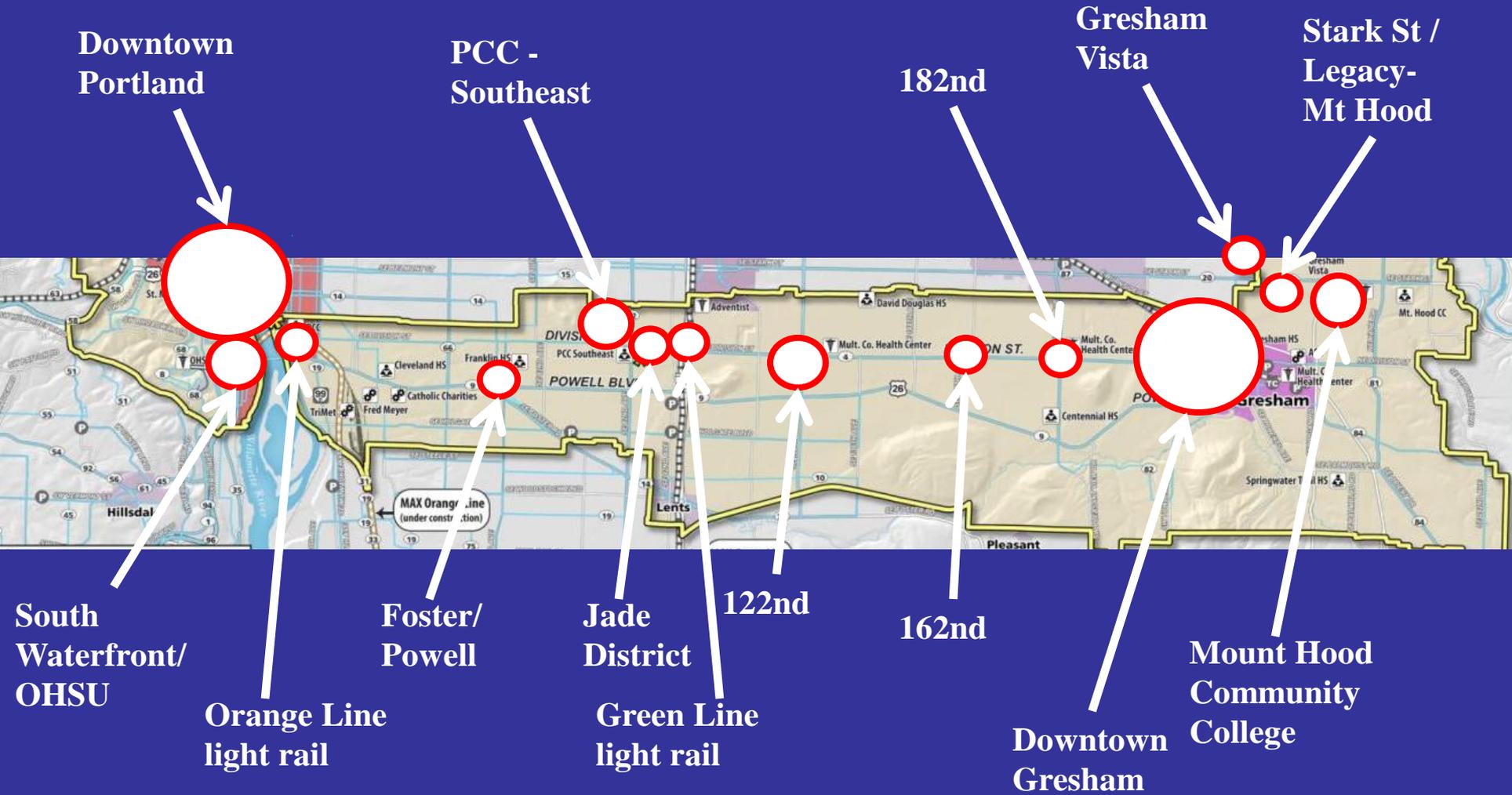


Corridor Projects Update: Powell-Division Transit and Development Project & Southwest Corridor

