



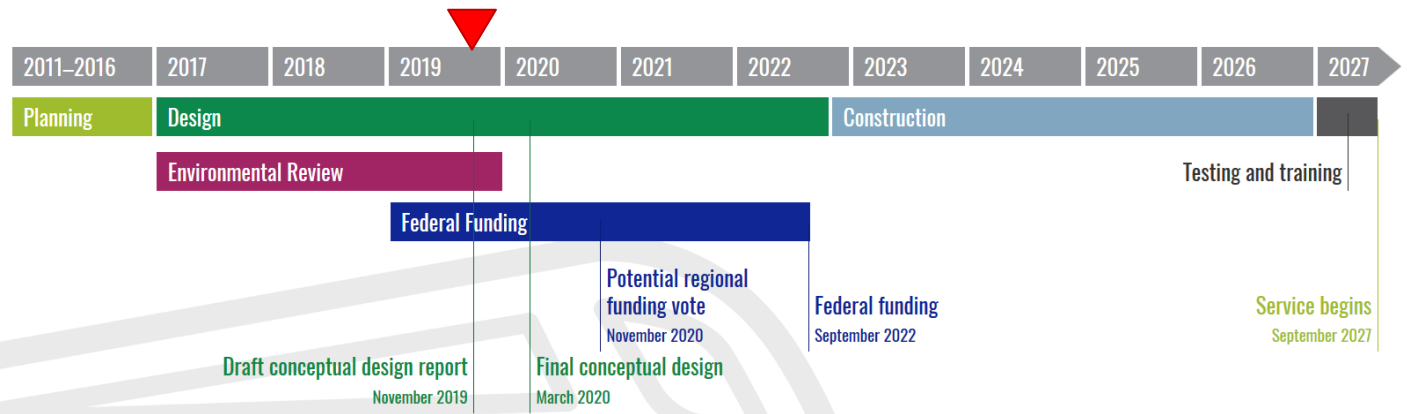
SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

Steering Committee

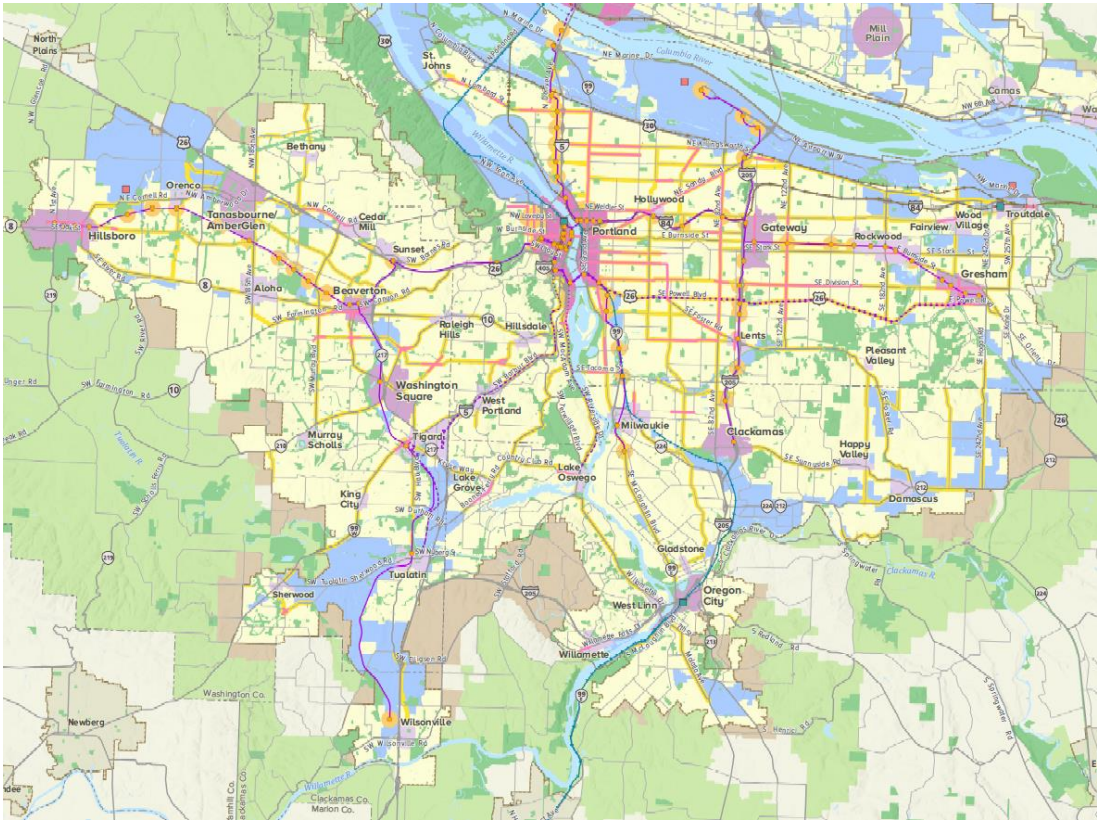
September 23, 2019

Today's agenda

- Regional priority for SWC project
- Framework of scenarios for project definition



SWC in 2040 Growth Concept



Project Goal: Getting to Bridgeport

“The purpose of the SW Corridor light rail project is to directly connect Tualatin, downtown Tigard, Southwest Portland, and the region’s central city with light rail, high quality transit and appropriate community investments in a congested corridor to improve mobility and create the conditions that will allow communities in the corridor to achieve their land use vision.”

