

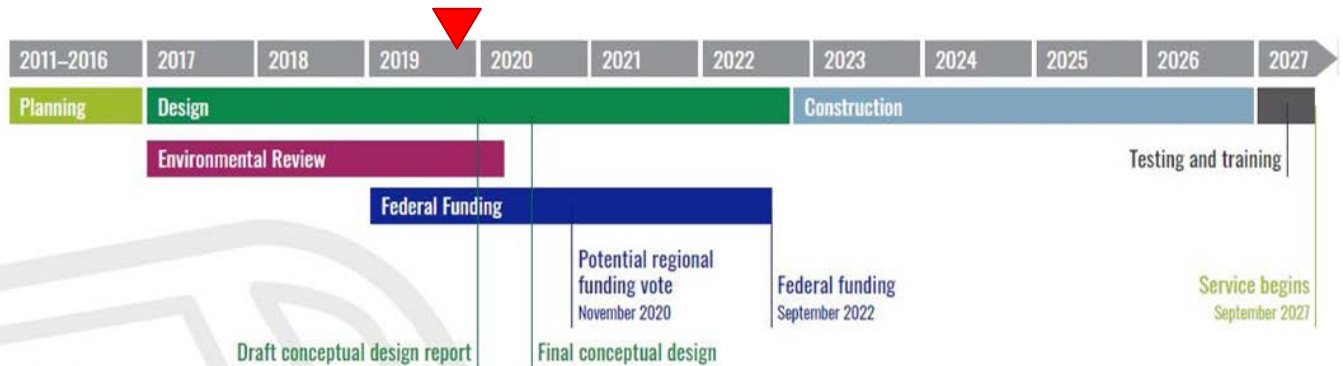


SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

**Westside Economic Alliance –
Transportation Committee**
November 13, 2019

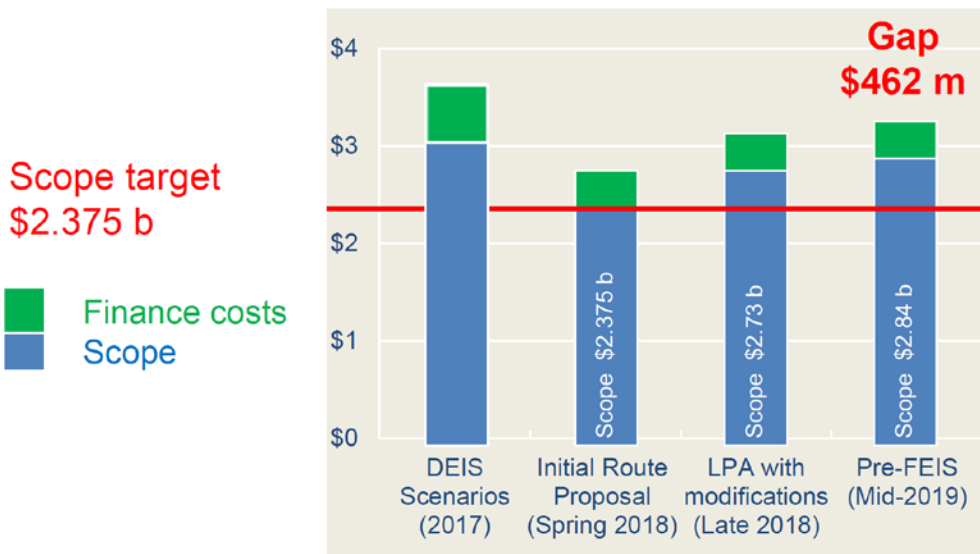
Agenda

- Scope Refinements & Funding Opportunities
- Draft Recommendation & Discussion
- Next steps



