Electric Bus Update
**Line 4 Split Update**

- Reducing opportunity for delay
- 3-4% of Line 4 Riders rider through downtown Portland
- Bus stops for both lines will be located on same downtown Portland blocks
- First round of comments were mostly positive
- Accepting additional comments through March 4th
FTA Small Starts Project Rating

• Annual Report on Funding Recommendations released Tuesday February 13th

• DTP Project received overall **Medium-High** rating

<table>
<thead>
<tr>
<th>Local Financial Commitment</th>
<th>Project Justification Rating</th>
<th>Overall Project Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>High</td>
<td>Medium</td>
<td>Medium-High</td>
</tr>
</tbody>
</table>
Small Starts Rating Application

50% of rating is based on Project Justification Criteria
   - Mobility Improvements
   - Environmental Benefits
   - Congestion Relief
   - Cost-effectiveness
   - Economic Development
   - Land Use

50% of Rating is based on Local Financial Commitment
   - Projects asking for >50% Small Starts funds = Medium rating
   - Projects asking for <50% Small Starts funds = High rating
## Cost Pressures

<table>
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<tr>
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<th>Funding 2018</th>
<th>Funding 2019</th>
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</thead>
</table>
| **Current Cost Estimate**      | $189,000,000 | **$195,000,000** | *(Increase based on $6M escalation for one year of delay)*
| **Shortfall**                  | *Shortfall*  | *Shortfall*   |
| **If $175 million budget**     | $14,000,000  | $20,000,000   |
Reflect and Refine for Success

Pursuing Opportunities to Reduce Costs at 35% Design

• Ensures competitiveness in the Federal process
• Creates resiliency in the challenges ahead
• Reduces project risk
• Ensures that the project continues to perform and achieve results
Project Design Refinement

15% DESIGN

30% DESIGN

35% DESIGN

60% DESIGN

Design Refinement
Refine/Simplify Project Design

• Focus on what is essential to deliver the transit project
• Retain performance and reliability
• Continue to deliver on project goals
• Ensure that project is replicable as a regional transportation tool
Areas of Focus - Design Refinement

• SIGNALS
• STATIONS
• LANEWAY
• AMENITIES AND OTHER OPPORTUNITIES
Schedule

<table>
<thead>
<tr>
<th>PHASE I</th>
<th>PHASE II</th>
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<tr>
<th>JANUARY</th>
<th>FEBRUARY</th>
<th>MARCH</th>
<th>APRIL</th>
<th>MAY</th>
<th>JUNE</th>
</tr>
</thead>
</table>

Key Meetings

- Design Team Meeting, Phase I
- Design Team Meeting, Phase II
- TDAC
- TAC
- Project Partners (PP)
- PMG
- CAC
- Policy & Budget
• Recognize performance aspects of physical design
• Evaluate cost/benefit of all signal improvements
• Signals are evaluated to determine:
  • What signals are worth investing in now
  • What signals go on our Wish List
  • What signals/conditions remain as is
STATIONS – Evaluation in Process
Evaluate civil design options
Station Investment Tailoring

LANEWAYS – Evaluation to come
Evaluate lane configurations and treatments that:
• Prioritize transit, without increasing ROW
• Focus on elements essential to transit performance
Looking to Peer Agencies

• Recognizing similarities in the challenge
• Understanding outcomes and lessons-learned
• Focusing on what is most important
• Observing the success of similar approaches
Peer Agency Examples

Minneapolis

The petri dish for a “kit” for many contexts

- Medium rise, high traffic
- Colleges & Universities
- Suburban expressway, big box center
- Low-density residential
- Neighborhood commercial nodes
- Metrolink Transit
Peer Agency Examples

Seattle
Peer Agency Examples

Toronto
Creating a menu of options that:

• Speak to both cost and performance

• Demonstrate investment areas needed to achieve performance

• Establish a clear design path to achieve refinements and costs that fit goals + objectives + budget.

• Will be utilized to make recommendations represented in the 35% Design Set