

Date: June 22, 2022

To: Board of Directors

From: Sam Desue, Jr.

Subject: RESOLUTION NO. 22-06-38 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING THE APPROVAL OF THE MODIFIED LOCALLY PREFERRED ALTERNATIVE OF THE INTERSTATE BRIDGE REPLACEMENT PROGRAM

1. Purpose of Item

This Resolution requests that the TriMet Board of Directors (Board) authorize the General Manager or his designee to approve the Modified Locally Preferred Alternative (LPA) for the Interstate Bridge Replacement (IBR) Program.

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other: Adoption of the Modified Locally Preferred Alternative

3. Reason for Board Action

Approval of a Modified LPA confirms foundational program elements that local IBR program partners agree will encourage further NEPA evaluation in the Supplemental Draft Environmental Impact Statement, and ratifies TriMet’s key conditions for approval of the IBR Program.

4. Type of Action

- Resolution
- Ordinance 1st Reading
- Ordinance 2nd Reading
- Other _____

5. Background

The IBR Program is intended to replace the existing Interstate 5 (I-5) bridge across the Columbia River with a modern, seismically resilient, multimodal structure. Current planning work has defined the physical and contextual changes that have occurred in the Program area since 2013, and builds upon previous Columbia River Crossing (CRC) Program planning efforts, including the CRC Record of Decision. In coordination with governmental and community partners, the IBR Program developed updated design options, desired outcomes, and transit investments in order to identify a Modified Locally Preferred Alternative (LPA) that will be further analyzed in a Supplemental Draft Environmental Impact Statement in compliance with the National Environmental Policy Act (NEPA).

The IBR Program includes a transit investment preference for light rail. This transit investment preference was developed in close coordination with the Program's regional governmental partners, including Oregon, Washington, Portland, Vancouver, local counties and C-TRAN, along with extensive stakeholder and community comment and objective data.

Community engagement showed widespread support for expanding public transit and light rail transit, in particular. A light rail transit extension of the MAX Yellow Line from Expo Center into Vancouver will best integrate existing transit investments in the region – including C-TRAN's Vine bus rapid transit network and express bus service. The proposed Evergreen terminus in Vancouver, via an I-5 alignment, is viewed as offering the best opportunity for merging the two metro area transit systems, because the I-5 alignment would provide faster, safer, more reliable service and minimize disruptions to downtown Vancouver. The Modified LPA includes light rail transit to and from Vancouver over the IBR.

TriMet has included a number of significant conditions that must be satisfactorily addressed prior to Program completion. These conditions are set forth on the Exhibit A attached to this Resolution.

6. Financial/Budget Impact

The IBR Program budget is expected to range from \$3.2 Billion to \$4.8 Billion. At this time, however, other than TriMet's commitment to serve as a Program partner, there is no financial commitment of TriMet funds. All costs to date are being reimbursed from pre-existing State of Oregon and Washington Program funds. Final capital and operations and maintenance costs of the proposed MAX extension are not yet known, but the Program is responsible for securing adequate funding for completion of the IBR. With the approval of the Modified LPA, the process to update the Program's finance plan can begin.

7. Impact if Not Approved

All Program partner approvals are necessary for the Modified LPA to be approved and for the Program to continue. If the Board does not adopt this Resolution, the Program would experience significant delays and miss key deadlines required by the States of Oregon and Washington as conditions of state funding for the Program.

RESOLUTION NO. 22-06-38

RESOLUTION NO. 22-06-38 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING THE APPROVAL OF THE MODIFIED LOCALLY PREFERRED ALTERNATIVE OF THE INTERSTATE BRIDGE REPLACEMENT PROGRAM

WHEREAS, a Bi-state Memorandum of Intent was signed by the Governors of the States of Oregon and Washington in November 2019 that committed each state to initiate the Interstate Bridge Replacement (IBR) Program to replace the aging Interstate 5 Bridge with a modern, seismically resilient, multimodal structure that improves region-wide mobility for people, goods and services; and

WHEREAS, the State of Washington recently passed legislation that allocated \$1 billion to fund Washington's share of the anticipated cost needed to complete the IBR Program and the State of Oregon is expected to dedicate funds for Program completion in 2023; and

WHEREAS, the Columbia River Crossing (CRC) Program achieved a Record of Decision (ROD) in 2013, providing environmental clearance for Program components, including Light Rail extension to Vancouver, and the IBR Program builds on the previous planning work completed for the CRC; and

WHEREAS, in coordination with state and local agencies, Federal, state and local permitting agencies, state and local elected officials, tribal governments, community stakeholders and the public, the IBR Program developed design options, desired outcomes and transit investments, in order to identify a Modified Locally Preferred Alternative (LPA) that addresses changes since the CRC's 2013 ROD; and

WHEREAS, the Modified LPA envisions public transit, including TriMet light rail, fixed-route buses, C-TRAN Vine and express buses, along with private automobiles, trucks and bicycles as necessary to satisfy significant and growing demand for transportation connecting downtown Vancouver, Portland and the region, and that expanding these modes of transit mutually enhances and is consistent with current regional transit developments; and

