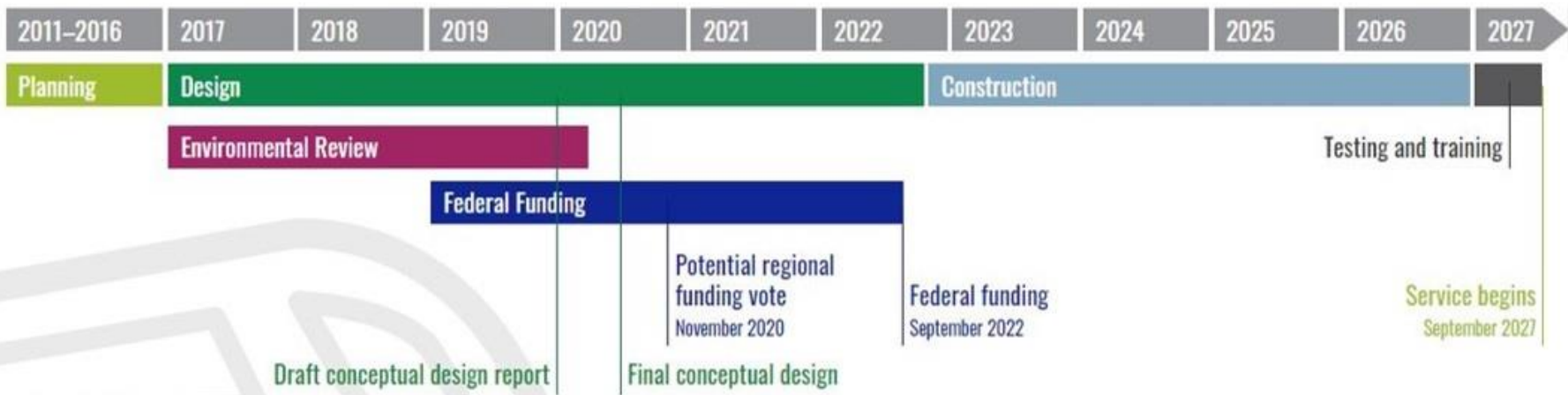
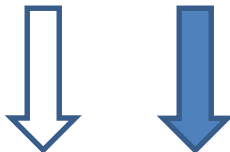


