

Southwest Corridor Light Rail Project Community Advisory Committee

September 3, 2020

- 5:35 pm Public Comment
- 5:45 pm TriMet Update from GM Doug Kelsey
- 6:05 pm Construction Planning and DBE Engagement
- 6:25 pm Tigard Transit Oriented Development Charter
- 6:35 pm Roundtable Discussion
- 7:00 Adjourn

For public comments: Use “Raise Hand” feature in Zoom or submit in writing to: SWCorridor@trimet.org (Include “CAC Comment” in the subject line.)



SWC Construction planning

Leah Robbins, Southwest Corridor Project Director

Types of Contracts

Contract Delivery Methods

- Low Bid
 - Design/Bid/Build
- Negotiated Contracts
 - Design/build (DB)
 - Construction Manager/General Contractor (CMGC)

Contracting considerations

- Complexity
- Competition
- Capacity



Considerations

- Utilities
- Walls and bridges
- Roadways, sidewalks, trackway
- Track
- Buildings
- Overhead catenary system (OCS)
- Systems - power, signals, communications
- Amenities - lighting, shelters, signage, etc.

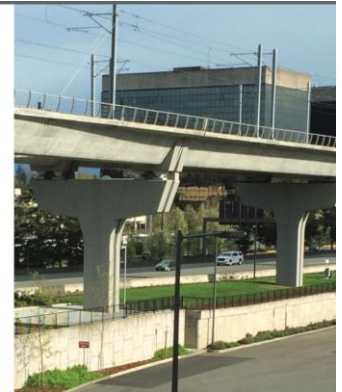


Construction planning

Walls



Bridges



Construction planning

Marquam Hill Connector



Viaducts



Construction planning

**Operations and
Maintenance Facility**



**Structured Park P&R
and other surface P&Rs**



Orange Line

Multiple delivery methods, Multiple contracts

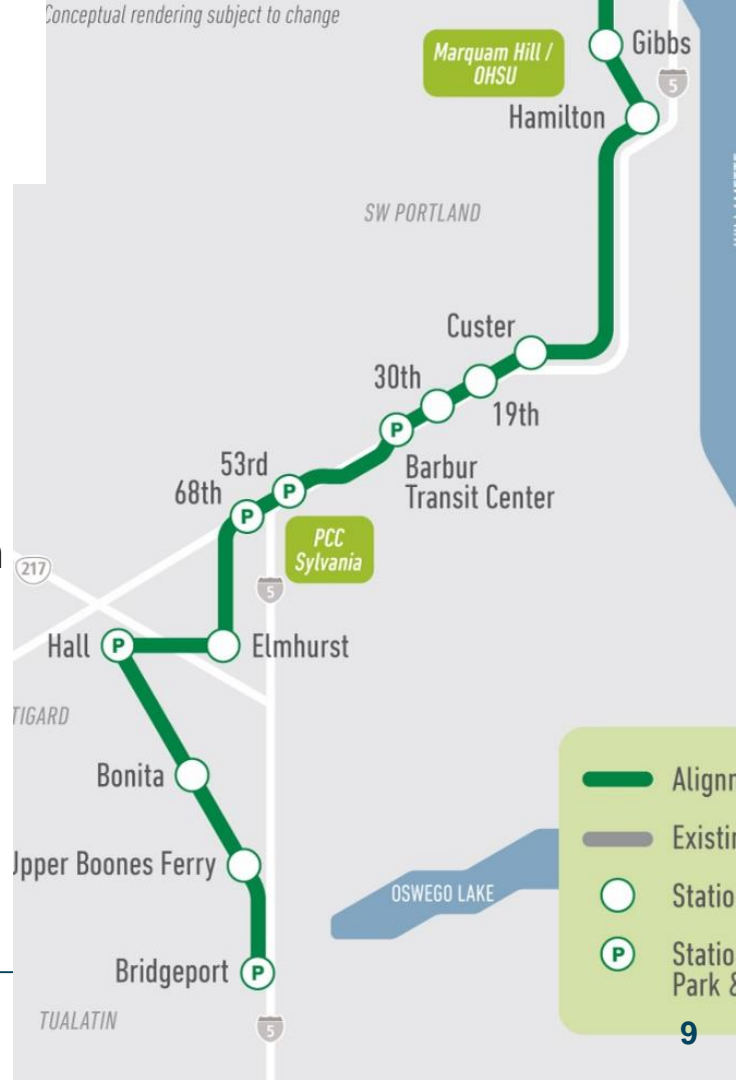
- West Segment – CMGC
- Tilikum Crossing – DB
- East Segment – CMGC
- Systems CMGC
- Park Avenue P&R – DB
- Many other supporting contracts



Southwest Corridor

Multiple Negotiated Contracts

- Select Contractor early
- Develop sequencing and detailed plan during Design
- Include contractors' value into design
- Develop Conduct of Construction Plan



Conduct of Construction

Rules of the Road

- Maintenance of traffic during construction
- Work hours
- Business support and community outreach plan



Steel Bridge Project

TriMet's biggest light rail revitalization effort in 34 years



Steel Bridge Project

- 28 days of round the clock work
- 672 hours of demolition, construction, and testing
- Finished on schedule
Aug 28, 2020





TriMet's Disadvantage Business Enterprise and Workforce Diversity Programs

*Aidan Gronauer, TriMet Disadvantaged/Small Business and
Workforce Equity Programs Administrator*

TriMet's Commitment

- Strengthen small businesses while expanding transit
- Increase opportunity for businesses owned by Black, Indigenous, People of Color and Women
- Ensure the workforce reflects the diversity of our region
- Value diversity, equity, inclusion, community, and innovation
- Expand our nationally recognized DBE Program



What is a DBE?

