their workforce reflects the community.
- Providing technical assistance and training on estimating, financing, business development and job performance.
- Providing assistance on contract performance, bonding issues, DBE and EEO certification and OCIP forms.
- Facilitating relationships with organized labor in all crafts, bringing experienced workers and formalized apprenticeship programs to DBE contractors.
- Facilitating relationships with financial institutions and advancing resources to improve cash flow for DBE contractors.

TriMet's projects have helped open the door for more diversity in union ranks, with trades fully embracing diversity and providing access to their apprenticeship programs.

- Creating opportunities for promising new companies to have on-the-job general contractor experience by managing multiple subcontractors for a complete portion of the work.

Breaking down barriers

Past practices discouraged minority DBE firms and workers from joining trade unions. TriMet's projects have helped open the door for more diversity in union ranks, with trades fully embracing diversity and providing access to their apprenticeship programs. The DBE program has partnered with local union halls to provide one job agreements to DBE contractors. As a result, unions are providing:

- Employees with benefits and pension plans.
- DBEs with another avenue of continued employment.
- Formal apprenticeship programs that benefit labor from communities of color.
- Experienced craftsmen to build the capacity to work on diverse scopes of work.
- Marketing for contractors on other projects.
- Partnerships with union halls rather than adversity

Together, and in partnership with all of its prime contractors, TriMet continues to expand the model that builds capacity in an inclusive and sustainable manner within the DBE community, as well as the small and emerging business community.

Bus Replacement Program

TriMet operates its 79 bus lines with 600 active buses and another 26 vehicles as a contingency fleet. Like all vehicles, however, buses cannot be indefinitely maintained for service—as they age, they become less reliable and run less efficiently. Older buses produce dirtier emissions and cost more than twice as much to maintain per mile than newer buses.

While FTA's funding eligibility for bus replacement is 12 years, in 2007 FTA determined the most cost-effective, useful life of a bus to end at 14 to 15 years. TriMet's bus maintenance policy targets 15 to 16 years for replacement of its buses.

Of TriMet's 600 active buses, currently more than half are eligible for retirement, with 161 buses 18 years or older. The current average age for TriMet's bus fleet is 12 years, while the average fleet age among the nation's largest transit agencies is 7.4 years.

Purchasing new buses

During the last decade, the agency has focused expenditures on maintaining its existing fleet while adjusting service in an environment of funding contraction. Bus replacement is now a priority for the next several fiscal years.

The agency will purchase 55 new Gillig buses in FY2012, and in each of the following four years, will purchase 40 new buses a year. The FY2012 order also includes four hybrids, funded by FTA's 2010 Bus Livability Initiative grant, to allow TriMet to test the service viability of the newest technology.

Currently, 60 percent of the TriMet bus fleet includes low-floor design for accessibility. The new buses will all be low-floor, will have a reduced slope on wheelchair ramps, improved wheelchair securement hardware and touch strips for stop requests in priority seating areas. All new buses will also be equipped with air conditioning.

New 2900 series bus above
Old 1400 series bus below

Additionally, the new buses will include a variety of updated safety features, including:

- Improved operator visibility
- Improved operation ergonomic design
- Mirrors with LED turn signals
- Door lights
- Cornering lights
- Non-slip floors and passenger hand-holds

The 51 diesel buses will cost $21.8 million ($426,800 each), and the four hybrid buses will cost $2.5 million ($625,000 each). Buses purchased in FY2012 are scheduled to begin arriving at TriMet in spring of 2012. The new buses will be built near Oakland, Calif.

Crews extended the sidewalk on N Weidler Street as part of Portland Streetcar Loop construction.

Other Projects

(Above) $10.5 million in ARRA funds made much needed improvements possible to the Merlo Bus Facility, funding the construction of a new bus fuel and wash facility and a LIFT paratransit service operations building. (Right) ARRA grants are funding the construction of the region's first three Bike & Ride facilities, which provide secure bike parking to transit riders.

