Community Advisory Committee
November 7, 2019
Agenda

- Scope Refinements & Funding Opportunities
- Draft Recommendation & discussion
- Next steps
- 2020 CAC schedule
Cost/ Funding Gap: $462 m

Cost estimates (billions)

- Scope target: $2.375 b
- Finance costs: $2.375 b
- Scope: $2.73 b
- Gap: $462 m

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>DEIS Scenarios</td>
<td>2017</td>
</tr>
<tr>
<td>Initial Route Proposal</td>
<td>Spring 2018</td>
</tr>
<tr>
<td>LPA with modifications</td>
<td>Late 2018</td>
</tr>
<tr>
<td>Pre-FEIS</td>
<td>Mid-2019</td>
</tr>
</tbody>
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Bridging the $462 m Gap

What project could be built by 2027?

- **1A**: To Bridgeport with Barbur Refinements
  - $200M
- **1B**: To Bonita/UBF with Barbur Refinements
  - N/A
- **2A**: To Bonita/UBF with LPA Design
  - $200M
- **2B**: To Hall with LPA Design
  - N/A

Note: Concept scenarios developed for discussion purposes. Details regarding funding and scope vary by option.
Move forward with LPA:

- Incorporate $129m savings from scope refinements
- Incorporate $240m additional funding
- Continue to minimize impacts and costs through design
- Continue funding discussions to close <$100m gap
## Scope Adjustments Recommended

<table>
<thead>
<tr>
<th>Scope</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Right of Way Adjustments – Multiple Locations</td>
<td>- $24 m</td>
</tr>
<tr>
<td>Stormwater Infrastructure</td>
<td>- $32 m</td>
</tr>
<tr>
<td>Reduced Crossovers (6)</td>
<td>- $34 m</td>
</tr>
<tr>
<td>Red Rock Creek Structure</td>
<td>+ $11 m</td>
</tr>
<tr>
<td>Upper Boones Ferry Traffic Mitigation</td>
<td>+ $5 m</td>
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<tr>
<td>Operations &amp; Maintenance Facility</td>
<td>- $15 m</td>
</tr>
<tr>
<td>Systems Substations</td>
<td>- $10 m</td>
</tr>
<tr>
<td>Right of Way Adjustments – SW Gibbs</td>
<td>- $20 m</td>
</tr>
<tr>
<td>Right of Way Adjustments - SW Custer/13th</td>
<td>- $10 m</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>- $129 m</td>
</tr>
</tbody>
</table>
Draft Recommendation - Remove Consideration of Barbur Refinements

- Little community support
- Erosion of savings as design progressed
- Traffic analysis findings:
  - Light rail improves person-throughput over no-build, even with lane reductions
  - Refinements reduce automobile capacity to unacceptable levels in some locations
- Concern among partners about public support
Recommended Scope

Rebuild Barbur Boulevard
- Viaducts reconstructed with project
- Two auto lanes in each direction south of Naito
- Sidewalks, raised protected bike lanes, stormwater facilities
Funding Adjustments Recommended

<table>
<thead>
<tr>
<th>Funding</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Incorporate Jurisdictional Transfer Funds</td>
<td>+ $65 m</td>
</tr>
<tr>
<td>Regional Funding Measure Contribution</td>
<td>+ $125 m</td>
</tr>
<tr>
<td>FTA New Starts Contribution</td>
<td>+ $50 m</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>+ $240 m</strong></td>
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</tbody>
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Revised Funding Assumptions

**Metro**
- Initial recommendation up to $975 m affirms the regional benefit of the project to Bridgeport

**FTA potential:**
- Other cities recently requested amounts over $1.25b
- SW Corridor project to Bridgeport rates very well

**State of Oregon potential:**
- Importance of addressing I-5 congestion
- Value of improving Barbur Boulevard to facilitate jurisdictional transfer
Scope/Funding Score Card

Overview
July 2019 Gap: 462M
Scope Refinements: -129M
Additional Funding: +240M
Current Gap: 93M

Additional Funding
- FTA New Starts +50M
- Regional Funding Measure +125M
- Jurisdictional Transfer +65M

Scope Refinements (July)
- A Seg A ROW (Barbur Sect) -24M
- B Reduced Stormwater -32M
- C Reduced Crossovers -34M
- D Red Rock Creek Structure +11M
- E UBF Traffic Mitigation +5M

Scope Refinements (October)
- F Maintenance Facility Site -15M
- G Systems Substations -70M
- H Seg A ROW (Gibbs) -20M
- I Seg B ROW (Custer/13th) -10M

November 2019
Overview:

- 13 Stations
- Reliable 30 min travel time
- Ridership
- Park and Ride Access
- Connection to Marquam Hill
- Access to fast growing job centers in Washington County
The purpose of selecting a MOS is to identify a segment of the Locally Preferred Alternative that provides the most cost-effective solution with the greatest benefits for the project. The MOS must be able to function as a stand-alone project and not be dependent on any future segments being constructed.
Identifying Interim Terminus (MOS)

Recommendation: Bonita/Upper Boones Ferry

As far south as possible:
• Serves the most riders and reduces the most Vehicle Miles Traveled (VMT)
• Most attractive for Washington County and ODOT funding contributions
• Most competitive per FTA ratings
Draft Recommendation

Recommendation

LPA
To Bridgeport with Modifications

MOS
To UBF with Modifications

$240M

$129M

$129M

< $100M

GREAT PLACES
Corridor
Draft Recommendation Discussion

• What we heard from the CAC:
  • Getting to Bridgeport is a priority
  • Look for additional funding

• Are there concerns with the recommendation?
• What have we missed?
• What have you heard from your communities that is not reflected in the draft recommendation?
• Other things you would like the Steering Committee to consider?
Next Steps

November 18th:
Steering Committee Project Recommendation
• Incorporate CAC discussion from today for Steering Committee

Begin development of funding IGAs with project partners
• City of Portland
• Washington County
Next Steps

2020

**Conceptual Design Report**: illustrate design; solicit feedback
- Stations and Park & Rides
- Marquam Hill Connector
- Streetscapes (Barbur Boulevard, 53rd Ave, 70th Ave, Hall Boulevard, etc.)

**FEIS**: disclose impacts and mitigation
- Traffic mitigation
- Parks, historic and natural resources
- Property impacts
CAC Schedule

December 5 meeting?
January 2 or 9 meeting?
90 or 120 minutes?

Future Topics:
- SWEDS and affordable housing
- Ross Island Bridgehead and West Portland Town Center projects
- Park & Rides, mobility hubs
- What other topics interest you?

Potential tours:
- MAX Orange Line
- Specific stations and transit oriented development
- What else would you like to tour?
SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

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