-Purpose and Need Statement

Project Goal: Getting to Bridgeport



I-5 congestion and climate smart strategies
Reduce vehicle miles traveled (VMT) in one of the most heavily trafficked segments of I-5 in the state

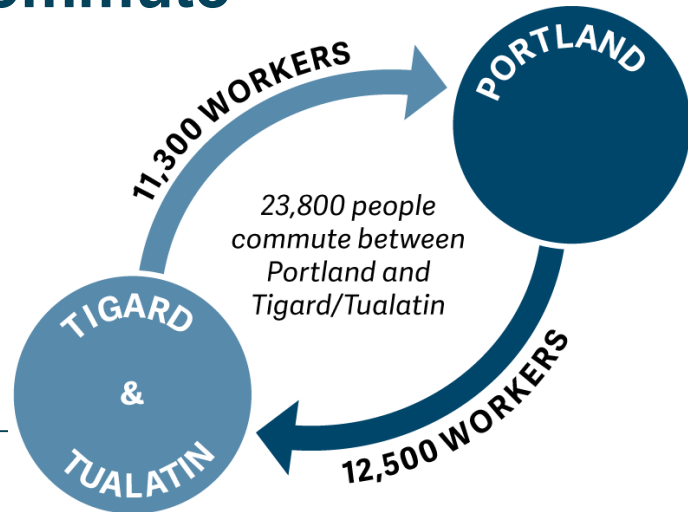
Project Goal: Getting to Bridgeport



Park & Ride at Bridgeport: proximity to I-5
Fewer people need to drive and park in
Tigard and Portland

Project Goal: Getting to Bridgeport

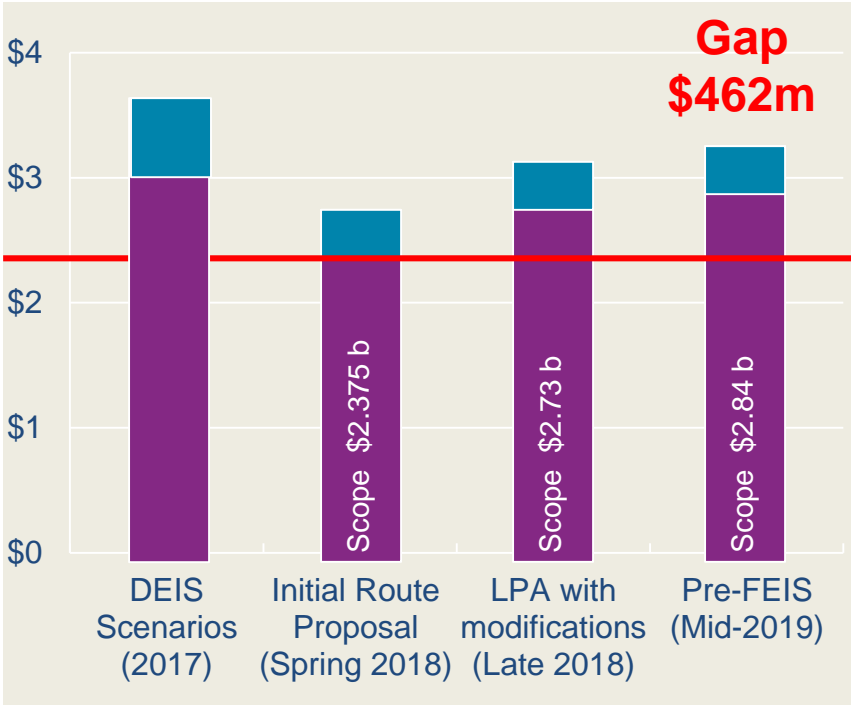
- 30-minute congestion-proof trip between Bridgeport and Portland
- Expands the reach of the existing MAX system
- Serves a two-way commute



Cost estimates (billions)

Scope target
\$2.375 b

Finance costs
Scope



Scope Refinements -- Incorporated since July

Right of way adjustments	\$ -24 m
Stormwater infrastructure	\$ -32 m
Remove 6 Track Crossovers	\$ -34 m
Red Rock Creek structure	\$ 11 m
UBF Traffic Mitigation	\$ 5 m
	\$ -74 m

Funding assumptions – Adjusted since July

Incorporate Jurisdictional Transfer funds	\$ +65 m

Scope Refinements -- Potential/being evaluated

Maintenance Facility Site	\$ -15M
Systems Substations	\$ -10M
ROW Reduction near SW Hooker	\$ -20M

Potential savings over \$100 m: Barbur Refinements

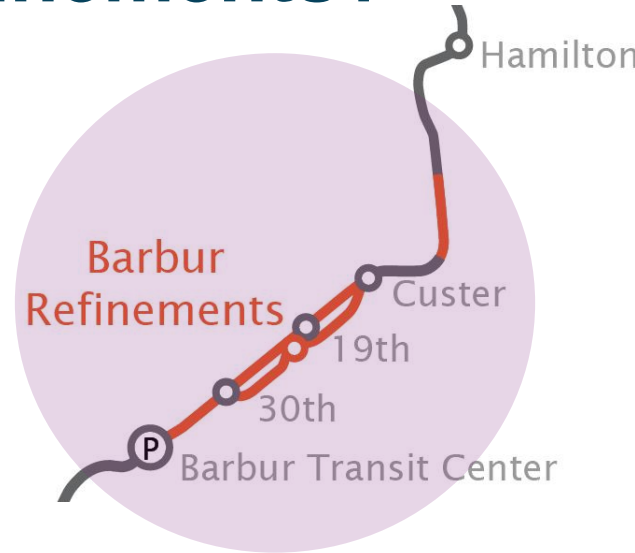
What are Barbur Refinements?

