

MAX Red Line Extension and Reliability Improvements

Portland, Oregon

Small Starts Project Development (Rating Assigned November 2019)

Summary Description	
Proposed Project:	Light Rail Transit 7.8 Miles, 10 Stations
Total Capital Cost (\$YOE):	\$206.02 Million
Section 5309 CIG Share (\$YOE):	\$100.00 Million (48.5%)
Annual Operating Cost (opening year 2023):	\$6.62 Million
Existing Corridor Ridership (Warranted):	20,000 Daily Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Tri-County Metropolitan Transportation District of Oregon (TriMet) proposes to increase the reliability of the entire MAX light rail system between Portland International Airport and Beaverton Transit Center. The proposed system will extend the existing Red Line service from Beaverton Transit Center to Downtown Hillsboro and improve capacity constraints on the existing system. The project includes track, switch, and signalization work; construction of an operator break facility at the Fair Complex/ Hillsboro Airport Station; double-tracking at the Gateway Transit Center and Portland International Airport Station area, construction of a new storage track at Ruby Junction Rail Yard, and the purchase of six new light rail vehicles. The service is planned to operate 19.5 hours every day, with trains every 7.5 minutes during peak, off-peak and evening hours both during weekdays and weekends.

Project Purpose: Currently the west side of the MAX system in the Beaverton area is overcrowded. The single-track segments on the eastern side of the existing MAX system at Portland International Airport and Gateway Transit Center through which all lines of the system travel impose system-wide scheduling constraints. The proposed project is intended to remove these constraints and address the demand for more light rail services on the west side while improving reliability and providing a one-seat ride from Hillsboro to Portland International Airport. Overall system-wide reliability is anticipated to be improved significantly.

Project Development History, Status and Next Steps: TriMet selected the locally preferred alternative in November 2018, which was adopted into the region's fiscally constrained long range transportation plan in April 2019. The project entered Small Starts Project Development in July 2019. TriMet completed the environmental review process with a documented Categorical Exclusion from FTA in October 2019. TriMet anticipates receipt of a Small Starts Grant Agreement in early 2021, and the start of revenue service in late 2023.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 Small Starts	\$100.00	48.5%
Local: TriMet Tax Revenues and Bonds Payroll, Self-Employed, and State-in-Lieu Taxes	\$104.99	51.0%
Port of Portland General Funds	\$1.03	0.5%
Total:	\$206.02	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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LAND USE RATING: Medium-High

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding counties.

- Average population density across all station areas is 4,600 persons per square mile, corresponding to a Medium-Low rating. An estimated 188,000 jobs would be served by the project, which corresponds to a Medium-High rating. The proportion of LBAR housing in the project corridor compared to the proportion in the counties through which the project travels is 2.37, rating Medium-High. The rating for this subfactor increases to a High because over five percent of housing units in the counties are LBAR.
- Station areas are mostly residential, ranging from small-lot single-family subdivisions to two- to four-story developments, as well as low-rise commercial and industrial development with surface parking. Two stations, Beaverton Central and Orenco, are more urban in character with a mix of uses.
- Station areas are generally walkable, with pedestrian facilities on nearly every major roadway and most minor roadways, with the exception of some older, lower-density residential neighborhoods. In some areas, however, connectivity is inhibited by large blocks with few internal connecting streets.

ECONOMIC DEVELOPMENT RATING: High

Transit-Supportive Plans and Policies: Medium-High

- *Transit-Supportive Corridor Policies:* Regional growth management policies, local municipal comprehensive plans, and station area plans are strongly transit supportive. Recommended residential densities are generally in the Medium-High to High range by FTA benchmarks. Plans generally recommend no maximum commercial floor area ratios (FAR), corresponding to a High rating. Comprehensive and station area plans emphasize pedestrian-supportive design and connectivity.
- *Supportive Zoning Regulations Near Transit Stations:* All station areas have transit-supportive zoning consistent with comprehensive plan specifications. Both minimum and maximum parking requirements are specified in most areas, although minimum requirements for commercial uses typically fall in the Low to Medium range; residential parking requirements are moderate.
- *Tools to Implement Land Use Policies:* Regional and local government agencies have been leading transit-supportive planning and outreach since prior to the Red Line's inception. Several regulatory and financial incentives are available to promote transit-supportive development, including Metro's regional Transit-Oriented Development Program, tax abatements and exemptions for mixed-use development, business tax abatements, and tax increment financing in designated areas.

Performance and Impacts of Policies: High

- *Performance of Land Use Policies:* A significant amount of moderate to high-density residential infill development has occurred at most station areas along the extension. Commercial development has generally not occurred at the intensities permitted in local plans and zoning.
- *Potential Impact of Transit Investment on Regional Land Use:* Many multi-acre sites are available for development in several station areas. The station areas include large areas of low-density commercial and industrial uses with surface parking that appear to be underdeveloped compared to what is allowed by zoning. The economy of the corridor appears to be healthy.

Tools to Maintain or Increase Share of Affordable Housing: High

- State, regional, county, and city policies and incentives support affordable housing development. Tools to increase affordable housing include a regional housing bond, a fund to support land acquisition and predevelopment activities, and grants to reduce barriers to equitable housing. These programs have resulted in affordable housing projects in the station areas, with recent projects

totaling nearly 700 units. Some programs have units set aside for households earning 30 percent or less of median family income, including some permanently affordable homes.

