SOUTHWEST CORRIDOR
LIGHT RAIL PROJECT

Steering Committee
February 11, 2019
Project Benefits

30-minute congestion-proof trip from Bridgeport to Portland
Serves a two-way commute

PORTLAND

TIGARD & TUALATIN

11,300 WORKERS
23,800 people commute between Portland and Tigard/Tualatin

12,500 WORKERS
Project Benefits

43,000 rides on the line on an average weekday in 2035

1 in 5 commuters on MAX going southbound from downtown during 2035 PM rush hour
SW Equitable Development Strategy (SWEDS)

• Ensure opportunities for all current and future SW Corridor residents
  • Housing
  • Workforce development
  • Business stabilization
• Collaboration with public, private, and non-profit partners
• Pilot programs
• Identify pre-light rail investments
Decision-making

Steering Committee

PMG (executive)

PTL (manager)

Technical staff

CAC and other community engagement
## Near-term design topics

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<td>Crossroads route</td>
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<td>Bonita to Bridgeport route</td>
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<td>Marquam Hill Connector type</td>
<td>Park &amp; Rides</td>
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<td>Station areas</td>
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Project Development

- Respond to issues in DEIS; define mitigation in FEIS
- Refine project scope, cost
- Secure 30% of local funding
- Advance design to 30%

2019-2020
Engineering

• Advance design to 100%
• Secure permits
• Begin property acquisition, early construction

2021-2022
Construction, startup

- Full Funding Grant Agreement (FFGA) from Federal Transit Administration (FTA)
- Construction and mitigation
- Testing and training

2023-2027
Finance

✓ Regional funds for project development
  • Partner contributions
  • Regional transportation funding measure: November 2020

• Federal Transit Administration (FTA)
  New Starts grant program
Design Team: SWTP

SW Transit Partners:
AECOM, David Evans & Associates, Parametrix

Akana*
Barsum Consulting*
Brightside Engagement*
CH2M
DKS Associates
Donaldson Enterprises*
Elcon Associates*
Epic Land Solution, Inc*
Faithful+Gould
Global Signals Group
Global Transportation Engineering*
IML Services*
LTK Engineering Services
Life Simplified*
Maintenance Design Group/HDR*
Ott-Sakai & Associates*
Shannon and Wilson
Triunity Engineering & Management*

* DBE, MBE, and/or WBE
Design Team: UDIG

Urban Design Integration Group:
ZGF, VIA, Mayer-Reed

2. Ink studio*
ALTA Planning & Design
Architectural Applications
Carleton Hart
Cascadia Partners**
Consult: Ron Stewart**
DAO Architecture*
Donaldson Enterprises*
ECONorthwest
Fehr & Peers

Greenworks
Holst Architects*
Larco/Knudsen**
Merryman Barnes Arch*
Marianne Zarkin LA*
NNA LA*
Pacific Habitat
Winterbrook Planning**

* DBE, MBE, and/or WBE
** ESB
Crossroads
LPA

- Steering Committee directed more study of Refinement 2 and Alternative B2 prior to the FEIS
- CAC also recommended a third idea
Community Engagement

- Letter to 60 property owners
- Three meetings attended by 190 people
- 125 comments by email
October options

- Alternative B2: from Steering Committee
- Refinement 2: from Steering Committee
- Smith: from neighbor suggestion
- Smith Modified: developed by staff
- Collins: developed by staff
December options

Alternative B2

B2 – station near pedestrian bridge
B2 – station near Barbur*

Collins

Collins – station on Collins
Collins – station on Collins w/buses*
Collins – station on Barbur*

* New variations
B2 / Collins Comparison
Collins

DRAFT 3D VIEWS - SEGMENT B - CROSSROADS

Collins Alignment - View to E from SW Capitol Highway Viaduct
Draft 3D Views - Segment B - Crossroads

B2 Alignment - View to NE from Barbur Blvd towards I5 Viaduct
What we heard

Route preference
- Support for B2
- Concerns about Collins: impacts to Woods Creek, park, businesses and homes

Crossroads area
- Concern about traffic congestion
- Desire for safe, comfortable walking and biking; easy access between MAX, bus, Park & Ride
New information

- No significant cost difference between Collins and B2
  - Support column for lower-cost I-5 bridge would trigger additional impacts
- Complexity of utility conflicts via Collins
Bonita to Bridgeport
Locally Preferred Alternative (LPA) route between Bonita and Bridgeport

- Draft Environmental Impact Statement (DEIS) identified significant traffic issues at Upper Boones Ferry Rd at-grade crossing
- DEIS received hundreds of comments advocating against Village Inn displacement at Bridgeport station
Community Engagement

- Letter to 70 property owners
- Meeting attended by 60 people
Locally Preferred Alternative (LPA) selected by Steering Committee
2019 Design Exploration: LPA Elevated Route

CONCERNS
- Long structure and property impacts, including Fought Steel
- Elevated alignment carries high cost
- Calls into question Upper Boones Ferry Station, which has very low projected ridership
2019 Design Exploration: 74th Ave Route

CONCERNS
- Property and employment impacts
- Calls into question Upper Boones Ferry Station, which has very low projected ridership

More alternatives being explored
Via LPA Route: Bridgeport Station east of 72nd Ave
2018 DEIS layout

- Station adjacent to bus hub
- Park & Ride south of Bridgeport Rd, with pedestrian bridge
- Impact to Village Inn

A  MAX Station  B  Bus Hub  C  Park & Ride (P&R)  D  Mobility Plaza  E  Pedestrian Bridge  F  Transit Oriented Development (TOD)
• Station adjacent to bus hub
• Park & Ride south of Bridgeport Rd, with pedestrian bridge
• Impact to retail site
• Potential bus/auto traffic conflict
• Potential redevelopment

A  MAX Station  C  Park & Ride (P&R)  E  Pedestrian Bridge
B  Bus Hub  D  Mobility Plaza  F  Transit Oriented Development (TOD)

Signalized Intersection
Via LPA Route: Bridgeport Station east of 72nd Ave
2019 concept C

- Station adjacent to bus hub and Park & Ride
- More impacts retail site
- Potential bus/auto traffic conflict
- Potential redevelopment
Via 74th Ave route: Bridgeport Station west of 72nd Ave
2019 concept D

- Station adjacent to bus hub
- Park & Ride across 72nd Ave, east of Village Inn
- Impact to flex-office site
- At-grade crossing of Durham Rd
- Potential bus/auto traffic conflict
- Potential redevelopment

A  MAX Station
B  Bus Hub
C  Park & Ride (P&R)
D  Mobility Plaza
E  Pedestrian Bridge
F  Transit Oriented Development (TOD)

Signalized Intersection
What we heard

- Concerns from potentially impacted property owners
- Concerns about pedestrian access, safety
- Preference to avoid at-grade crossings; concerns about traffic
- Preference for consolidated station, bus hub, Park & Ride
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<td>March 11 9 a.m. Tigard City Hall</td>
<td>March 7 6 p.m. Girl Scouts</td>
<td>Feb 13 4 p.m. OHSU</td>
<td>Feb 21 6 p.m. Tigard Library</td>
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