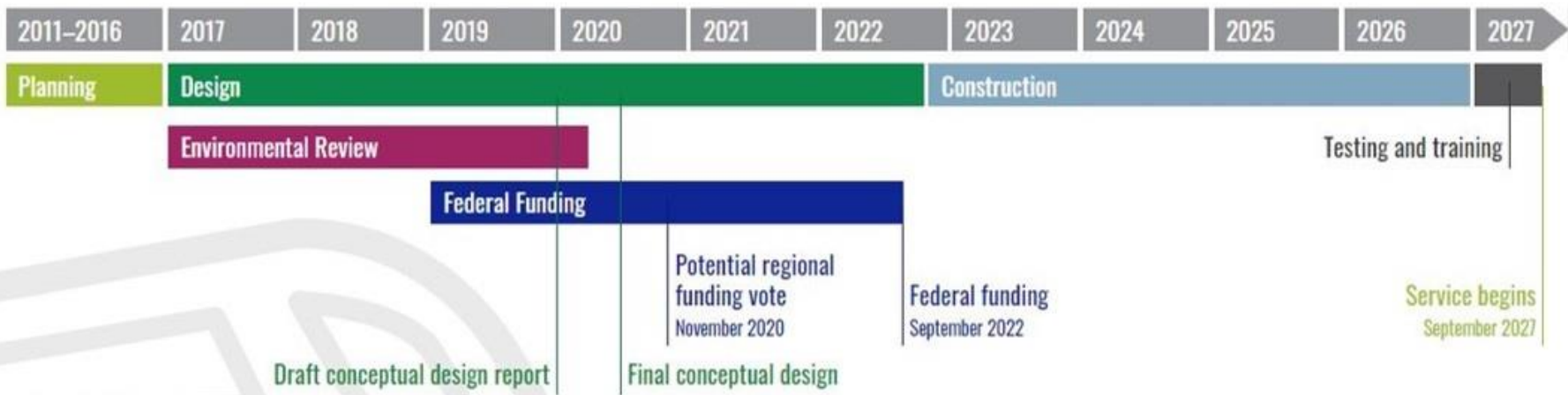
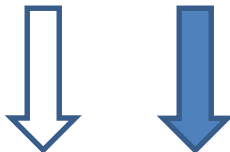