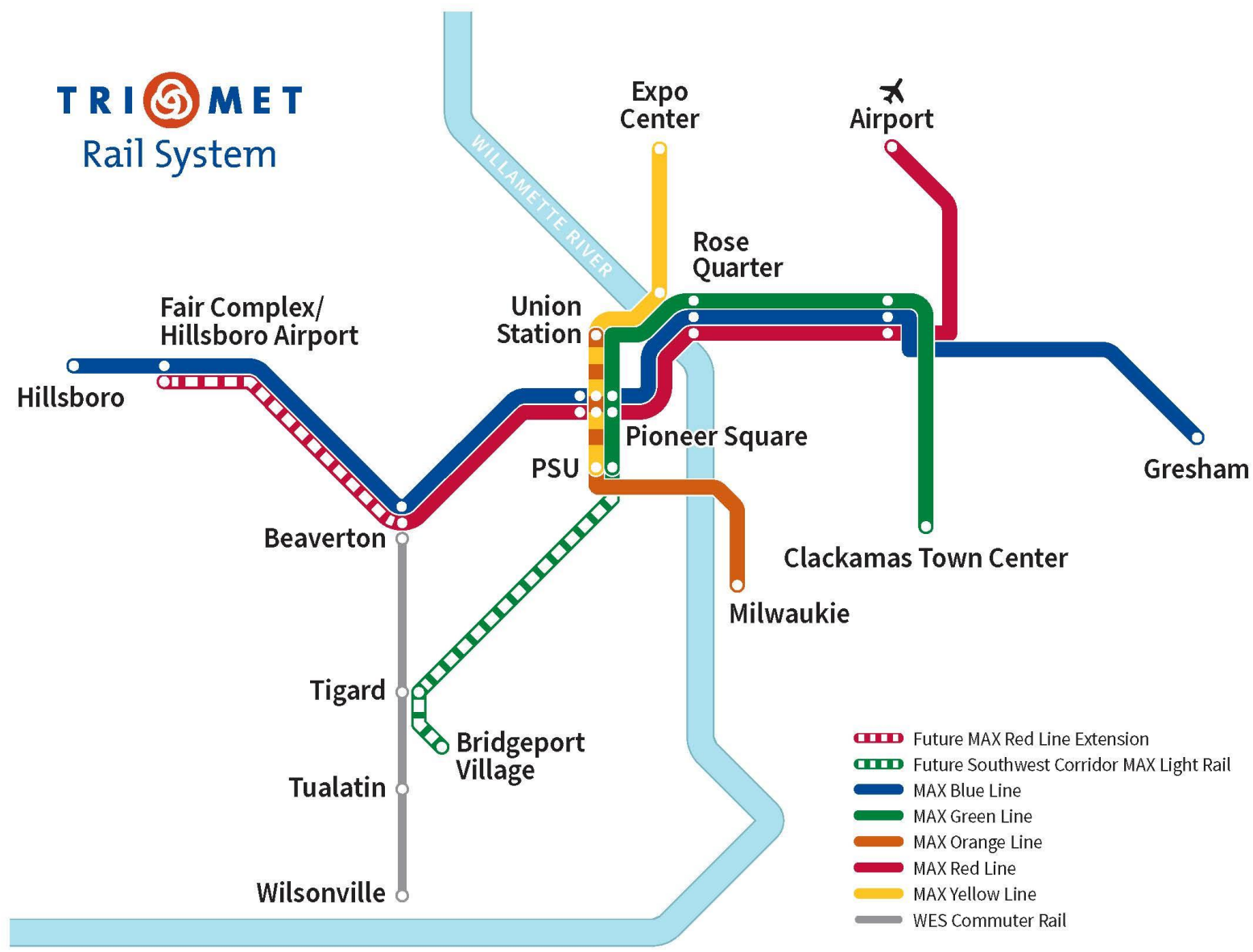


# **SOUTHWEST CORRIDOR LIGHT RAIL PROJECT**

**Council Work Session**  
**November 12, 2019**



**TRI MET**  
 Rail System







There could be 340,000 residents in  
the Southwest Corridor by 2035-

**70,000**

**more than today.**

[swcorridorplan.org](http://swcorridorplan.org)

