TIMELINE

Planning | Design | Construction

Environmental Review

Federal Funding

Potential regional funding vote
November 2020

Draft conceptual design report
August 2019

Final conceptual design
March 2020

Federal funding
September 2022

Testing and training

Service begins
September 2027
# Project Funding Sources

<table>
<thead>
<tr>
<th>Revenue Sources</th>
<th>(in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal New Starts Funds</td>
<td>$1,250</td>
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<tr>
<td>Regional Funding Measure</td>
<td>$  850</td>
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<tr>
<td>Local, State, Regional Partner Funds (public and private)</td>
<td>$  425</td>
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<td>$2,525</td>
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### Project Scope (Cost) Target

<table>
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<tr>
<td>(removing interim finance)</td>
<td>$   150</td>
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<tr>
<td><strong>Project Scope Target (YOE)</strong></td>
<td>$2,375</td>
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Locally Preferred Alternative

Project Scope
Estimated $2.733

- 12 mile corridor to Bridgeport
- Rebuilds existing infrastructure (roadway, structures)
- Connections to Marquam Hill and PCC campuses
- Stations and Park-and-Rides to access regional system
- Includes design mitigations (grade separations)
## Target Cost Reduction

<table>
<thead>
<tr>
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<th>(in millions)</th>
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<tbody>
<tr>
<td>Project Scope Target</td>
<td>$2,375</td>
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<tr>
<td>LPA Cost Estimate</td>
<td>$2,733</td>
</tr>
<tr>
<td><strong>Target Cost Reduction</strong></td>
<td><strong>$ (358)</strong></td>
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</tbody>
</table>
SWC Cost Elements
Note: Assume 3.5% escalation

Project Scope Target (YOE) 2.375B
2018 Estimate (YOE) 2.733B

Total Cost (Scope Gap): 2.733B (-358M)

To Reach Bridgeport:

- Solve Viaducts Funding:
- Reduce High Value ROW Costs
- Reduce O&M Facility:
- Reduce Bonita to Bridgeport Costs:
- Continue to Balance Cost Pressures:

A Downtown Tie-in + $10-40M
B Marquam Hill Connector + $0-20M
C Consolidate Station(s) - $3.4-7.5M
D Viaducts - $200M
E High Value ROW - $15-50M
F B2 - Short Span - $0-7.5M
G O&M Facility - $15-50M
H 74th Alignment - $0-51M
I Upper Boones At-Grade - $65M

Updated: 04.02.2019
SWC Cost Elements
Note: Assume 3.5% escalation

<table>
<thead>
<tr>
<th>Project Scope Target (YOE)</th>
<th>2.375B</th>
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<tbody>
<tr>
<td>2018 Estimate (YOE)</td>
<td>2.733B</td>
</tr>
</tbody>
</table>

To Reach Bridgeport: 2.733B / (0.358M)

- Solve Viaducts Funding: **D**
- Reduce High Value ROW Costs: **E**
- Reduce O&M Facility: **F**
- Reduce Bonita to Bridgeport Costs: **G** or **H**
- Continue to Balance Cost Pressures: **I**

**A** Downtown Tie-in
+ $70-40M

**B** Marquam Hill Connector
+ $0-20M

**C** Consolidate Station(s)
- $3.4-7.5M

**D** Viaducts
- $200M

**E** High Value ROW
- $15-50M

**F** B2 - Short Span
- $0-7.5M

**G** O&M Facility
- $15-50M

**H** 74th Alignment
- $0-51M

**I** Upper Boones At-Grade
- $55M

Updated: 04.02.2019
**SWC Cost Elements**

*Note: Assume 3.5% escalation*

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**To Reach Bridgeport:**

- Solve Viaducts Funding: **D**
- Reduce High Value ROW Costs: **E**
- Reduce O&M Facility: **G**
- Reduce Bonita to Bridgeport Costs: **H** or **I**
- Continue to Balance Cost Pressures: **A** thru **C**

**Viaducts**
- -$200M

**High Value ROW**
- -$15.50M

**B2 - Short Span**
- -$0.75M

**O&M Facility**
- -$15.50M

**74th Alignment**
- -$0.51M

**Upper Boones At-Grade**
- -$2.55M

**Downtown Tie-in**
- +$10-40M

**Marquam Hill Connector**
- +$0-20M

**Consolidate Station(s)**
- -$3.4-7.5M

**Updated:** 04.02.2019
Next Steps

- Update Alignment Cost Estimate (Summer 2019)
  - Incorporate Steering Committee Decisions (through May)
  - Working Assumptions for FEIS
  - Basis for Partner Funding
Bonita to Bridgeport
Data
Traffic
Travel time
Walksheds
Displacements
Natural resources
Constructability
Cost
LPA 2018 (IRP in DEIS)
LPA Elevated
74th Ave

4. 74TH AVE.

