SOUTHWEST CORRIDOR
LIGHT RAIL PROJECT

Steering Committee
September 23, 2019
Today’s agenda

• Regional priority for SWC project
• Framework of scenarios for project definition
SWC in 2040 Growth Concept
“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
Project Goal: Getting to Bridgeport

I-5 congestion and climate smart strategies
Reduce vehicle miles traveled (VMT) in one of the most heavily trafficked segments of I-5 in the state
Project Goal: Getting to Bridgeport

Park & Ride at Bridgeport: proximity to I-5
Fewer people need to drive and park in Tigard and Portland
Project Goal: Getting to Bridgeport

- 30-minute congestion-proof trip between Bridgeport and Portland
- Expands the reach of the existing MAX system
- Serves a two-way commute
Cost estimates (billions)

Scope target $2.375 b

Finance costs
Scope

Gap $462m

DEIS Scenarios (2017)
Initial Proposal (Spring 2018)
LPA with modifications (Late 2018)
Pre-FEIS (Mid-2019)
## Scope Refinements -- Incorporated since July

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of way adjustments</td>
<td>$ -24 m</td>
</tr>
<tr>
<td>Stormwater infrastructure</td>
<td>$ -32 m</td>
</tr>
<tr>
<td>Remove 6 Track Crossovers</td>
<td>$ -34 m</td>
</tr>
<tr>
<td>Red Rock Creek structure</td>
<td>$ 11 m</td>
</tr>
<tr>
<td>UBF Traffic Mitigation</td>
<td>$ 5 m</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$ -74 m</strong></td>
</tr>
</tbody>
</table>
Funding assumptions – Adjusted since July

| Incorporate Jurisdictional Transfer funds | $ +65 m |
## Scope Refinements -- Potential/being evaluated

<table>
<thead>
<tr>
<th>Maintenance Facility Site</th>
<th>$ -15M</th>
</tr>
</thead>
<tbody>
<tr>
<td>Systems Substations</td>
<td>$ -10M</td>
</tr>
<tr>
<td>ROW Reduction near SW Hooker</td>
<td>$ -20M</td>
</tr>
</tbody>
</table>

Potential savings over $100 m: Barbur Refinements
What are Barbur Refinements?

Narrow Barbur
- Lower impact design with reduced cross section
- Remove one auto lane in areas where technically viable

Hybrid -- combination of:
- Narrow Barbur
- Light rail between Barbur and I-5
Barbur Refinements (handout)

Barbur Refinement Concepts Under Study

Two concepts under study:
**Narrow**: reduce auto through lanes on Barbur Blvd. to one in each direction for ~2.4 miles
**Hybrid**: combination of reducing lanes for ~1.2 miles and departing Barbur Blvd. to run adjacent to I-5 for ~4 miles

Southwest Corridor
- Alignment & station

Existing Transit
- Max Light Rail
- WES Commuter Rail
- Portland Streetcar
- Portland Aerial Tram

DRAFT 9/20/19

Narrow:
Reduce lanes between Custer St. and Barbur TC

Hybrid:
Adjacent to I-5 between 13th Ave. and 30th Ave.

Hybrid:
Reduce lanes between 30th Ave. and Barbur TC

53rd

51st

19th

6th

Bridgport

Upper Boones Ferry

Bonita

Elmhurst

Hall

6th

SW Corridor

Anticipated measurements of the technical viability of each concept include:
(not a comprehensive list of considerations)

Traffic:
Person throughput
Motor vehicle capacity
Diversion of auto traffic to other roadways
Level of service at key intersections
Queuing at I-5 off-ramps

Station areas / future development:
Quality of station areas
Development opportunity
Jurisdictional transfer of Barbur Blvd.
City of Portland’s expectations
Cost reduction
What are Barbur Refinements?

**Ridership**: same as current design

**Relocations**: fewer than current design

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**Draft Estimated Segment B Displacements/Relocations**

- **Dwelling units**
  - LPA: 100
  - Narrow: 10
  - Hybrid: 50

- **Businesses**
  - LPA: 90
  - Narrow: 70
  - Hybrid: 60

- **Employees**
  - LPA: 600
  - Narrow: 500
  - Hybrid: 400
Barbur Refinements: technical viability under study

Traffic
• Person throughput
• Motor vehicle capacity
• Diversion
• Level of service at key intersections
• Queuing at I-5 ramp terminals

Jurisdictional Transfer: PBOT expectations

Station areas: quality; development opportunity
Narrow Barbur Option

Eliminate one through lane in each direction between:

- Capital Hwy and Brier Pl (“The Woods”)
- Custer St and Barbur Transit Center
Narrow Barbur – sample section
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
Eliminate one through lane in each direction between:

- Capital Hwy and Brier Pl ("The Woods")
- 30th Ave and Barbur Transit Center

Light rail between Barbur and I-5 from 13th Ave to 30th Ave
Barbur Refinements (handout)
Barbur Refinements (handout)

Stations near Barbur
Filling the Gap: 3 Strategies

Funding

\[ \approx (\$400 \text{ M}) \]

Scope

\[ \approx (\$400\text{M}) \]
# Concept Scenarios

**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>~[$200M]</td>
</tr>
<tr>
<td>1B To Bonita/UBF with Barbur Refinements</td>
<td>N/A</td>
<td>~[$200M]</td>
</tr>
<tr>
<td>2A To Bonita/UBF with LPA Design</td>
<td>~$200M</td>
<td>N/A</td>
</tr>
<tr>
<td>2B To Hall with LPA Design</td>
<td>~$400M</td>
<td>~[$400M]</td>
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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
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

~$400M Scope
Funding + Scope Scenarios

Option 1A:
To Bridgeport – Barbur Refinements

Option 2A:
To Bonita/UBF – LPA Design

= ~($400M)
Reduced Scope Scenarios

Option 1B:
To Bonita/UBF – Barbur Refinements

Option 2B:
To Hall – LPA Design

~($400M)
Concept Scenarios

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Community input on scenarios

CAC
- Get to Bridgeport
- Concern about Barbur Refinement impacts
- Focus on public support for funding measure
- Hopeful for additional local funds

Neighbors – Barbur Refinements
- Concern about potential for cut-through traffic
- Want more info

trimet.org/swcorridor
Discussion

Next meeting: recommendation

Are there any other concept scenarios to consider?

What additional information is needed to get to a recommendation?
SOUTHWEST CORRIDOR
LIGHT RAIL PROJECT

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