

# MAX Red Line Extension and Reliability Improvements Project

## Project Briefing to Washington County Coordinating Committee

February 11, 2019

# Project Goals

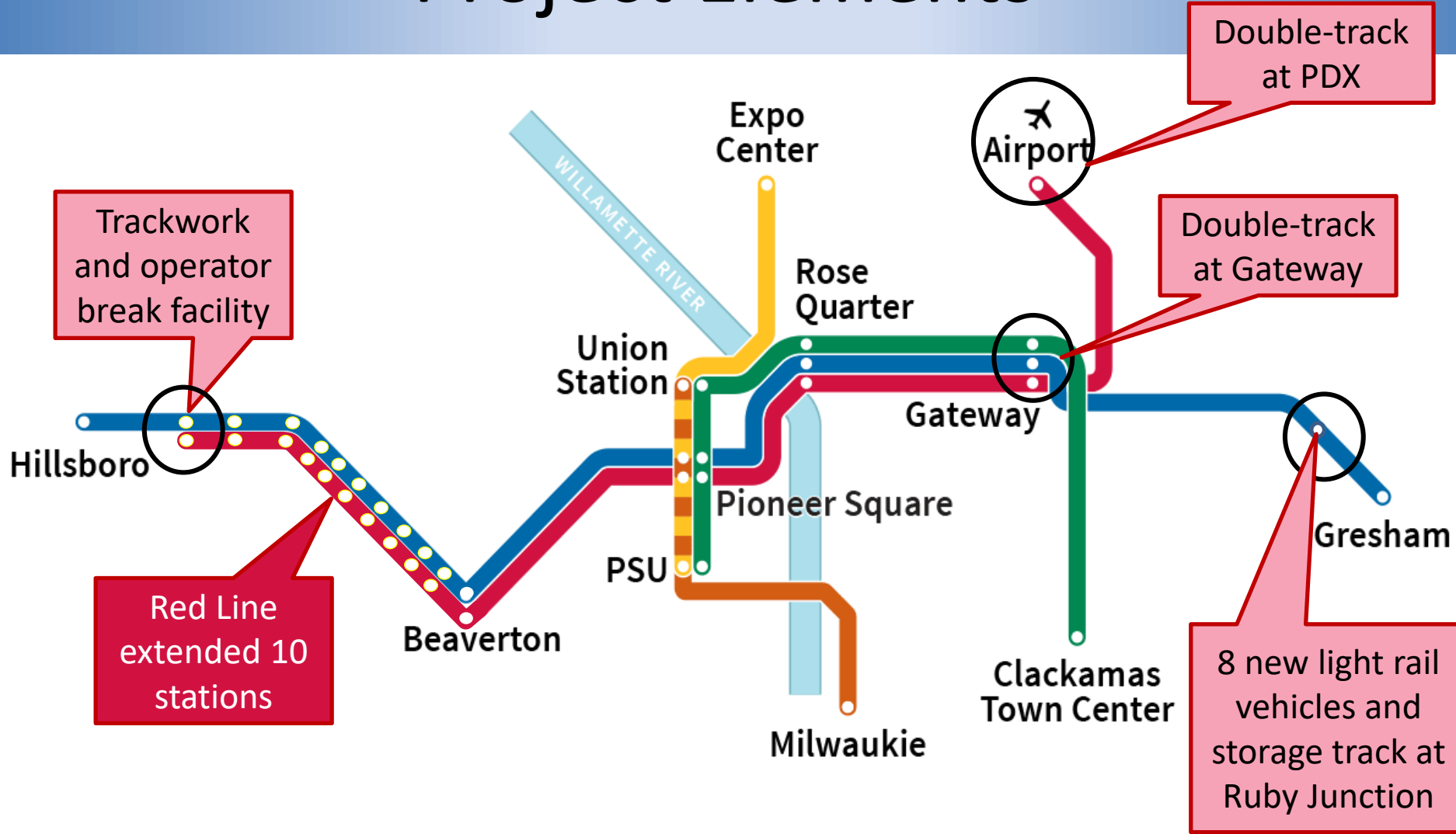
## 1. **Extend Red Line** west of Beaverton Transit Center

