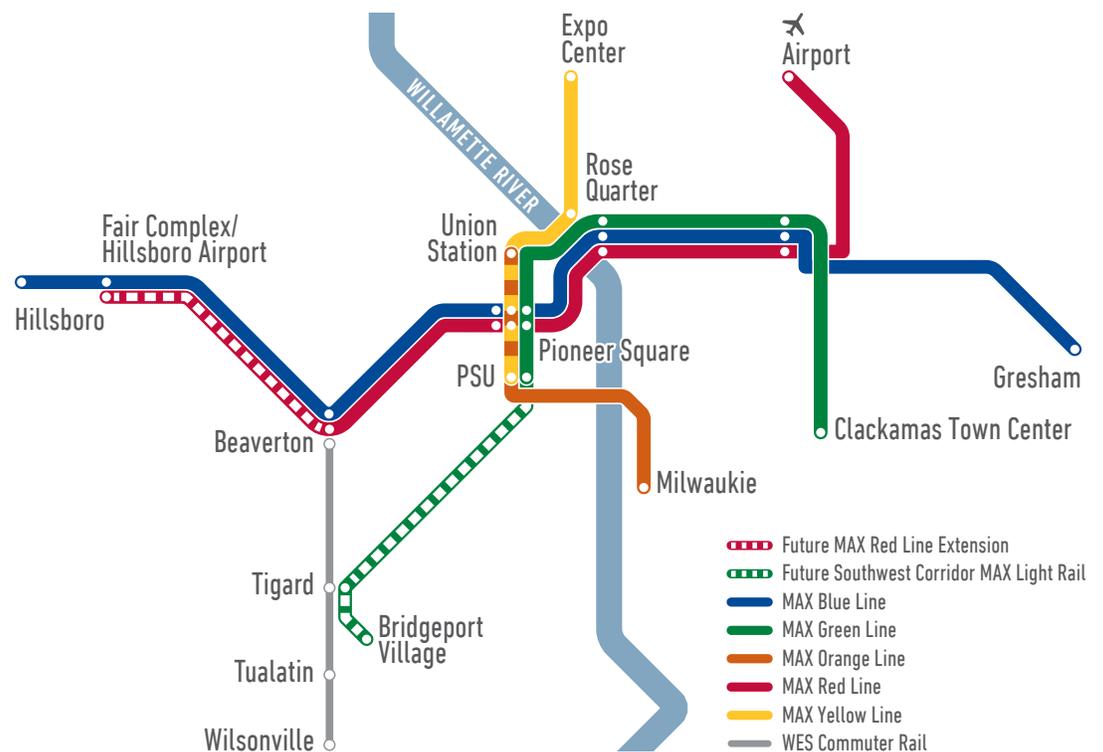


SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

**+ 400,000
PEOPLE**
**+ 260,000
JOBS**
in the region
by 2040

The Southwest Corridor Light Rail Project will bring high-capacity transit to one of the most congested travel corridors in our fast-growing region. With 13–17 hours of congestion expected on I-5 between Portland and Tigard by 2035, light rail will reduce the strain on roads, getting people to jobs, schools and other destinations more quickly and affordably. Southwest Corridor Light Rail will provide a congestion-proof 30-minute travel time between Downtown Portland and Tualatin, expanding the MAX light rail system with efficient, reliable connections.



The new light rail line will create seamless connections between bus service, WES Commuter Rail and other MAX lines. MAX Green Line trains will continue through Portland to the Southwest Corridor. The project includes a 1.6-mile transit-only lane near Downtown Portland, allowing bus riders to avoid traffic congestion.

With improved access to Marquam Hill destinations like Oregon Health & Science University (OHSU), and the Portland Community College-Sylvania campus, more people can rely on transit for access to key education, employment and health care facilities.