Plan View

74th Ave, Route Cross Section

Private Property

(E) 45' 74th Avenue ROW

(E) 56' WES Train ROW

ODOT ROW 30'

Private Property

New 74th Avenue ROW 56'
LRT ROW 28'
5. 74TH AVE., Refined

Plan View

74th Ave. Refined Route Cross Sections

Private Property

(E) 45' 74th Avenue ROW

(E) 56' WES Train ROW

ODOT ROW 30'

Private Property

GREAT PLACES SW Corridor
East of WES
LPA at-grade, refined
Bridgeport Station

DEIS

B

C

D

E

F
## Comparison of options

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<tr>
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<tr>
<td><strong>Traffic</strong></td>
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<tr>
<td>At-grade crossings</td>
<td>72nd Ave Upper Boones, with queuing concern</td>
<td>72nd Ave Upper Boones, with queuing concern</td>
<td>72nd Ave Upper Boones, with queuing concern</td>
<td>72nd Ave Upper Boones, with queuing concern</td>
<td>72nd Ave Upper Boones, with queuing concern</td>
<td>72nd Ave Upper Boones, with queuing concern</td>
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<tr>
<td>Bridgeport Park &amp; Ride</td>
<td>South of Lower Boones</td>
<td>South of Lower Boones</td>
<td>South of Lower Boones</td>
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<td>North of Lower Boones</td>
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<td><strong>Light Rail Performance</strong></td>
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<td>Travel time difference from LPA</td>
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<td>Partial acquisitions</td>
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<td>Acres of floodplain</td>
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<td>Acres of wetland</td>
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<td><strong>Land Use, Trails</strong></td>
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<td>Differences in land uses served</td>
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<td>by an Upper Boones station</td>
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<td>Regional trail opportunity</td>
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<td><strong>Risks</strong></td>
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<td>Railroad interface</td>
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<td>Utilities</td>
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<td>Cost</td>
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* Risk of additional environmental study
Community Engagement

• Letters (January); meetings, calls, correspondence (ongoing)
• Public meetings (January, February)
• Open houses (March, April)
• April 25, 6-7:30 p.m. PacTrust Business Center, Building F 16505 SW 72nd Ave
Community Engagement

• Over 350 emails and letters
• Over 325 attendees at meetings and open houses
March & April Comment Cards

Preferred options:

<table>
<thead>
<tr>
<th>Option</th>
<th>Count</th>
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<tbody>
<tr>
<td>LPA Elevated</td>
<td>71</td>
</tr>
<tr>
<td>74th Ave Refined</td>
<td>55</td>
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<tr>
<td>LPA Refined</td>
<td>53</td>
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<tr>
<td>LPA 2018</td>
<td>51</td>
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<tr>
<td>East of WES</td>
<td>29</td>
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<tr>
<td>74th Ave</td>
<td>3</td>
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</table>

Respondents could choose multiple

Top open-ended comments:
Concern about business impacts (93)
- Circuit Bouldering Gym (54)

Concern about traffic impacts (41)

Cost Considerations (24)
- Prefer lower cost option (15)
- Prefer higher cost for lower impacts (9)
Marquam Hill Connections
Context

Marquam Hill Vicinity & Gibbs St. Station

Southwest Corridor Alignment
Purpose

• To connect the Gibbs St. Station to the many destinations on Marquam Hill & bus routes as well as the neighborhoods & Terwilliger Parkway
Goals & Criteria

- Access: Develop equitable, efficient, convenient connections for all users to a number of destinations.

- Safety: Create a safe & secure, 24/7 connection for all users.

- Context: Enhance & improve the historic, scenic & recreational resources; consider the unique character of the area in the design.

- Environmental: Project & enhance natural resources & habitat.
Goals & Criteria

• Operational: Provide a long-term, sustainable connection for current & future users.

• Budget/Schedule: Be cost effective & timely within the SW Corridor Light Rail project.

• Experience: Create a connection that provides a high-quality user experience & inspires civic pride.
Special Considerations

Distance of about 1,000 horizontal ft. & 300 vertical ft.
Historic Olmsted Brothers parkway & environmental resources

Site Section: Marquam Hill to Gibbs St. Station on Barbur Blvd.
Process

- **Working Group**: Participates in mode studies with design team
- **Green Ribbon Committee**: Provides perspective & overview; makes recommendations to Steering Committee

Working Group site visit on Terwilliger Blvd.
Many Options Considered
Bridge + Elevator

Precedents

Edmonton, Canada

Neckartenzlingen, Germany

Ennetbaden, Switzerland
Tunnel + Elevator

Precedents

Miho Museum, Japan

Miho Museum, Japan

Kings Cross, London
Inclined Elevator

Precedents

Ljubljana, Slovenia

Edmonton, Canada

Deer Crest, Utah

Montmartre, Paris
Next Steps

Open house April 10
Online open house April 15
Green Ribbon Committee meetings April 10 + May 8
Committee on Accessible Transportation (CAT) April 11
Portland Design Commission briefing April 18
Community Advisory Committee (CAC) May 2
Portland City Council work session May 7
Steering Committee May 13