- 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

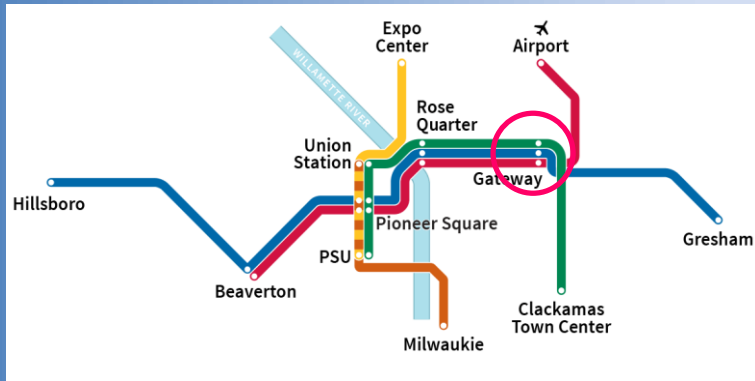
Conceptual  
Illustration – Not  
Drawn to Scale

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

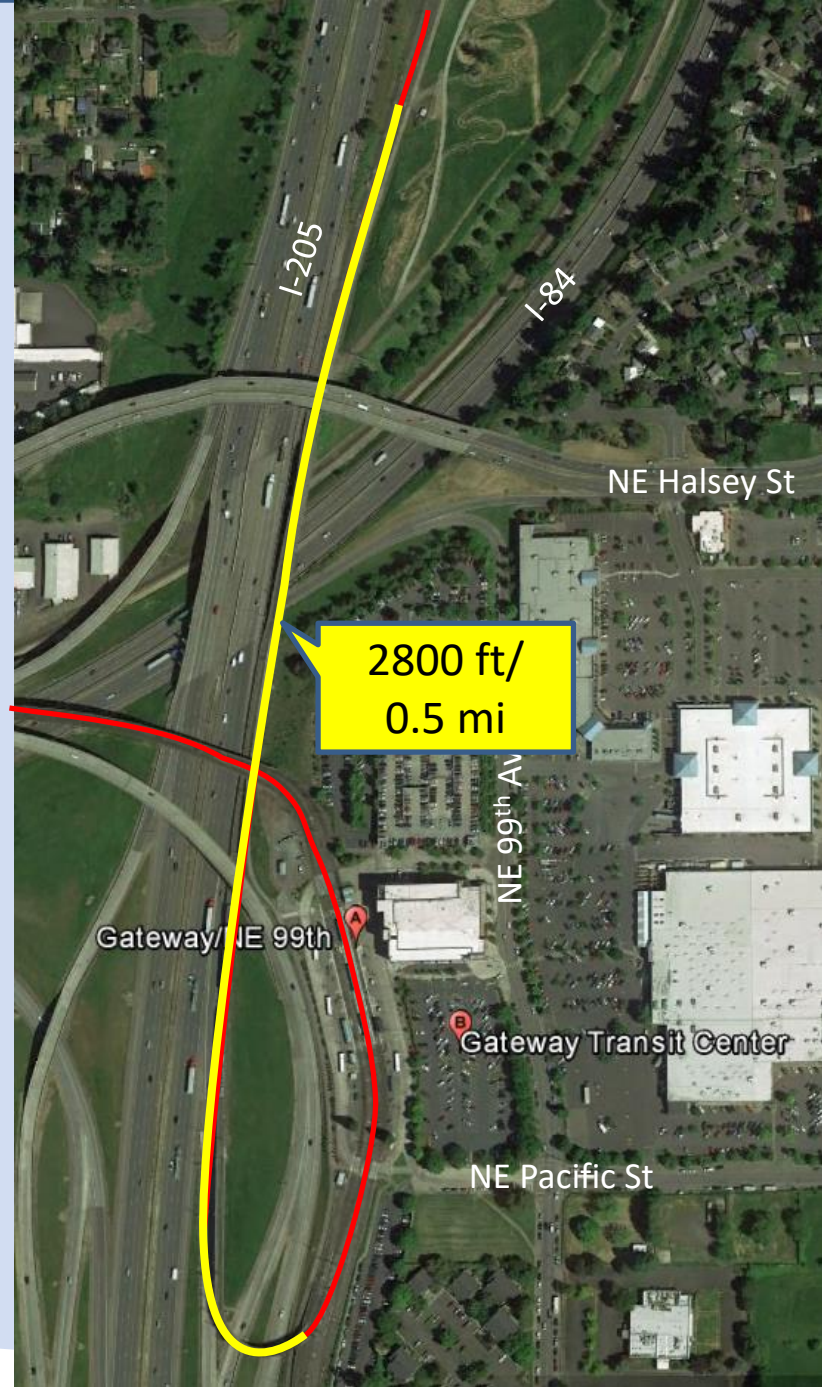
New operator  
break facility



# Gateway – Existing Single Track Section



Single Track —  