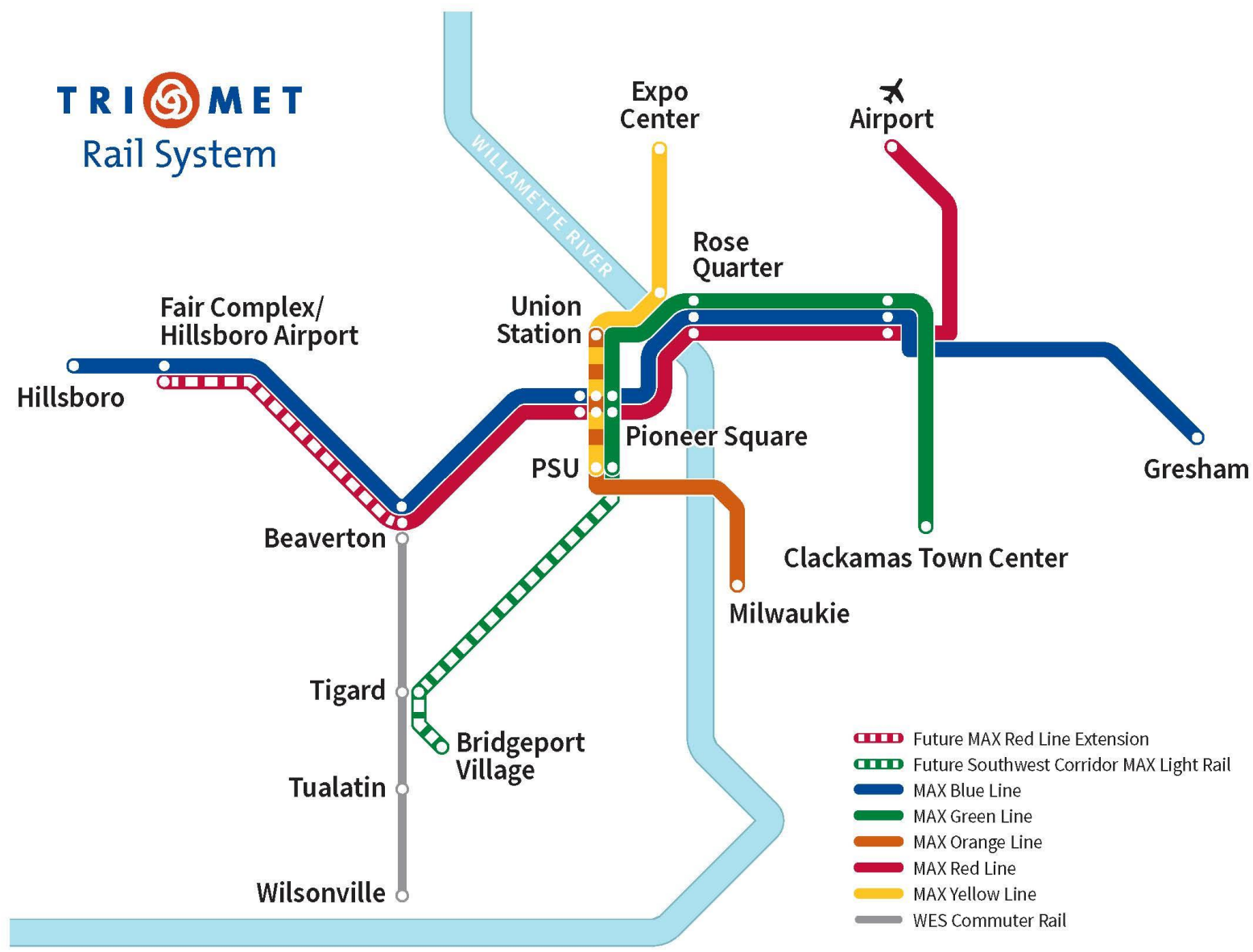


SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

Council Work Session
November 12, 2019



TRI MET
 Rail System



- Future MAX Red Line Extension
- Future Southwest Corridor MAX Light Rail
- MAX Blue Line
- MAX Green Line
- MAX Orange Line
- MAX Red Line
- MAX Yellow Line
- WES Commuter Rail



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

70,000

more than today.