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# 13-17

**hours of congestion a day:**

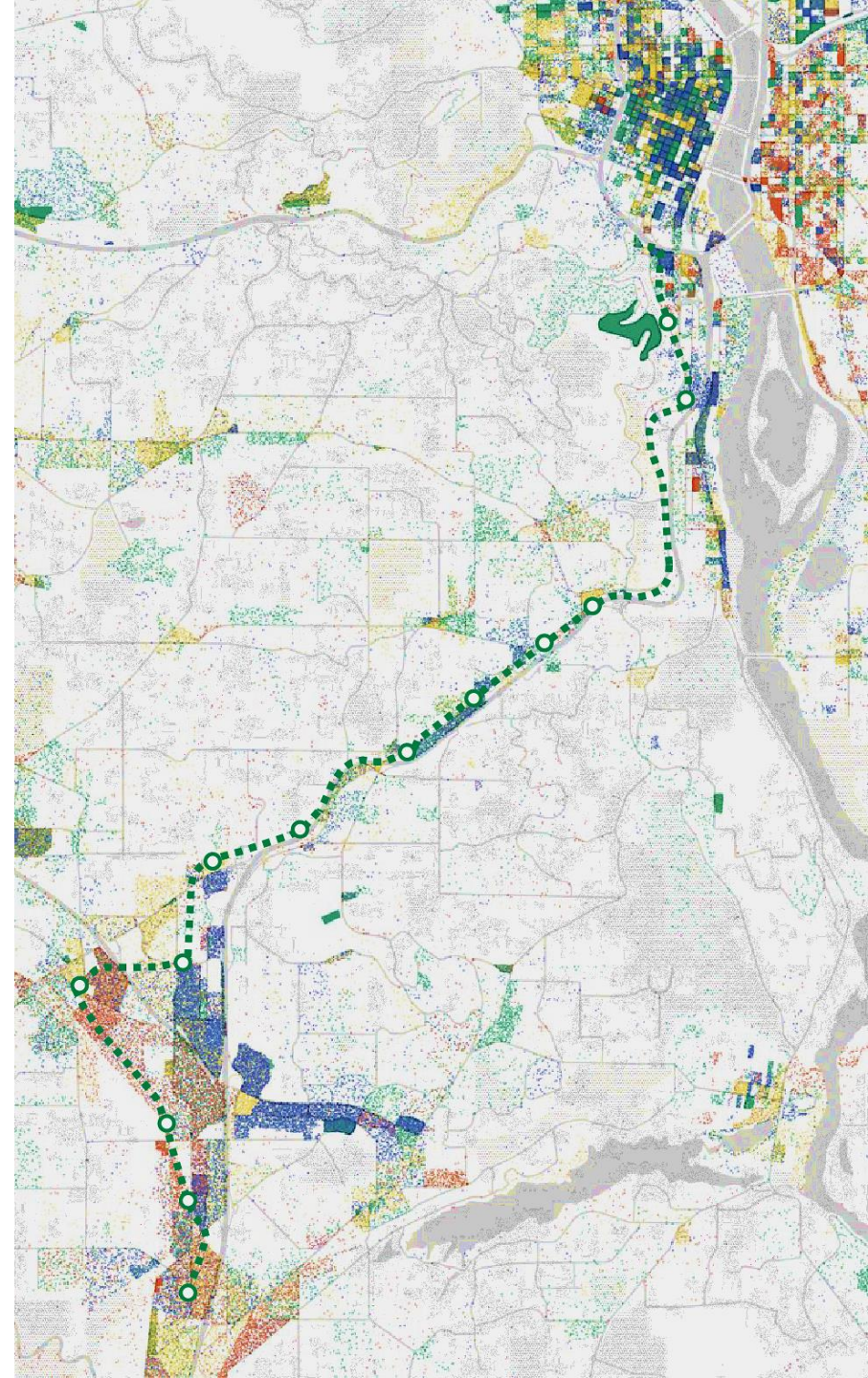
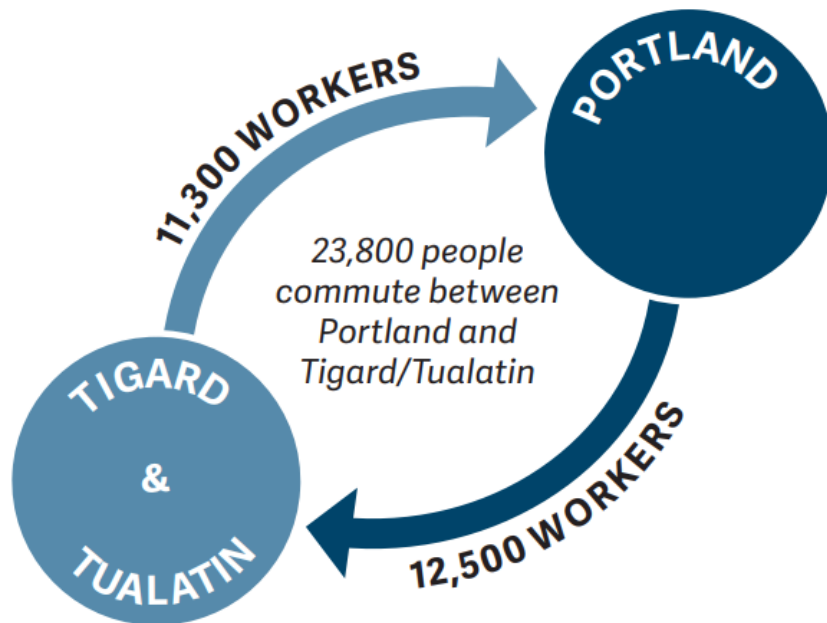
That's how bad traffic will be on Interstate 5  
between Portland and Tigard in 2035.

[swcorridorplan.org](http://swcorridorplan.org)