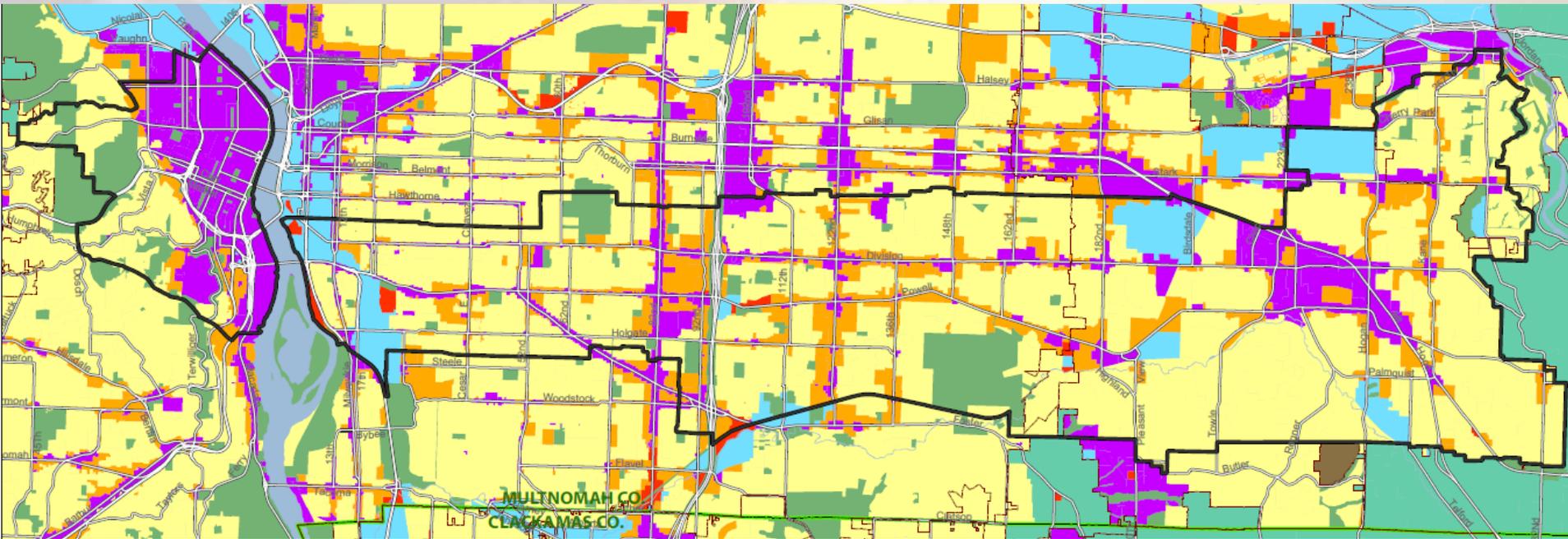
TriMet Board
October 28, 2015



Powell-Division: Key Places & Opportunities

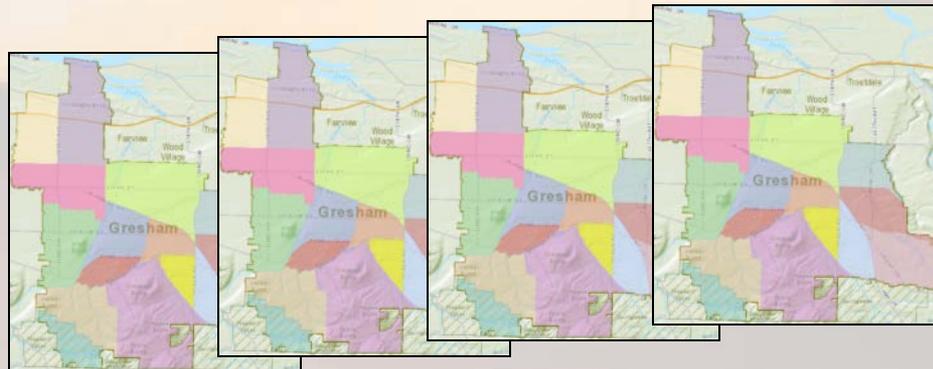


Population and Employment Growth



General Land Use

- Single Family
- Multi Family
- Mixed Use
- Commercial
- Industrial
- Parks & Open Spaces
- Rural
- Future Urban Development