swcorridorplan.org



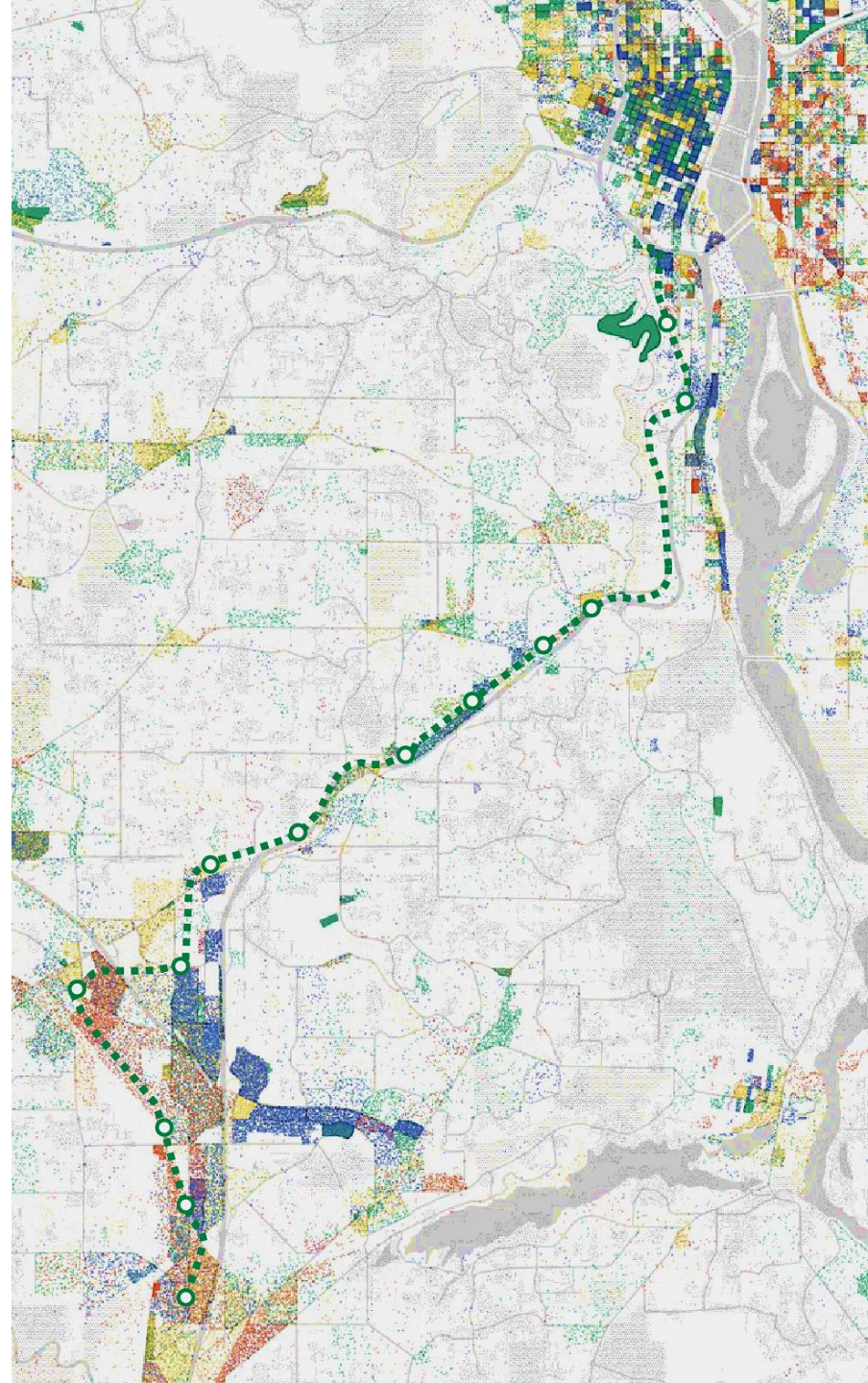
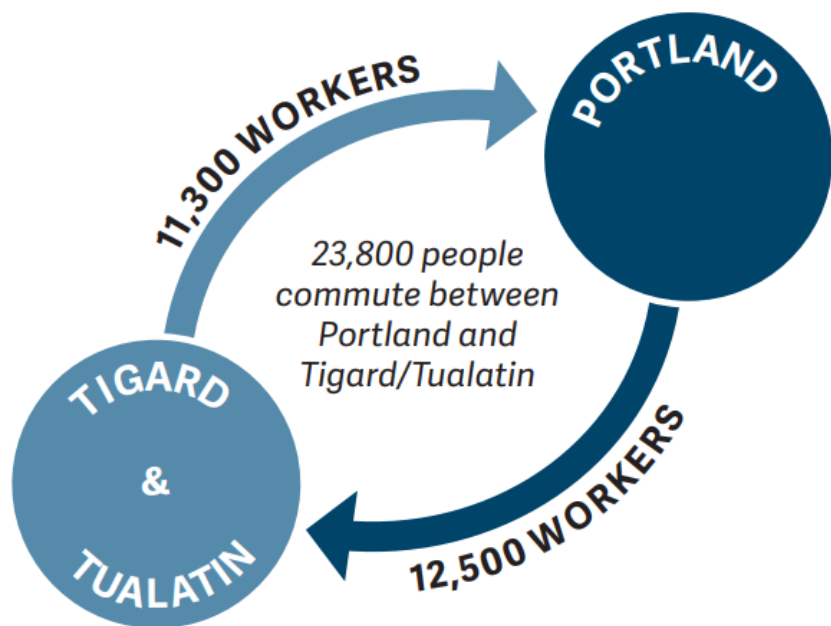
13-17

hours of congestion a day:

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

swcorridorplan.org

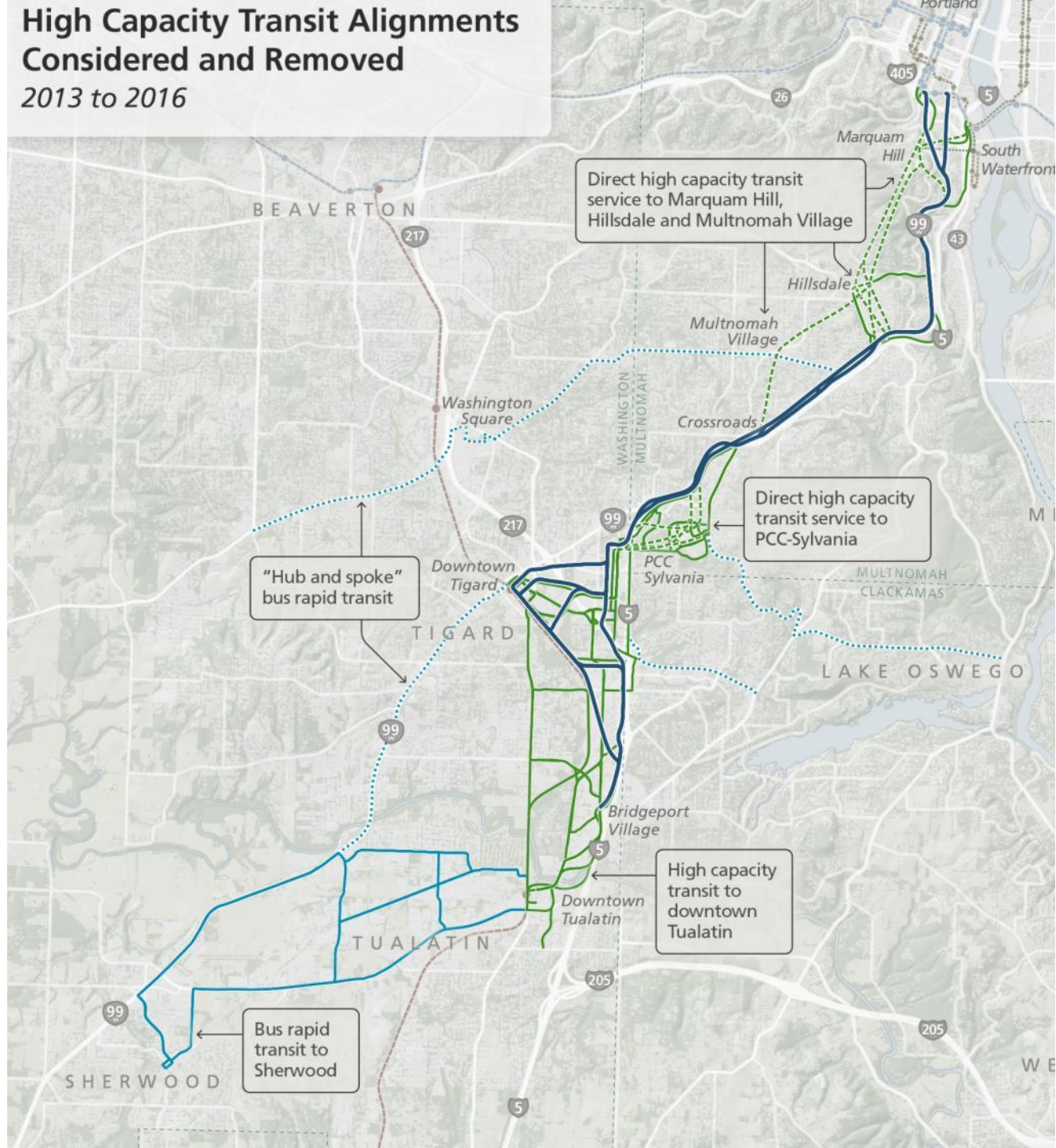
Linking job centers





High Capacity Transit Alignments Considered and Removed 2013 to 2016

Over 60
alignment
options were
considered