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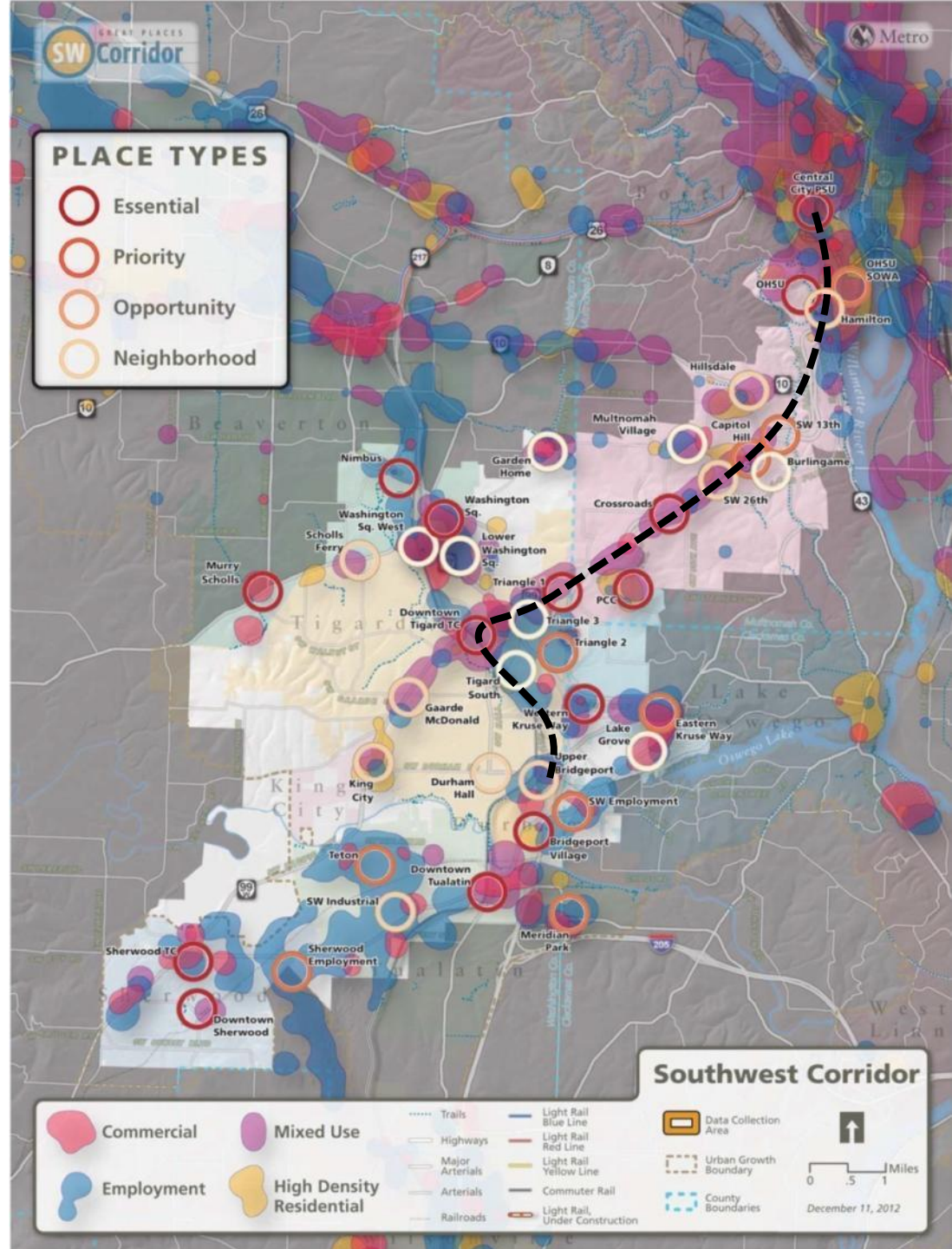


