MAX Red Line Improvements Project
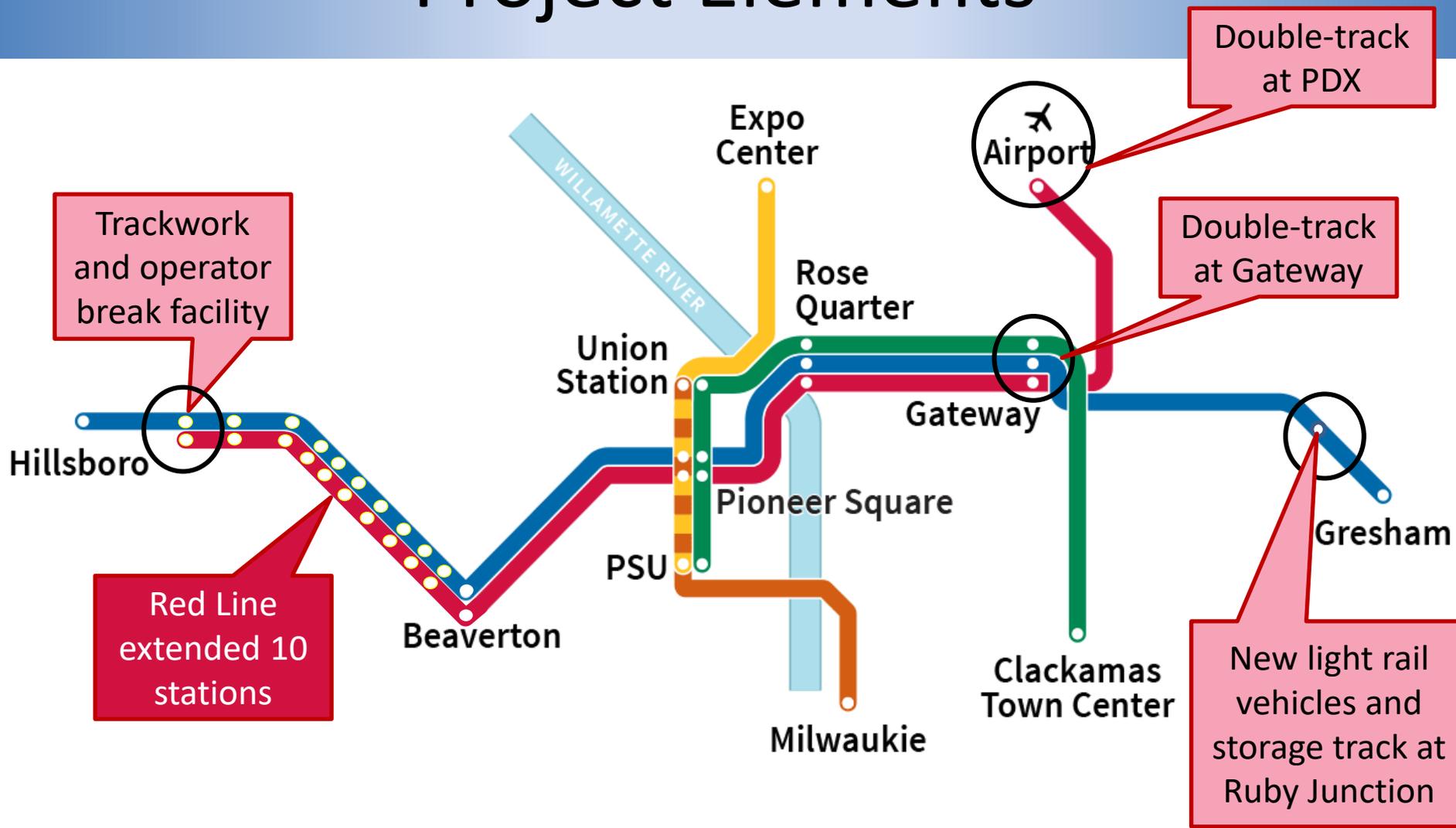
Project Overview to
PDX Community Advisory Committee

June 27, 2019

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Why This Project?

- Addresses largest system wide bottleneck that we have on MAX

- Adds substantial new service on West side

- Improves service reliability system wide

- Leverages up to $100M in federal funds

- Allows MAX service to grow in the future

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Project Goals

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

   - Provide more service to Hillsboro (Fairplex) and Beaverton

   - Fulfill community desires for one seat ride 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