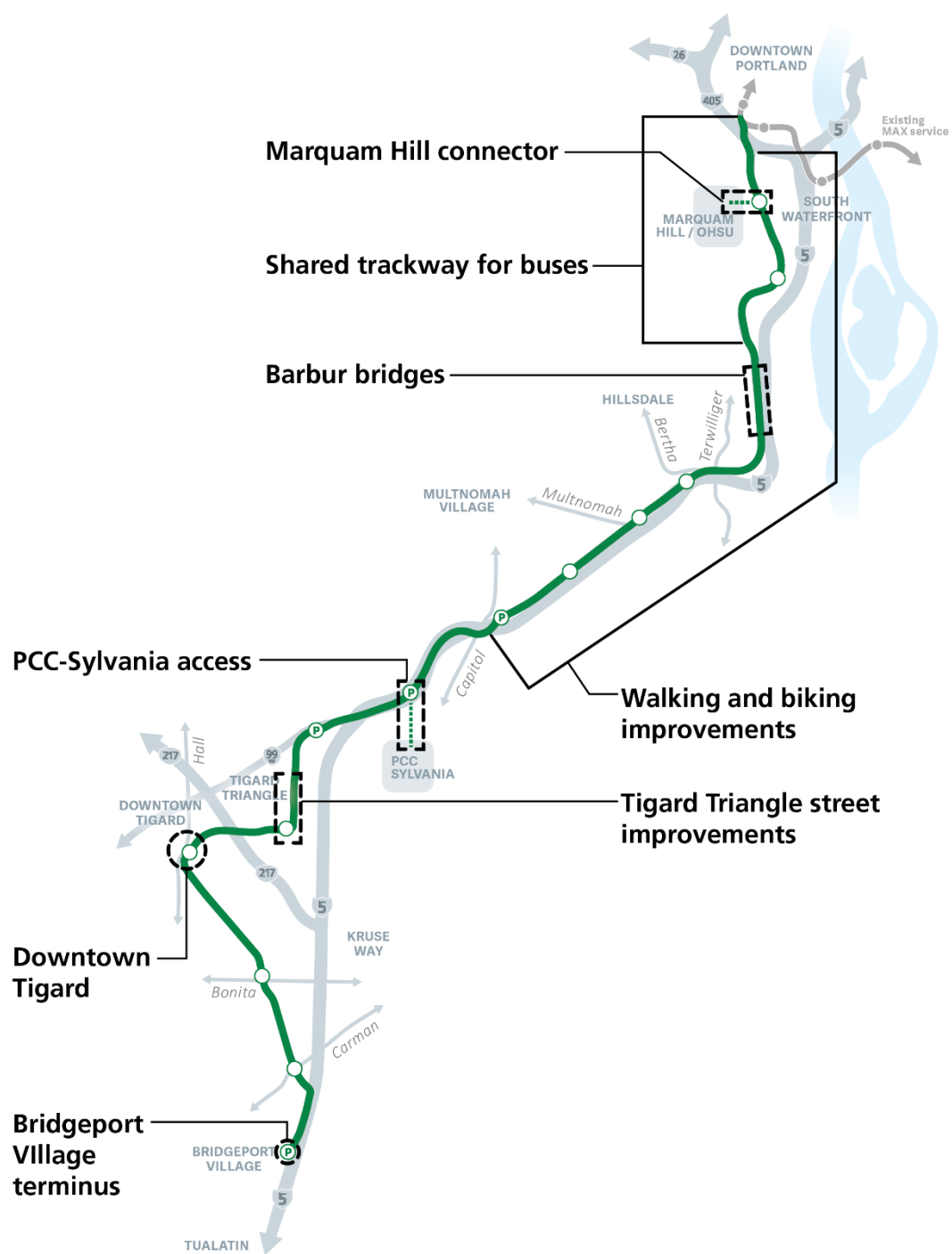
Project Goals

- 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> | 2,525 |
| Interim Finance cost | (150) |
| YOE scope target | 2,375 |

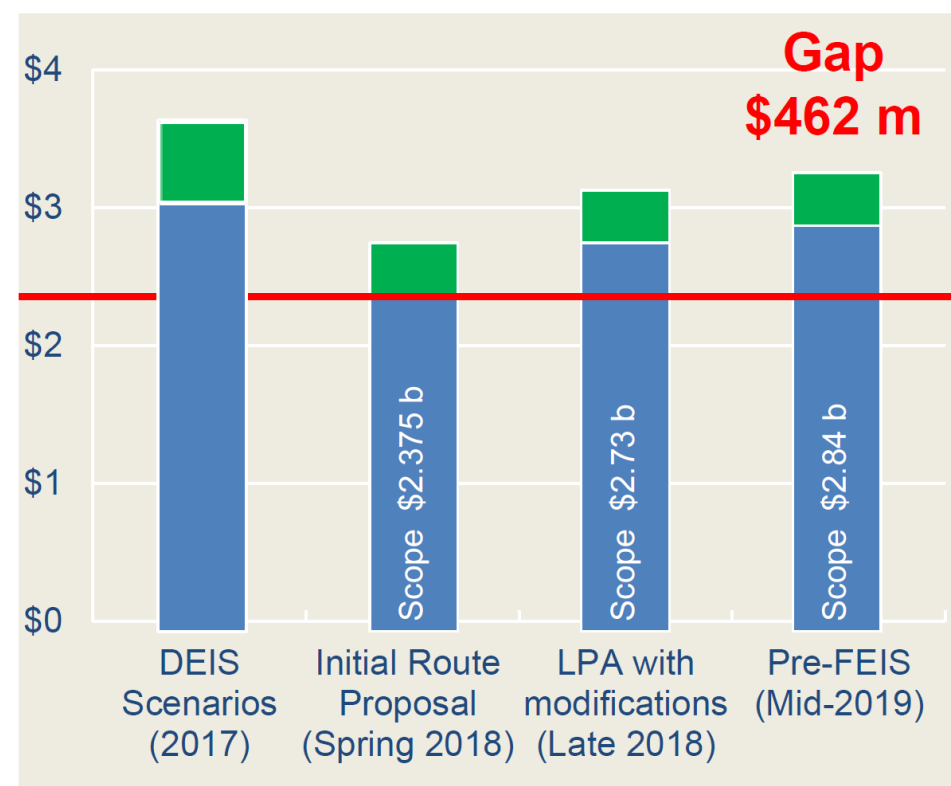
Updated designs and risks

July 2019

Cost estimates (billions)

