Federal Transit Administration Small Starts Milestones

- **Project Rating:** 30% Local Funds Committed *(July 2017)*
- **30% Design:** Financial and Design Assurance *(November 2017)*
- **National Environmental Policy Act (Documented Categorical Exclusion) Submittal:**
  Documentation of Potential Impacts *(December 2017)*
- **Federal Transit Administration National Environmental Policy Act Concurrence:**
  60-Day Review Period *(February/March 2018)*
- **President’s Budget:** Defines Funding *(February 2018)*
- **Letter of No Prejudice:** Allowance for Early Construction *(June 2018)*
- **Small Starts Grant Agreement:**
  Full Project Funding *(December 2018)*
Project Timeline

2017
- Design
- NEPA

2018
- 30% local funds committed
- 30% Design
- Submit DCE for rating
- Receive rating
- Letter of No Prejudice
- FTA Funding
- Local Funding

2019
- Small Starts Grant Agreement
- Construction

2020
- Buses
- Service Planning

2021
- Training and Startup

Abbreviations:
DCE=Documented Categorical Exclusion
FTA=Federal Transit Administration
NEPA=National Environmental Policy Act
Project Budget Breakdown

- Escalation: $12,800,000
- Design: $7,000,000
- Construction: $66,000,000
- Powell Garage: $20,000,000
- Project Delivery/Financing/Start Up: $23,250,000
- Real Property: $23,700,000
- IGAs and Permits: $1,250,000

TOTAL $175,000,000
Project Corridor

Division Transit Project alignment
Alternate river crossing
Line 20 service to Mt. Hood Community College

Approximate station locations
(in pairs, with one platform in each direction)

Featured stations
*Stations with single platform
ISSUES & DESIGN CONSIDERATIONS

1. Stops on Far side of signalized intersections optimize transit; near side locations do not.

2. Option 1 blocks access to SW corner property; No property acquisition Option 2.

3. No impacts to existing street trees Option 1; Impacts to street trees Option 2.

4. Option 1 impacts existing stormwater facilities; No impacts Option 2.

5. No on-street parking impacts Option 1; Option 2 displaces on-street parking & bike corrals.

6. Opportunities to replace on-street parking in Option 2.
Issues & Design Considerations

1. Impacts to building entrances, frontages and utilities on north side.

2. Impacts to driveways on south side.

3. Missing multi-modal link at this location.

4. Limited sidewalk width makes level boarding difficult to achieve.

5. Impacts to existing street trees.

6. Avoid impact to historic building (NW corner).

7. Vehicular access to Vision Repair is impacted by Option 2.

60th AVE STATION • OPTIONS
60th AVE STATION • PREFERRED OPTION
Issues & Design Considerations

1. Preserving left turns vs. ideal street and transit cross section.
2. Proximity to safe crossings.
3. Impacts to driveways and residential/business closures.
4. Avoid property acquisition & right-of-way impacts.
5. Significant out of direction travel.
6. On-street parking impacts.
7. Overhead utility impacts

101st AVE STATION • OPTIONS

NTS
101st AVE STATION • PREFERRED OPTION
Issues & Design Considerations

1. Transit performance vs. Impacts.
2. Balance transit performance with utility relocation costs.
3. Station location vs. access & circulation.
5. Property impacts Option 1; no property impacts Option 2.
7. Locate bus stop out of traffic lanes when possible.
148th AVE STATION • VIEW LOOKING SW