

MAX Red Line Extension and Reliability Improvements Project

Project Briefing to JPACT

January 18, 2017

Project Goals

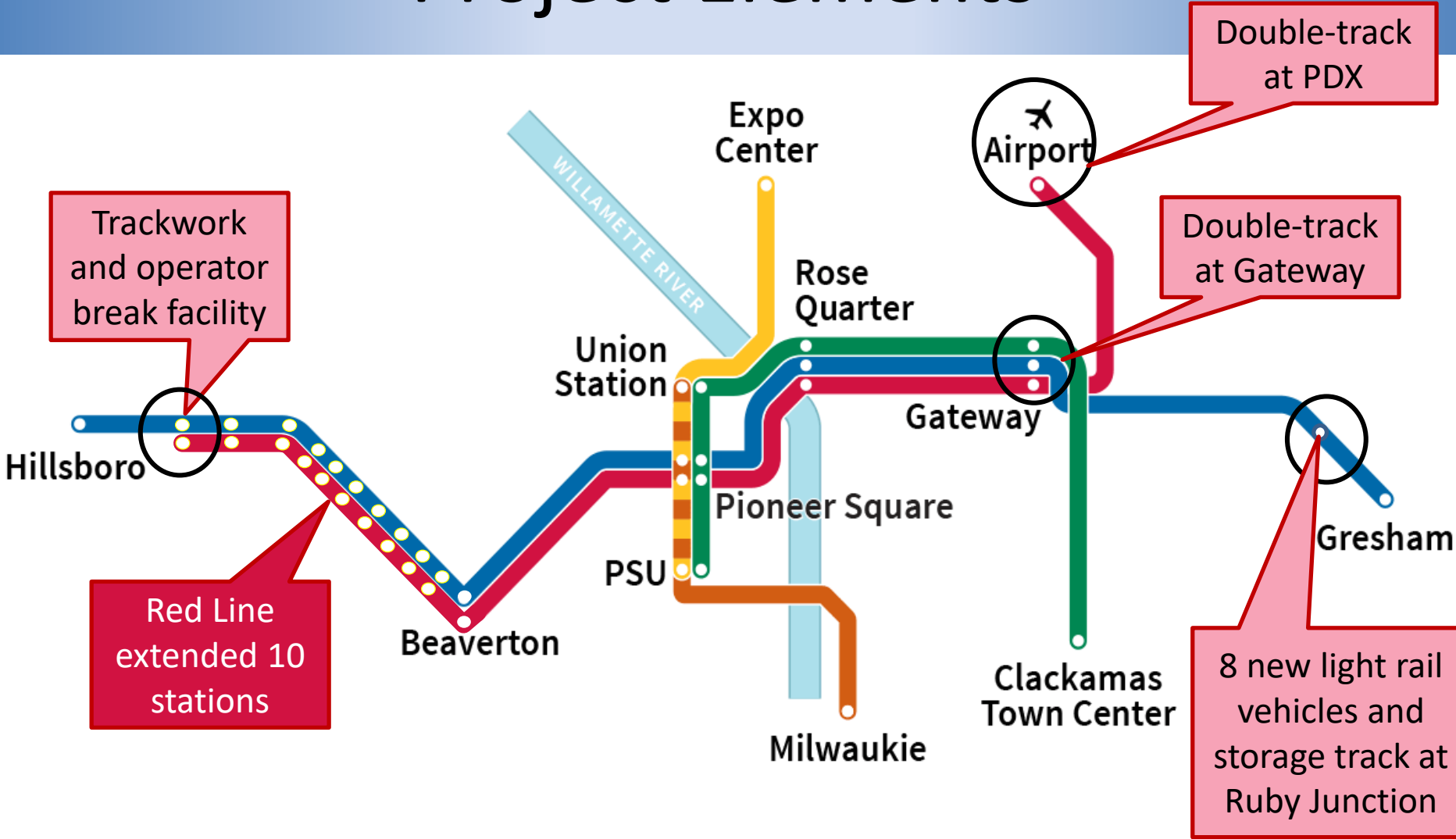
1. **Extend Red Line** west of Beaverton Transit Center

- Provide more service to Hillsboro and Beaverton
- Fulfill community desires for direct connection to Airport

2. Allow extension to operate **reliably**

- Fix two major sources of delay on the Red Line
- Improve reliability for the entire system

Project Elements



Why these elements together?

