MAX Red Line Improvements Project

Project Overview to PDX Community Advisory Committee

June 27, 2019
Why This Project?

• Addresses largest system wide bottleneck that we have on MAX
• Adds substantial new service on West side
• Improves service reliability system wide
• Leverages up to $100M in federal funds
• Allows MAX service to grow in the future
Project Elements

- Trackwork and operator break facility
- Red Line extended 10 stations
- Double-track at PDX
- Double-track at Gateway
- New light rail vehicles and storage track at Ruby Junction
Project Goals

1. **Extend Red Line** west of Beaverton Transit Center
   - Provide more service to Hillsboro (Fairplex) and Beaverton
   - Fulfill community desires for one seat ride to Airport

2. Allows MAX system to operate **reliably**
   - Removes system wide scheduling constraint resulting from single track segments
   - Allow TriMet to increase service in the future
PDX – Proposed Double Track
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Existing LRT Alignment
New LRT Alignment
New Multi-Use Path
Project Cost

• Airport Segment +/- $45M
• Total project cost currently estimated at approximately $200M
• $100M request from FTA Small Starts
• $100M local funding from TriMet bonds
Agency and Public Involvement

• The **Project Advisory Group**, including the Port, has advised the selection of the Locally Preferred Alternative.

• Public outreach process 2017-2018

• Focused outreach with Gateway-area stakeholders
Project Timeline

• Enter Project Development for Small Starts in summer 2019 (Start Federal Process)
• Environmental (NEPA) complete by summer 2019
• 60% design by April 2020
• Funding Grant agreement anticipated 2021
• Begin construction 2021/2022
• Opening in 2023/24
Gateway - Proposed Double Track

- Existing single-track alignment used for outbound (to PDX) movement only
- New station platform for Red Line inbound
- Current single track section

Existing alignment ———
New alignment ———————