- Disadvantaged Business Enterprise
- Small and For-Profit
- > 51% owned and controlled by individuals:
 - both socially and economically disadvantaged
 - Black, Indigenous, People of Color, and Women
 - 3-year average gross annual receipts of \leq \$23.98 mil
 - Owner net worth of \leq \$1.32 mil

Certification Office for Business Inclusion and Diversity (COBID)

Workforce Training and Hiring Program

- Construction Services
 - Prime Contracts > \$200,000
 - Subcontracts > \$100,000
- Requires 20% of labor hours in most trades are worked by apprentices.
- Request female and minority apprentices first
- Certified Payroll (Davis-Bacon or BOLI Prevailing Wage)
- Disaggregated data tracking and reporting



Orange Line Economic Benefits

- 562 businesses - \$668.9 mil contracts
- 134 DBEs - \$174.8 mil contracts (26%)
- Construction workforce (28% BIPOC and 11% Female)
- 14,572 jobs (5,346 construction, 1,869 professional, 7,357 indirect)



SWC Design DBE Goal Progress

Transit Design

- 20% DBE Goal (approx. \$8.9 million)
- Current DBE Awards (approx. \$9.6 million) over goal
- Current DBE Payments (approx. \$6.8 million)
- 33 DBEs (of 50 firms)

Urban Design

- 19.5% DBE Goal (approx. \$2.3 million)
- Current DBE Awards (approx. \$2.1 million)
- Current DBE Payments (approx. \$1.4 million)
- 10 DBEs (of 24 firms)

Furthering Economic Empowerment

- DBE Contracting and Workforce Plan
- Expected to create 28,000 jobs (direct & indirect)
- Currently 43 DBEs and growing
- Design and Construction Contracts
 - 10 – 20% DBE
 - \$100s millions to DBE contractors
- Workforce Hours
 - 20% Apprentices
 - 6.9 - 14% Female goal
 - 4.5 - 25% BIPOC goal

Questions

Aidan Gronauer, CCA

Disadvantaged/Small Business and Workforce Equity Programs Administrator

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Tigard Work Plan and Station Optimization Process

Leah Robbins, Southwest Corridor Project Director



Transit Oriented Development (TOD)

Station Access Framework



WALK

Mixed use and mixed income development at stations increase walk access to transit.

Tools: TOD, public realm improvements, pedestrian facilities



BIKE

Bicycling increases access to transit and provides an alternative to single-occupancy vehicle use.

Tools: Bike parking facilities, lanes and sharing



TRANSFER

Local bus service feeds high capacity transit.

Tools: Bus routes and stops, WES connection



MOBILITY SERVICES

Transportation technologies increase mobility and access to transit.

Tools: Allocate space for mobility solutions



AUTO

Private vehicles provide access to transit.

Tools: Park & Rides, roadway and access improvements



Station Optimization - Overview

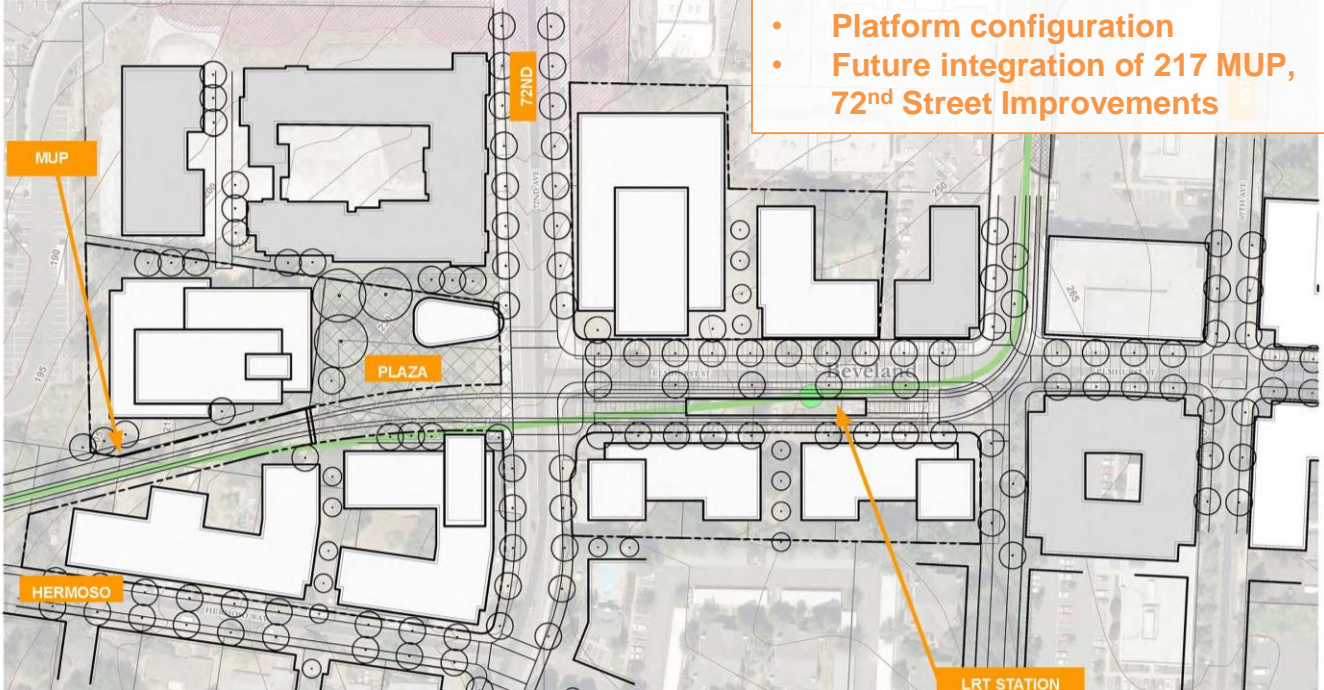
- City-led effort, TriMet supported
- Work plan to support MOU items and future TOD opportunities
- Shift from engineering to urban design, study refinements to light rail alignment at:
 - Elmhurst Station/ 70th Ave
 - Hall Station
 - 68th Parkway Station
- Capture outcome in 60% design drawings



