

MAX Red Line Extension and Reliability Improvements Project

Project Briefing to JPACT

September 19, 2019

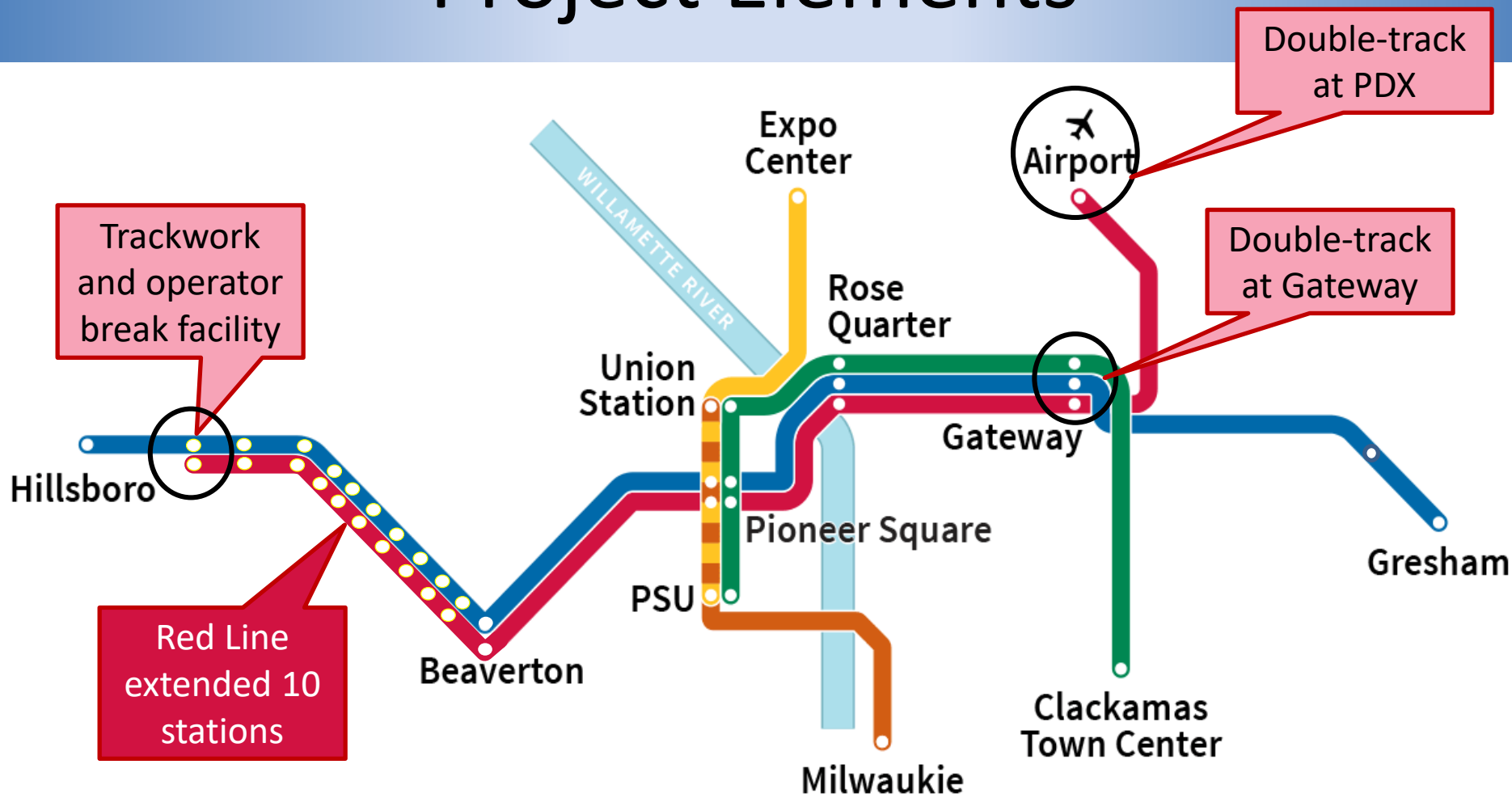
Outline of Presentation

1. Project Description and Goals
2. Project History
3. Public and Agency Engagement
4. Project Schedule and Cost/Budget

Why This Project?