- Extension to FairPlex identified in the Westside Service Enhancement Plan
- Gateway and PDX single-track sections contribute to reliability challenges for Red Line
- Building the double-track sections at the same time as the improvements needed for the extension will allow the Red Line extension to operate reliably

FairPlex– Proposed Improvements

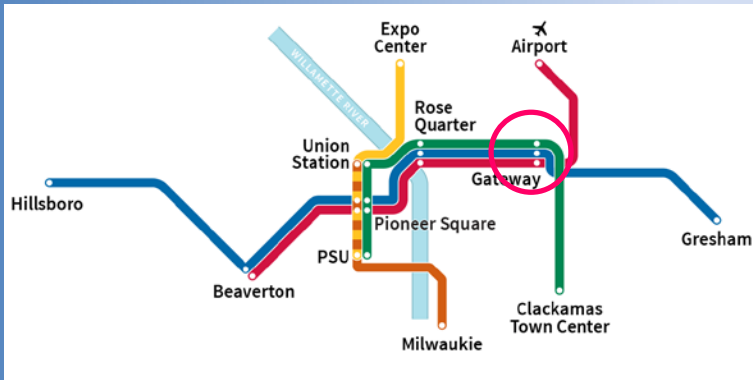
Conceptual
Illustration – Not
Drawn to Scale

