SOUTHWEST CORRIDOR
LIGHT RAIL PROJECT

Steering Committee
November 4, 2019
Agenda

- Scope Refinements & Funding Opportunities
- Regional Priority for SWC Project
- Draft Recommendation
- Next steps
Cost/ Funding Gap: $462 m

Cost estimates (billions)

Scope target $2.375 b

Finance costs
Scope

Gap $462 m

- DEIS Scenarios (2017)
- Initial Route Proposal (Spring 2018)
- LPA with modifications (Late 2018)
- Pre-FEIS (Mid-2019)
Bridging the $462 m Gap

What project could be built by 2027?

<table>
<thead>
<tr>
<th>Concept Scenarios</th>
<th>Funding</th>
<th>Scope</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A To Bridgeport with Barbur Refinements</td>
<td>~$200M</td>
<td>Barbur Refinements, 30th, 68th, 53rd, Elmhurst, Hall, Bonita, Upper Boones Ferry, Bridgeport</td>
</tr>
<tr>
<td>1B To Bonita/UBF with Barbur Refinements</td>
<td>N/A</td>
<td>Barbur Refinements, 19th, 30th, Barbur Transit Center, Bridgeport</td>
</tr>
<tr>
<td>2A To Bonita/UBF with LPA Design</td>
<td>~$200M</td>
<td>Bonita/UBF, Upper Boones Ferry, Bridgeport</td>
</tr>
<tr>
<td>2B To Hall with LPA Design</td>
<td>N/A</td>
<td>Hall, Upper Boones Ferry, Bridgeport</td>
</tr>
</tbody>
</table>

Note: Concept scenarios developed for discussion purposes. Details regarding funding and scope vary by option.
Draft Recommendation-LPA

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>
</tr>
</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>
</tr>
<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

Example Section
## 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>
</tr>
</tbody>
</table>
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
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
Expands a Multi-Line Regional System

- Provides an alternative to congested highways & streets
- Is critical to region’s economic growth & affordable housing
- Frees up roads for transport of goods & services
- Can be catalytic for improvements to streets, trails & natural resources
Helps Focus Regional Growth

By 2035, we could see:

- **75,000 new residents** along the Southwest Corridor according to Metro data
- **17% increase of congestion** on I-5 between Portland and Tigard predicted without the Southwest Corridor
- **43,000 riders** on the line on an average weekday according to TriMet data

*Image Source: Casey Braunger, Ankrom Moisan Architects
Image Source: Opus Group*
Who Does the Southwest Corridor Serve?
Connecting Job Centers

Manufacturing and Logistics

Professional Services

Healthcare, Education & Government

Retail, Hospitality, and Other Services

*one dot = one job

Image Source: Where are the Jobs? Employment in America, 2014

23,800 people commute between Portland and Tigard/Tualatin...daily!

11,300 WORKERS

12,500 WORKERS

Southwest Corridor
Project Principles

- Move and Connect People
- Maintain and Create Equitable Communities
- Preserve and Restore the Natural Environment
- Design for the Future
Draft Recommendation-LPA

Move forward with LPA:

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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
  - Funding: $240M
  - Scope: $129M

- **MOS**
  - To UBF with Modifications
  - Funding: $240M
  - Scope: $129M

GAP: <$100M
Next Steps

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

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