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TriMet believes that its existing conduit runs and associated facilities could serve as a plug and play environment for a Google Fiber ring (or backbone) and hut sites. We have an 80 mile network of conduits running in a duct-bank under the MAX (light rail). We currently house fiber for Intel (AbovNet), PSU/OHSU, KGW and others. The new Willamette River Transit Bridge has been built with many spare conduits running in a concrete soffet along its northern edge.

GIS Data

Attached is the GIS data for TriMet conduit and rights of way in the Metro area as well as a .jpg overview map.

The GIS data includes the locations of TriMet Park and Ride lots adjacent to the corridors.

These lots are locations where Google could site a hut building to receive the fiber line and distribute out via overhead wireline to the cabinets and homes. TriMet already has its own communications huts at these same locations, so power feeds, security patrols, outdoor lighting etc. are already established.

Google stated that a hut would serve approx 20K customers (after being distributed to cabinets). Our GIS data includes a circle centered on each park and ride lot representing 20K addresses. Further down in this email is more detail on the attached data.

License Process

TriMet's Real Property website has all the information about licensing the use of its right of way and conduit system. There is a downloadable PDF "rate sheet" that shows the price per linear foot based on diameter of the conduit, use and location. The webpage also has a downloadable "license application." <http://trimet.org/departments/rp/index.htm>

The typical process for getting a license from TriMet is that the utility company would fill out an application form and attach project drawings and send them to Nick Stewart. He then distributes the materials to a review panel made up of engineers and safety professionals for comment. Nick then drafts a license agreement to address any concerns from the panel and sends it back to the utility for signature, payment and insurance documentation.

After the license agreement is in place, the contractor doing the actual installations will work with TriMet's Maintenance of Way group to schedule the field work via a track access permit (this is also part of the license application PDF). The contractor and crew receive safety training from TriMet before work in the right of way can proceed. All duct-bank work must be under supervision by TriMet personnel in direct communication with train control and vehicle operators. If the work involves large machinery/equipment that could come within 10 feet of the live MAX overhead power wire - the work must be done at night when trains are not running.

TriMet has fiber and other utility lines being bored under the MAX or strung overhead on a weekly basis - most of these are just lateral crossings and not linear runs within the right of way. The linear work requires more planning and often a dedicated TriMet employee from Maintenance of Way will be assigned to the contractor.