## Linking job centers



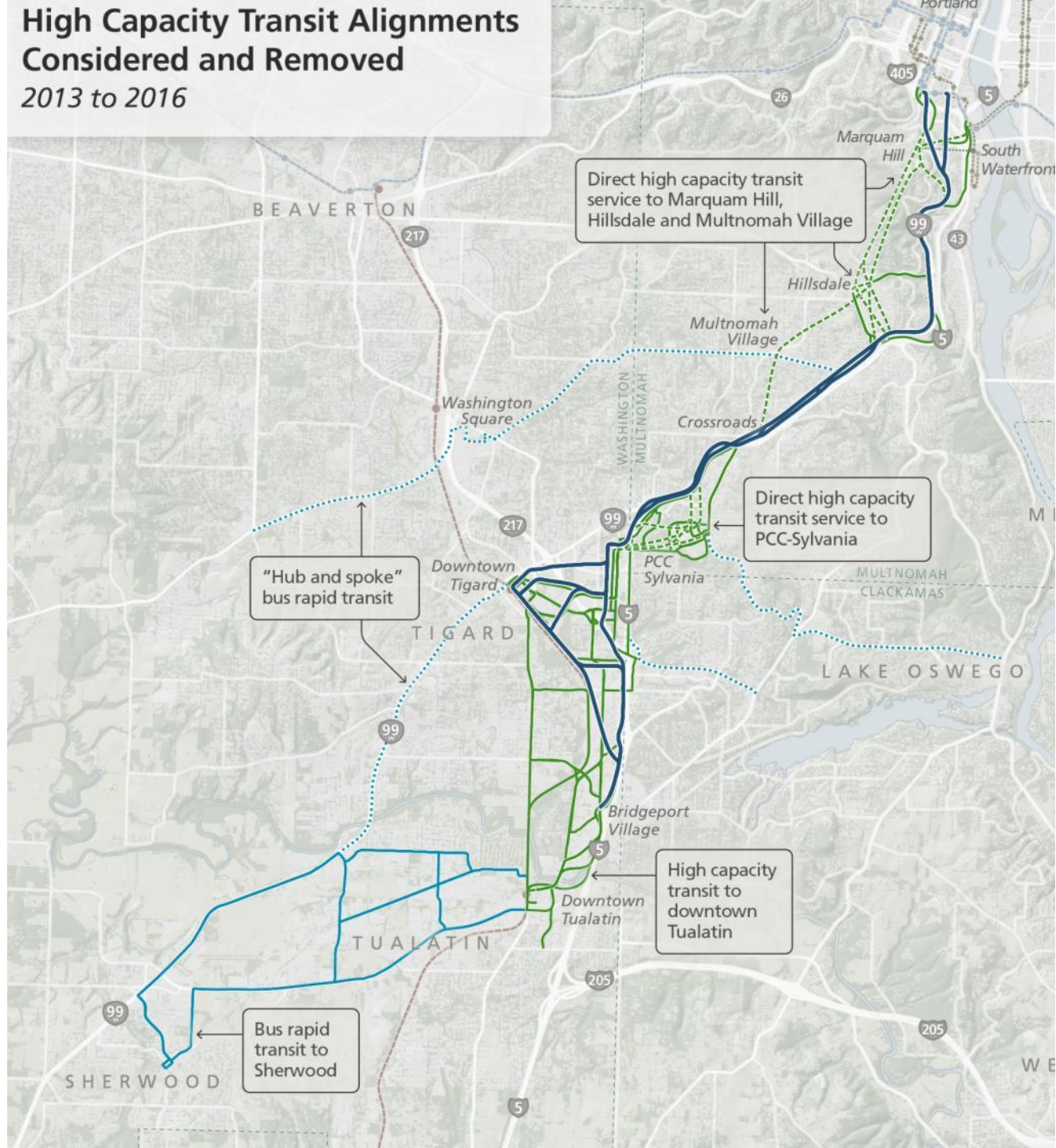


We started  
with land use  
to connect to  
places



# High Capacity Transit Alignments Considered and Removed 2013 to 2016

Over 60  
alignment  
options were  
considered





# Equitable Development Strategy



- \$895,000 FTA Grant
- Diverse representation of ideas
- Goal:

**To ensure that the residents of the SW Corridor have access to the opportunities that light rail will bring and concurrently address the impacts associated with this major infrastructure investment**