- Addresses largest systemwide bottleneck that we have on MAX
- Adds substantial new service on West side
- Improves service reliability systemwide
- Leverages up to \$100M in federal funds
- Allows MAX service to grow in the future

Project Elements



6 additional light rail vehicles

Project Goals

- 1. Extend Red Line west of Beaverton Transit Center**
 - Provide more service to Hillsboro (Fairplex) and Beaverton
 - Fulfill community desires for direct connection to Airport
- 2. Allows MAX system to operate **reliably****
 - Removes system wide scheduling constraint resulting from single track segments
 - Allow TriMet to increase service in the future

FairPlex– Proposed Improvements



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

New operator break facility

Fair Complex/Hillsboro Airport Max Stn

NE Olympic St

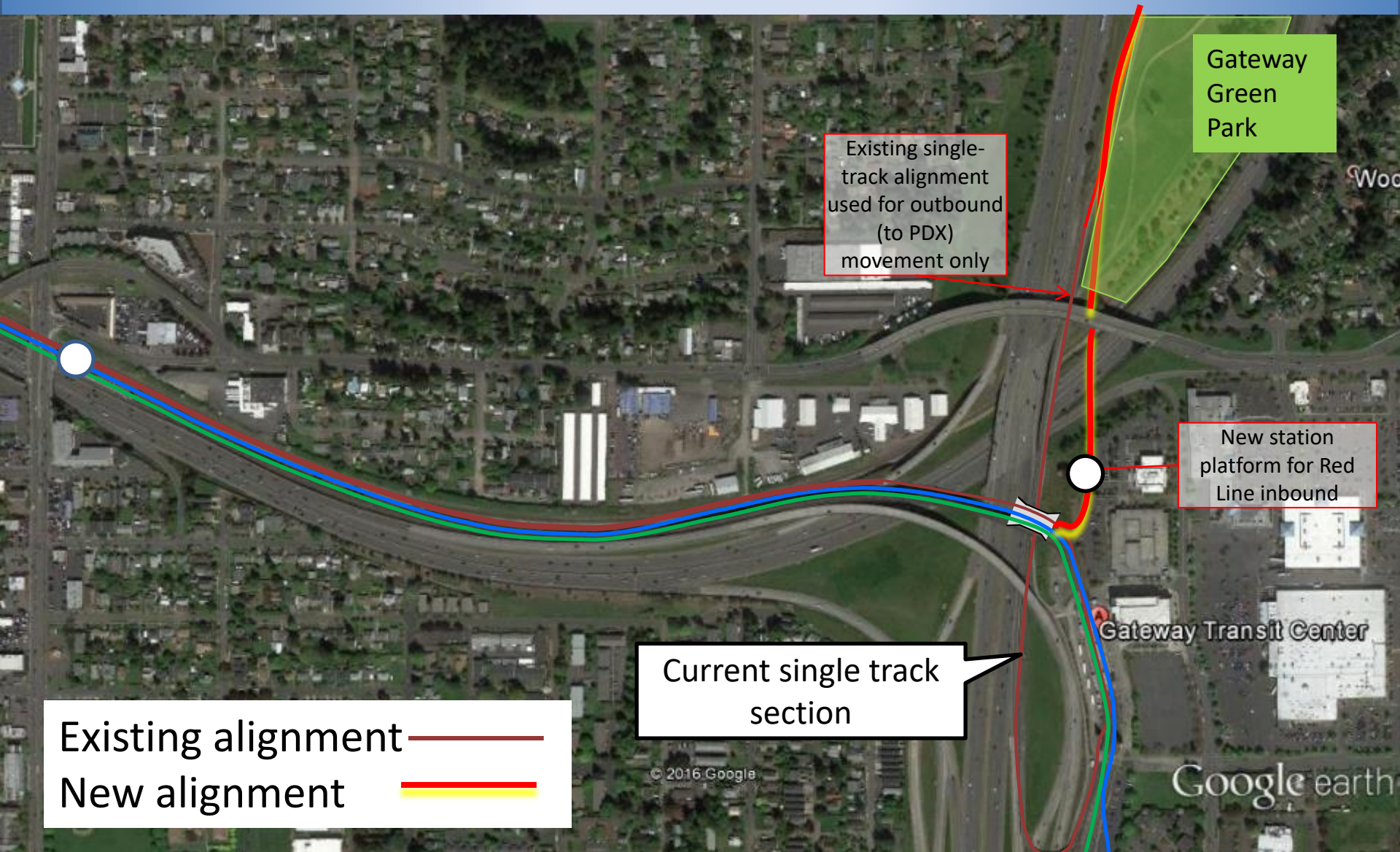
NE Olympic St

NE Olympic St

NE Olympic St

NE Olympic St

Gateway - Proposed Double Track



Gateway Green Park

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

New station platform for Red Line inbound

Current single track section

Existing alignment ———
New alignment ———

Gateway Transit Center

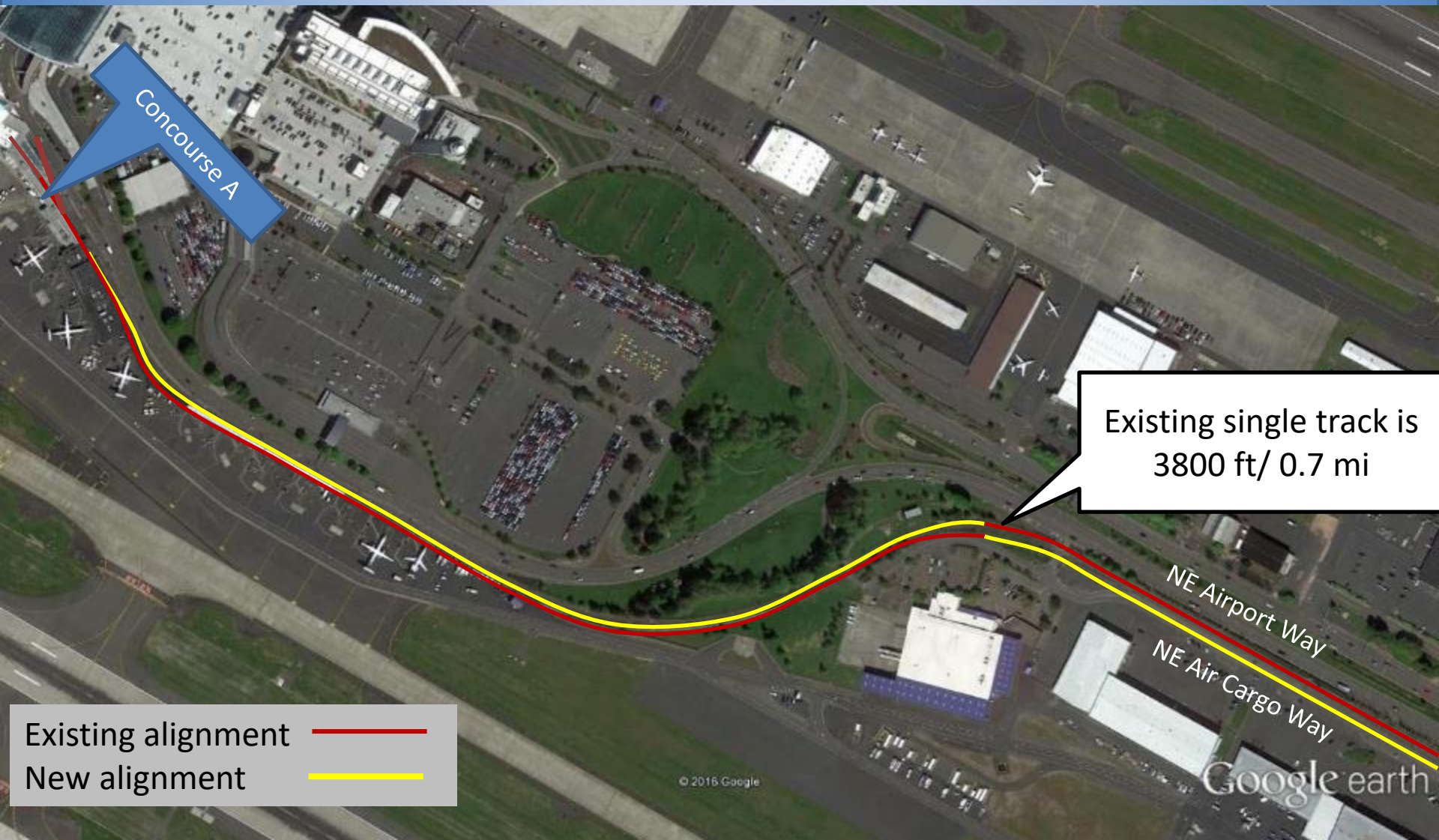
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Google earth

