

Date: April 24, 2019

To: Board of Directors

From: Doug Kelsey 

Subject: **RESOLUTION NO. 19-04-28 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING THE LOCALLY PREFERRED ALTERNATIVE (LPA) FOR THE RED LINE EXTENSION AND RELIABILITY IMPROVEMENTS PROJECT**

1. Purpose of Item

This Resolution requests that the TriMet Board of Directors (“Board”) adopt the Locally Preferred Alternative (LPA) for the MAX Red Line Extension and Reliability Improvements Project (“Project”).

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other Adoption of Locally Preferred Alternative (LPA)

3. Reason for Board Action

The Board is asked to consider this Resolution because the FTA’s Capital Investment Grants program requires that TriMet, the Project sponsor, adopt the Locally Preferred Alternative for the Project prior to seeking FTA funding.

4. Type of Action

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

5. Background

TriMet convened a Project Advisory Group in 2018 to advise the General Manager on the development of the Project, which is a component of the 2018 Regional Transportation Plan for the Portland metro area. The Project Advisory Group included representatives from the City of Portland, the Port of Portland, Metro, the Oregon Department of Transportation, Washington County, and the City of Hillsboro.

The Project will extend service on the MAX Red Line beyond the Beaverton Transit Center to the Fair Complex Station and construct improvements at the Gateway Transit Center and the guideway to the Portland International Airport, thus improving service and reliable on-time performance along the entire MAX system.

By extending the Red Line further west from its current terminus at Beaverton Transit Center to a new terminus at the Fair Complex/Hillsboro Airport station, the Project will efficiently provide significant new light rail service to the communities of Beaverton and Hillsboro. The Project also will improve reliability and on-time performance of the entire MAX light rail system by removing two major sources of delay --- the single-track for the Red Line at Gateway Transit Center, and the single-track for the Red Line at the Portland International Airport Station --- and converting them to double-track, allowing MAX LRVs to come and go at the same time.

The Project includes the purchase of as many as eight new LRVs to operate on the extended system, and additional tracks at the Ruby Junction rail yard to house and maintain those new light rail vehicles. TriMet estimates that the Project will increase ridership by about 5,000 daily trips, with the estimated additional fare revenue covering approximately 50% of the increased operating cost.

The Project's capital improvements are shown on the map attached as Exhibit A and are described in more detail below:

- Fair Complex/Hillsboro Airport Station: Track and switch work, signalization, and construction of an operator break facility to allow trains to layover and reverse direction. This work allows the Red Line to provide new service west of Beaverton TC and would add 75% more service in a high demand part of the MAX system.
- Gateway Transit Center: Track work and conversion of the current single-track section to double-track to increase reliability and reduce delays for all MAX lines. This conversion includes construction of a structure over I-84 and the Union Pacific Railroad.
- Portland International Airport Station: Track work to convert single-track section to double-track to increase reliability of the Red Line.
- Ruby Junction Rail Yard: Construction of a new storage track within the existing facility to store the additional vehicles required to operate the extended service.

6. Language for Adoption

The Federal Transit Administration uses the term "Locally Preferred Alternative" (LPA) for all projects that seek funding through the FTA's Capital Investment Grant program. The Locally Preferred Alternative must describe the mode of transit service, the general alignment, and the station locations. The Locally Preferred Alternative for the Project was identified in the 2018 Regional Transportation Plan for the Portland metro area, and on November 7, 2018 the Project Advisory Group recommended that TriMet's General Manager adopt the LPA shown below:

Capital construction to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire light rail system. Project includes double-tracking and a new inbound Red Line station at Gateway Transit Center, double-tracking at Portland Airport, upgrades to signals and switches along the alignment, purchase of new light rail vehicles to operate the extension, and needed storage capacity at Ruby Junction to house the new vehicles.

The FTA requires that project sponsors clearly demonstrate local support for the Locally Preferred Alternative in order to qualify for grant funding. The Board's adoption of the LPA must be accomplished before TriMet will be eligible to apply and receive a Small Starts Construction Grant.

7. Related Projects Led by Other Agencies

Significant projects related to the Project led by other public agencies are:

- **Gateway Green Park.** The 23.5-acre Gateway Green Park is owned and managed by the City of Portland's Bureau of Parks and Recreation. It is largely undeveloped, but a small portion of the park contains off-road cycling trails, a pump track and bike skills area. Natural area restoration, improved pedestrian access to and within the park, and additional recreational facilities are envisioned. The MAX Red Line Project includes construction of a bridge crossing I-84 that will land in Gateway Green Park, requiring the permanent use of a 3/4 acre parcel at the park's southern tip, and temporary use of less than four acres of mostly undeveloped park property. The Red Line bridge will include a new, 14-foot wide multi-use path that will provide new public access to Gateway Green Park, as well as access for emergency and maintenance vehicles. TriMet and the City of Portland have been closely coordinating on this aspect of the Project, and this Resolution commits TriMet to maintaining that coordination.

- **SW 185th Avenue and SW Baseline Road in the City of Hillsboro.** The City of Hillsboro and Washington County have been studying ways to improve operations for all modes at the intersection of SW 185th Avenue and SW Baseline Road, located near an at-grade crossing of the MAX Red Line north of SW Baseline Road. Because the Project will bring additional service that will pass through the existing at-grade crossing, the Project may require modification of the operation of the intersection. TriMet staff have been evaluating this issue together with the City of Hillsboro and Washington County, and this Resolution commits TriMet to continuing that coordination.

8. Financial/Budget Impact

If the Project moves to construction, TriMet would be expected to contribute \$100M towards the Project's capital cost. A separate but related Resolution No. 19-04-29 will be presented to the Board seeking commitment of TriMet funds to the Project.

9. Impact if Not Approved

If the Board decides not to approve this Resolution, TriMet would not be able to apply to the FTA for a Small Starts Capital Investment Grant to obtain federal matching funds for the Project. This would likely result in significant delay or discontinuation of the Project.

RESOLUTION NO. 19-04-28

**RESOLUTION NO. 19-04-28 OF THE TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING
THE LOCALLY PREFERRED ALTERNATIVE (LPA) FOR THE RED
LINE EXTENSION AND RELIABILITY IMPROVEMENTS PROJECT**

WHEREAS, TriMet is the sponsor of the MAX Red Line Extension and Reliability Improvements Project;

WHEREAS, TriMet intends to seek a Small Starts Capital Investment Grant to contribute to the capital cost of construction of the MAX Red Line Extension and Reliability Improvements Project;

WHEREAS, the Federal Transit Administration (FTA) requires project sponsors to select a Locally Preferred Alternative in order to qualify for such grant funding;

WHEREAS, the Project Advisory Group advised the General Manager that TriMet should adopt the Locally Preferred Alternative described in the attached memorandum;

WHEREAS, TriMet will continue to work with the City of Portland concerning potential impacts of the Project to Gateway Green Park, as well as to enhance access to the Gateway Transit Center; and

WHEREAS, in the context of additional service provided by the Project, TriMet will continue to work with the City of Hillsboro and Washington County regarding operational changes and potential improvements needed for the at-grade MAX rail crossing of 185th Avenue at Baseline Road;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Board adopts the language set forth in this Resolution as the Locally Preferred Alternative for the MAX Red Line Extension and Reliability Improvements Project.

Dated: April 24, 2019

Presiding Officer

Attest:

Recording Secretary

Approved as to Legal Sufficiency:



Legal Department