Today’s agenda

- Review history of project costs
- Framework of scenarios for October
- CAC feedback on scenarios
Cost estimates (billions)

Scope target $2.375 b

Finance costs
Scope

Gap $462m

DEIS Scenarios (2017)
Initial Route Proposal (Spring 2018)
LPA with modifications (Late 2018)
Pre-FEIS (Mid-2019)
## Filling the Gap

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>July 2019 Gap</strong></td>
<td>$462M</td>
</tr>
<tr>
<td>Miscellaneous scope refinements (ROW, Crossovers, Stormwater)</td>
<td>Approx. $60-70M</td>
</tr>
<tr>
<td><strong>Current Gap</strong></td>
<td>~$400M</td>
</tr>
</tbody>
</table>
Filling the Gap: 3 Strategies

- Funding
- Funding + Scope
- Scope

\[ \sim (\$400M) \]
Filling the Gap: 2 Possibilities

Funding

$100 $100
$100 $100

= 

~($400 M)

Scope

Funding + Scope

$100 $100
$100 $100

= 

~($400M)

$100 $100
$100 $100

= 

~($400M)
Project Goal: Getting to Bridgeport

“The purpose of the SW Corridor light rail project is to directly connect Tualatin, downtown Tigard, Southwest Portland, and the region’s central city with light rail, high quality transit and appropriate community investments in a congested corridor to improve mobility and create the conditions that will allow communities in the corridor to achieve their land use vision.”

-Purpose and Need Statement
Concept Scenarios

What project could be built by 2027?

<table>
<thead>
<tr>
<th>Concept Scenarios</th>
<th>Funding</th>
<th>Scope</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A To Bridgeport with Barbur Refinements</td>
<td>~$200M</td>
<td>~$200M</td>
<td>~$400M</td>
</tr>
<tr>
<td>1B To Bonita/UBF with Barbur Refinements</td>
<td>N/A</td>
<td>~[$200M]</td>
<td></td>
</tr>
<tr>
<td>2A To Bonita/UBF with LPA Design</td>
<td>~$200M</td>
<td>~$200M</td>
<td></td>
</tr>
<tr>
<td>2B To Hall with LPA Design</td>
<td>N/A</td>
<td>~[$400M]</td>
<td></td>
</tr>
</tbody>
</table>

Note: Concept scenarios developed for discussion purposes. Details regarding funding and scope vary by option.
Option 1A: To Bridgeport – Barbur Refinements

Overview:

+ ~$200 M: Increased Funding
- ~$200 M: Barbur Refinements
= ~400 M: Total

✓ Scope Target
What are Barbur Refinements?

- Lower impact design with reduced cross section
- Remove one auto lane in areas where it is technically viable with impacts the City of Portland can accept
- Alignment adjacent to I-5 (not on Barbur Blvd.)

Preliminary traffic information will be presented at October CAC
What are Barbur Refinements?

Scope Assumptions:
Refinements assume allowance to create continuous bicycle and pedestrian facility on Barbur Blvd
Cross Section Example

Washington St - Phoenix, AZ

Two through lanes in each direction

114’ Typical Width
Cross Section Example

Terrace Road - Phoenix, AZ

One through lane in each direction

92’ Typical Width
Park & Ride Assumption

Redistribute Bridgeport Park & Ride costs to other stations for concept scenarios: 1B, 2A, 2B
Option 1B: To Bonita/UBF – Barbur Refinements

Overview:
- ~$200 M: Barbur Refinements
- ~$200 M: Phase 1 Bonita/UBF Terminus
= ~400 M: Total

✓ Scope Target
Option 2A: To Bonita/UBF – LPA Design

Overview:

+ ~$200 M: Increased Funding
- ~$200 M: Phase 1 Bonita/UBF Terminus
= ~400 M: Total

✓ Scope Target
Option 2B: To Hall – LPA Design

Overview:

- ~$400 M: Phase 1 Hall Terminus
- ~400 M: Total

✓ Scope Target
Funding + Scope Scenarios

Option 1A:
To Bridgeport – Barbur Refinements

$100 + $100 = (~$400M)

Option 2A:
To Bonita/UBF – LPA Design
Reduced Scope Scenarios

Option 1B:
To Bonita/UBF – Barbur Refinements

Option 2B:
To Hall – LPA Design

$100 + $100 + $100 + $100 = \sim ($400M)$
Concept Scenarios

What project could be built by 2027?

- **1A** To Bridgeport with Barbur Refinements
  - Funding: ~$200M

- **1B** To Bonita/UBF with Barbur Refinements
  - Funding: N/A

- **2A** To Bonita/UBF with LPA Design
  - Funding: ~$200M

- **2B** To Hall with LPA Design
  - Funding: N/A

Note: Concept scenarios developed for discussion purposes. Details regarding funding and scope vary by option.
Next steps

September 23 Steering Committee
• Technical info (traffic impacts, ridership, relocations, etc); values from CAC and others

October 3 CAC
• Technical info, continue values discussion

October 21/28 Steering Committee
• Technical info, values from CAC and others; concept scenario decision

November, December design discussions

Early 2020 Draft Conceptual Design Report, FEIS
Discussion

Values
What are the most important considerations for making scope reductions?

Questions
What additional info would be helpful for the steering committee to consider?

Homework
CAC members bring feedback from your communities and/or invite project staff
SOUTHWEST CORRIDOR
LIGHT RAIL PROJECT

www.trimet.org/swcorridor
swcorrdior@trimet.org
503.962.2150