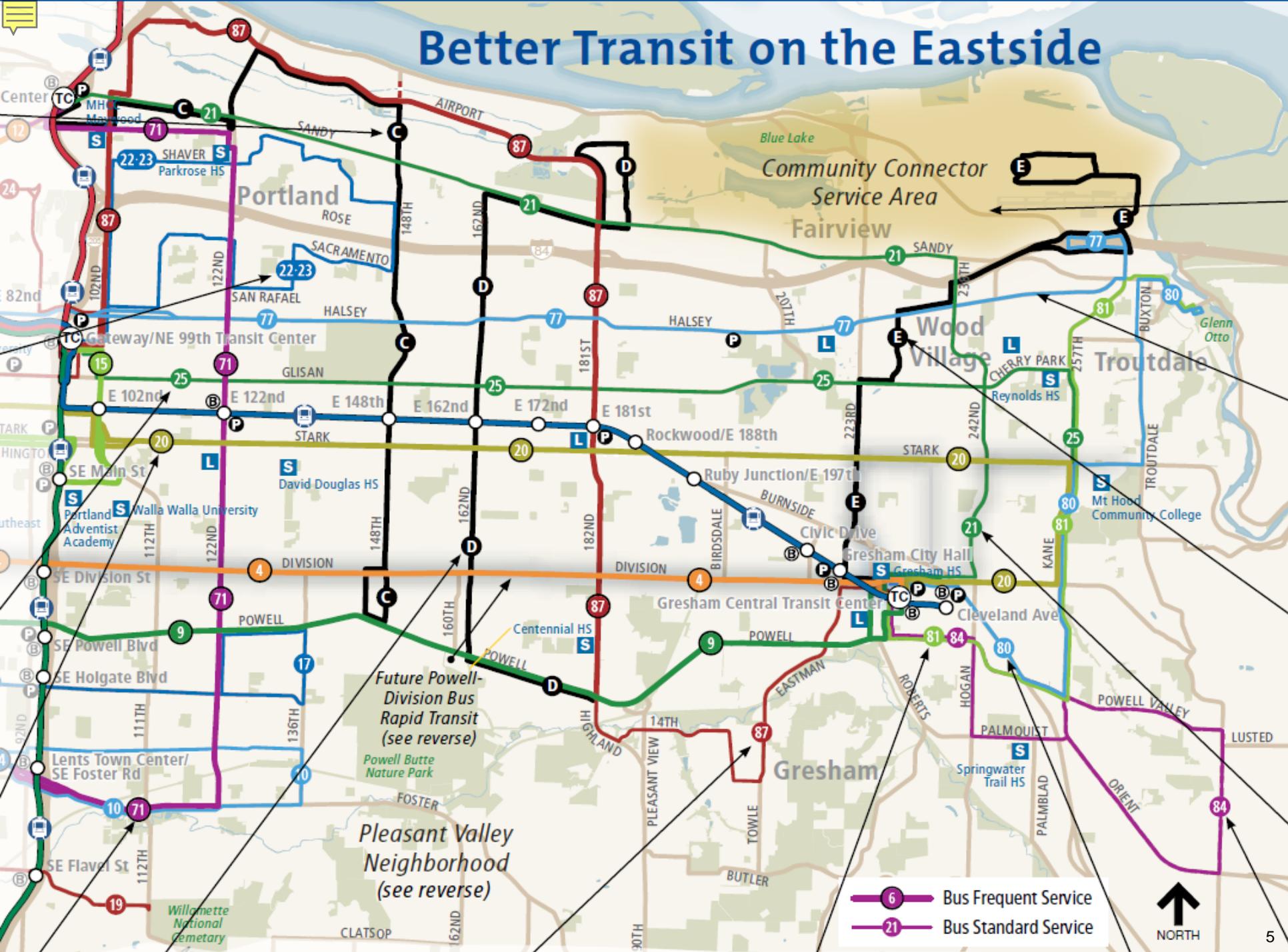




Service Enhancement Plans

Creating a shared vision for making transit better

Better Transit on the Eastside



Pleasant Valley Neighborhood (see reverse)

Future Powell-Division Bus Rapid Transit (see reverse)

6 Bus Frequent Service
21 Bus Standard Service





- Briefings
- Culturally specific, multilingual engagement
- Youth engagement
- Local business engagement
- Community and related projects' events
- Talk with staff sessions



Help make transit better in your community.



Multicultural Business Outreach

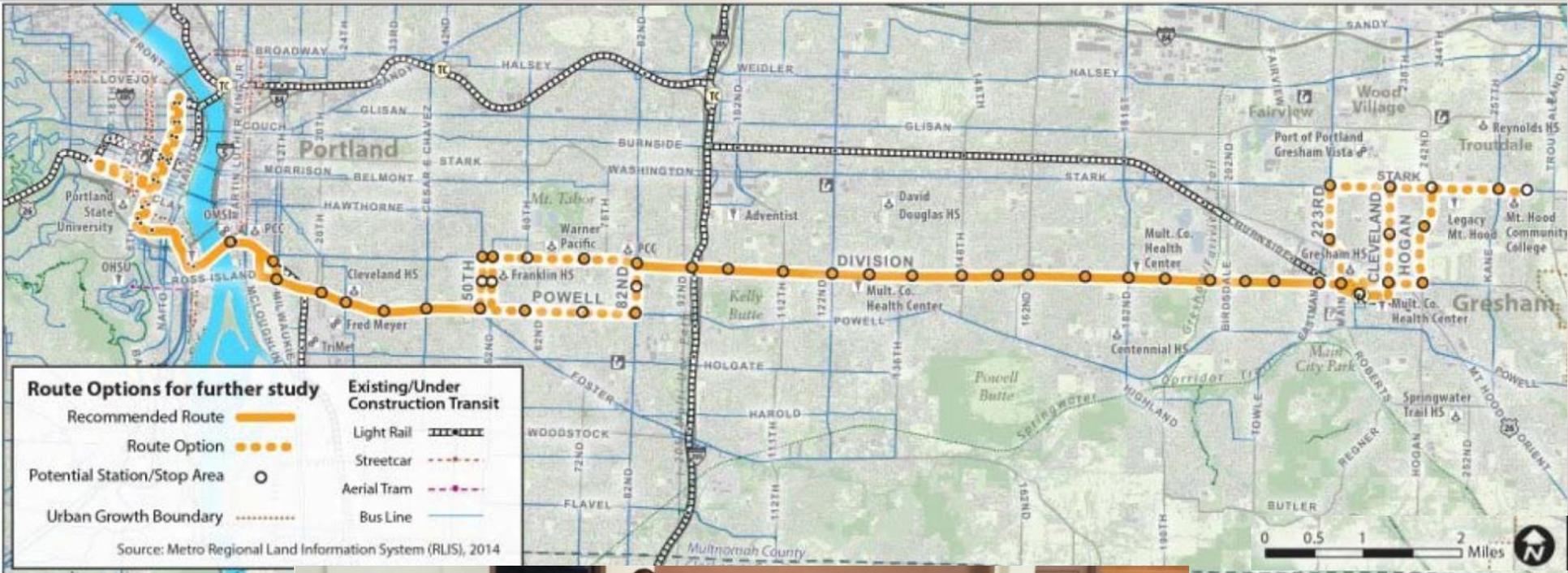


March 2015



TRI  MET

Steering Committee Advanced BRT on this Alignment with Options



Small Starts

- Federal funds request <\$75M and **project cost <** **\$250M**
- Quicker, more responsive than New Starts
- Only 2 big steps for FTA project funding
- Can be 5-year process before service starts



