

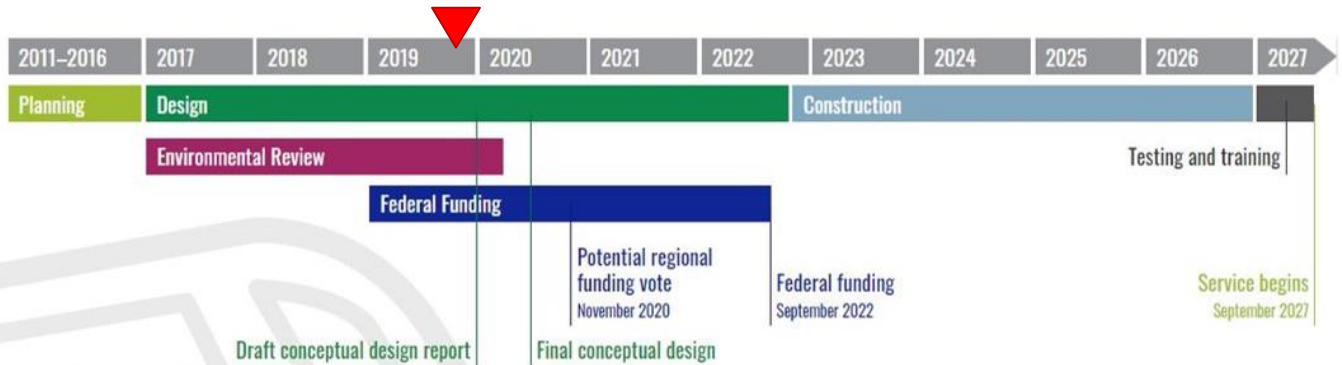


SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

Steering Committee
November 4, 2019

Agenda

- Scope Refinements & Funding Opportunities
- Regional Priority for SWC Project
- Draft Recommendation
- Next steps

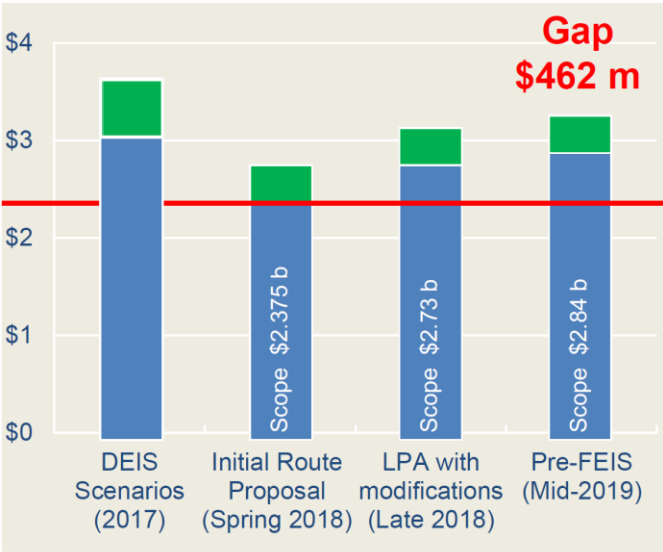


Cost/ Funding Gap: \$462 m

Cost estimates (billions)