 Double Track —



# Gateway: Proposed Double Track

Conceptual Illustration – Not Drawn to Scale

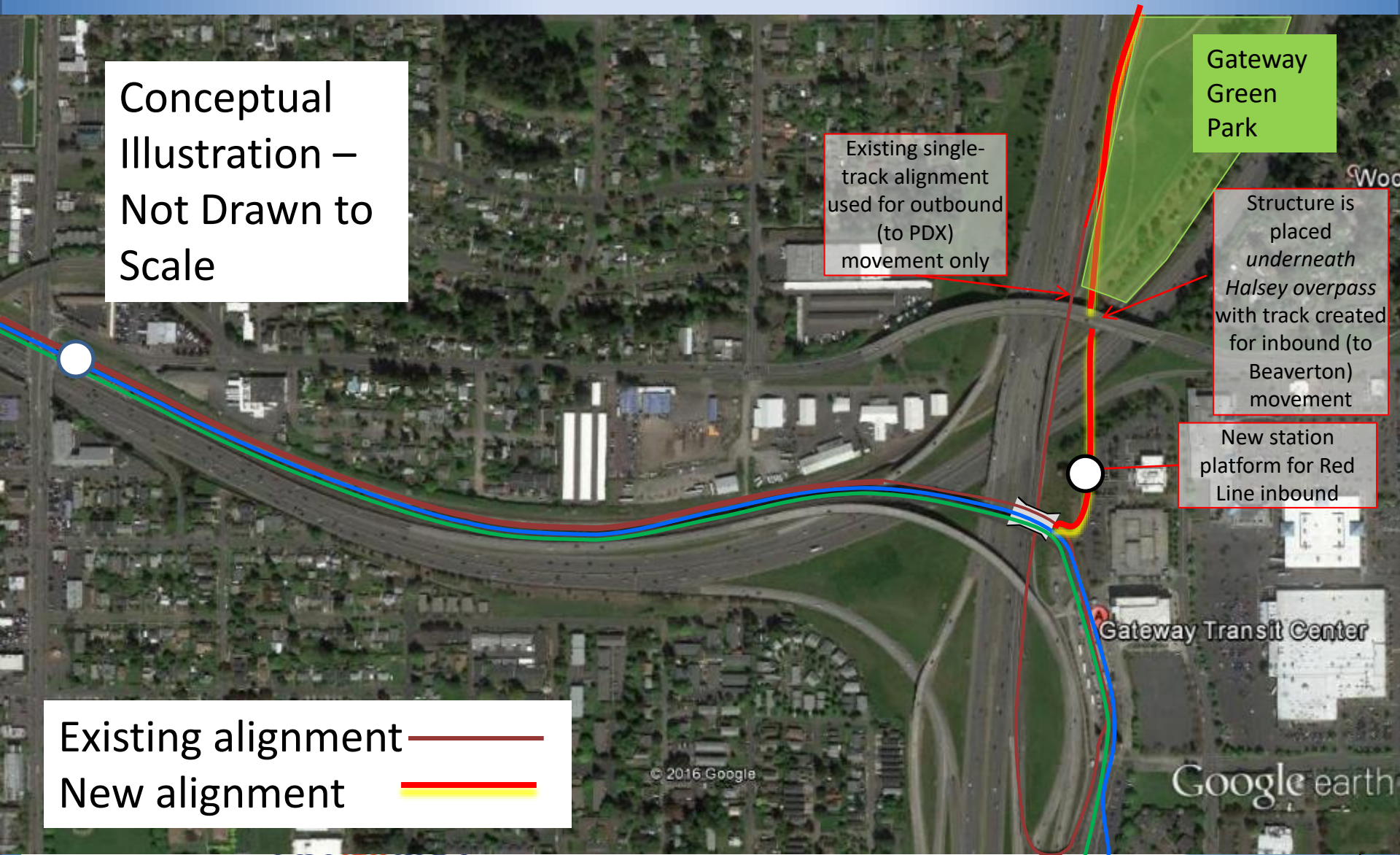
Existing single-track alignment used for outbound (to PDX) movement only

Gateway Green Park

Structure is placed underneath Halsey overpass with track created for inbound (to Beaverton) movement