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PDX – Proposed Double Track

Concourse A

NE Airport Way

NE Air Cargo Way

Existing LRT Alignment ⎯⎯⎯⎯
New LRT Alignment ⎯⎯⎯⎯
New Multi-Use Path ⎯ ⎯ ⎯

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PDX – Proposed Double Track

Air Cargo Center

NE Air Cargo Way

NE Airport Way

NE 82nd Ave

NE Air Cargo Way

Existing LRT Alignment
New LRT Alignment
New Multi-Use Path

Project Cost

- Airport Segment +/- $45M

- Total project cost currently estimated at approximately $200M

- $100M request from FTA Small Starts

- $100M local funding from TriMet bonds
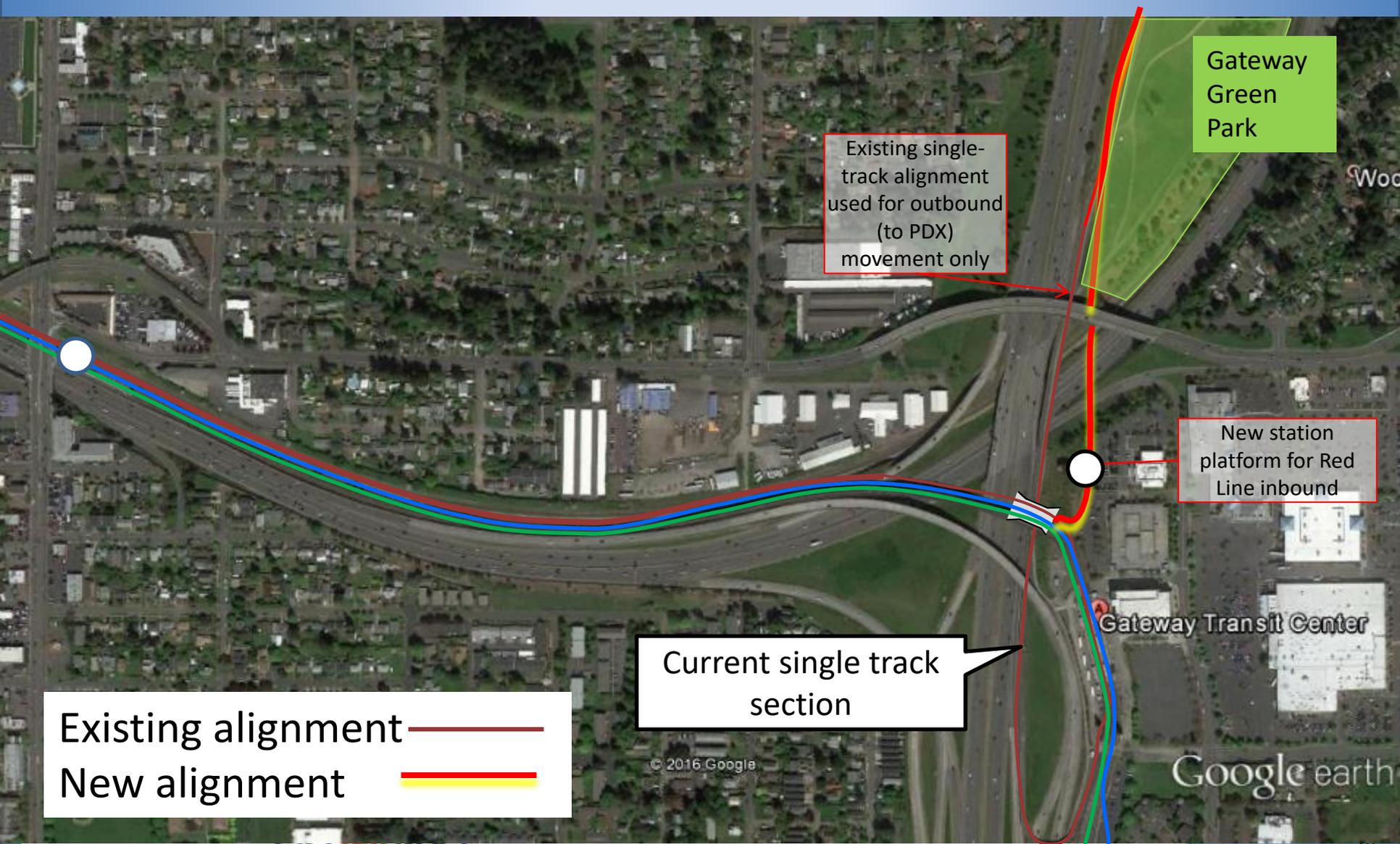
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Agency and Public Involvement

- The **Project Advisory Group**, including the Port, has advised the selection of the Locally Preferred Alternative.

- Public outreach process 2017-2018

- Focused outreach with Gateway-area stakeholders

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Project Timeline

- Enter Project Development for Small Starts in summer 2019 (Start Federal Process)

- Environmental (NEPA) complete by summer 2019

- 60% design by April 2020

- Funding Grant agreement anticipated 2021

- Begin construction 2021/2022

- Opening in 2023/24

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Gateway - Proposed Double Track

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

Gateway Green Park

New station platform for Red Line inbound

Current single track section

Gateway Transit Center

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Existing alignment

New alignment