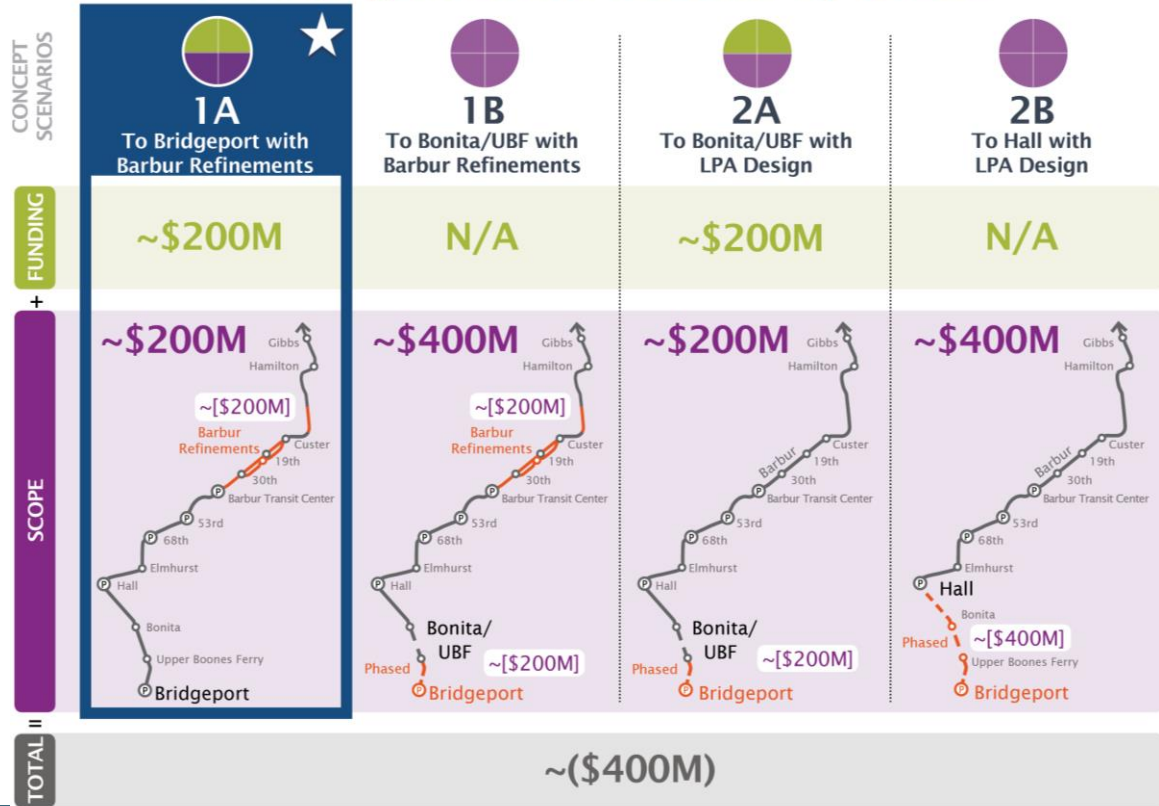
Scope target
\$2.375 b

Finance costs
Scope



Bridging the \$462 m Gap

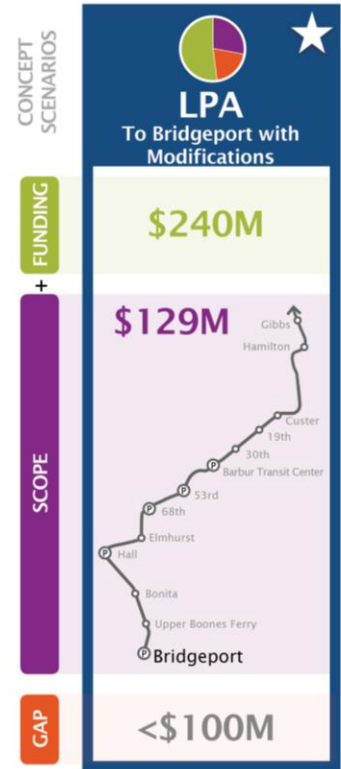
What project could be built by 2027?



Draft Recommendation-LPA

Move forward with **LPA**:

- Incorporate **\$129m** savings from scope refinements
- Incorporate **\$240m** additional funding
- Continue to minimize impacts and costs through design
- Continue funding discussions to close **<\$100m** gap

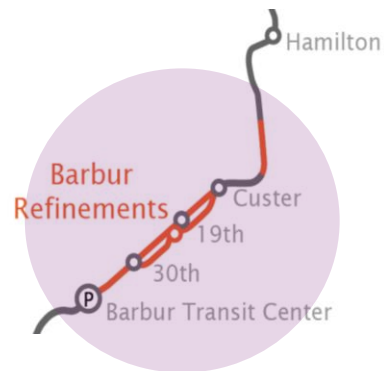


Scope Adjustments Recommended

Scope	Amount
Right of Way Adjustments – Multiple Locations	- \$24 m
Stormwater Infrastructure	- \$32 m
Reduced Crossovers (6)	- \$34 m
Red Rock Creek Structure	+ \$11 m
Upper Boones Ferry Traffic Mitigation	+ \$5 m
Operations & Maintenance Facility	- \$15 m
Systems Substations	- \$10 m
Right of Way Adjustments – SW Gibbs	- \$20 m
Right of Way Adjustments - SW Custer/13th	- \$10 m
Total	- \$129 m

