

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)
LOCALLY PREFERRED ALTERNATIVE FOR)
THE WILSONVILLE TO BEAVERTON)
COMMUTER RAIL STUDY)

RESOLUTION NO. 00-2972B

Introduced by
Councilor Jon Kvistad,
JPACT Chair

WHEREAS, Washington County has sponsored the two initial feasibility studies of commuter rail in the Highway 217 – Interstate 5 Corridor, and

WHEREAS, Washington County led the Wilsonville to Beaverton Commuter Rail Study Alternatives Analysis which examined alternatives to serve the need for transit improvement in the Wilsonville to Beaverton corridor; and

WHEREAS, the Wilsonville to Beaverton Commuter Rail Study concluded that compared to a No-Build and a Transportation System Management (TSM), a Commuter Rail Alternative would:

- Provide 4,650 average daily ridership as compared to 1,520 for the TSM alternative by the year 2020.
- Provide in-vehicle transit travel time of 26 minutes as compared to 54 minutes for the TSM alternative for a Wilsonville to Beaverton Transit Center trip.
- Provide the most efficient transit links between regional and town centers.
- Best support state, regional and local transportation and land use plans and policies.
- Best support increased opportunities for pedestrian-friendly and transit oriented development.
- Provide a reliable and direct link between population and employment centers in the Corridor.
- Support and encourage continued economic growth; and

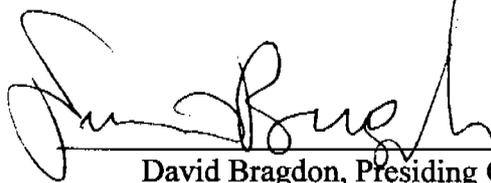
WHEREAS, the cities of Beaverton, Tigard, Tualatin and Wilsonville have taken formal action supporting Commuter Rail recommending Washington County adopt Commuter Rail as the Locally Preferred Strategy; and,

WHEREAS, commuter rail in the Wilsonville to Beaverton corridor has been identified as a key strategy in the proposed 2000 Update to the Regional Transportation Plan to be adopted in August 2000. Now, therefore,

BE IT RESOLVED, THAT:

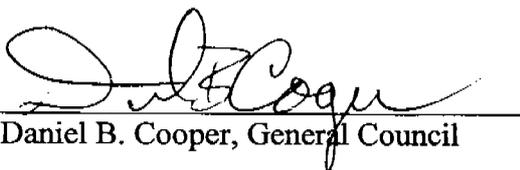
1. The Wilsonville to Beaverton Commuter Rail Study Locally Preferred Alternative is adopted for the purpose of completing preliminary engineering; and
2. The 1995 Interim Federal Regional Transportation Plan is amended, contingent upon an air quality conformity determination, to include the Wilsonville to Beaverton Commuter Rail Study Locally Preferred Alternative in the Financially Constrained list of projects.

ADOPTED by the Metro Council this 20th day of July, 2000.



David Bragdon, Presiding Officer

Approved as to form:



Daniel B. Cooper, General Council

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FOR THE PURPOSE OF ADOPTING THE)
LOCALLY PREFERRED ALTERNATIVE FOR)
THE WILSONVILLE TO BEAVERTON)
COMMUTER RAIL STUDY)

RESOLUTION NO. 00-2972AB |

Introduced by
Councilor Jon Kvistad,
JPACT Chair

WHEREAS, Washington County has sponsored the two initial feasibility studies of commuter rail in the Highway 217 – Interstate 5 Corridor, and

WHEREAS, Washington County led the Wilsonville to Beaverton Commuter Rail Study Alternatives Analysis which examined alternatives to serve the need for transit improvement in the Wilsonville to Beaverton corridor; and

WHEREAS, the Wilsonville to Beaverton Commuter Rail Study concluded that compared to a No-Build and a Transportation System Management (TSM), a Commuter Rail Alternative would:

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- Provide the most efficient transit links between regional and town centers.
- Best support state, regional and local transportation and land use plans and policies.
- Best support increased opportunities for pedestrian-friendly and transit oriented development.
- Provide a reliable and direct link between population and employment centers in the Corridor.
- Support and encourage continued economic growth; and

WHEREAS, the cities of Beaverton, Tigard, Tualatin and Wilsonville have taken formal action supporting Commuter Rail recommending Washington County adopt Commuter Rail as the Locally Preferred Strategy; and,

WHEREAS, commuter rail in the Wilsonville to Beaverton corridor has been identified as a key strategy in the proposed 2000 Update to the Regional Transportation Plan to be adopted in August 2000. Now, therefore,

BE IT RESOLVED, THAT:

1. The Wilsonville to Beaverton Commuter Rail Study Locally Preferred Alternative is adopted for the purpose of completing preliminary engineering; and
2. The 1995 Interim Federal Regional Transportation Plan is amended, contingent upon an air quality conformity determination, to include the Wilsonville to Beaverton Commuter Rail Study Locally Preferred Alternative in the Financially Constrained list of projects.