# Project Goals

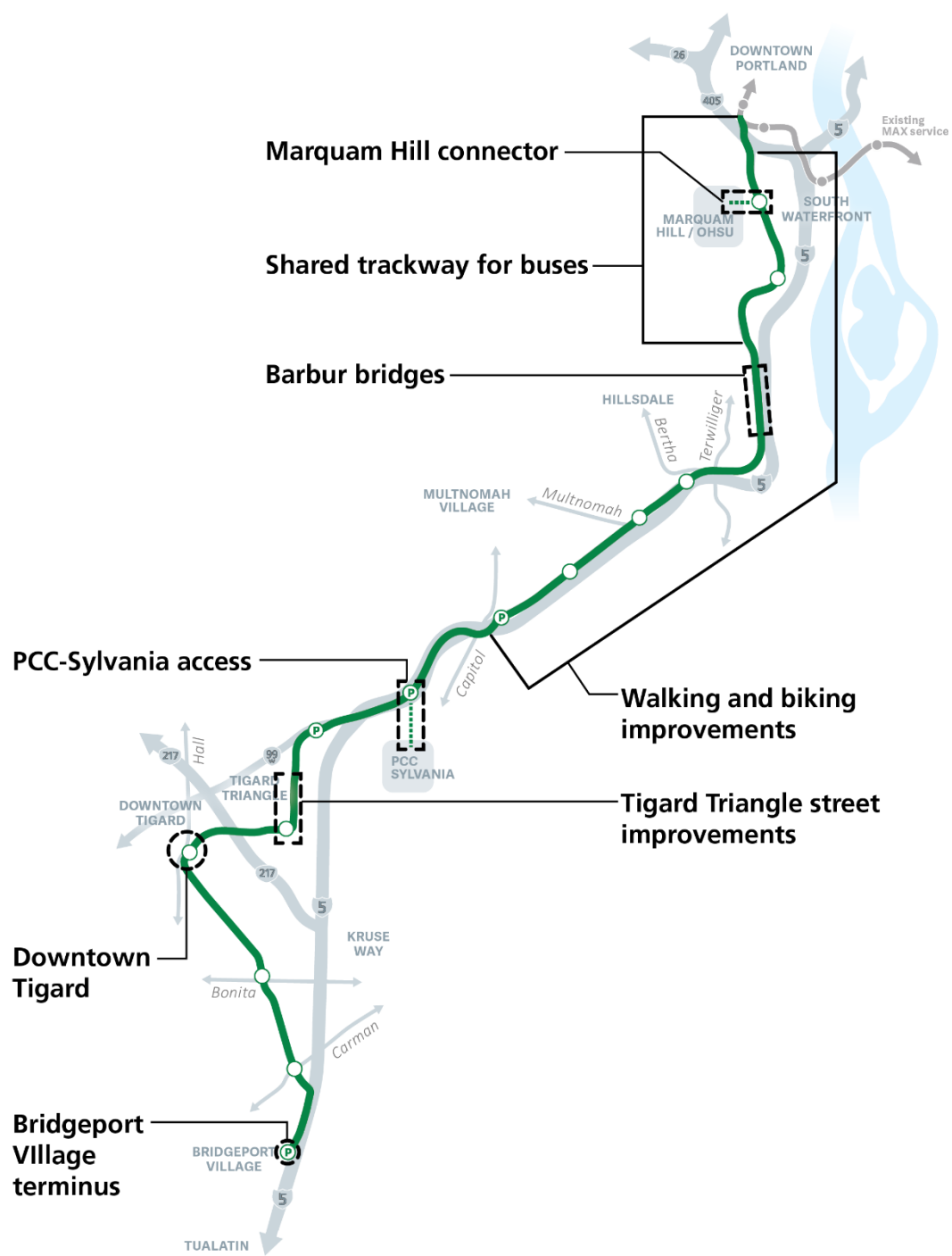
- Address residential and business displacement
- Expand the breadth and depth of influence among affected people
- Reduce disparities and improve conditions for affected people
- Preserve and expand affordable housing
- Advance economic opportunity for all and build community capacity for wealth creation
- Promote transportation mobility and connectivity
- Develop healthy and safe communities



# A Project About People



**11 miles**  
**13 stations**  
**30 minutes**  
**39,000 riders/day**  
**1 in 5 commuters**





# Since LPA adoption...

- Designs updated 15%
  - ♦ Avoid or minimize impacts
  - ♦ Greater detail and updated cost estimates
- Exploration of route adjustments
  - ♦ Unresolved locations
  - ♦ Cost reduction
- Ongoing environmental review
- Early TOD planning

# Funding assumptions

Partner	Request (\$ millions)
FTA	1,250
Regional Measure	850
State of Oregon	150
TriMet	75
City of Portland	75
Washington County	75
Metro / RFFA	50
<i>Subtotal</i>	<b>2,525</b>
Interim Finance cost	(150)
<b>YOE scope target</b>	<b>2,375</b>



