MAX Red Line Extension and Reliability Improvements Project

Project Briefing to JPACT

January 18, 2017
Project Goals

1. **Extend Red Line** west of Beaverton Transit Center
   - Provide more service to Hillsboro and Beaverton
   - Fulfill community desires for direct connection to Airport

2. Allow extension to operate **reliably**
   - Fix two major sources of delay on the Red Line
   - Improve reliability for the entire system
Project Elements

- Trackwork and operator break facility
- Red Line extended 10 stations
- Double-track at PDX
- Double-track at Gateway
- 8 new light rail vehicles and storage track at Ruby Junction
- Red Line extended 10 stations
Why these elements together?

- Extension to FairPlex identified in the Westside Service Enhancement Plan
- Gateway and PDX single-track sections contribute to reliability challenges for Red Line
- Building the double-track sections at the same time as the improvements needed for the extension will allow the Red Line extension to operate reliably
FairPlex—Proposed Improvements

- Track, switch work, and signalization to allow use of existing pocket track
- New operator break facility

Conceptual Illustration – Not Drawn to Scale
Gateway –
Existing Single
Track Section

Single Track  
Double Track

2800 ft/
0.5 mi
Gateway - Proposed Double Track

Conceptual Illustration – Not Drawn to Scale

Existing single-track alignment used for outbound (to PDX) movement only

New bridge structure with track created for inbound (to Beaverton) movement

New station platform for Red Line inbound

Existing alignment

New alignment
PDX - Existing Single Track Section

Main Terminal

Concourse A

NE Airport Way

Single Track

Double Track

3800 ft/0.7 mi
PDX - Proposed Double Track

Conflicts:
- IB Red w/ OB Red
- OB Red w/ IB Red

Add second track
Community Engagement Process

• Partner agency engagement began summer 2017
• Public outreach process began fall 2017
• Continued partner agency engagement and public outreach expected to continue in 2018
• JPACT and Metro Council will be asked to adopt into 2018 RTP
Project Funding and Timeline

• Total project cost currently estimated at $205M
• TriMet anticipating a request of $100M from FTA Small Starts
• Local funding expected to come from TriMet General Fund over a series of years
Conceptual Project Timeline

• Enter Project Development for Small Starts in 2018
• Submit application for a rating in 2018
• 30% design by fall 2018
• NEPA complete by spring 2019
• Begin construction 2019/2020
• Opening in 2021/2022