Gateway Transit Center – Another View



PDX – Proposed Double Track



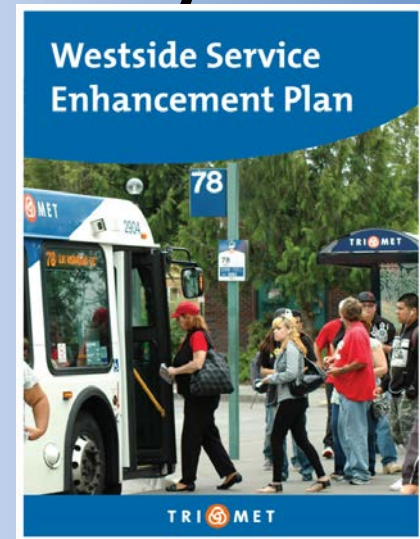
Concourse A

Existing single track is 3800 ft/ 0.7 mi

Existing alignment ———
New alignment ———

Project Planning History

- Red Line Extension was included in **Westside Service Enhancement Plan** (2013)
- Gateway and Airport double-tracks were identified as part of **systemwide modeling of capital improvements** (2017)



LTK
LTK Engineering Services

**TriMet MAX Light Rail Simulation
Tech Memo Part II:
Concepts for Operational Improvement**



Prepared for:
TRIMET

Agency and Public Involvement

- The **Project Advisory Group** has advised the selection of the Locally Preferred Alternative.
- Broad public outreach process 2017-2019
- Focused outreach with Gateway stakeholders
- IGA with Port of Portland
- MOU with Portland Parks

General Themes of Public Comment

- Support for project and extension to Hillsboro
- Interest in the project's ability to improve Gateway Transit Center; safe, accessible, comfortable transfers
- Support for improved access to Gateway Green Park
- Also explored AORTA's suggestion for alternative design

Project Cost

- Total project cost currently estimated at approximately \$206M
- \$100M request from FTA Small Starts
- \$105M local funding from TriMet bonds (contingent upon milestone activities)
- \$1M from Port of Portland

Project Timeline

- July 2019 activities
 - Enter FTA Project Development for Small Starts
 - 30% design
 - Risk assessment July 2019
- Final Design contract September 2019
- CMCG proposal anticipated Oct 2019
- Environmental (NEPA) complete by Fall 2019
- Federal Grant agreement anticipated 2021
- Begin construction 2021/2022
- Opening in 2023/24