Next Steps

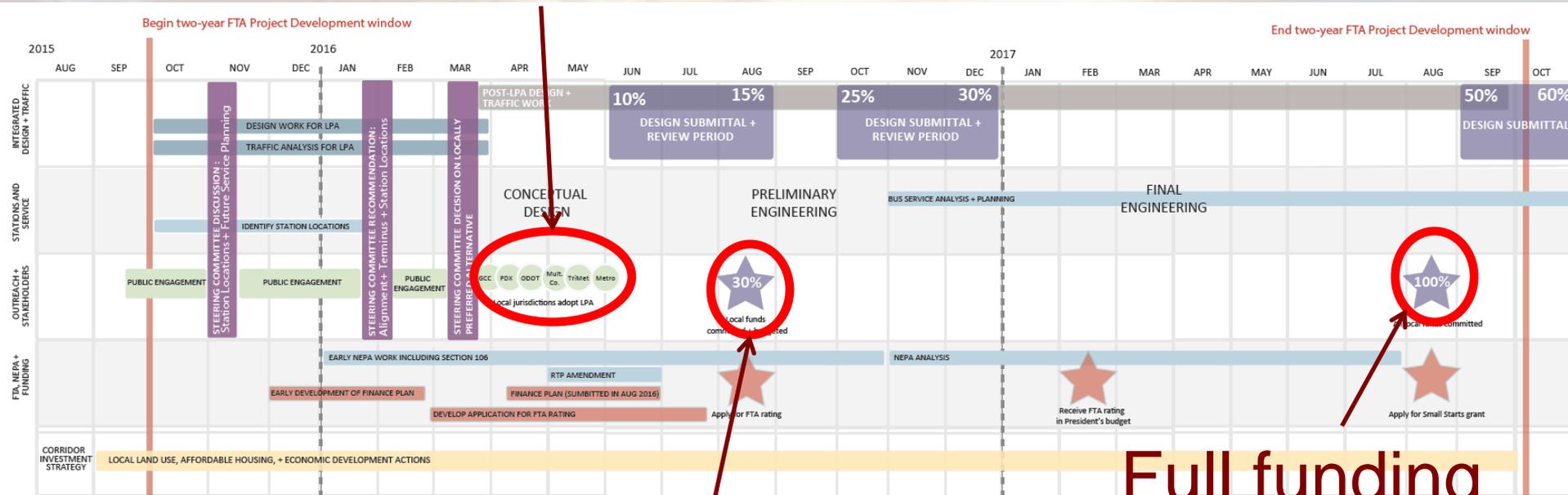
- Project Development started October 2, 2015
- **Project Development** allows us to work on:
 - Preliminary Engineering (design)
 - Plan for federal & local funding (finance plan)
 - Environmental work (NEPA)
- Allows future funding from Federal Transit Administration