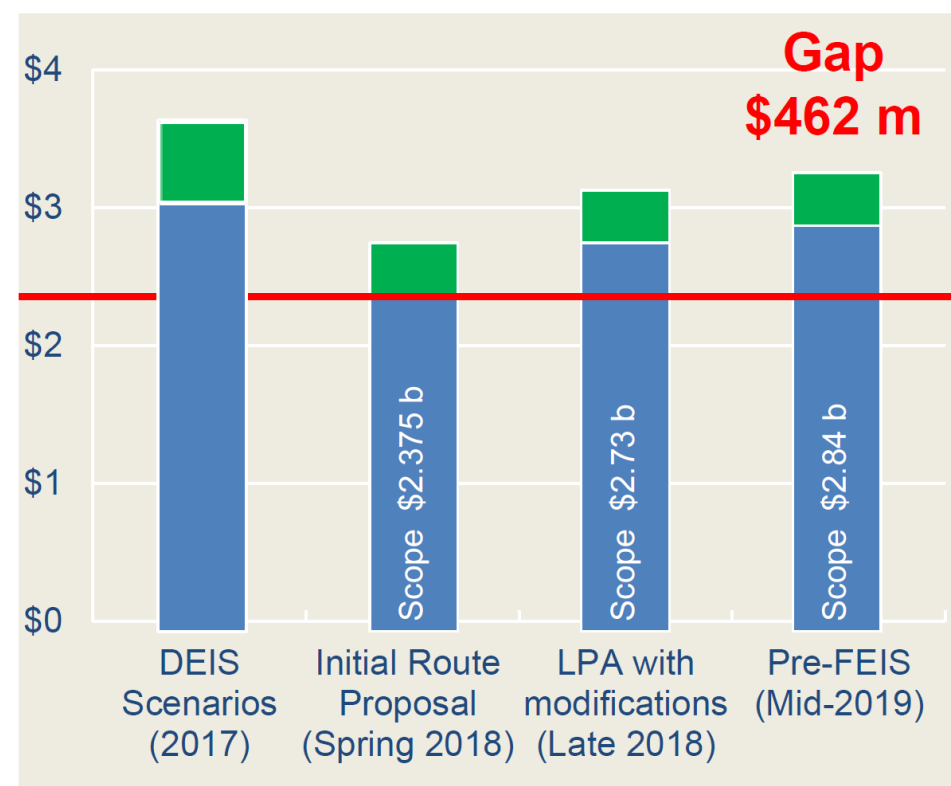
# Updated designs and risks

July 2019

## Cost estimates (billions)

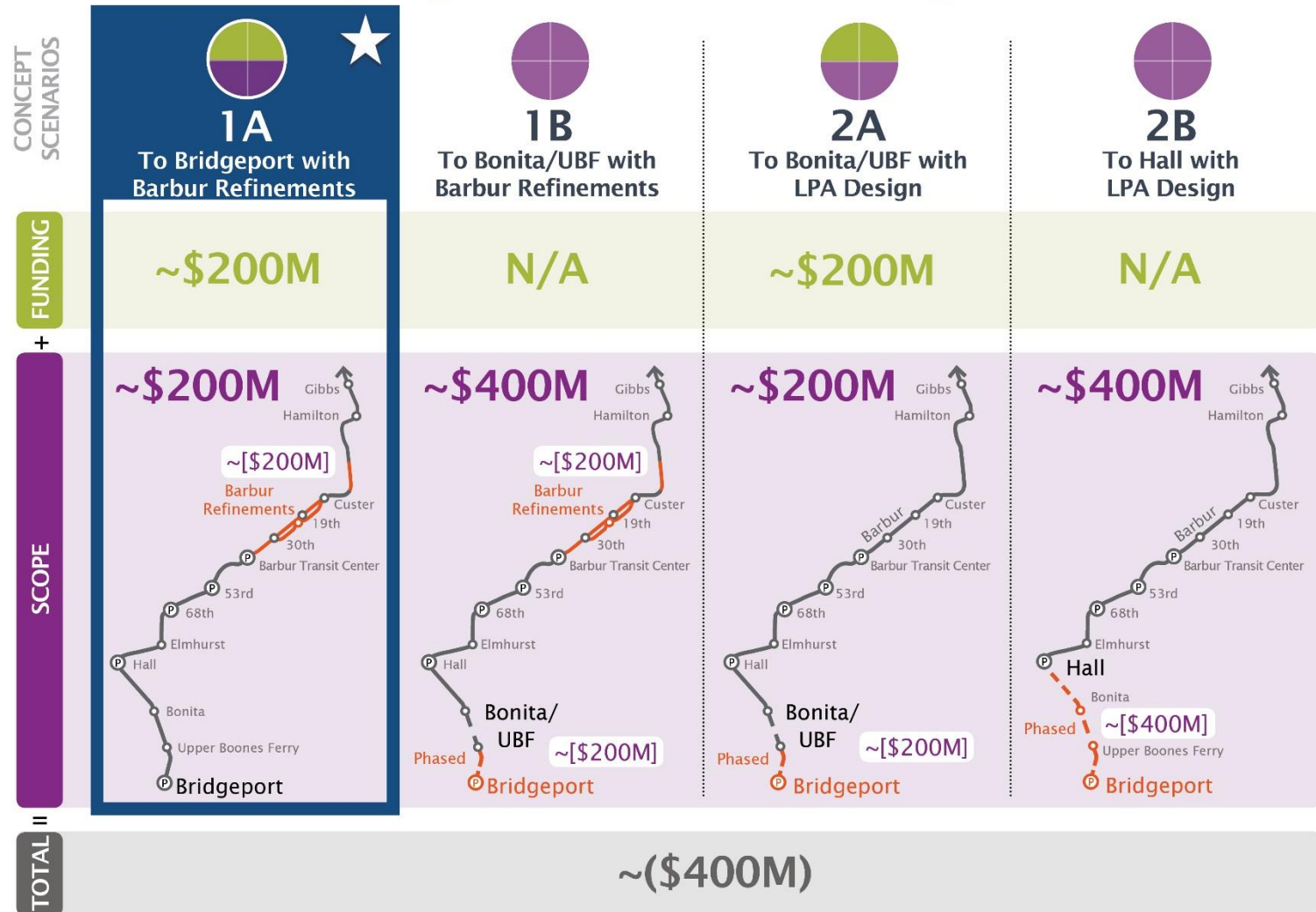
Scope target  
\$2.375 b

Finance costs  
Scope



# Options: scope, funding

What project could be built by 2027?



# Scope recommendations

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
<b>Total</b>	<b>- \$129 m</b>



# Funding recommendations

**Metro:** initial recommendation up to \$975M  
affirms regional benefit of reaching Bridgeport

**FTA potential:** other cities recently requested  
amounts over \$1.25B

- SW Corridor to Bridgeport rates very well

**State of Oregon potential:**

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



**LPA**

To Bridgeport with  
Modifications

FUNDING

**\$240M**

+

SCOPE

**\$129M**



GAP

**<\$100M**

# Updated Funding Plan

Revenue	(in millions)
Incorporate Jurisdictional Transfer funds	+ \$65
Regional funding measure contribution	+ \$125
FTA Small Starts contribution	+ \$50
<b>Total</b>	<b>+ \$240</b>

**Remaining gap ~ \$93M**

**MOS**To Bonita/UBF with  
Modifications

FUNDING

&lt;\$240M

+

SCOPE

\$129M



# Interim Terminus

*Must be able to function as a stand-alone project and not be dependent on any future segments being constructed*

Recommendation:

**Bonita/Upper Boones Ferry**

As far south as possible:

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



# Next steps

## Conceptual design report

- Public draft in Winter, final in Spring

## Ongoing environmental work

- Final EIS anticipated in Summer

## Equitable development strategy

- Working with partners to implement

