

**Region 1
2008-2011 Construction STIP
Modernization Project Identification and Summary Report**

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Project Name: I-205 LRT/Mall LRT

Key Numbers: 13718, 13719, and 13720

Project Location: Interstate Highway I-205 from Gateway Transit Center to the Clackamas Town Center and downtown Portland from Union Station to I-405 on 5th and 6th Avenues.

	I-205	Mall	Total
Estimated Project Cost:	\$359,600,000	\$197,800,000	\$557,400,000
ROW:	9,552,258	5,887,333	15,439,591
Design & Construction:	350,047,742	191,912,667	541,960,409
'08-'11 STIP:	\$ 5,000,000		

Project Description: TriMet plans and proposes to construct the I-205 segment and downtown Portland Mall segment of the South Corridor light rail project, a proposed double-track light rail extension that begins at TriMet's existing Gateway Transit Center at the juncture of I-205 and I-84, and extends south along the I-205 corridor approximately 6.7 miles to the Clackamas Town Center, including 8 stations and 5 park and ride lots. The downtown Mall section will be constructed on 5th and 6th Avenues between I-405 and Union Station, approximately 1.8 miles, with a connection to existing tracks on the Steel Bridge.

Project Eligibility:

Consistency with existing plans: The project is included in the Regional Transportation Plan and has been identified as a project of statewide significance. An Environmental Impact Statement has been prepared and submitted. The project has been approved by the Federal Transit Administration and Federal Highway Administration for entry into Final Design Engineering.

Consistency with OHP Policy 1G, Action 1G1: The project is consistent with OHP Action 1G1, which prioritizes system preservation and efficiency improvements over adding new capacity and facilities. All projects vetted by the MPO selection process are components of a multimodal strategy with a strong land-use component, non-s.o.v. modal targets, single-occupant-vehicle trip reduction goals, and robust transit system improvements. The project will alleviate congestion on I-205, deferring the need for major highway capacity improvements, and generally will occur within the I-205 ROW and on existing downtown streets.

Project Prioritization:

Project Readiness: The project has a financing plan supported by funding commitments from state and local agencies and jurisdictions. A Federal New Starts Application was submitted to the Federal Transit Administration in August 2004. A design/build contractor has been selected, and

authorization to proceed with final design engineering was issued on October 13, 2005. Approval of Authority to Incur Costs Prior to Grant Approval (No. OR-03-0124) up to \$98.7 million was issued by the FTA on March 9, 2006. A Full Funding Grant Authorization (FFGA) is expected in November 2006. EIS has been completed and approved by FTA and FHWA.

Support of OHP Policies:

Policy 1B (Land Use): the project will benefit the (re)development of Clackamas Regional Center. Station Area Plans are being developed for station areas along the new alignment to ensure transit-supportive, high density, mixed-use, pedestrian-friendly development around the light rail stations.

Policy 1F (Mobility Standards): the project will alleviate congestion on I-205, deferring the need for major highway capacity improvements.

Policy 4B (Alternative Passenger Modes): this project does provide an alternative passenger mode, i.e. light rail.

Policy 4E (Park and Ride Facilities): the project supports this policy in that it will include the development of Park and Ride facilities.

Policy 5E (Environmental Resources): an EIS has been prepared, and mitigation measures identified.

Support of Freight Mobility: the project will relieve congestion on I-205, thus benefiting truck traffic.

Leverage of Other Funds and Benefits: the project will benefit (re)development of Clackamas Town Center (a 2040 Regional Center) and will provide travelers a choice of transportation modes.

Conditions of Approval: None.