U.S. Department of Transportation
Federal Transit Administration

Powell-Division Schedule

LPA



1st funding commitment

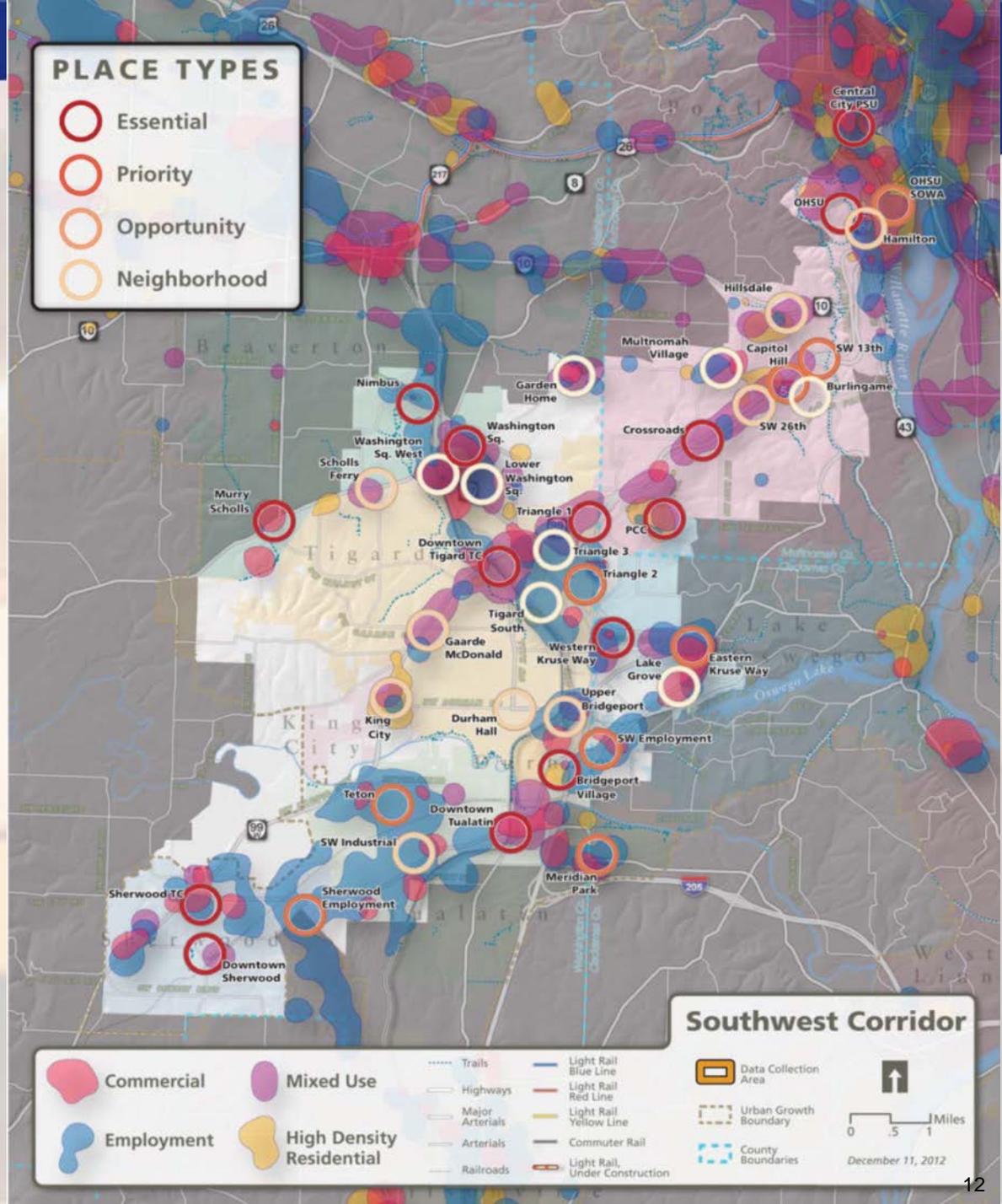
Full funding commitment



Southwest Corridor

Vision based approach

- Barbur Concept Plan
- Tigard High Capacity Transit (HCT) Land Use Plan
- Linking Tualatin
- Sherwood Town Center Plan