Narrow Barbur

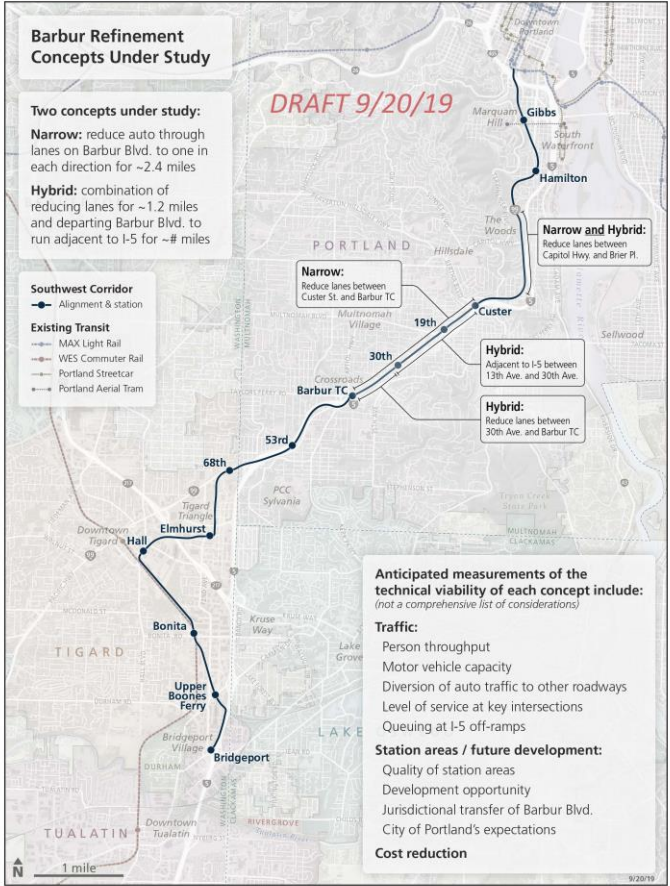
- Lower impact design with reduced cross section
- Remove one auto lane in areas where technically viable

Hybrid -- combination of:

- Narrow Barbur
- Light rail between Barbur and I-5



Barbur Refinements (handout)

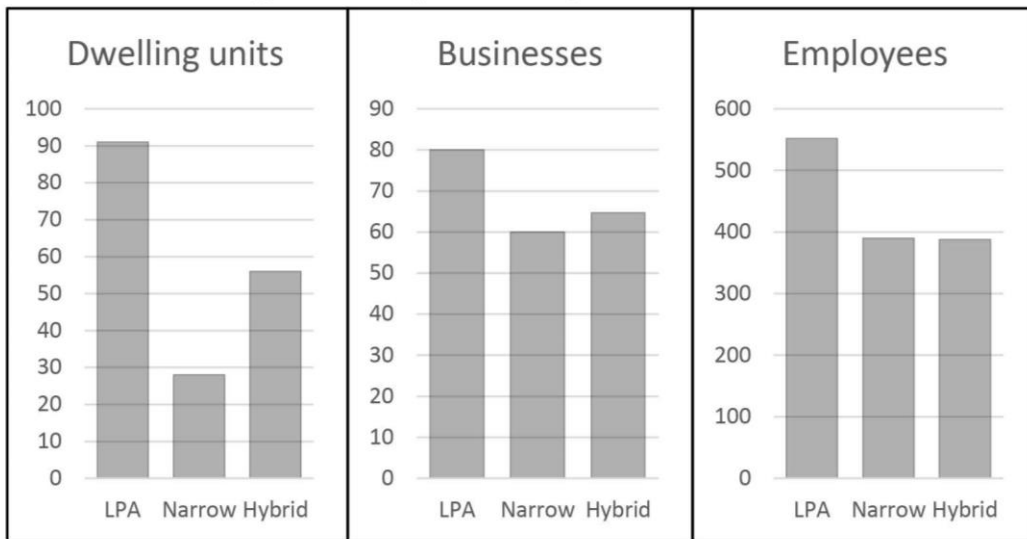


What are Barbur Refinements?

Ridership: same as current design

Relocations: fewer than current design

Draft Estimated Segment B Displacements/Relocations



Barbur Refinements: technical viability under study

Traffic

- Person throughput
- Motor vehicle capacity
- Diversion
- Level of service at key intersections
- Queuing at I-5 ramp terminals

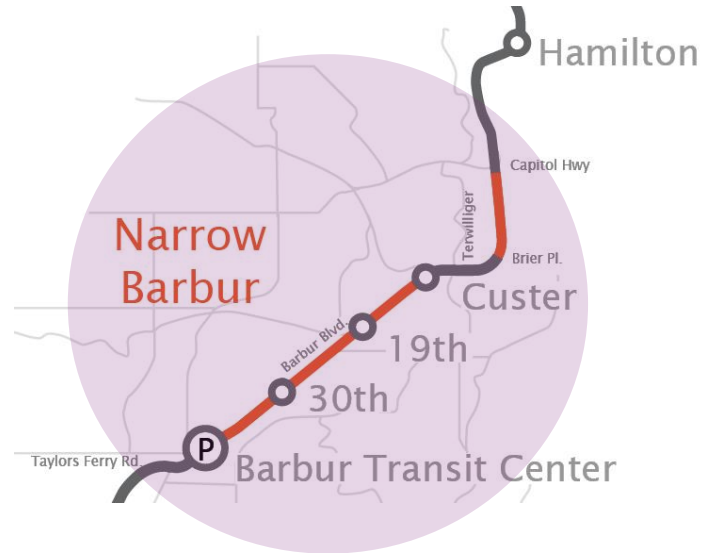
Jurisdictional Transfer: PBOT expectations