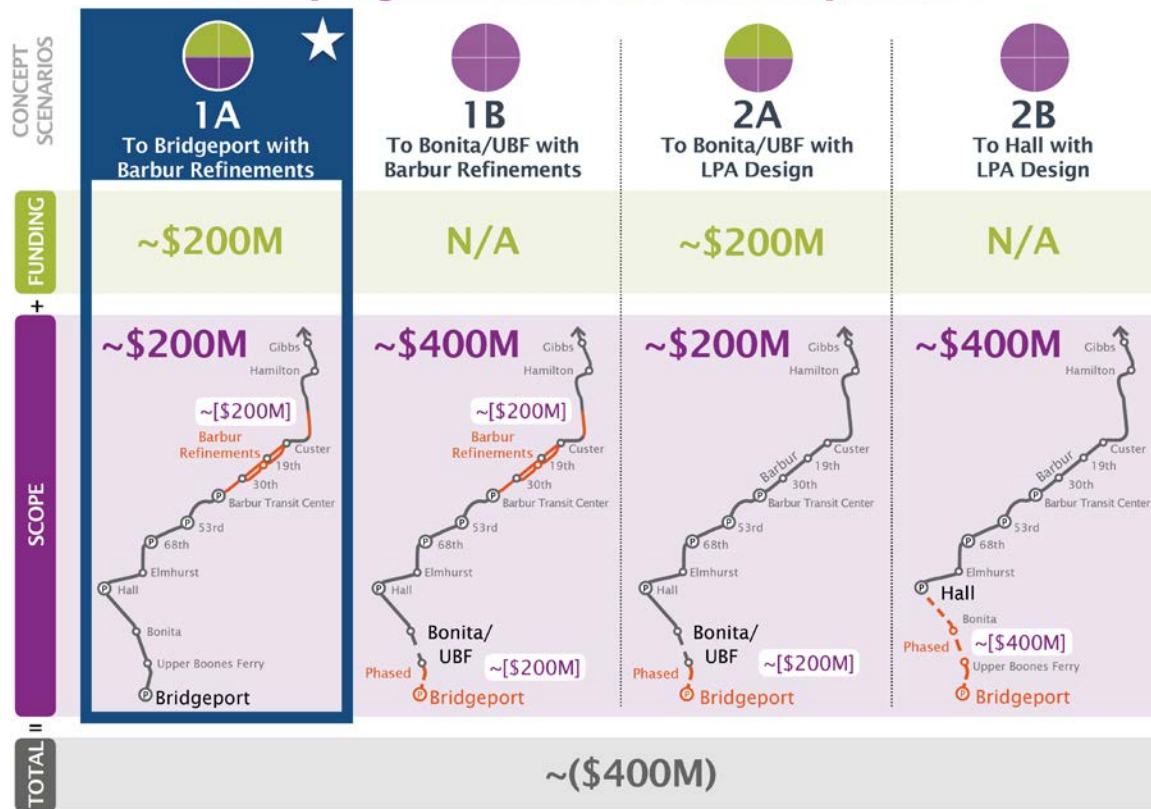
Cost/ Funding Gap: \$462 m

Cost estimates (billions)



Bridging the \$462 m Gap

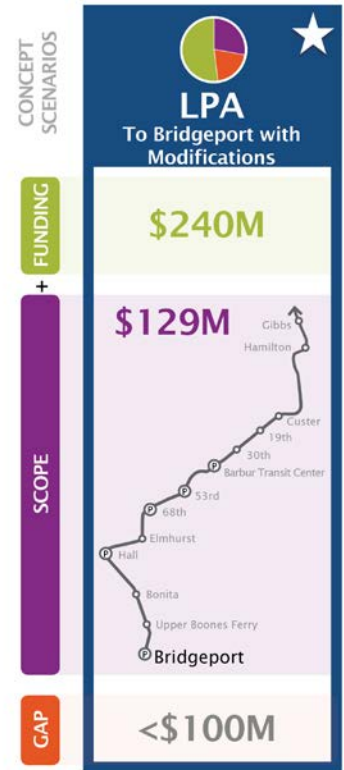
What project could be built by 2027?



Draft Recommendation-LPA

Move forward with **LPA**:

- Incorporate **\$129m** savings from scope refinements
- Incorporate **\$240m** additional funding
- Continue to minimize impacts and costs through design
- Continue funding discussions to close **<\$100m** gap