Station Optimization – Visioning Process

Elmhurst Station TOD

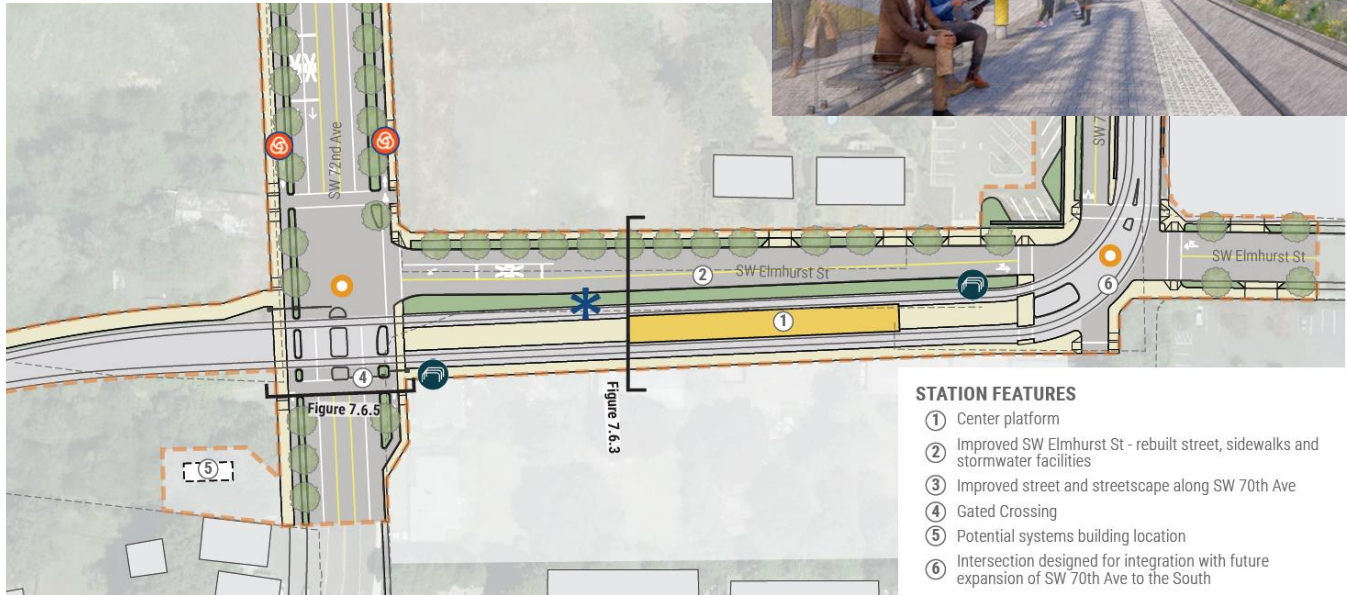
City of Tigard - Preferred Alignment



- TOD opportunities
- Integration of stormwater facilities
- Platform configuration
- Future integration of 217 MUP, 72nd Street Improvements

Station Optimization - Results

- TOD opportunities
- Integration of stormwater facilities
- Platform configuration
- Future integration of 217 MUP, 72nd Street Improvements



STATION FEATURES

- ① Center platform
- ② Improved SW Elmhurst St - rebuilt street, sidewalks and stormwater facilities
- ③ Improved street and streetscape along SW 70th Ave
- ④ Gated Crossing
- ⑤ Potential systems building location
- ⑥ Intersection designed for integration with future expansion of SW 70th Ave to the South