Draft Recommendation- Remove Consideration of Barbur Refinements

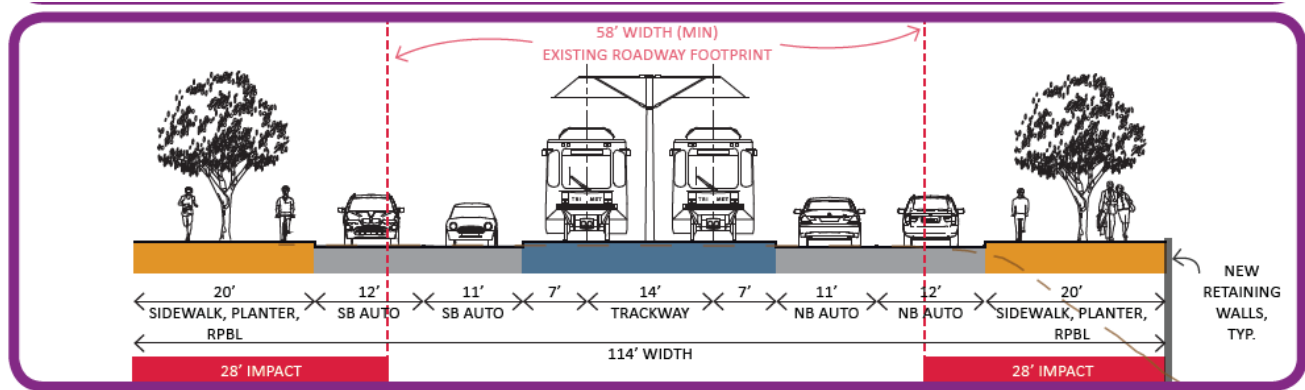
- Little community support
- Erosion of savings as design progressed
- Traffic analysis findings:
 - Light rail improves person-throughput over no-build, even with lane reductions
 - Refinements reduce automobile capacity to unacceptable levels in some locations
- Concern among partners about public support



Recommended Scope

Rebuild Barbur Boulevard

- Viaducts reconstructed with project
- Two auto lanes in each direction south of Naito
- Sidewalks, raised protected bike lanes, stormwater facilities



Example Section

Funding Adjustments Recommended

Funding	Amount
Incorporate Jurisdictional Transfer Funds	+ \$65 m
Regional Funding Measure Contribution	+ \$125 m
FTA New Starts Contribution	+ \$50 m
Total	+ \$240 m

Revised Funding Assumptions

Metro

- Initial recommendation up to \$975 m affirms the regional benefit of the project to Bridgeport

FTA potential:

- Other cities recently requested amounts over \$1.25b
- SW Corridor project to Bridgeport rates very well

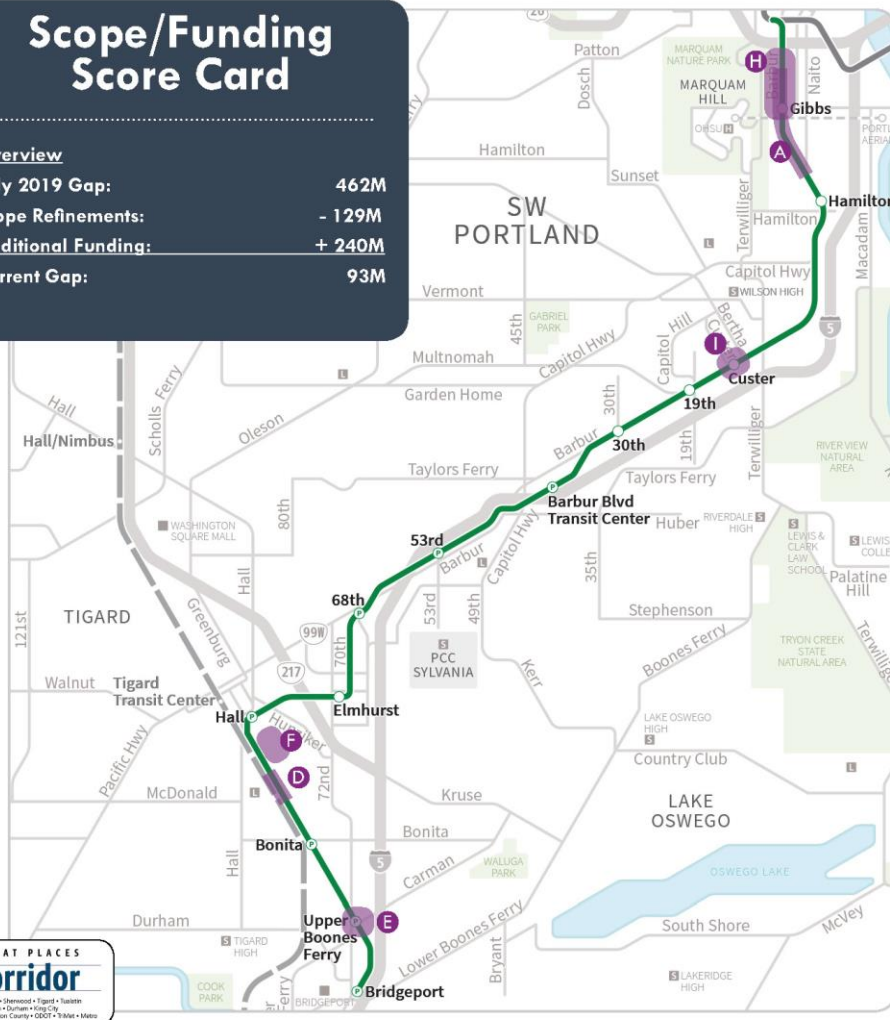
State of Oregon potential:

- Importance of addressing I-5 congestion
- Value of improving Barbur Boulevard to facilitate jurisdictional transfer

Scope/Funding Score Card

Overview

July 2019 Gap:	462M
Scope Refinements:	- 129M
Additional Funding:	+ 240M
Current Gap:	93M



Scorecard

Additional Funding

+240M

- + FTA New Starts +\$50M ✓
- + Regional Funding Measure +\$125M ✓
- + Jurisdictional Transfer +\$65M ✓

Scope Refinements (July)

-74M

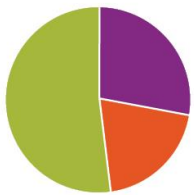
- A Seg A ROW (Barbur Sect) - \$24M ✓
- B Reduced Stormwater - \$32M ✓
- C Reduced Crossovers - \$34M ✓
- D Red Rock Creek Structure + \$11M ✓
- E UBF Traffic Mitigation + \$5M ✓

Scope Refinements (October)

-55M

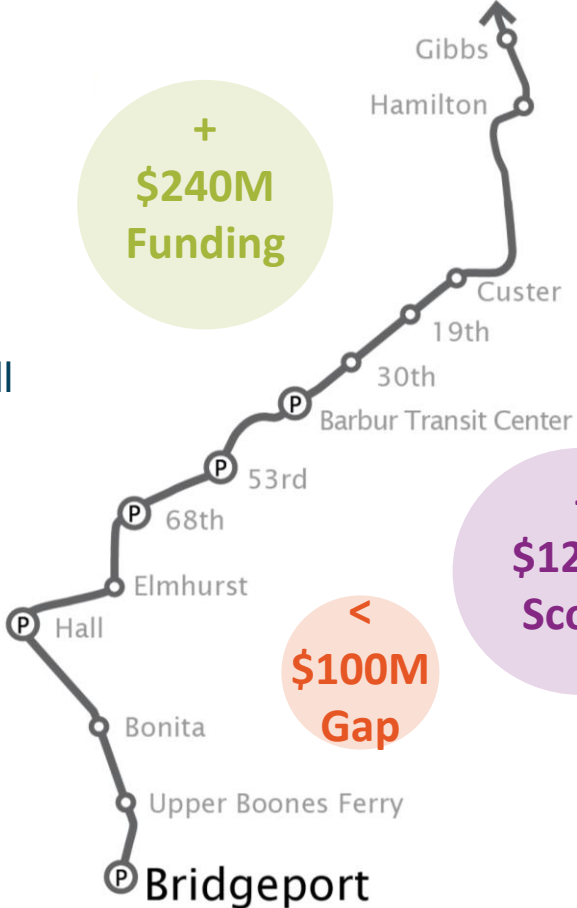
- F Maintenance Facility Site - \$15M ✓
- G Systems Substations - \$10M ✓
- H Seg A ROW (Gibbs) - \$20M ✓
- I Seg B ROW (Custer/13th) - \$10M ✓