Growth in the corridor

Population

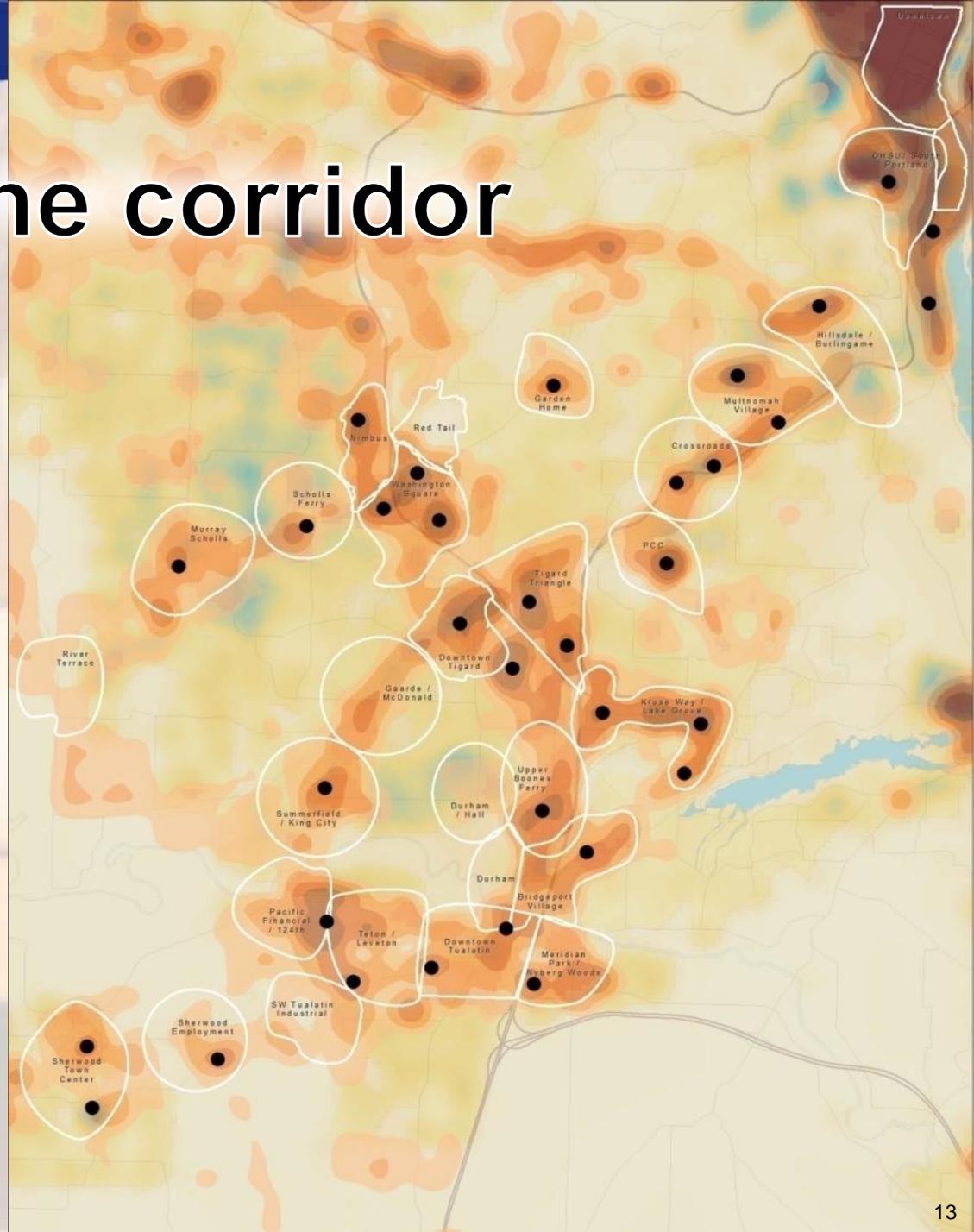
2010 - 140k

2035 - 206k

Employees

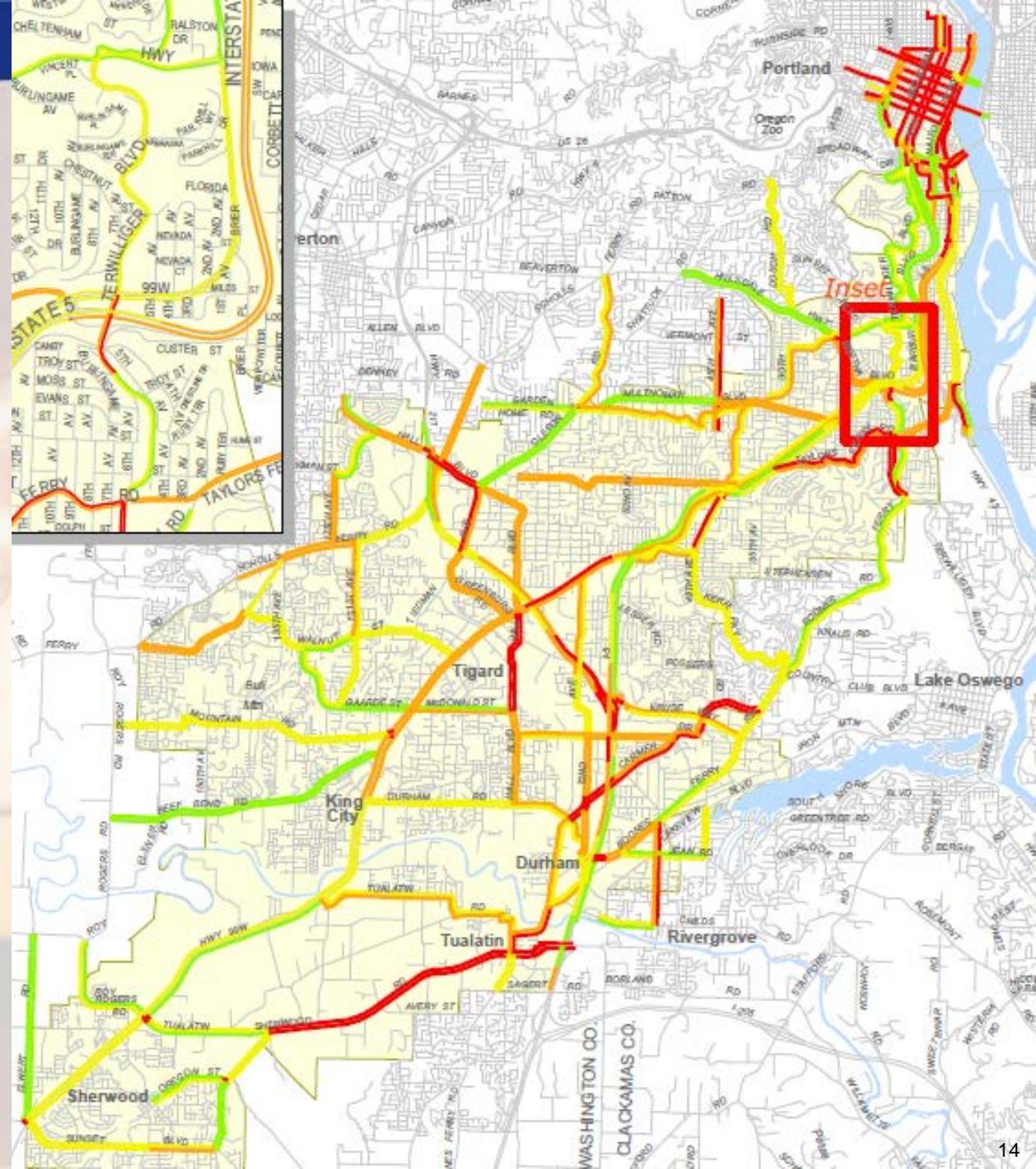
2010 - 163k

2035 - 251k



Congested Now

- More to come if we don't do anything



Alignment and Mode Options



\$\$\$\$ Higher construction cost

\$\$ Lower construction cost

\$\$ Lower operating cost per passenger

\$\$\$\$ Higher operating cost per passenger

266 passengers per vehicle

86 passengers per vehicle

100% in its own right-of-way