New station platform for Red Line inbound

Existing alignment ———  
New alignment ———

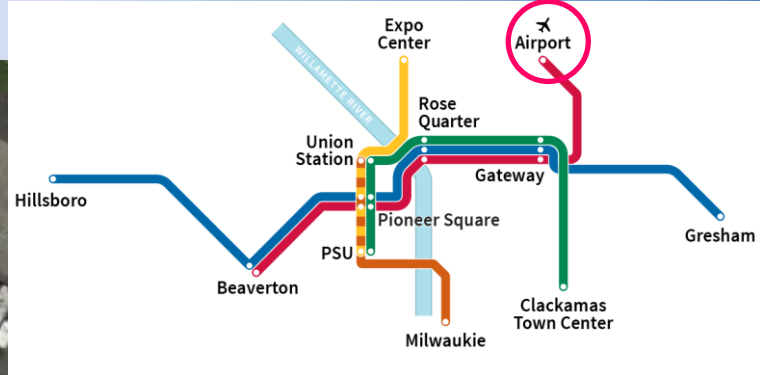
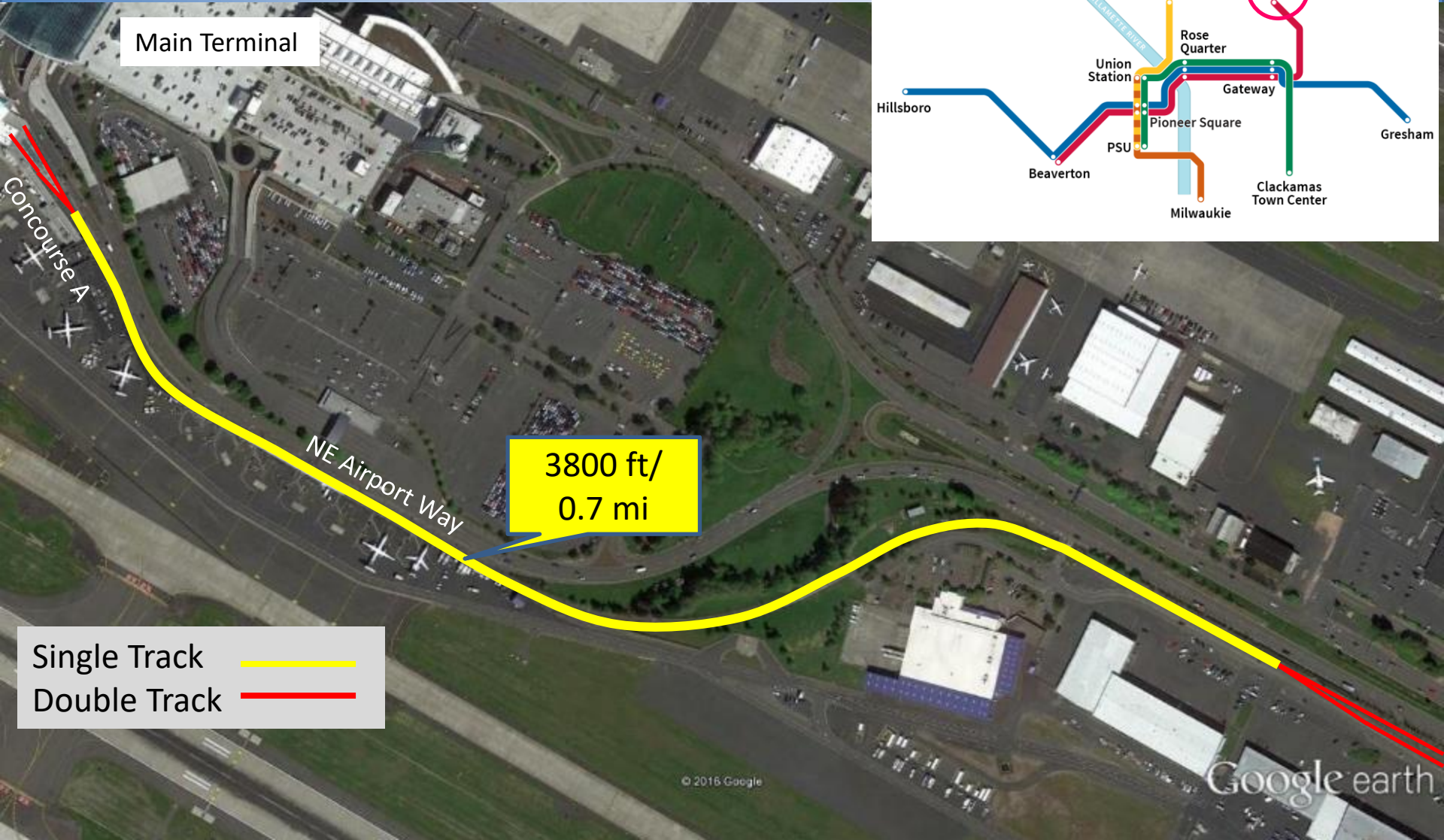