Draft Recommendation- LPA



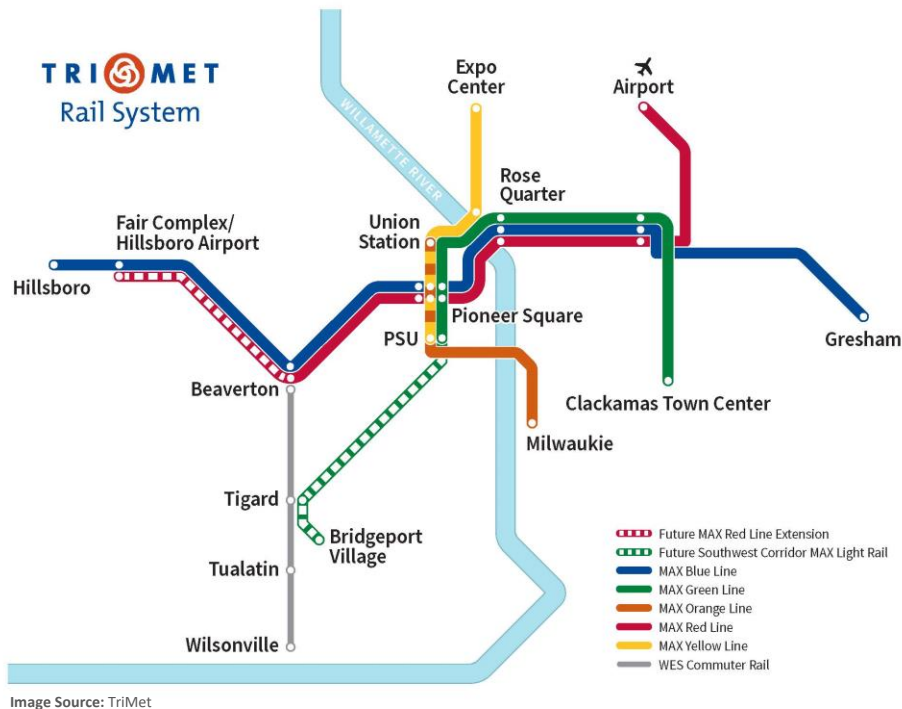
Overview:

- 13 Stations
- Reliable 30 min travel time
- Ridership
- Park and Ride Access
- Connection to Marquam Hill
- Access to fast growing job centers in Washington County



Expands a Multi-Line Regional System

- Provides an alternative to congested highways & streets
- Is critical to region's economic growth & affordable housing
- Frees up roads for transport of goods & services
- Can be catalytic for improvements to streets, trails & natural resources



Helps Focus Regional Growth

By 2035, we could see:



75,000 new residents
along the Southwest Corridor

according to Metro data



17% increase of congestion
Up on I-5 between Portland and Tigard

predicted without the Southwest Corridor



43,000 riders
on the line on an average weekday

according to TriMet data



Image Source: Casey Braunger, Ankrom Moisan Architects



Image Source: Opus Group

Who Does the Southwest Corridor Serve?



Image Source: ZGF Architects



Image Source: ZGF Architects



Image Source: TriMet



Image Source: TriMet



Image Source: Bruce Forster



Image Source: TriMet

Connecting Job Centers

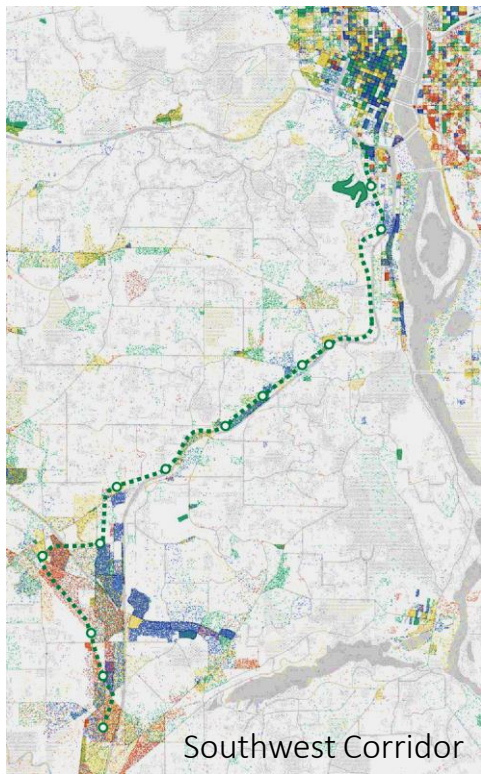
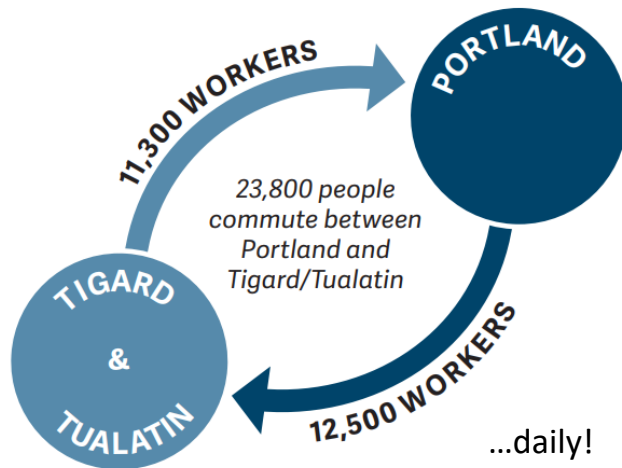