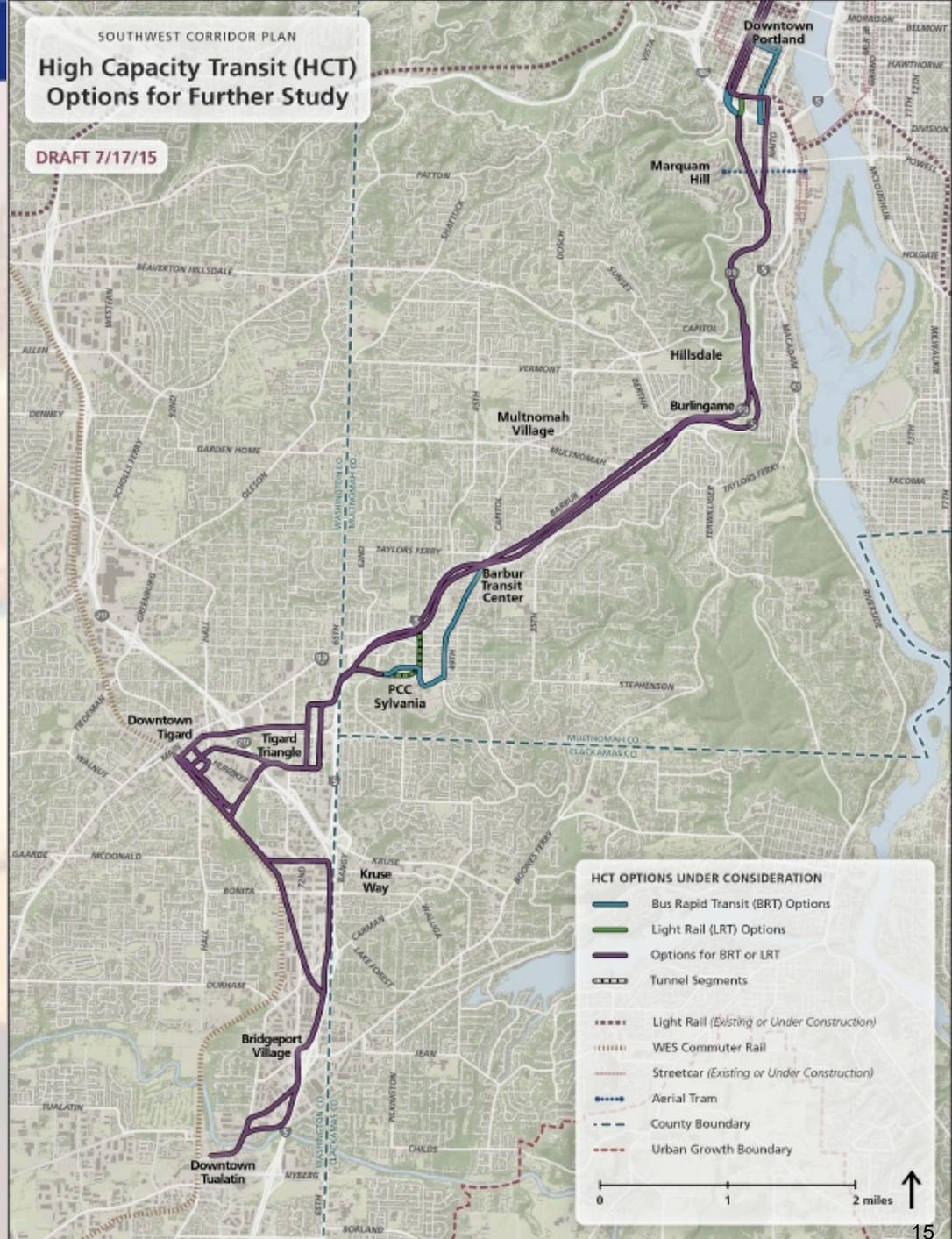
50-80% in its own right-of-way

Attracts more new transit riders

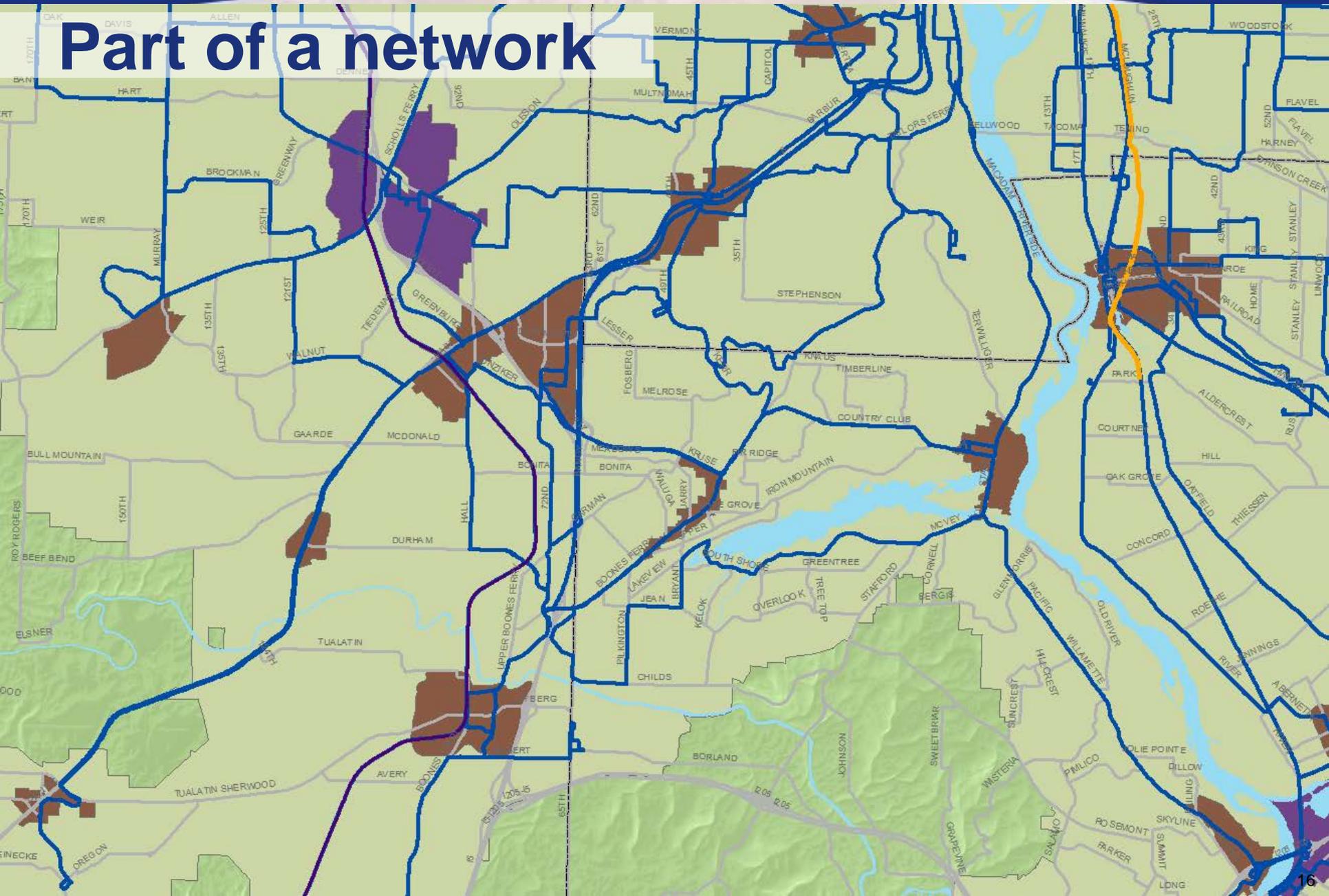
Attracts fewer new transit riders

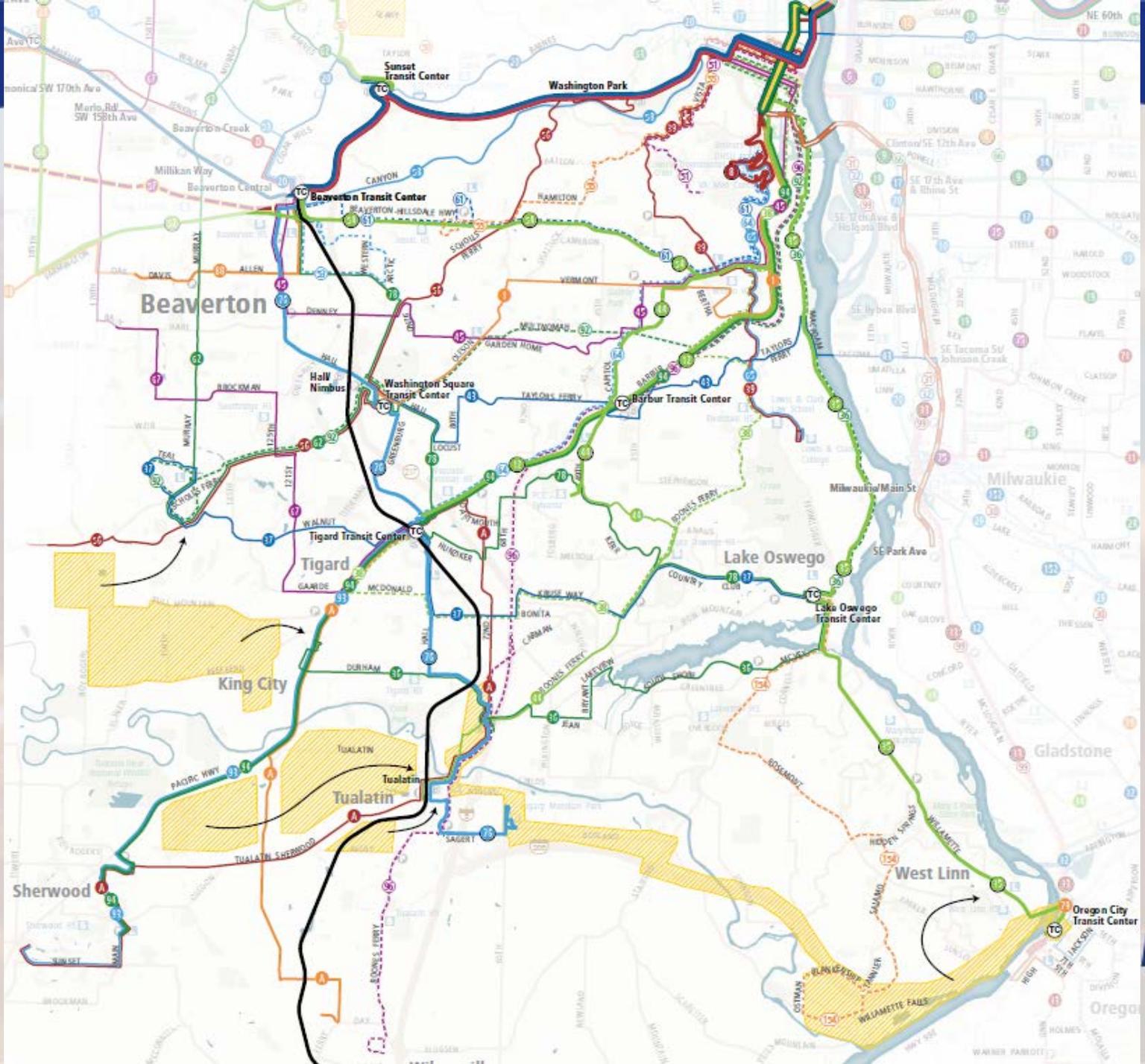
SOUTHWEST CORRIDOR PLAN High Capacity Transit (HCT) Options for Further Study

DRAFT 7/17/15



Part of a network





MET

Southwest Corridor Schedule

- LPA – Mode Feb 2016
- LPA – Alignment and terminus Apr 2016
- Project Development funding commitment Mar 2017
- 1st commitment of funds for construction (30%+) early 2019
- Full commitment of funds for construction (100% of non-New Starts) 2020

Combined Schedule

- SW LPA – Mode Feb 2016
- SW LPA – Alignment and terminus Apr 2016
- P-D LPA – TriMet Board May 2015
- P-D 1st funding commitment (30%) Aug 2016
- SW Project Development funding commitment Mar 2017
- P-D Full funding commitment (100%) Aug 2017
- SW 1st commitment of funds for construction (30%+) early 2019
- SW Full commitment of funds for construction (100% of non-New Starts) 2020