WHEREAS, the IBR Program reflects a vigorous, equity-centered community engagement process that seeks to maximize benefits and minimize burdens for local communities; community advisory groups support high-capacity transit service, congestion relief and transit reliability; and equity advisory groups express broad interest in efficient, reliable, user-friendly transit options; including the extension of light rail service to Vancouver; and

WHEREAS, the Modified LPA will be further analyzed through a Supplemental Draft Environmental Impact Statement in compliance with the National Environmental Policy Act (NEPA);

NOW, THEREFORE, BE IT RESOLVED:

1. That TriMet supports the Modified LPA identified by the IBR Program.
2. That the General Manager or his designee is authorized to support the IBR Program in completion of the Supplemental Environmental Impact Statement to achieve an updated Record of Decision, and to pursue funding for design and construction that secures the extension of TriMet light rail and fixed-route bus service to Vancouver.
3. That the approval of light rail transit (LRT) as part of the Modified LPA for the Interstate Bridge Replacement Program (IBR) is subject to those TriMet conditions set forth on the Exhibit A, attached hereto, and the resolution of each condition must be approved by TriMet and included in the NEPA process, New Starts Funding, and Program design and construction, unless otherwise agreed to by TriMet.
4. That the General Manager or is designee is authorized to pursue agreements and cooperate with other state, regional and local governments to secure completion of the Program and define future operations and maintenance roles for the completed IBR.

Dated: June 22, 2022

Presiding Officer

Attest:

Recording Secretary

Approved as to Legal Sufficiency:

Gregory E. Skillman

Legal Department

**EXHIBIT A TO RESOLUTION NO. 22-06-38
APPROVING THE MODIFIED LOCALLY PREFERRED ALTERNATIVE
FOR THE INTERSTATE BRIDGE REPLACEMENT PROGRAM**

TriMet's conditions for approval of the Modified Locally Preferred Alternative are described below:

1. Operations and Maintenance Facility:

Design and construct the Ruby Junction expansion as defined in the 2013 CRC ROD. If the number of Light Rail Vehicles needed to support a LRT extension to Vancouver exceed capacity defined in the CRC ROD, IBR must revise the scope to operate, maintain and store the adequate number of Light Rail vehicles needed at Ruby Junction or identify a new location that supports the operation and maintenance facilities necessary to accommodate the vehicles required to accommodate forecasted 2045 LRT IBR headways.

2. Steel Bridge:

Include grade separation concepts as defined by TriMet and identify potential upgraded signal systems to be included in the IBR Program for the Steel Bridge to achieve acceptable future on-time performance of the light rail system and extension crossing the bridge to Vancouver.

3. Portland Transit Mall/Rose Quarter Study:

Assess the impacts on the Portland Transit Mall and Rose Quarter Transit Center caused by 2045 LRT and express bus headways to determine if they cause a degradation in on-time transit performance or reliability and/or otherwise limit the available transit capacity to accommodate future expansions of TriMet and C-TRAN service, and, if required, identify the scope and design concept of improvements to be included in the LRT to mitigate any such impacts.

4. Waterfront LRT Station:

Determine whether the Waterfront LRT Station can be integrated into a contractually-committed joint development by no later than the submission to FTA of the application for a Capital Improvement Grant approval, and, if such station integration is not certain, determine whether the scope, location, or concept design for the Waterfront LRT station should be changed.

5. Transit optimization:

Define TriMet and C-TRAN service adjustments and capital improvements necessary to improve transfers between C-TRAN Vine and TM LRT services.

Define transit connections to existing and planned pedestrian and bike facilities. Design IBR Program pedestrian and bike facilities to connect transit with existing and planned active transportation network.

Define appropriate size and location to improve transit access, while minimize impacts to downtown development and traffic.

Conduct Station area planning in partnership with cities to define station urban design quality and location of Hayden Island and Evergreen stations. Coordinate and Define Joint Development opportunities at each station.

Complete value engineering to identify potential cost savings and opportunities to reduce impacts, while maintaining benefits and desired outcomes identified for the LPA. Assess potential yellow line station closure and signal improvements to improve travel time and include in the IBR scope.

6. Operations and Maintenance of LRT:

That operations and maintenance of the LRT will be undertaken pursuant to one or more agreements executed by the IBR Program between ODOT, WSDOT, C-TRAN, and TriMet, wherein:

TriMet will operate and maintain the vehicles, systems, electrification, and track of entire the LRT, and the station areas and other improvements located in Oregon. TriMet will not be responsible for any LRT operations and maintenance costs resulting from the extension into Vancouver. Except to the extent otherwise agreed by TriMet, state or other funding sources will be identified and committed to fund LRT operations and maintenance costs incurred by TriMet that are not otherwise funded by LRT farebox revenues allocated to TriMet, and TriMet cost savings attributable to bus service replaced by the LRT.

Responsibility of C-TRAN and/or TriMet for performing operations and maintenance of park-and-rides, station areas, and other LRT improvements located in Washington will be determined.

ODOT or WSDOT will operate, maintain, and be responsible for costs of operating and maintaining the main river crossing, including any approach ramps, and other structures.

Agreements with other jurisdictions and agencies to define operation and maintenance roles and responsibilities must be executed.