Image Source: Where are the Jobs? Employment in America, 2014



- Manufacturing and Logistics
- Professional Services
- Healthcare, Education & Government
- Retail, Hospitality, and Other Services

*one dot = one job

Project Principles



MOVE AND
CONNECT
PEOPLE



MAINTAIN AND
CREATE
EQUITABLE
COMMUNITIES



PRESERVE AND
RESTORE THE
NATURAL
ENVIRONMENT

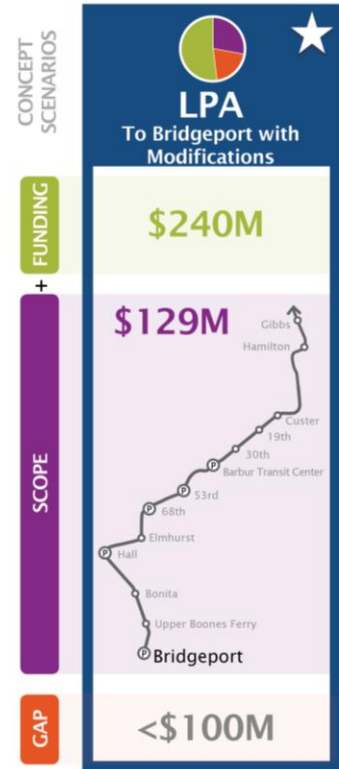


DESIGN FOR
THE FUTURE

Draft Recommendation-LPA

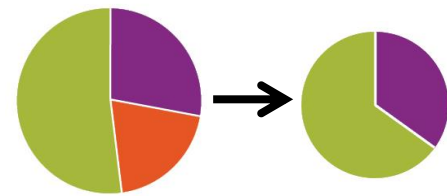
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Identifying Interim Terminus (MOS)

The purpose of selecting a MOS is to identify a segment of the Locally Preferred Alternative that provides the most cost-effective solution with the greatest benefits for the project. The MOS must be able to function as a stand-alone project and not be dependent on any future segments being constructed.



CONCEPT SCENARIOS



MOS
To Bonita/UBF with Modifications

FUNDING

<\$240M

SCOPE

\$129M

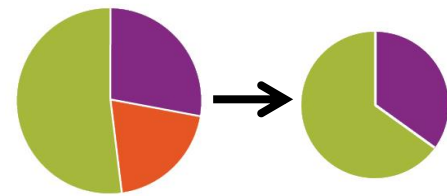


Identifying Interim Terminus (MOS)

Recommendation:
Bonita/Upper Boones Ferry

As far south as possible:

- Serves the most riders and reduces the most Vehicle Miles Traveled (VMT)
- Most attractive for Washington County and ODOT funding contributions
- Most competitive per FTA ratings



CONCEPT SCENARIOS



MOS
To Bonita/UBF with
Modifications



Draft Recommendation

Recommendation



Next Steps

November 18th:

Confirm Project Recommendation

- Incorporate Steering Committee discussion from today

Begin development of funding IGAs with project partners

- City of Portland
- Washington County

Next Steps

2020:

Conceptual Design Report: illustrate design; solicit feedback

- Stations and Park & Rides
- Marquam Hill Connector
- Streetscapes (Barbur Boulevard, 53rd Ave, 70th Ave, Hall Boulevard, etc.)

FEIS: disclose impacts and mitigation

- Traffic mitigation
- Parks, historic and natural resources
- Property impacts