Station areas: quality; development opportunity

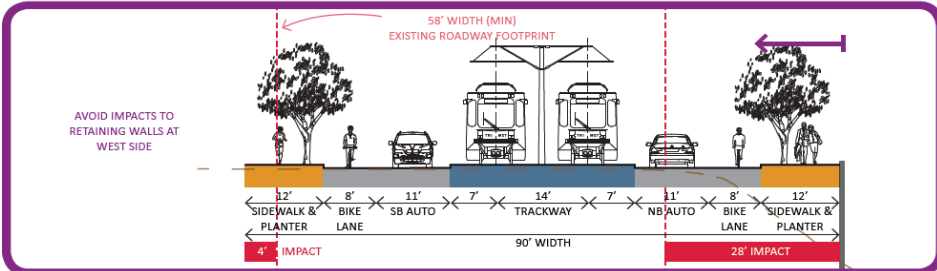
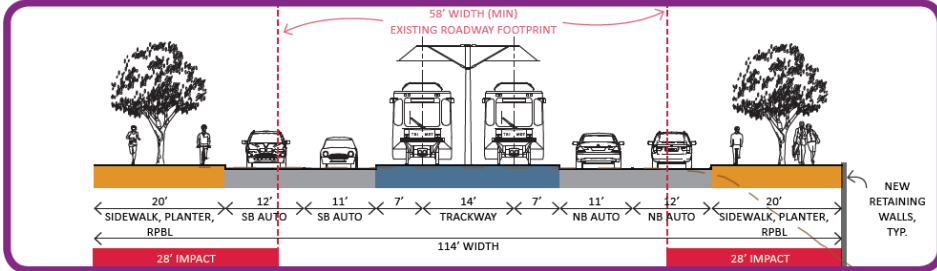
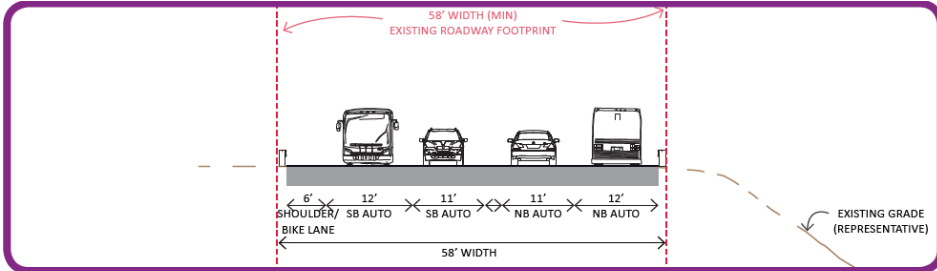
Narrow Barbur Option

Eliminate one through lane in each direction between:

- Capital Hwy and Brier Pl (“The Woods”)
- Custer St and Barbur Transit Center



Narrow Barbur – sample section

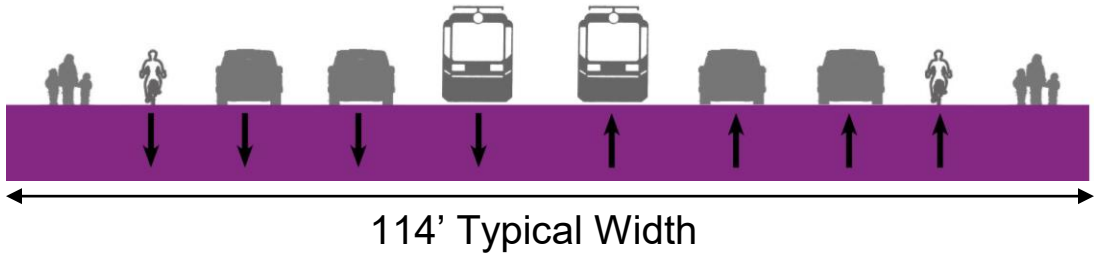


Cross Section Example

Washington St - Phoenix, AZ



Two through lanes in each direction

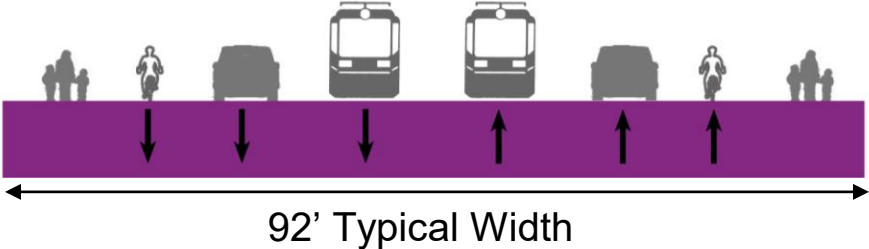


Cross Section Example

Terrace Road - Phoenix, AZ



One through lane in each direction

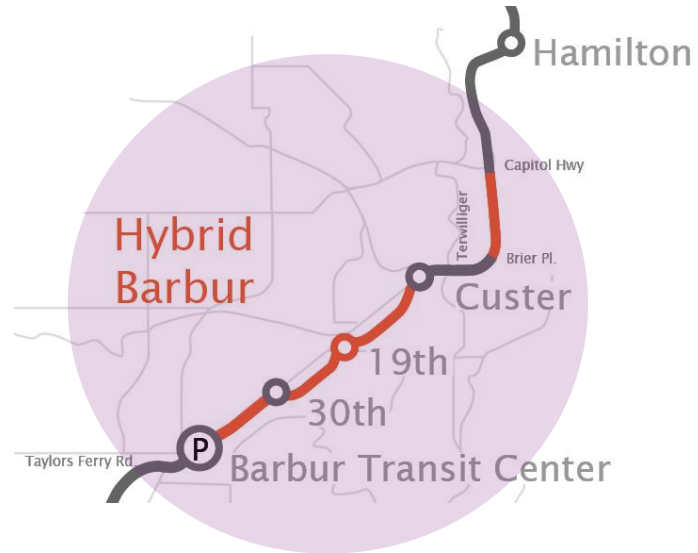


Hybrid Option

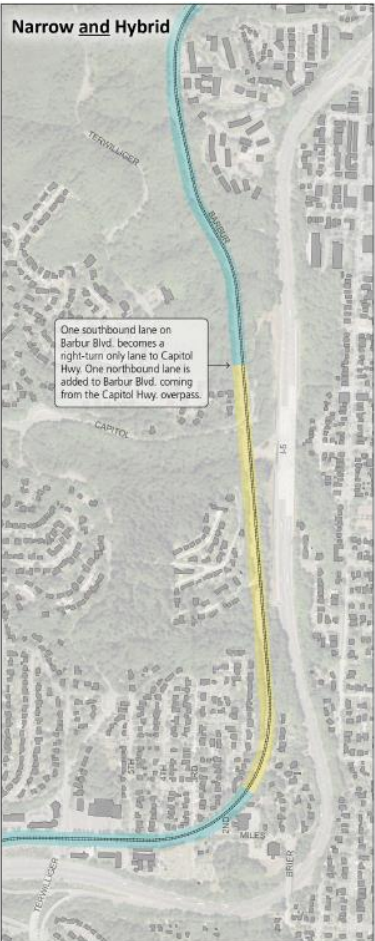
Eliminate one through lane in each direction between:

- Capital Hwy and Brier Pl (“The Woods”)
- 30th Ave and Barbur Transit Center

Light rail between Barbur and I-5 from 13th Ave to 30th Ave



Barbur Refinements (handout)



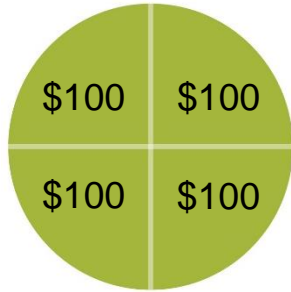
Barbur Refinements (handout)



Stations near Barbur

Filling the Gap: 3 Strategies

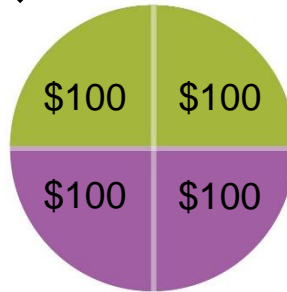
↑ Funding



=

~(\$400 M)

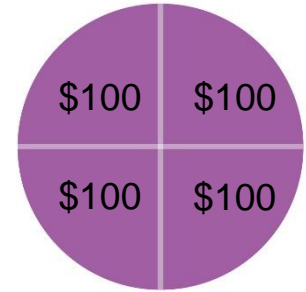
↑ Funding
+
↓ Scope



=

~(\$400M)

↓ Scope

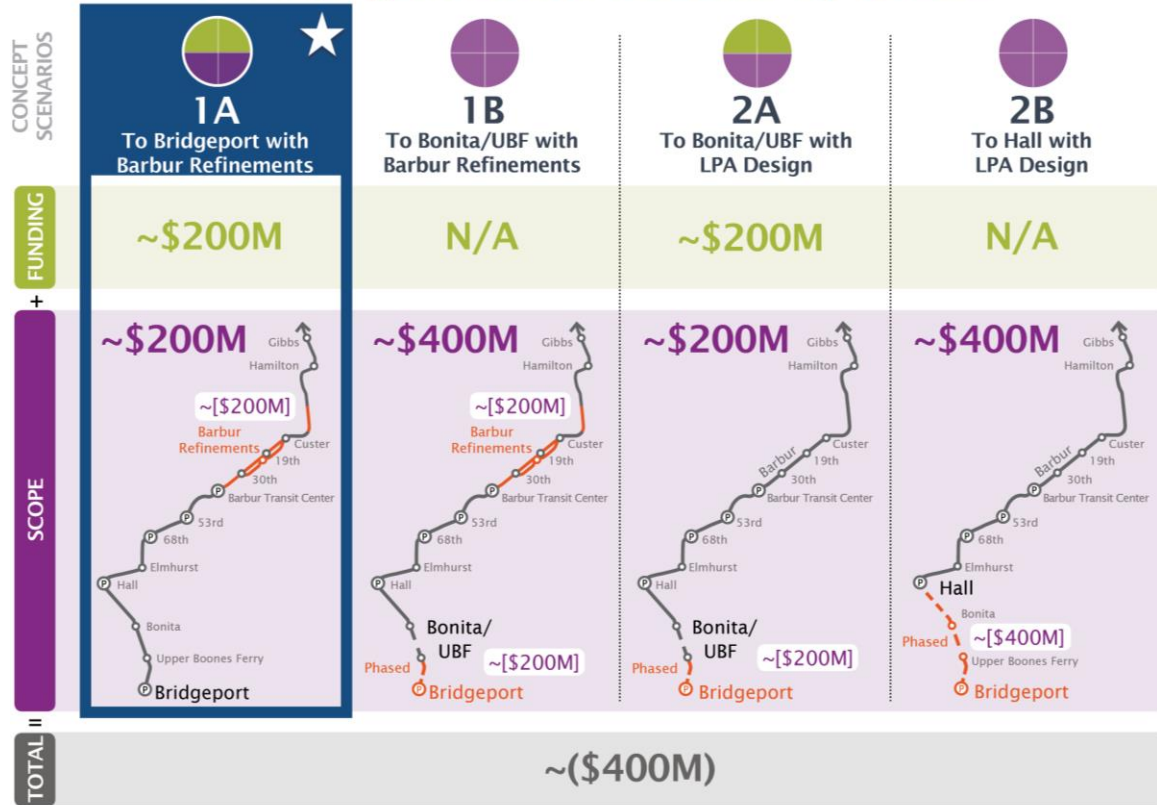


=

~(\$400M)