# Gateway Transit Center

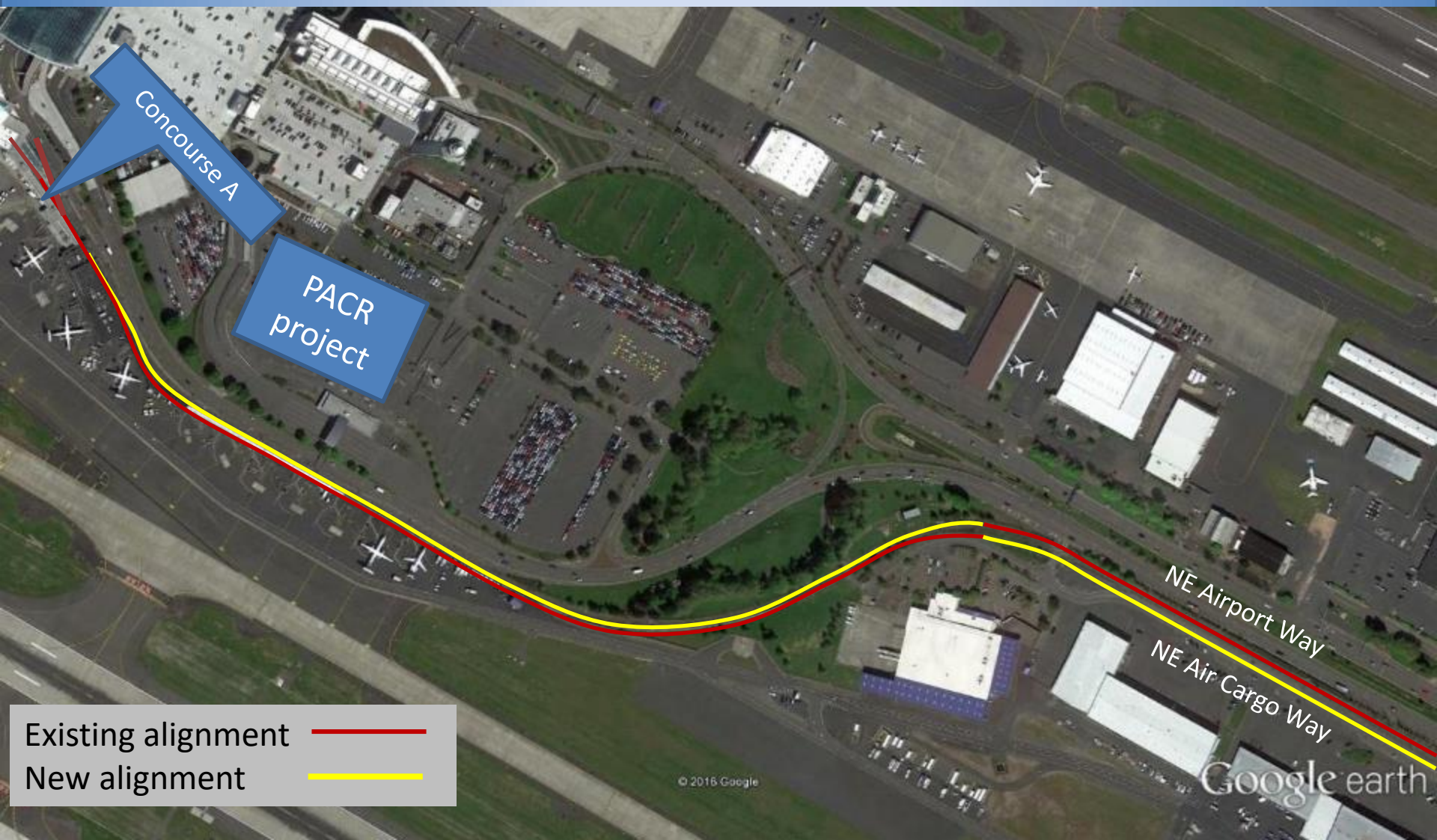




# PDX - Existing Single Track Section

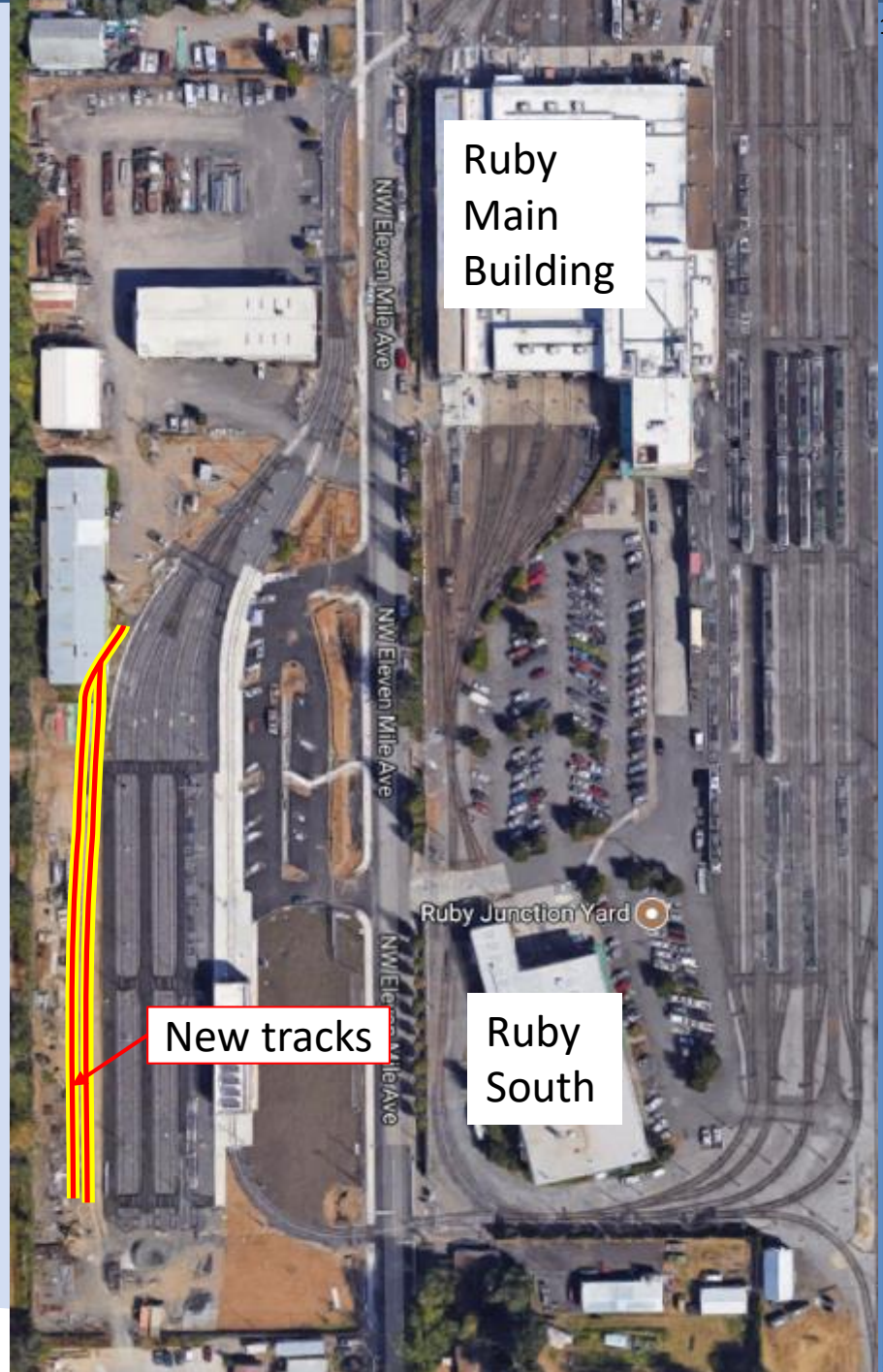


# PDX Double Track



# Ruby Junction

- Provides capacity for 8 cars
  - 6 needed in service
  - 2 spares



# Community Engagement Process

- Partner agency engagement began summer 2017
- Public outreach process began fall 2017 and continued through 2018
- Washington County and City of Hillsboro engaged on the Project Advisory Group
- Project was adopted into 2018 RTP

# Project Funding and Timeline

- Total project cost currently estimated at \$~200M
- TriMet anticipating a request of \$100M from FTA Small Starts
- Local funding expected to come from TriMet General Fund over a series of years

# Current Project Timeline

- Enter Project Development for Small Starts in spring 2019
- Submit application for a rating in 2019
- 30% design by summer 2019
- NEPA complete by summer 2019
- Begin construction 2021/2022
- Opening in 2023/24