

OUR REGION NEEDS SOUTHWEST CORRIDOR LIGHT RAIL

AN EXTENSION OF THE MAX SYSTEM TO SW PORTLAND, TIGARD AND TUALATIN

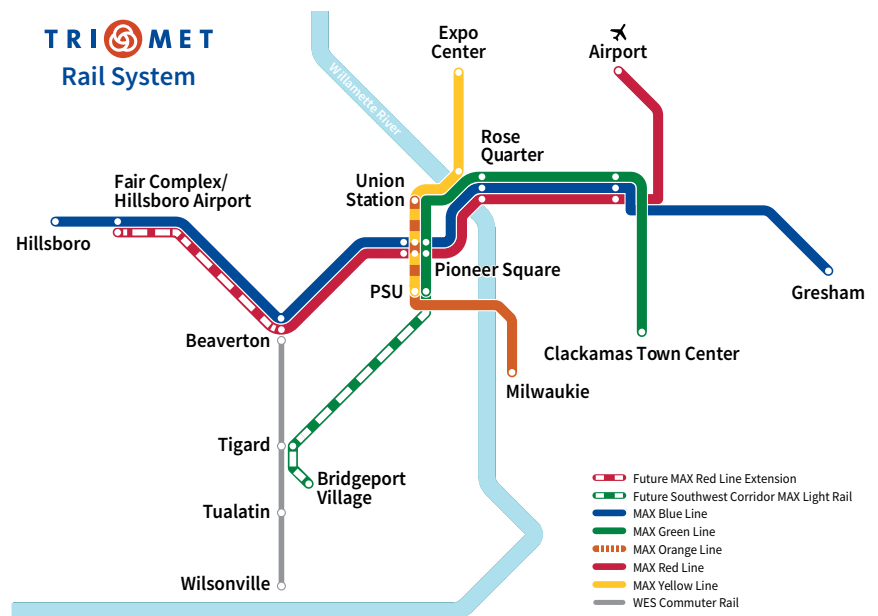


The new MAX line will carry one in five southbound commuters, reducing 7,000–8,000 metric tons of annual greenhouse gas emissions

GROWTH AND CONGESTION

The Portland region is innovative, welcoming, hard-working and filled with natural beauty. We drive our cars less than other metro areas our size, and we have shorter commute times and lower congestion costs to show for it. For a while, it felt like a well-kept secret. Now, the word is out, and our community is growing, with an estimated 400,000 people moving here over the next 20 years. In the Southwest Corridor alone, an estimated 75,000 new residents and 65,000 new jobs are expected by 2035.

Everyone feels the increase in traffic congestion, and it's only going to get worse. Light rail is a fast, affordable option for people to get to work, home, school and other destinations on time, despite congestion. The Southwest Corridor Light Rail Project is expected to carry one in five southbound commuters from Downtown Portland during peak travel times—that's the equivalent of one highway lane.





CLIMATE

Extending light rail into the Southwest Corridor advances the climate strategies we need now.

- Southwest Corridor light rail is expected to reduce daily passenger vehicle miles traveled by about 59,000 miles per day—that’s about 7,000 to 8,000 metric tons of annual greenhouse gas emissions. But it may bring even greater climate benefits by supporting the region’s growth strategies—stimulating compact development so people can make more trips by walking or biking while reducing car travel.
- MAX runs on electricity and uses regenerative braking. While TriMet is transitioning its bus fleet away from diesel by 2040, light rail is a proven green technology that has been successful in our region for the past 30 years, accounting for one third of all TriMet trips.
- It’s more than MAX trains. The project includes improvements to the road, bike and pedestrian network, and stations will be designed to accommodate new transportation technologies. Bus service will be improved to complement MAX, including a two-mile shared transitway near Downtown Portland where bus riders can avoid traffic.
- The project includes green infrastructure to improve the natural environment along the corridor, supporting water quality, fish passage and long-term habitat connectivity. The project will significantly upgrade stormwater management systems, including bioswales to filter and slow runoff.



Populations within one half mile of the line are:
21 percent people of color
18 percent people living on low incomes



EQUITY

The Southwest Corridor Light Rail Project expands the reach of the existing MAX system.

- Trains on the MAX Green Line will continue through Portland to the Southwest Corridor.
- Expanding light rail means fast, affordable transportation to important regional employment centers for people who have been displaced from close-in neighborhoods.
- The project increases access to living wage jobs in Tigard and Tualatin, and to educational opportunities, serving PCC Sylvania, OHSU, PSU and other institutions.



The project is expected to generate over 20,000 jobs



- The project will support affordable housing that preserves and improves communities along the light rail route.
 - Light rail encourages the development of compact and affordable housing—reducing sprawl and auto use, and providing a viable alternative to the expense of owning a car.
 - MAX and WES station areas are home to 50 percent of the region’s regulated affordable housing units.
 - Since the decision to build MAX was made, almost 40 percent of all new and rebuilt multi-family housing has occurred within walking distance of new light rail lines.
 - The parallel SW Corridor Equitable Development Strategy (SWEDS) is a collaboration of public and private partners working to preserve housing and generate economic opportunity.
 - Partners have a bold vision for preserving and building more affordable housing along the light rail route, including a pledge to identify sites for 950 units.

ECONOMY

The Southwest Corridor Light Rail Project will contribute to the local economy during and after construction.

- The project is expected to bring nearly \$1.3 billion in Federal matching funds, generating over 20,000 jobs.
- MAX costs less to operate per ride than buses, making it an economically sustainable investment.
- TriMet’s reduced fare program for low income riders makes public transit more affordable and accessible. Since it began in July 2018, the program has enrolled more than 22,000 riders who have received discounts of up to 72 percent. (October 2019)
- TriMet is a recognized national leader in creating opportunities for contracting firms owned by women and people of color. For the MAX Orange Line, 132 Disadvantaged Business Enterprises (DBEs) were awarded contracts worth more than \$175 million, performed engineering, design and construction work, and DBEs are already doing design work on the Southwest Corridor Light Rail Project.

For language assistance call
Si necesita interprete, llame al
Nếu cần trợ giúp về thông dịch xin gọi
如需语言帮助请致电
Для службы языковой поддержки
언어 통역이 필요하시면, 으로 전화 하시면 됩니다
503-238-7433

Contact us

503-962-2150
swcorridor@trimet.org
trimet.org/swcorridor

