Southwest Corridor Update

TriMet Board Meeting

July 25, 2018
# Upcoming decisions

## 2018 Southwest Corridor light rail project schedule

<table>
<thead>
<tr>
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4/25/2018

Schedule is subject to change.
2018 Project Milestones

March  Initial Route Proposal
June   Draft Environmental Impact Statement (DEIS); begin 45-day comment period
August Steering Committee recommends Preferred Alternative
October TriMet Board adoption
November Metro Council adoption
2040 Growth Concept
There could be 340,000 residents in the Southwest Corridor by 2035—70,000 more than today.

swcorridorplan.org
255,000 people: If all the people who work in the Southwest Corridor were their own city, they'd be bigger than Eugene.

swcorridorplan.org
13-17 hours of congestion a day:
That's how bad traffic will be on Interstate 5 between Portland and Tigard in 2035.
swcorridorplan.org
We started with land use to connect to places
More than light rail…

• new walk and bike connector between Barbur and Marquam Hill
• 2-mile shared transitway to allow buses to bypass traffic congestion
• shuttle between PCC-Sylvania and nearby stations
• continuous sidewalks and protected bike lanes where LRT is in Barbur

... Our customers need more mobility options with faster travel times
Inclusive Growth

Housing

• Portland / Tigard Equitable Housing (funded with Metro grant)
• TriMet’s commitment on housing
• Metro bond: $653M

SW Equitable Development Strategy

• Housing
• Workforce development
• Pilot programs
Project Benefits

- **Project Benefits**
  - **Infill TOD in regional town centers**
  - **Climate action goals**
  - **55% of Barbur Boulevard doesn’t have a sidewalk on both sides. The Southwest Corridor Plan would fix that.**
  - **43,000 riders on the line on an average weekday in 2035**
  - **1 in 5 commuters on MAX going southbound from downtown during the 2035 PM rush hour**
  - **11,300 workers commute between Portland and Tigard/Tualatin**
  - **12,500 workers**
Major route decisions

Steering Committee narrowed from 60+ route options

Light rail selected over bus rapid transit
Initial Route Proposal

- Initial partner staff suggestion for the light rail route
- Required for the Draft Environmental Impact Statement (DEIS)
- NOT the Locally Preferred Alternative
- Includes modifications to avoid/minimize impacts to housing, business, and cost identified in DEIS
  - Will be further studied in Final EIS
Overall route

Initial route proposal

Through route

- Better connectivity between Tigard and Tualatin
- Better transit service for Downtown Tigard
- Lower operating cost
- More cost-effective and reliable operations
Barbur

- Shorter connection to Marquam Hill
- Faster travel time
- Fewer property impacts (historic, residential, business)
- Ross Island Bridgehead improvements necessary
- Address Viaducts
Hillsdale to Tigard Triangle

Initial route proposal

Barbur to I-5 at transit center

- More accessible & visible stations
- More safety improvements on Barbur
- Fewer residential displacements
- Avoids complex I-5 bridge reconstruction
Shorten I-5 crossings

- Reduce visual impacts
- Reduce construction impacts
- Reduce cost
- Allows for a station on 68th near 99W
Ash

- Higher ridership
- Serves Tigard Triangle with two stations
- Avoids traffic impacts at Hall & 99W
- Property impacts can be reduced with modifications
Tigard Triangle to downtown Tigard

Suggested modifications

Elmhurst
• Avoid business impacts on Beveland

Downtown station east of Hall Blvd
• Avoid residential impacts on Ash Ave and Hall Blvd
• Avoid crossing Hall twice
Downtown Tigard to Bridgeport

Initial route proposal

- Faster travel time
- Closer to residential areas of Tigard
- Displaces fewer businesses and employees
Cost and Funding

• Initial Route Proposal capital cost estimate $2.6 – 2.8 billion

• Up to 50% federal (FTA New Starts)

• At least 50% local
  • State, TriMet, Metro, local cities and counties
  • Funding measure
Public Engagement with DEIS

- Community Advisory Committee
- Mailings to neighbors, potentially affected property owners
- Email, social media, newspapers
- Briefings with community groups
- Open houses, displays in libraries
- Partnering to reach youth, immigrant and non-English speaking communities
- Online comment tool
- Public hearing
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Local hearings consider route
Add final route to Regional Transportation Plan (RTP)
Project Timeline
Questions?

DEIS comment period

June 15 – July 30

www.swcorridorplan.org

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