C-TRAN

**BOARD RESOLUTION BR-13-014**

**A RESOLUTION** of the Clark County Public Transportation Benefit Area Authority (C-TRAN) Board of Directors authorizing the Executive Director/CEO to execute a Project Development and Operations contract with the Tri-County Metropolitan Transportation District of Oregon (TriMet) precedent upon the State of Oregon replacing the current I-5 bridge between Oregon and Washington such that TriMet extend light rail service from Expo Center to the Clark Park and Ride.

**WHEREAS,** C-TRAN as a municipal corporation organized under Ch. 36.57A, is empowered to provide public transportation services including high capacity transit and other public transportation services as permitted by law at the time of implementation; and

**WHEREAS,** on July 8, 2008 the C-TRAN Board of Directors adopted Board Resolution BR-08-019 endorsing, with contingencies, a Columbia River Crossing Project (CRC) Locally Preferred Alternative (LPA) with light rail transit between the Oregon side of the Columbia River and a northern HCT terminus in the vicinity of Clark College; and

**WHEREAS** on June 8, 2010 the C-TRAN Board of Directors adopted the C-TRAN 2030 Plan that contained the extension of TriMet MAX service to serve downtown Vancouver and Clark College as a HCT service improvement; and

**WHEREAS** the initial implementation strategy for the HCT component of the C-TRAN 2030 Plan included seeking voter approval and in November 2012, C-TRAN placed an HCT sales tax increase under RCW 81.104 on the ballot, which ballot measure was subsequently rejected; and

**WHEREAS** the C-TRAN Board of Directors has continued to study, seek public input, and consider the potential extension of light rail service through downtown Vancouver to the Clark Park and Ride; and

**WHEREAS** the Governor of the State of Oregon proposes to introduce legislation that would provide for Oregon to replace the current I-5 Bridge between Oregon and Washington with a new bridge that would include extension of TriMet light rail service through downtown Vancouver to the Clark Park and Ride and;

**WHEREAS** as an express condition precedent, that such bridge is constructed and such light rail service is provided, the C-TRAN Board of Directors adopts and resolves as follows:

1. The C-TRAN 2030 Plan implementation strategy is hereby revised to include an alternative to fund the maintenance and operations of the light rail service extension from Expo Center to the Clark Park and Ride from among but not limited to the following sources: reinvestment of savings from truncating C-TRAN bus service between downtown Vancouver and Delta Park, lease revenue from commercial space leased in project park and

ride lots, third party partnerships and other measures, all without seeking an increase in taxes; and

2. Consistent with materials provided at its special meeting of September 26, 2013, the C-TRAN Executive Director/CEO is authorized to negotiate and enter into an agreement on behalf of C-TRAN with TriMet to provide such light rail service upon condition that a bridge is constructed with light rail; and

3. The Executive Director/CEO is required to ensure the agreement contains the following terms, conditions and parameters:
    a. No commitment of C-TRAN funds shall be made to the capital costs of the project;
    b. Division of the operation and maintenance costs shall be calculated by dividing the length of the HCT corridor in Washington and the length of the HCT corridor in Oregon, as determined by the legally established state line in the Columbia River, by the total length of the HCT corridor from the Expo Center Station to the terminus at Clark Park and Ride.
    c. TriMet unfunded pension and medical benefit costs shall not be included in the calculation of any costs to be divided and subsequently borne by C-TRAN;
    d. TriMet general administrative and overhead costs shall not be included in the calculation of any costs to be divided and subsequently borne by C-TRAN;
    e. C-TRAN's annual contribution to the maintenance and operation of the light rail extension from Expo Center Station to the Clark Park and Ride terminus shall the lesser of 63.2% of costs calculated or the amount listed on Exhibit B (unless C-TRAN secures additional revenues)of the draft agreement between TriMet and C-TRAN for operation and maintenance of the CRC Project.

**RESOLVED AND ADOPTED THIS 26th day of September 2013.**

Ayes : Bart Hansen, Tim Leavitt, Ron Onslow, Larry Smith, Steve Stuart

Nays : Connie Jo Freeman, Bill Ganley, David Madore, Tom Mielke

Absent :

William J. Ganley, Chair

Attest:

Debbie Jermann
Clerk of the Board