

Portland-Milwaukie Light Rail Project

Portland, Oregon

(January 2015)

The Tri-County Metropolitan Transportation District of Oregon (TriMet) is constructing a double-track light rail transit (LRT) extension of the existing Yellow Line from the downtown Portland transit mall across the Willamette River, to southeast Portland, the city of Milwaukie, and urbanized areas of Clackamas County. The project includes construction of a new multimodal bridge across the Willamette River, one surface park-and-ride lot facility with 320 spaces, one park-and-ride garage with 355 spaces, expansion of an existing maintenance facility, bike and pedestrian improvements and the acquisition of 18 light rail vehicles. Service will operate at 10-minute peak period frequencies during peak periods on weekdays. The project is expected to serve 22,800 average weekday trips in 2030.

The project will increase transit access to and from employment and activity centers along the Portland and Milwaukie transportation corridor. It will link Downtown Portland with educational institutions, dense urban neighborhoods, and emerging growth areas in East Portland and Milwaukie. The Willamette River separates most of the corridor from Downtown Portland and the South Waterfront. The corridor's only north-south highway (Highway 99E), which provides access to Downtown Portland via the existing Ross Island, Hawthorne, Morrison, and Burnside bridges, is limited to two through-lanes in each direction for much of the segment between Milwaukie and central Portland, most of which is congested. Existing buses have slow operating speeds due to congestion, narrow clearances and frequent bridge lift span openings. None of the existing river crossings provide easy access to key markets. The project, via a new bridge, will provide more direct access to key markets and provide faster and more reliable travel times than current bus service.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$1,490.35 million. The Section 5309 New Starts funding share is \$745.18 million.

Status

TriMet included the Portland Milwaukie LRT line in the North Corridor/South Corridor Draft Environmental Impact Statement (EIS) that was published in 1998 and updated as the South Corridor supplemental Draft EIS in December 2002. FTA approved the project into preliminary engineering in March 2009. FTA published the Final EIS in October 2010, and issued a Record of Decision in November 2010. FTA approved the project into final design in March 2011.

TriMet and FTA entered into an FFGA in May 2012, with revenue operations scheduled for March 2016. The Portland to Milwaukie LRT Project is currently in the construction phase and is approximately 95% complete. Design, utility relocations and civil construction including the bridge over the Willamette River are complete. System and traction power installation are underway. Portions of the project have advanced to the start-up and testing phase and vehicle delivery is in process.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Portland-Milwaukie Light Rail Transit project. Through FY 2015, Congress has appropriated a total of \$379.51 million for the project.

Reported in Year of Expenditure Dollars

Source of Funds	Total Funding (\$million)	Appropriations to Date
Federal: Section 5309 New Starts FFGA Commitment:	\$745.18	\$379.51 million in total appropriations through FY 2015.
Section 5307 CMAQ and STP:	\$140.65	
State: Oregon Department of Transportation (ODOT) Lottery Bond Proceeds	\$353.10	
ODOT Loan Proceeds	\$2.10	
Local: City of Portland	\$63.61	
Clackamas County	\$32.60	
City of Milwaukie	\$5.75	
TriMet Tax Bonds and General Funds	\$98.38	
Metro Nature in Neighborhoods Grant Program	\$0.35	
In-Kind Property Contributions	\$48.64	
TOTAL	\$1,490.35	

NOTES: The sum of the figures may differ from the total as listed due to rounding.

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