Track, switch work,
and signalization
to allow use of
existing pocket
track

New operator
break facility



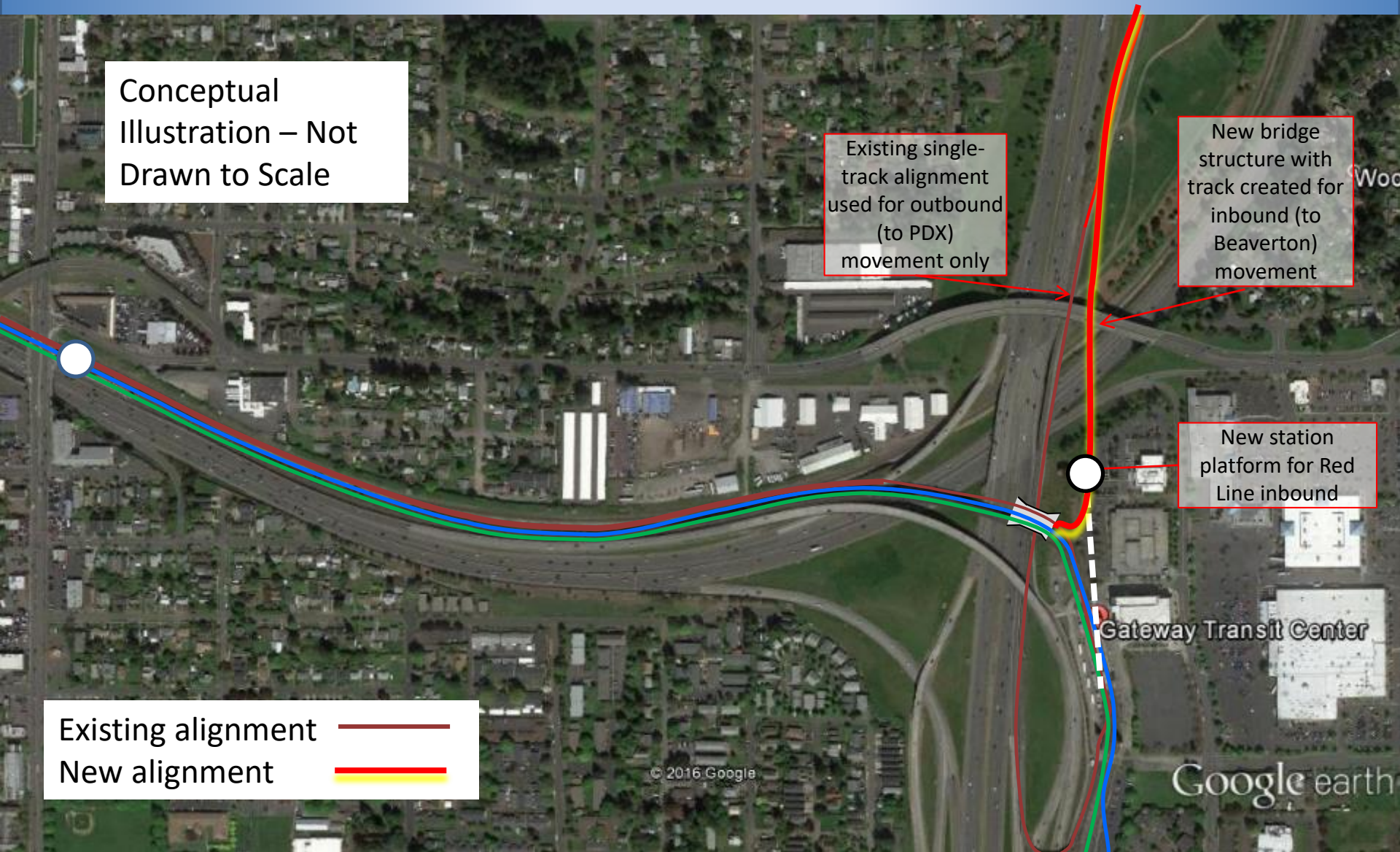
Gateway – Existing Single Track Section



Single Track ———
 Double Track ———



Gateway - Proposed Double Track



Conceptual Illustration – Not Drawn to Scale

Existing single-track alignment used for outbound (to PDX) movement only

New bridge structure with track created for inbound (to Beaverton) movement

New station platform for Red Line inbound

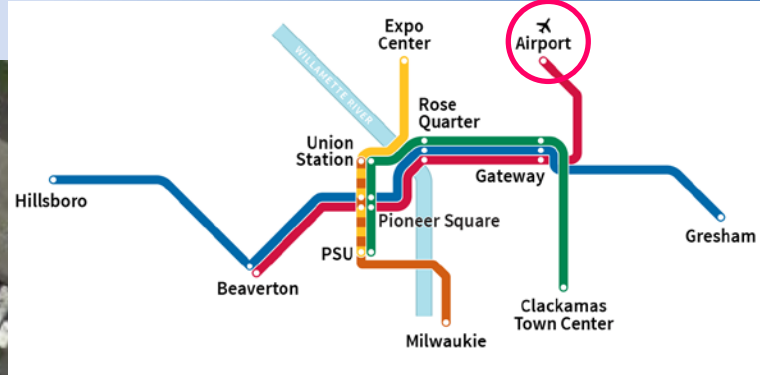
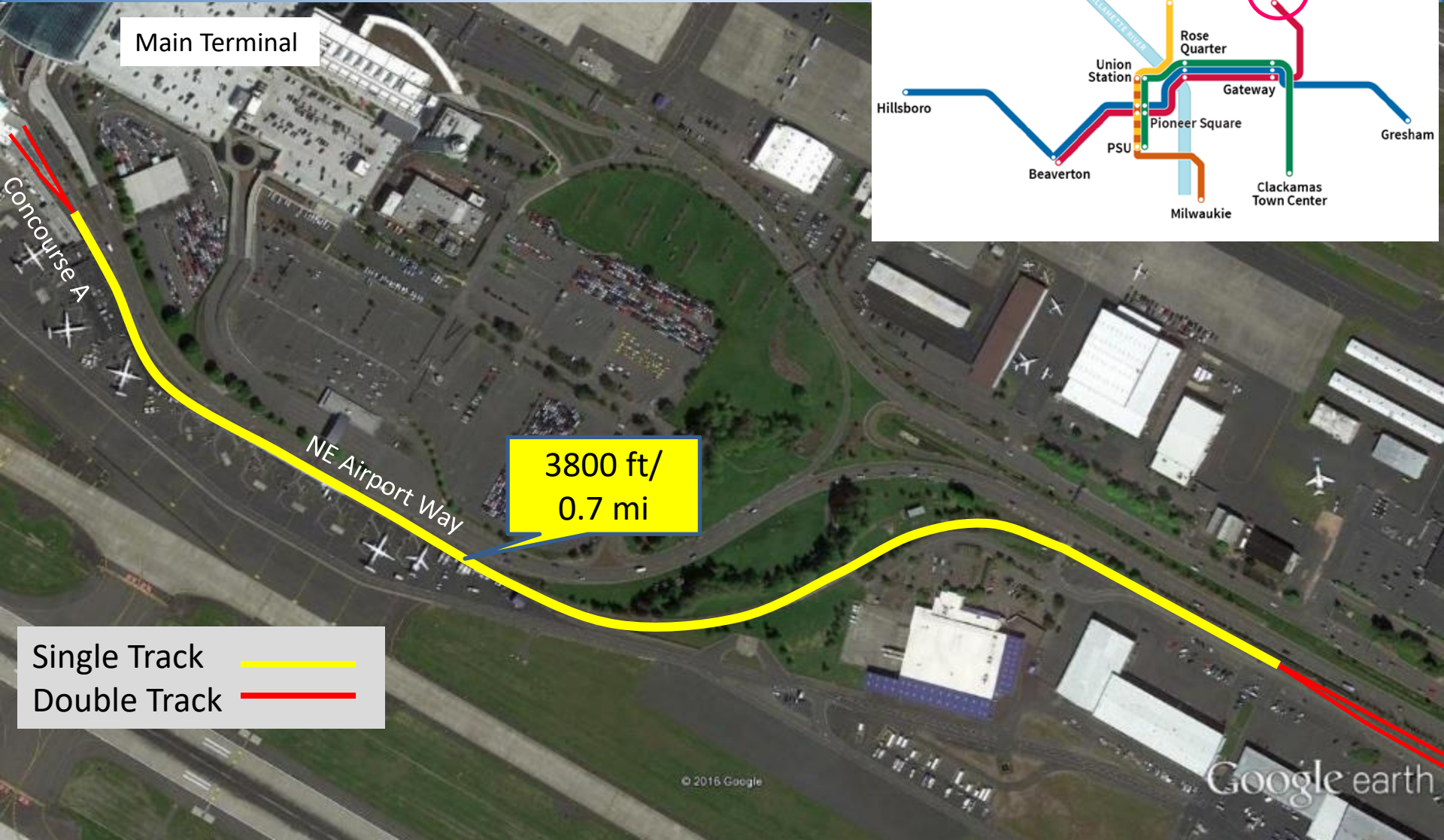
Existing alignment ———
New alignment ———

Gateway Transit Center


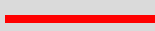
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Google earth

PDX - Existing Single Track Section



3800 ft/
0.7 mi

Single Track 
Double Track 

PDX - Proposed Double Track



Community Engagement Process

- Partner agency engagement began summer 2017
- Public outreach process began fall 2017
- Continued partner agency engagement and public outreach expected to continue in 2018
- JPACT and Metro Council will be asked to adopt into 2018 RTP

Project Funding and Timeline

- Total project cost currently estimated at \$205M
- TriMet anticipating a request of \$100M from FTA Small Starts
- Local funding expected to come from TriMet General Fund over a series of years

Conceptual Project Timeline

- Enter Project Development for Small Starts in 2018
- Submit application for a rating in 2018
- 30% design by fall 2018
- NEPA complete by spring 2019
- Begin construction 2019/2020
- Opening in 2021/2022