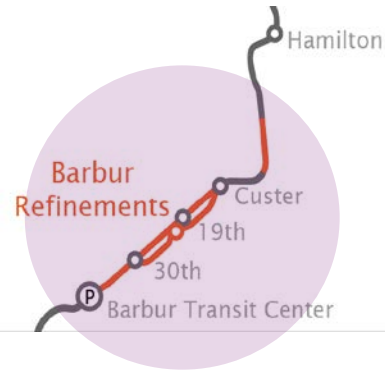


Scope Adjustments Recommended

Scope	Amount
Right of Way Adjustments – Multiple Locations	- \$24 m
Stormwater Infrastructure	- \$32 m
Reduced Crossovers (6)	- \$34 m
Red Rock Creek Structure	+ \$11 m
Upper Boones Ferry Traffic Mitigation	+ \$5 m
Operations & Maintenance Facility	- \$15 m
Systems Substations	- \$10 m
Right of Way Adjustments – SW Gibbs	- \$20 m
Right of Way Adjustments - SW Custer/13th	- \$10 m
Total	- \$129 m

Draft Recommendation- Remove Consideration of Barbur Refinements

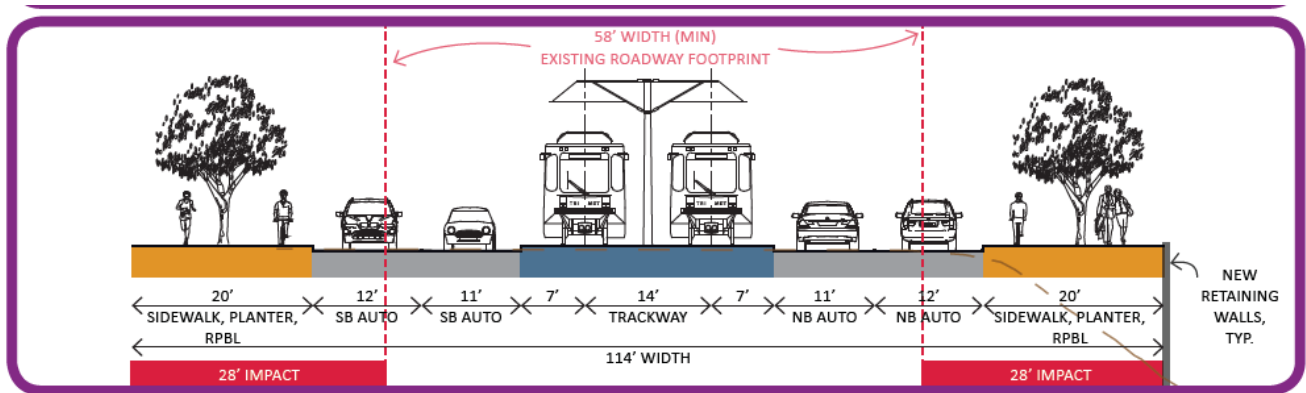
- Little community support
- Erosion of savings as design progressed
- Traffic analysis findings:
 - Light rail improves person-throughput over no-build, even with lane reductions
 - Refinements reduce automobile capacity to unacceptable levels in some locations
- Concern among partners about public support



Recommended Scope

Rebuild Barbur Boulevard

- Viaducts reconstructed with project
- Two auto lanes in each direction south of Naito
- Sidewalks, raised protected bike lanes, stormwater facilities



Example Section

Funding Adjustments Recommended

Funding	Amount
Incorporate Jurisdictional Transfer Funds	+ \$65 m
Regional Funding Measure Contribution	+ \$125 m
FTA New Starts Contribution	+ \$50 m
Total	+ \$240 m

Revised Funding Assumptions

Metro

- Initial recommendation up to \$975 m affirms the regional benefit of the project to Bridgeport

FTA potential:

- Other cities recently requested amounts over \$1.25b
- SW Corridor project to Bridgeport rates very well

State of Oregon potential:

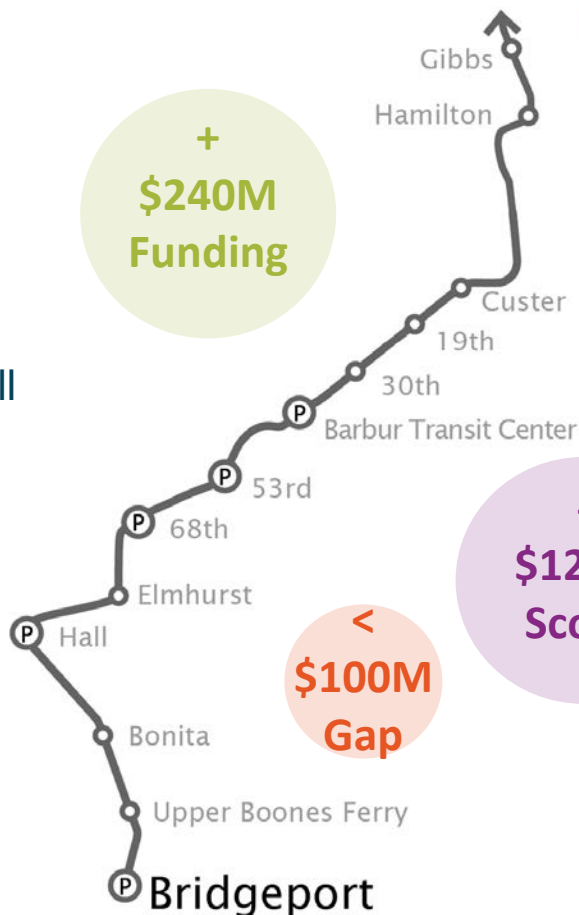
- Importance of addressing I-5 congestion
- Value of improving Barbur Boulevard to facilitate jurisdictional transfer

Draft Recommendation- LPA



Overview:

- 13 Stations
- Reliable 30 min travel time
- Ridership
- Park and Ride Access
- Connection to Marquam Hill
- Access to fast growing job centers in Washington County



Identifying Interim Terminus (MOS)

The purpose of selecting a MOS is to identify a segment of the Locally Preferred Alternative that provides the most cost-effective solution with the greatest benefits for the project. The MOS must be able to function as a stand-alone project and not be dependent on any future segments being constructed.



CONCEPT
SCENARIOS



MOS

To Bonita/UBF with
Modifications

FUNDING

<\$240M

+

SCOPE

\$129M



Identifying Interim Terminus (MOS)

Recommendation:

Bonita/Upper Boones Ferry

As far south as possible:

- Serves the most riders and reduces the most Vehicle Miles Traveled (VMT)
- Most attractive for Washington County and ODOT funding contributions
- Most competitive per FTA ratings



CONCEPT
SCENARIOS



MOS

To Bonita/UBF with
Modifications

FUNDING

<\$240M

+

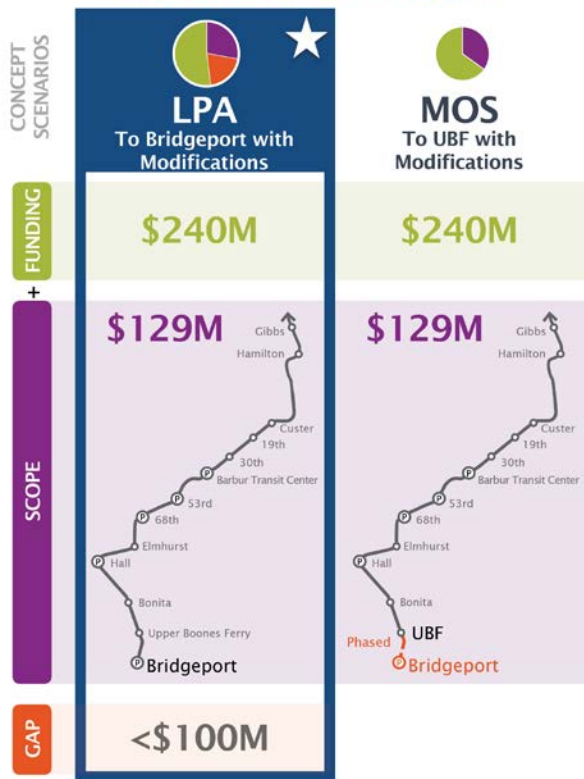
SCOPE

\$129M



Draft Recommendation

Recommendation



Next Steps

December 16th: Steering Committee Project Recommendation

Begin development of funding IGAs with project partners

- City of Portland
- Washington County

Next Steps

2020

Conceptual Design Report: illustrate design; solicit feedback

- Stations and Park & Rides
- Marquam Hill Connector
- Streetscapes (Barbur Boulevard, 53rd Ave, 70th Ave, Hall Boulevard, etc.)

FEIS: disclose impacts and mitigation

- Traffic mitigation
- Parks, historic and natural resources
- Property impacts



SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

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