Southwest Corridor Update

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April 27, 2016
Today’s briefing

- Refined alignments
- May 9 Steering Committee Decision
  - Mode - Light Rail or BRT
  - PCC connection – tunnel, bus hub, shuttle or other options
Key community connections
2013 – many alignments
2016 – refined alignments
Light rail or BRT?

**Light Rail**

- $$$$ Higher construction cost
- $$ Lower operating cost per passenger
- 266 passengers per vehicle
- 100% in its own right-of-way
- **✓** Attracts more new transit riders

**Bus Rapid Transit (BRT)**

- $$ Lower construction cost
- $$$$ Higher operating cost per passenger
- 86 passengers per vehicle
- 50-80% in its own right-of-way
- **✓** Attracts fewer new transit riders
Potential HCT Performance

Future projections (2035):
LRT 40,000 to 43,000 daily rides
BRT 28,000 daily rides
*approximately 1/3 new transit riders*

Current ridership (2013):
Blue Line: 64,600 (Hillsboro – Gresham)
Red Line: 23,400 (PDX – Beaverton)
Green Line: 21,000 (Clack TC – PSU)
Yellow Line: 15,000 (Expo – PSU)
CAPACITY FOR LONG-TERM RIDERSHIP GROWTH

LONG-TERM RIDERSHIP CAPACITY

3 min headways = 5,300 riders/hour

3 min headways = 1,700 riders/hour

RIDERS PER HOUR

BRT

base

PCC

LRT

base

PCC
CAPACITY FOR LONG-TERM RIDERSHIP GROWTH

PROJECTED RIDERSHIP DEMAND IN 2035

- Capacity for about 3,000 more riders per hour beyond 2035 with increased service

- Demand exceeds capacity for about 200 more riders per hour

- 2035 hourly ridership demand during rush hour at the busiest point on the line (Barbur Blvd & Gibbs St)

BRT

- Base: 101%
- PCC: 89%

LRT

- Base: 42%
- PCC: 43%
Integration with regional MAX system

**Light rail**
- LRT would connect to either Yellow Line or Green Line MAX
- Existing LRT operations on Transit Mall
- New operating hours south of Transit Mall

**BRT**
- BRT would terminate at Union Station
- All new operating hours
ESTIMATED CAPITAL COST
2014$ excluding finance & escalation

2.5 billion

LRT

PCC $2.1B

2 billion

base $1.8B

BRT

1.5 billion

base $1.0B

1 billion

PCC $1.0B

0.5 billion

capital cost range
(Bridgeport Village terminus)

highest cost alignment

lowest cost alignment
Public input

Responses from Jan-Feb online survey (2400 responses)

<table>
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<th>12%</th>
<th>5%</th>
<th>17%</th>
<th>15%</th>
<th>51%</th>
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<td>strong BRT support</td>
<td>neutral/don’t know</td>
<td>moderate LRT support</td>
<td>strong LRT support</td>
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Tigard Community Survey (Fall 2015)

*If HCT is developed...*

52% of respondents would prefer LRT
15% would prefer BRT
23% would prefer both options
Reasons for Light Rail

- Greater long term carrying capacity
  - Can accommodate growth past 2035
- Better transit performance
  - Travel time, reliability and ridership
  - Lower operating cost per rider
- Integration into existing MAX system
  - Less impact on Transit Mall capacity
- Higher level of public support
PCC Connection

- Tunnel
- TriMet shuttle
- Bus Hub
- SW 53rd Ave
  - Improved walk
  - Aerial Tram/Gondola
- Shared transitway concepts
Tunnel options (3)
Light rail on Barbur + walk/bike connection

TriMet shuttle

Potential walk/bike or aerial tram connection from Barbur & 53rd station
Bus hub
Aerial tram

Potential walk/bike or aerial tram connection from Barbur & 53rd station

HCT OPTIONS UNDER CONSIDERATION
- Options for LRT
- Potential connection options
Shared transitway

BTC STW
LRT & New Branded Bus

Barbur Alignment Options

New Branded Bus Route

Naito provides potential alternative STW alignment

Adjacent I-5 LRT provides potential alternative STW alignment
DEIS continues

2016
Preferred Package
Begin environmental review (DEIS)

2017
Locally Preferred Alternative (LPA)
Secure non-federal funding commitments

2018

2019-20
Advanced engineering
Federal rating and funding agreement

2021-25
CONSTRUCTION
Questions