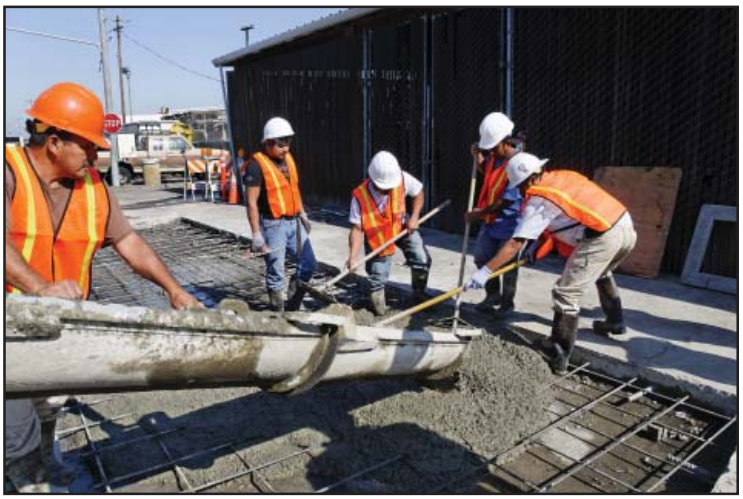
ARRA funding benefits Portland-area construction trades

American Recovery and Reinvestment Act funds have provided several benefits for TriMet and the region:

- 200,919 construction job hours
- $13.5 million in payroll
- $31.1 million expended during construction
- 91 firms contracted for ARRA projects
- 25 trades employed on ARRA projects
- 33 Disadvantaged Business Enterprise firms earned $10.1 million in contracts on ARRA projects, 31 percent of total construction dollars

State of Good Repair investments

TriMet received $55.3 million in stimulus funds and invested significantly in system maintenance in an effort to keep jobs in the region, maintain a state of good repair and maintain system safety. ARRA-funded projects include:



Crews replace worn concrete at the Center Street Bus Garage.

Bus service

- Preventative maintenance for entire 615 vehicle bus fleet.
- Replaced fuel and wash facility for Merlo bus garage.
- Construction of a new Milwaukie Park & Ride facility.
- Built a concrete layover pad for bus service at Foster Road and I-205.
- Replaced concrete pavement at Merlo bus facility.
- Replaced concrete pavement at Center Street bus facility.
- Replaced underground storage tanks for Center Bus Garage.
- Repaired roadways and concrete pads on highly used bus routes in downtown Portland.
- Repaired stormwater pipe at Tigard Transit Center.

MAX light rail service

- Installed switch heaters on light rail lines to prevent freezing in cold weather.
- Installed new roof on Elmonica Rail Maintenance facility.
- Upgraded Gresham Central MAX platform with access control design and illumination improvements.
- Made rail track and structure repairs.
- Replaced tactile paver at MAX stations.
- Repainted Eastside MAX platforms.
- Installed pedestrian safety improvements at MAX platforms.
- Installed ice caps along I-205 MAX alignment.
- Installed TransitTracker at MAX stations on I-205 and downtown bus stops.
- Built shell for an alternative energy project at the Jackson Street turnaround on the Portland Mall.
- Installed safety fencing on I-205 light rail alignment.
- Repaired brick intersections on Morrison and Yamhill streets MAX tracks.