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Project Vicinity Map
Portland, Oregon



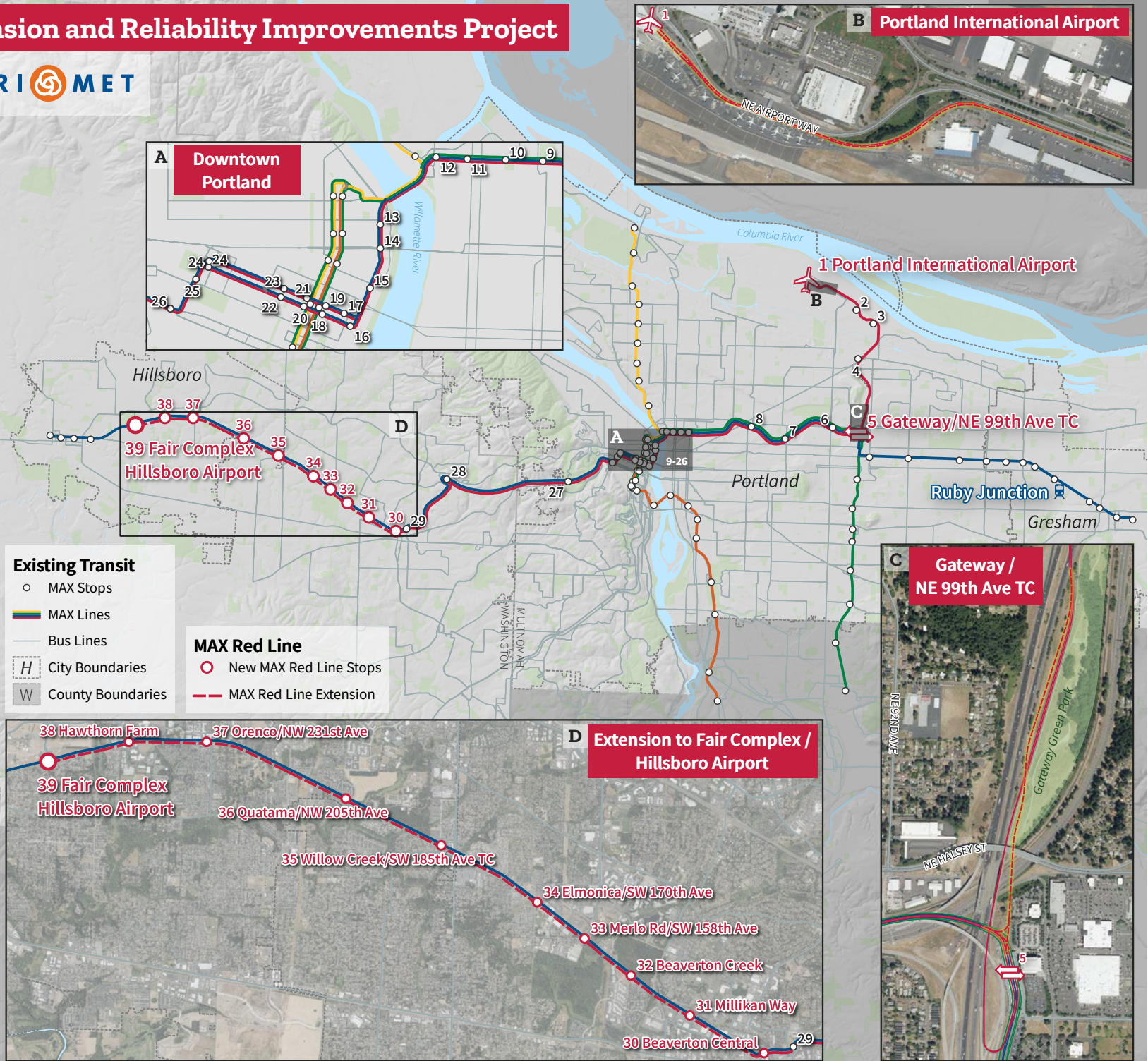
- List of Stations**
- 1 Portland International Airport
 - 2 Mt Hood Ave
 - 3 Cascades
 - 4 Parkrose/Summer TC
 - 5 Gateway/NE 99th Ave TC
 - 6 NE 82nd Ave
 - 7 NE 60th Ave
 - 8 Hollywood/NE 42nd Ave TC
 - 9 Lloyd Center/NE 11th Ave
 - 10 NE 7th Ave
 - 11 Convention Center
 - 12 Rose Quarter TC
 - 13 Old Town/Chinatown
 - 14 Skidmore Fountain
 - 15 Oak/ SW 1st Ave
 - 16 Yamhill District
 - 17 Morrison/SW 3rd Ave
 - 18 Mall/SW 4th Ave
 - 19 Mall/SW 5th Ave
 - 20 Pioneer Square South
 - 21 Pioneer Square North
 - 22 Library/SW 9th Ave
 - 23 Galleria/SW 10th Ave
 - 24 Providence Park
 - 25 Kings Hill/SW Salmon St
 - 26 Goose Hollow/SW Jefferson St
 - 27 Washington Park
 - 28 Sunset TC
 - 29 Beaverton TC
 - 30 Beaverton Central
 - 31 Millikan Way
 - 32 Beaverton Creek
 - 33 Merlo Rd/SW 158th Ave
 - 34 Elmonica/SW 170th Ave
 - 35 Willow Creek/SW 185th Ave TC
 - 36 Quatama/NW 205th Ave
 - 37 Orenco/NW 231st Ave
 - 38 Hawthorn Farm
 - 39 Fair Complex/Hillsboro Airport

Existing Transit

- MAX Stops
- MAX Lines
- Bus Lines
- H City Boundaries
- W County Boundaries

MAX Red Line

- New MAX Red Line Stops
- MAX Red Line Extension



5 miles