Concept Scenarios

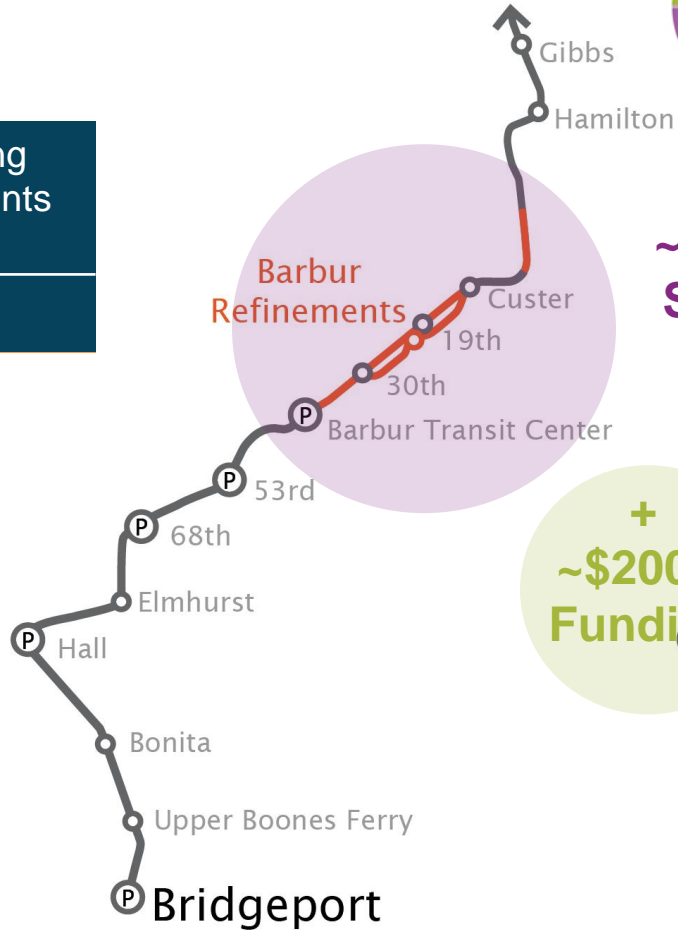
What project could be built by 2027?



Option 1A: To Bridgeport – Barbur Refinements

Overview:

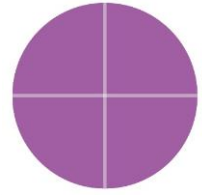
- + ~\$200 M: Increased Funding
 - ~\$200 M: Barbur Refinements
 - = ~\$400 M: Total
- ✓ **Scope Target**



-
~\$200M
Scope

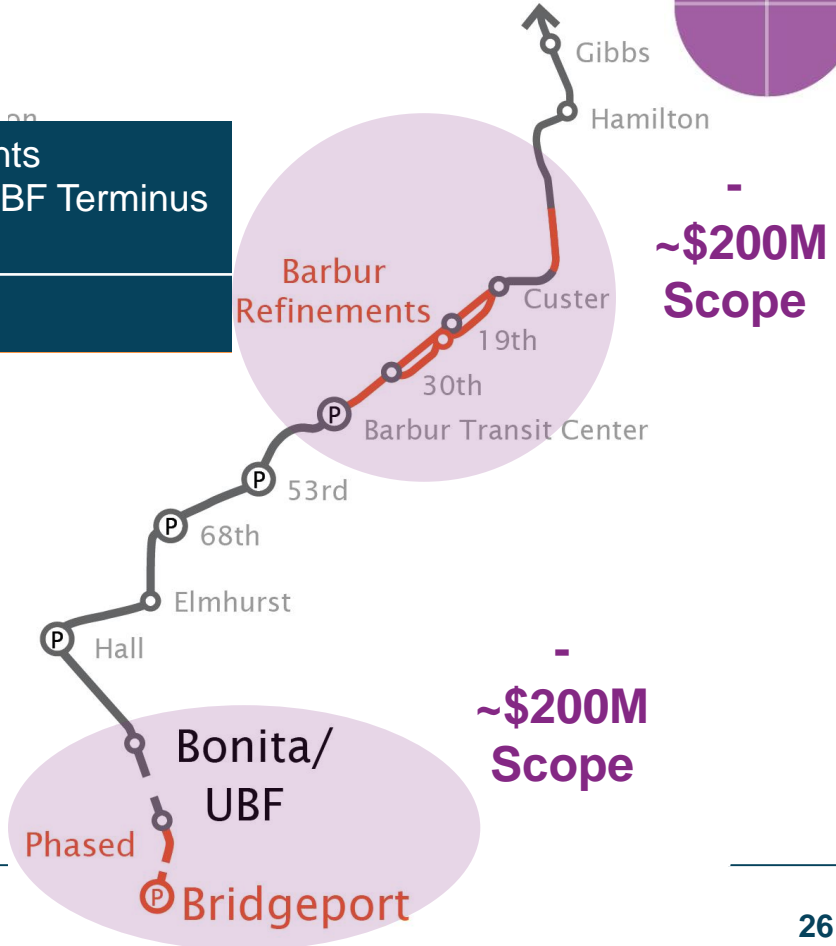
+
~\$200M
Funding

Option 1B: To Bonita/UBF – Barbur Refinements



Overview:

- ~\$200 M: Barbur Refinements
 - ~\$200 M: Phase 1 Bonita/UBF Terminus
 - = ~\$400 M: Total
- ✓ **Scope Target**



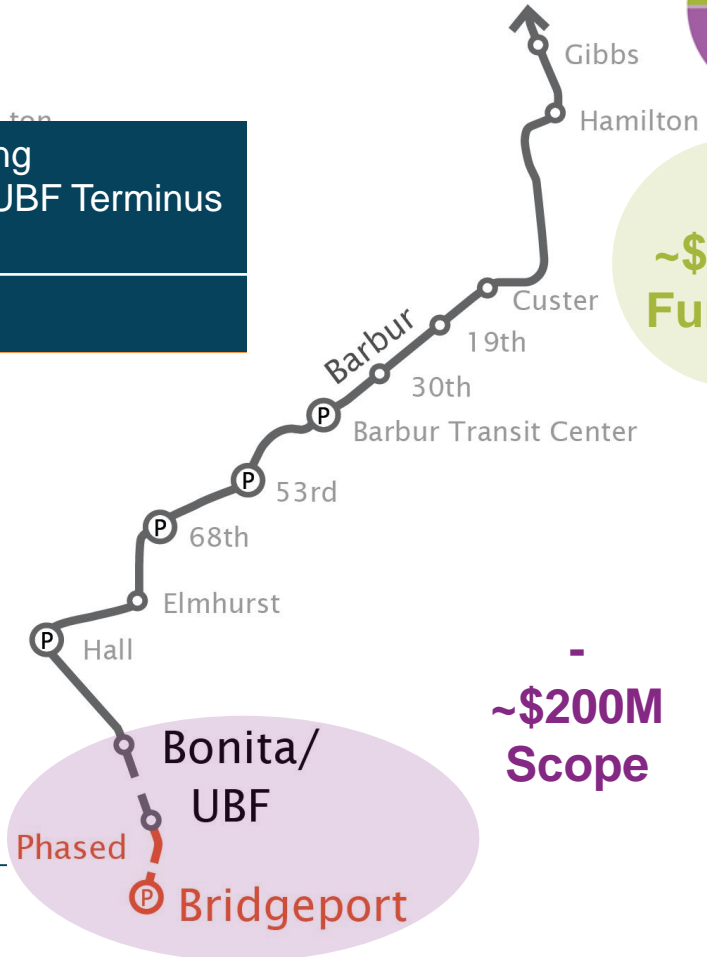
Option 2A: To Bonita/UBF – LPA Design

Overview:

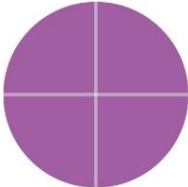
- + ~\$200 M: Increased Funding
 - ~\$200 M: Phase 1 Bonita/UBF Terminus
 - = ~\$400 M: Total
- ✓ **Scope Target**