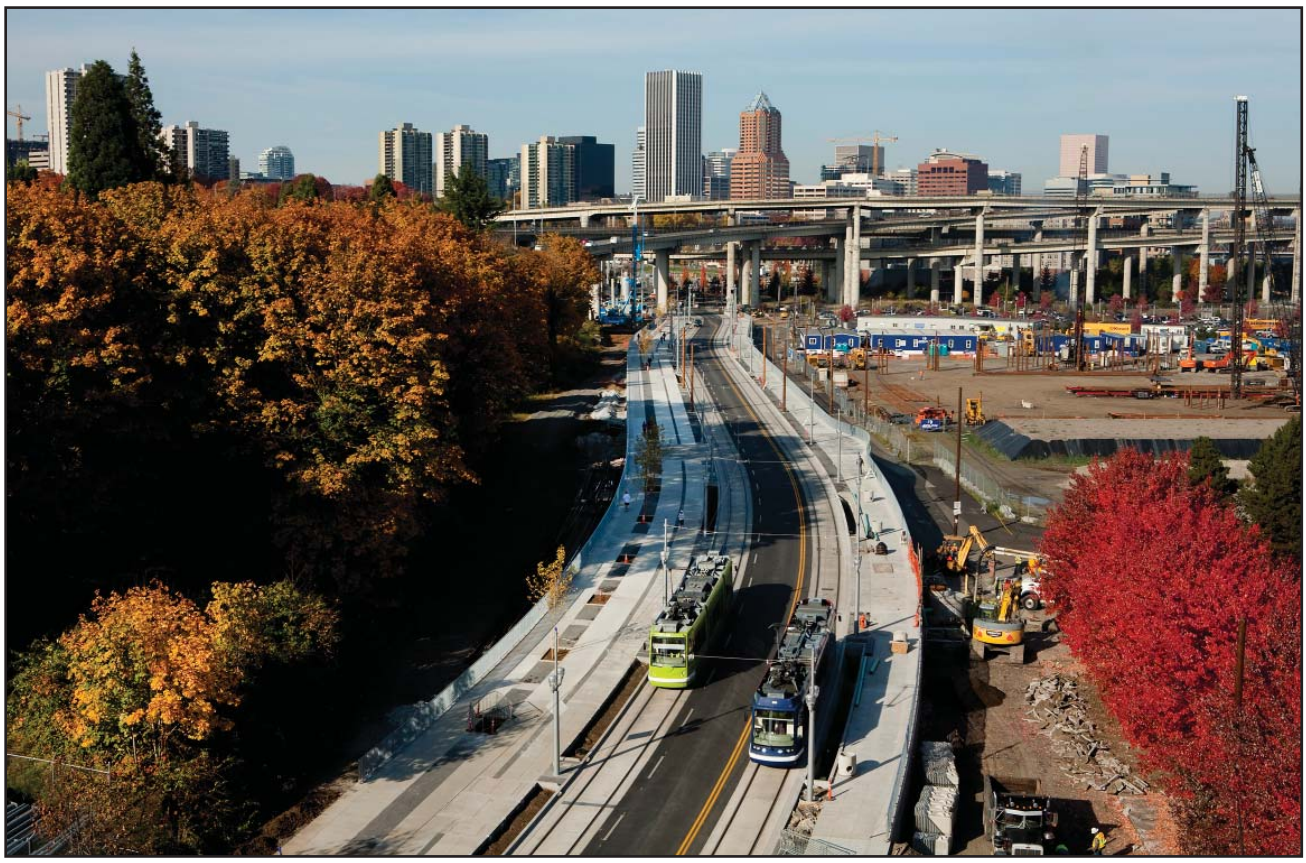
LIFT service

- Constructed new LIFT operations building at Merlo Garage.

Other investments

- Construction of South Precinct Transit Police Division.
- Installing lighting on I-205 multi-use path.
- Created three Bike & Ride facilities and improving other bike parking at MAX stations.
- Installed a climate control system for the agency's IT server room.
- Installed wayside horn improvements at WES railroad crossings in Tualatin.

SW Moody Project



The SW Moody Project supports redevelopment in the South Waterfront District and helps improve transit, bike and pedestrian options for people living and working in this area.

The SW Moody Avenue Street and Streetcar Reconstruction Project supports redevelopment of the 120-acre South Waterfront District and helps build the foundation for the City of Portland's Innovation Quadrant—a collaboration between higher-education institutions, workforce development providers and private sector partners—that is central to the City's long-term economic prosperity.

As the main access point to the South Waterfront District, SW Moody Avenue is being reconstructed to include three traffic lanes, dual streetcar tracks, train power and control systems, and pedestrian and bicycle facilities. The new construction increases roadway capacity and introduces urban development standards such as fiber optic, sewer, stormwater and water infrastructure to support future development.