11 MILES



13 STATIONS



30 MINUTES

Bridgeport Village to Downtown Portland



37,500 DAILY TRIPS

by 2035



10 MILES

of new sidewalks



6 MILES

of improved bike facilities



1.6 MILES

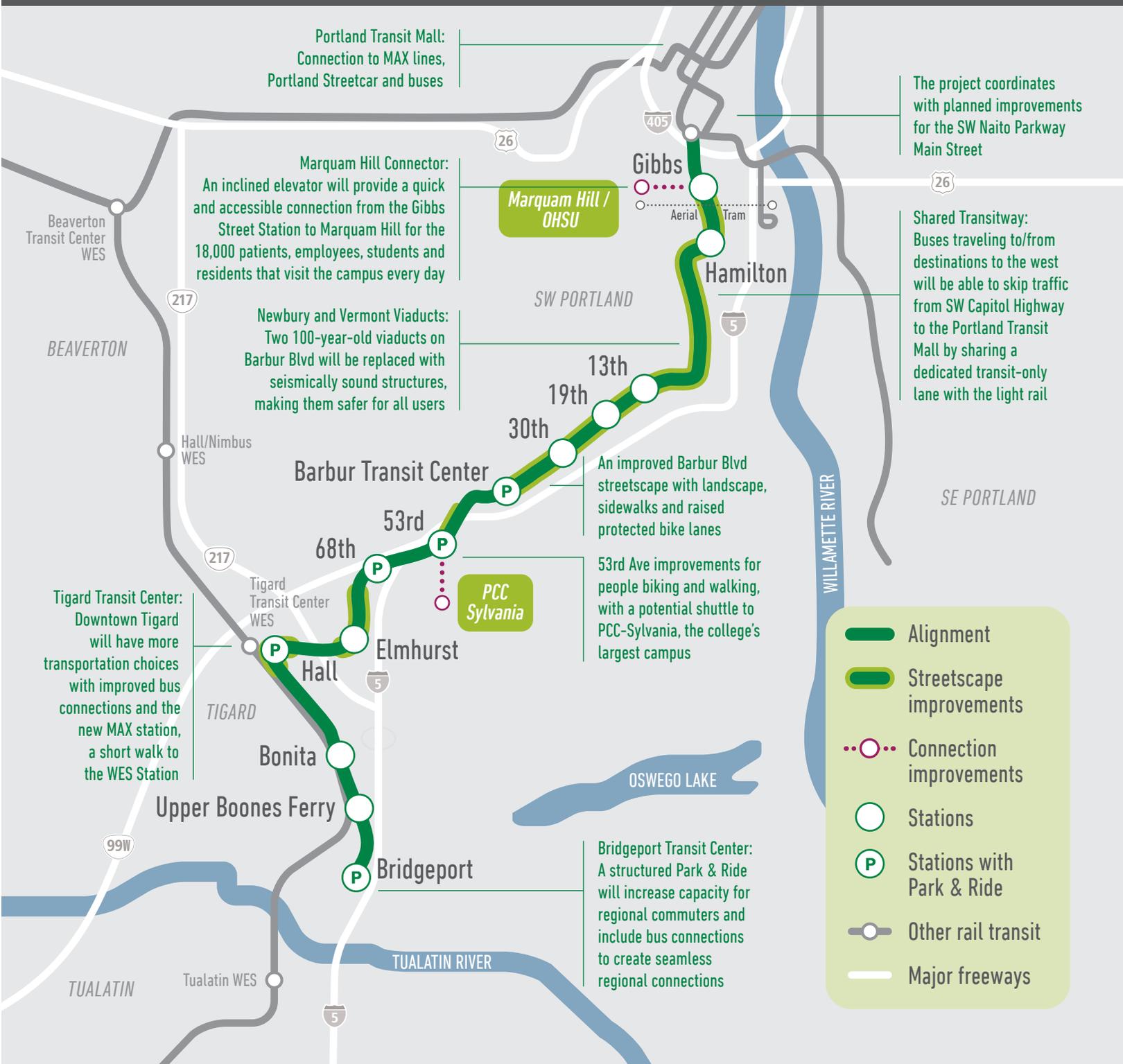
of dedicated transit lanes



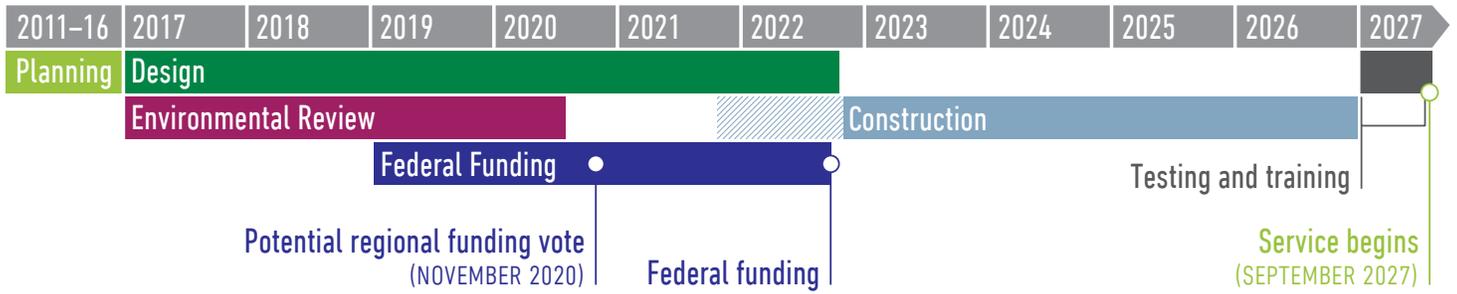
2,000

potential Park & Ride spaces

ROUTE AND STATION LOCATIONS



TIMELINE



CLIMATE

Extending light rail into the Southwest Corridor advances the climate actions we need now.

The project is expected to reduce daily passenger vehicle miles traveled by about 59,000 miles per day—that’s about 7,000 to 8,000 metric tons of annual greenhouse gas emissions.

Light rail supports the region’s growth strategies by stimulating compact development so people can make fewer trips by car. The project will also make biking and walking safer and easier, including over six miles of new bicycle facilities and 10 miles of sidewalks.

MAX runs on electricity and uses regenerative braking. While TriMet is transitioning its bus fleet away from diesel by 2040, light rail is a proven green technology that has been successful in our region for the past 30 years, accounting for one third of all TriMet trips.

MAX costs less to operate per ride than buses, making it an economically sustainable investment.



EQUITY

The project increases mobility options for those who depend on transit.

Expanding light rail means fast, affordable transportation to important regional employment centers for people who have been displaced from close-in neighborhoods.

Project partners are collaborating to ensure that low-income households and communities of color benefit from this major transportation investment and continue to live, work and thrive in the Southwest Corridor. Partners have a bold vision for preserving and building more affordable housing along the light rail route, including a pledge to identify sites for 950 units.



ECONOMY

The project will contribute to the local economy, leveraging \$1.3 billion dollars of federal funds and generating an estimated 28,000 jobs. TriMet will continue to emphasize employment opportunities for women and people of color. The project has already contracted with more than two dozen Disadvantaged Business Enterprise firms for design.

PROJECT FUNDING

The project cost is estimated at approximately \$2.8 billion, with state, regional, local and federal funding contributions expected.

STAY INVOLVED

Sign up for project email updates and meeting notices at trimet.org/swcorridor. For more information, please call TriMet Community Affairs at 503-962-2150.

PROJECT PARTNERS



For language assistance call
Si necesita intérprete, llame al
Nếu cần trợ giúp về thông dịch xin gọi
如需语言帮助请致电
Для службы языковой поддержки
언어 통역이 필요하시면, 으로 전화 하시면 됩니다

