GREAT PLACES

SW Corridor

Portland • Sherwood • Tigard • Tualatin
Beaverton • Durham • King City
Washington County • ODOT • TriMet • Metro
Going places

Regional High Capacity Transit System Plan

Adopted by:
JPACT, June 23, 2009
Metro Council, July 9, 2009
Resolution No. 09-4052

LEGEND

Priority HCT Corridors:
- Near-Term Regional Priority Corridors
- Next Phase Regional Priority Corridors
- Developing Regional Priority Corridors
- Regional Vision Corridors
- RTC HCT Corridors

Transit:
- High Capacity Transit (HCT)
- High Capacity Transit Corridors under advancement
- 2035 Conceptual Bus Network

- Railroad
- Major Arterials
- School
- Parks/Open Space
- County boundary
- Urban Growth Boundary

*lines are representative of general HCT corridors, buffers are 1 mile

Portland-Central City: To be determined through Central City Plan update

Bi-state HCT corridors to be considered in conjunction with RTC

0 2 4 Miles
There could be 300,000 residents in the Southwest Corridor by 2040—more than today.

swcorridorplan.org
240,700 people: If all the people who work in the Southwest Corridor were their own city, they'd be bigger than Eugene.

swcorridorplan.org
55% of Barbur Boulevard doesn’t have a sidewalk on both sides. The Southwest Corridor Plan would fix that. swcorridorplan.org
Travel demand in and through SW Corridor is high

Congestion is growing

Travel time is increasingly unreliable

Terrain constrains capacity

Local bus service cannot meet projected demand
Project Foundations

Land Use Vision

Shared Investment Strategy
LRT options: Portland
LRT options: Tigard and Tualatin

- Clinton crossing, Ash Avenue, or Wall Street
- Adjacent to freight rail or adjacent to I-5
Road, bike and pedestrian projects proposed for environmental review

Note: This map represents an initial list of projects proposed for study in the DEIS. Additional road, bike and pedestrian projects will be considered during the scoping period. The steering committee decision on the list of projects to evaluate in the DEIS is scheduled for late 2016.
Project benefits

TRANSIT

• Over 45,000 rides/day (2035)
• Carry about 1 in 4 workers on I-5
• 14 potential stations with up to 3,000 park and ride spaces
• New/updated transit centers
• Coordinated with near term Transit System Enhancement improvements
Project benefits

MOBILITY

• Bike lanes and sidewalks
  • Network gaps filled
  • New connections to stations
• New roadway connections
  • SW 70th Ave in the Tigard Triangle
  • Bridge over Hwy 217
Project benefits

PLACES

• Redevelopment opportunities
  • historic Barbur, Tigard Triangle, downtown Tigard

• Housing opportunities

• Access to jobs and medical

• Colleges serving 45,000 students
  • OHSU, PCC, PSU, NUNM
Preliminary financing strategy

• $2-2.4b total project cost
• On par with LRT cost/mile nationally
• Goal: 50% FTA **New Starts**
  • Competitive discretionary grant
  • Projects cost of more than $300m with FTA contributing up to 50%
  • Requires separate ROW treatment
• **Small Starts** – Less than $300m total cost and caps federal at $100m
Preliminary financing strategy

• Non-New Starts share: $1 to $1.2b
• Potential sources
  • Regional Flexible Funds - $75-$80m
  • Regional bond – Nov 2018
  • Lottery backed bonds
  • Construction period interest
  • TriMet, ODOT, Washington County, and cities
Major Target Dates

- Dec 2016: Start environmental review
- Summer 2017: Enter Project Development
- Dec 2017: Publish draft environmental review
- Mar-May 2018: Confirm Locally Preferred Alternative
- Nov 2018: Possible regional funding vote
- August 2019: Submit for FTA project rating
- Dec 2020: Full Funding Grant Agreement
- 2021-2025: Construction
- 2025-26: Opening!
Near term Board actions

• Spring 2017
  • Regional Flexible Fund IGA
  • Design contract for Environmental work
• Summer 2017
  • Request to Enter Project Development
• Winter 2018
  • Locally Preferred Alternative Adoption