The project elevates the roadway by approximately 14 feet at the highest point, allowing adjacent brownfield sites to redevelop with "tuck under parking" and avoid disturbing capped contaminated areas. The SW Moody project:

- Leverages the region's investment in the Portland-Milwaukie Light Rail Transit Project
- Unlocks development of Oregon Health & Science University's South Waterfront campus
- Enhances bike and pedestrian connections
- Creates an opportunity to close the streetcar loop over the Portland-Milwaukie Light Rail Bridge

Funding and timeline

The project is funded by a $23.2 million TIGER grant, leveraging an additional $25.9 million of state and local funds. Construction started in January 2011 and is scheduled to be complete in spring 2012.

For more information about the SW Moody Project, visit *swmoodyproject.com*.

Portland Streetcar Loop Project

The 10th Anniversary of Portland Streetcar was celebrated in August 2011. The highly successful initial project opened in 2001 from Northwest Portland to Portland State University and has been extended three times using local funds. To date, Portland Streetcar has carried 29 million rides.

The Portland Streetcar Loop Project is a 3.3-mile extension of the current system. In July 2006, Metro, City of Portland, Multnomah County and TriMet adopted Streetcar as the Locally Preferred Alternative (LPA) for the east side of the Portland Central City. This selection was based on the analysis conducted and documented in the Eastside Transit Alternative Evaluation Report and a series of open houses and public hearings.

Locally Preferred Alternative

This alignment will connect existing Streetcar in the Pearl District at NW 10th and 11th avenues across the Willamette River via the Broadway Bridge to the Lloyd District and serve the Memorial Coliseum, Rose Garden Arena, Oregon Convention Center and one of the state's largest retail malls. The alignment will be located on NE Broadway/Weidler and on NE 7th and Grand avenues in the Lloyd District.

In the Central Eastside District, Streetcar will serve development opportunity areas and will connect to the Oregon Museum of Science and Industry (OMSI). Streetcar will operate on Grand Avenue and Martin Luther King Jr. Blvd and eventually connect across the Willamette River via a light rail bridge as part of the Portland-Milwaukie Light Rail Project.

Ridership

The Portland Streetcar Loop Project is forecast to have 8,600 riders per weekday in 2012.

Project cost and funding

Project cost, including six vehicles, is $148 million in YOE dollars.

- $75 million in Federal Small Starts
- $53 million from the City of Portland
- $20 million in State lottery-backed bonds (vehicles).

Portland Streetcar Loop Project

Crews installed the rubber insulation on the new trackway in Portland's Lloyd District as part of the Streetcar Loop Project.

Operations from the Pearl District to OMSI will be funded by a combination of local sources that include fare revenue, sponsorships, parking revenues, reallocation of transit service savings and a contribution from TriMet.

As was the case with the existing Portland Streetcar service, the City of Portland is responsible for construction and operation of the Portland Streetcar Loop Project. TriMet is assisting and is passing Federal Small Starts funds through to the City of Portland.

Project milestones

- ✓ Completed Preliminary Engineering.
- ✓ Completed National Environmental Policy Act (NEPA) through the Environmental Assessment and FONSI.
- ✓ Portland City Council approved advancing Final Design phase with local funds.
- ✓ Small Starts grant for $75 million announced on April 30, 2009.
- ✓ Project Construction Grant Agreement (PCGA) signed Oct. 27, 2009.
- Construction, 2009-12.
- Revenue service, fall 2012.

Construction update

Overall construction is 95 percent complete. Status through December 2011:

- All contract work completed for water main relocation and betterments.
- Sewer relocation and betterments also complete.
- Maintenance facility construction substantially complete.
- Track installation, roadway and bridge construction complete; overhead electrical and landscaping to follow.
- Final systems installation, integrated testing, and installation of bridge crane in maintenance facility scheduled for March 31, 2012.
- Final installation of platform amenities and NextBus traveler information system scheduled for August 31, 2012.

Revenue operations September 2012

Revenue operations moved from April to September 2012 to align with the completion of new vehicles produced domestically by Oregon Ironworks. Vehicles are not part of the PCGA.

- Four of the six cars certified for operations by September 2012.
- Began car body structural testing November 2011.

Backup plan for September 2012 operations

- Open with existing vehicles, using entire existing fleet for revenue service.
- Use Vintage Trolleys as spare vehicles.