ADOPTED by the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

Approved as to form:

Daniel B. Cooper, General Council

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STAFF REPORT

A RESOLUTION FOR THE PURPOSE OF ADOPTING THE LOCALLY PREFERRED ALTERNATIVE FOR THE WILSONVILLE TO BEAVERTON COMMUTER RAIL STUDY

Date: June 30, 2000

Presented by: Ross Roberts

PROPOSED ACTION

Adopt the Wilsonville to Beaverton Commuter Rail Study Locally Preferred Alternative for the purpose of completing preliminary engineering.

EXISTING LAW

Metro is a designated MPO and eligible recipient of federal funds. The funds for the Commuter Rail project are Section 5309 Federal New Starts funds for the purpose of engineering rail transit facilities. Washington County has requested that Metro be the grantee for preliminary engineering as they were for the Alternatives Analysis.

FACTUAL BACKGROUND AND ANALYSIS

In October 1999, Washington County, the cities of Beaverton, Tigard, Tualatin and Wilsonville, the Oregon Department of Transportation, Tri-Met and Metro initiated Alternatives Analysis and an Environmental Assessment to develop a more diverse and balanced transportation system by providing another transit option for commuters in the Wilsonville to Beaverton corridor. The Federal Transit Administration (FTA) was the lead federal agency for this study, which analyzed two alternatives to commuter rail, a Transportation System Management (TSM) Alternative and a No Build Alternative.

The proposed project would utilize existing freight tracks in the approximately 15-mile corridor, except for approximately 2000 feet of new trackway at the northern terminus of the project near the Beaverton Transit Center. The commuter rail line would operate at 30-minute headways between approximately 5:30 a.m. and 9:00 a.m. and 3:30 p.m. and 7:00 p.m. Five stations would be constructed at Beaverton, Washington Square/Nimbus, Tigard, Tualatin and Wilsonville. Sixteen round trips would be made daily with 4,650 daily riders forecast for the year 2020.

The study concluded that compared to the No Build and the TSM Alternatives, Commuter Rail would:

- Provide 4,650 average daily ridership as compared to 1,520 for the TSM alternative by the year 2020.
- Provide in-vehicle transit travel time of 26 minutes as compared to 54 minutes for the TSM alternative for a Wilsonville to Beaverton Transit Center trip.
- Provide the most efficient transit links between regional and town centers.

- Best support state, regional and local transportation and land use plans and policies.
- Best support increased opportunities for pedestrian-friendly and transit oriented development.
- Provide a reliable and direct link between population and employment centers in the Corridor.
- Support and encourage continued economic growth.

The Locally Preferred Alternative has been unanimously supported by the City Councils of Beaverton, Tigard, Tualatin and Wilsonville, and adopted unanimously by the Washington County Board of Commissioners. The adoption of this resolution amends the 1995 Interim Federal Regional Transportation Plan (RTP), contingent upon an air quality conformity determination. The Wilsonville to Beaverton Commuter Rail line is included in the 2000 RTP Financially Constrained Alternative.

BUDGET IMPACT

No budget impact

RECOMMENDATION

Adoption of Resolution No. 00-2972B.

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)
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THE WILSONVILLE TO BEAVERTON)
COMMUTER RAIL STUDY)

RESOLUTION NO. 00-2972A

Introduced by
Councilor Jon Kvistad,
JPACT Chair

WHEREAS, Washington County has sponsored the two initial feasibility studies of commuter rail in the Highway 217 – Interstate 5 Corridor, and

WHEREAS, Washington County led the Wilsonville to Beaverton Commuter Rail Study Alternatives Analysis which examined alternatives to serve the need for transit improvement in the Wilsonville to Beaverton corridor; and

WHEREAS, the Wilsonville to Beaverton Commuter Rail Study concluded that compared to a No-Build and a Transportation System Management (TSM), a Commuter Rail Alternative would:

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ADOPTED by the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

Approved as to form:

Daniel B. Cooper, General Council

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The Locally Preferred Alternative has been unanimously supported by the City Councils of Beaverton, Tigard, Tualatin and Wilsonville, and adopted unanimously by the Washington County Board of Commissioners.

BUDGET IMPACT

No budget impact

RECOMMENDATION

Adoption of Resolution No. 00-2972A.

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