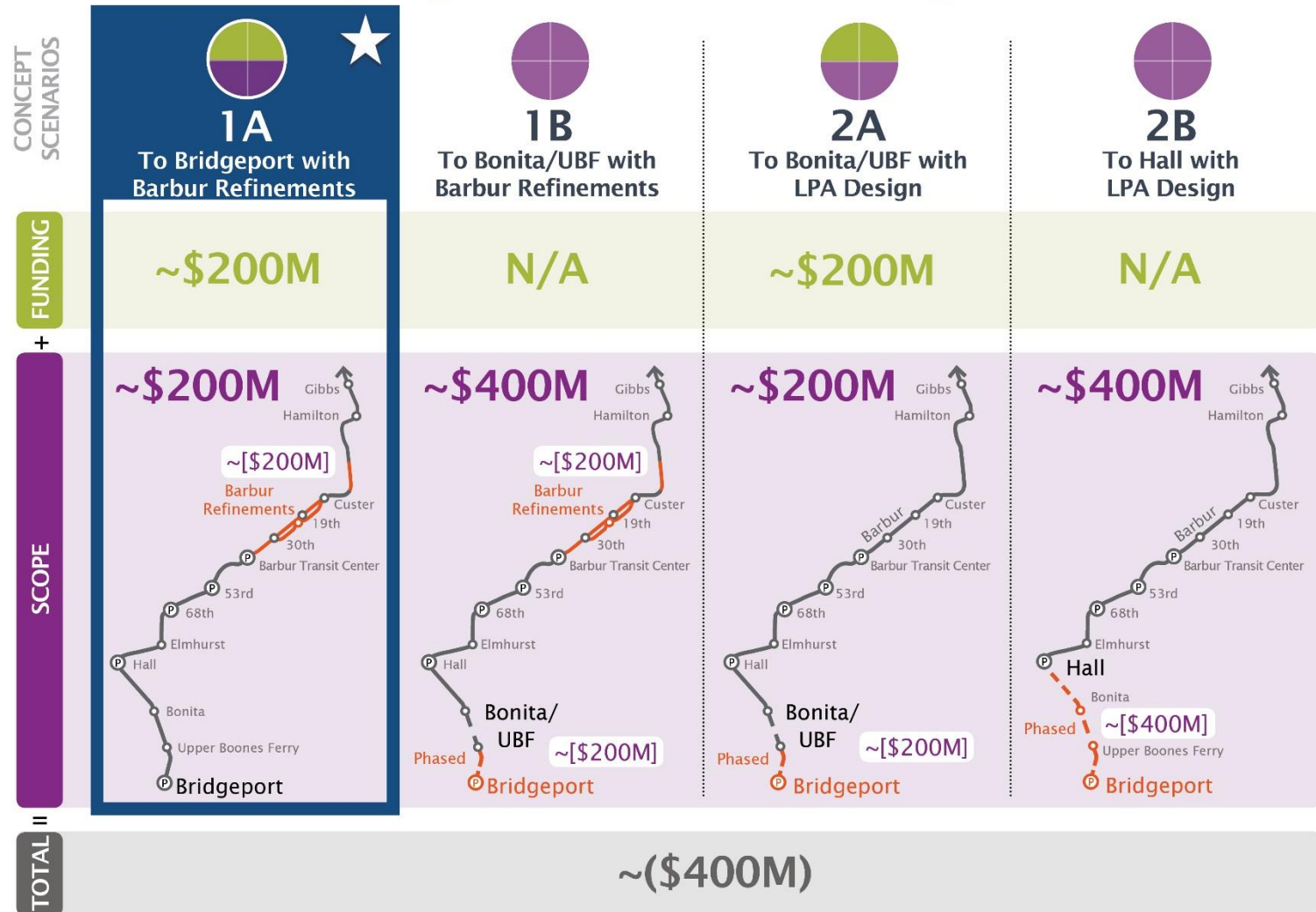
Scope target
\$2.375 b

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 |
| Total | - \$129 m |

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 |
| Total | + \$240 |

Remaining gap ~ \$93M

**MOS**To Bonita/UBF with
Modifications

FUNDING

<\$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