# Policy questions

- Does Council support the position of maintaining 4 through-travel auto lanes on SW Barbur Boulevard and terminating at Bridgeport Village, as identified in the Preferred Alternative?
- If so, does Council support the approach of finding additional local and federal funding for the SW Corridor project to fill the funding gap?



# SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

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# Business & Workforce Awards

## **Mercy Corps NW**

Getting minority and women-owned businesses ready to weather the impact of Light Rail construction

## **IRCO & OHSU**

Providing immigrants, people of color, and other marginalized communities access to career advancement opportunities in healthcare

# Equity & Housing Awards

## **Community Partners for Affordable Housing (CPAH)**

Engaging historically marginalized communities in the design of existing and future affordable housing developments

## **Home Forward**

Helping the Muslim community in SW Corridor navigate and influence affordable housing opportunities

# Equity & Housing Awards

## **Proud Ground**

Helping targeted communities access affordable homeownership opportunities in the SW Corridor

## **Momentum Alliance**

Enhancing the ability of communities of color to participate and influence the SW Corridor Plan



# Long-Term Implementation

- Federal Grant expires in July 2019
- Next 10 years are key to successful outcomes
- Support of local and national philanthropy will likely be necessary to keep a coalition of partners together
- Time is right- there is support to undertake these efforts now