**+
~\$200M
Funding**

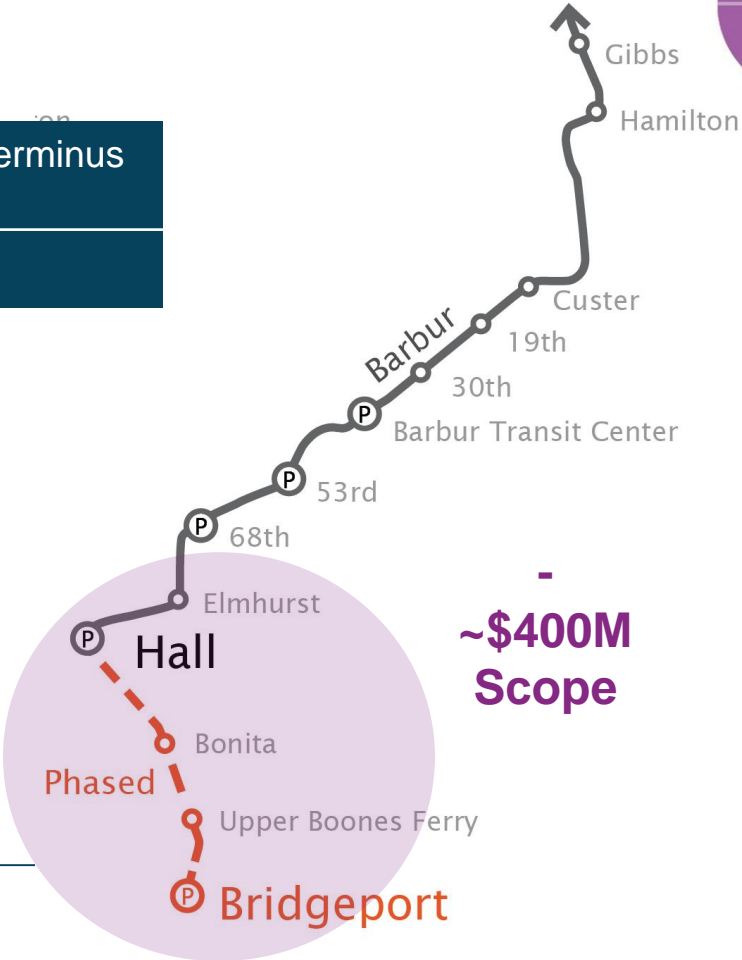


Option 2B: To Hall – LPA Design

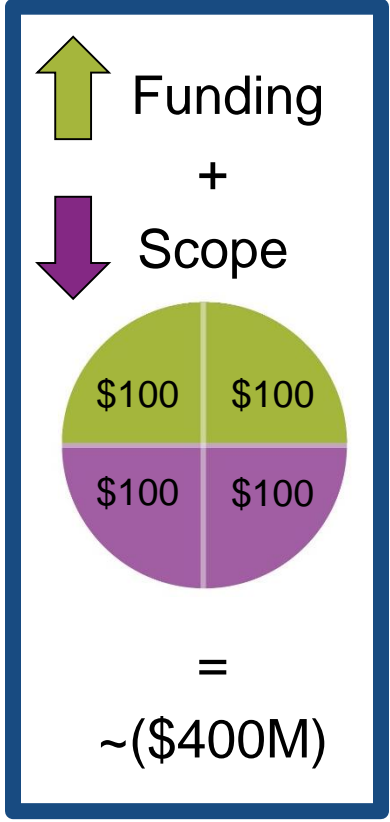


Overview:

- ~\$400 M: Phase 1 Hall Terminus
 - = ~\$400 M: Total
- ✓ **Scope Target**



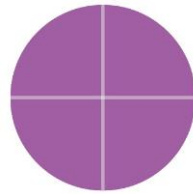
Funding + Scope Scenarios



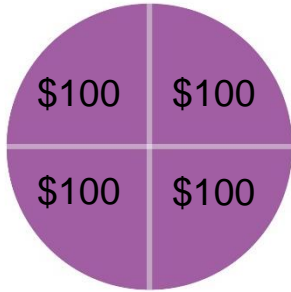
Option 1A:
To Bridgeport – Barbur Refinements

Option 2A:
To Bonita/UBF – LPA Design

Reduced Scope Scenarios



↓ Scope



=

~(\$400M)

Option 1B:

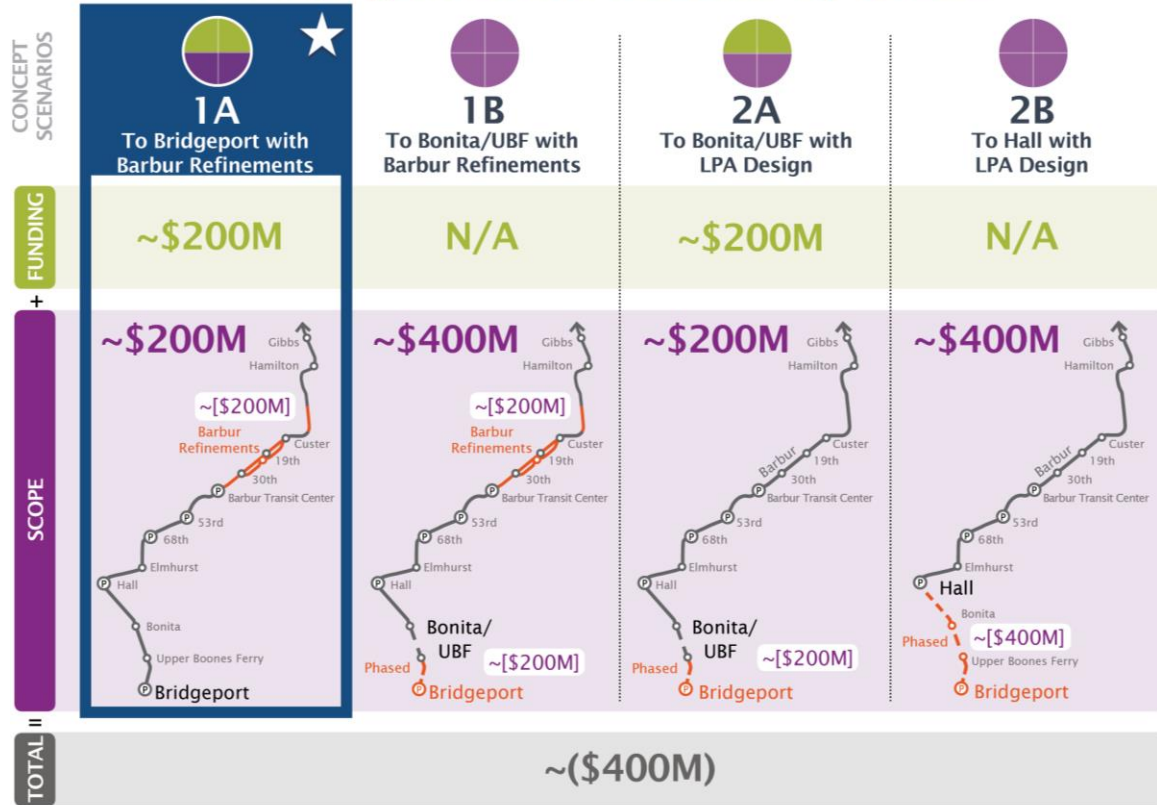
To Bonita/UBF – Barbur Refinements

Option 2B:

To Hall – LPA Design

Concept Scenarios

What project could be built by 2027?



Community input on scenarios

CAC

- Get to Bridgeport
- Concern about Barbur Refinement impacts
- Focus on public support for funding measure
- Hopeful for additional local funds

Neighbors – Barbur Refinements

- Concern about potential for cut-through traffic
- Want more info

trimet.org/swcorridor

Discussion

Next meeting: recommendation

Are there any other concept scenarios to consider?

What additional information is needed to get to a recommendation?



SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

www.trimet.org/swcorridor

swcorridor@trimet.org

503.962.2150