

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF SELECTING THE)
PREFERRED ALTERNATIVE FOR THE)
WESTSIDE CORRIDOR, ALLOCATING THE)
WESTSIDE (e)(4) RESERVE AND)
ALLOCATING THE WESTSIDE SECTION 3)
RESERVE)

RESOLUTION NO. 83-423

Introduced by the Joint
Policy Advisory Committee
on Transportation

WHEREAS, In 1979 Metro adopted Resolution No. 79-65 specifying the Westside Corridor as the second (after Banfield) priority corridor meriting consideration of a transitway investment and later re-confirmed this priority by the adoption of the Regional Transportation Plan (RTP); and

WHEREAS, In 1979-80, Metro entered into a cooperative venture with Portland, Beaverton, Hillsboro, Multnomah County, Washington County, ODOT and Tri-Met to identify the transportation solution for the Westside Corridor; and

WHEREAS, A series of regional decisions have made approximately \$47.5 million (federal share) in the Urban Mass Transportation Administration Section 3 funds and \$18.6 million (federal share) in Interstate Transfer funds available as of December 31, 1982 to fund a multi-modal Westside Corridor Project; and

WHEREAS, A Draft Environmental Impact Statement (DEIS) was completed in March 1982 which documented the following major conclusions:

1. The Westside Corridor Project is needed to meet local and regional goals;
2. A major expansion of transit service must be part of the Westside Corridor;
3. The light rail transit options attract the most transit riders;
4. The Sunset Light Rail Transit (LRT) option provides the best service to transit riders and auto users;
5. The Sunset LRT is the least expensive and most efficient option to operate;
6. The Sunset LRT has several important long-term operating advantages over the other alternatives;
7. Implementation of the Sunset LRT alternative enhances economic development prospects;
8. The Sunset LRT enhances environmental quality, compared to the other alternatives;
9. The life cycle costs of the Sunset LRT are within one percent of the Bus Service Expansion costs;
10. The risks involved with uncertain funding and growth can be managed by phasing the project;
11. Development opportunities and access problems along the Willamette River may motivate a Macadam LRT branch line in the future;

12. Additional LRT capacity is likely to be needed in downtown Portland by 1995 even if the Sunset LRT is not implemented;
13. As part of the Sunset LRT alternative, there is a need to improve the Westside Corridor Highway system; and

WHEREAS, In May 1982 public hearings were held on the Westside Corridor Project DEIS and support was expressed for a major transit expansion which included a Sunset light rail transitway between Portland and Washington County; and

WHEREAS, In June 1982 the Westside Corridor Project Citizens' Advisory Group recommended a phased-implementation of the Sunset LRT alternative including related highway projects; and

WHEREAS, In January 1983 the Westside Corridor Project Steering Group, which consists of policy-makers from all affected governmental units, approved the release of the Preferred Alternative Report which made the recommendations included in this resolution; and

WHEREAS, The recommendations included in this resolution have been approved by the Councils or Boards of all the governmental units which comprise the Westside Corridor Project; now, therefore,

BE IT RESOLVED,

1. That the Sunset LRT is the preferred alternative for the Westside Corridor. That the Sunset LRT alignment and station locations, explained in the DEIS, are modified by the recommendations included in Attachment "A" and that the Preliminary Engineering and Final Environmental Impact Statement will address the environmental concerns, capital and operating financing feasibility and design sub-options raised during the public hearing processes of the local jurisdictions which are supported by the Metro Council and included as an integral part of this resolution as Attachment D.

2. That approval of the Sunset LRT is for preparation of the Final Environmental Impact Statement and related work. Before any construction or non-hardship right-of-way acquisition can occur, the participating agencies will review:

- a. The Final Environmental Impact Statement.
- b. A Sunset LRT Conceptual Design which addresses the environmental concerns and design sub-options raised during local jurisdiction public hearings.
- c. A detailed funding and phasing plan which includes commitments from appropriate federal and other agencies to provide new funds for the Sunset LRT.
- d. A one-year assessment of actual Banfield LRT operations.
- e. A cost-effectiveness analysis based upon the newly prepared data.

3. That a Project Management Committee with representatives from affected local jurisdictions and regional agencies be formed to direct Phase III (PE and FEIS) work; and that,

- a. Tri-Met will lead an effort to complete PE and FEIS.
- b. Metro and Tri-Met will lead an effort to prepare a Sunset LRT funding package for regional review and approval.
- c. The Project Management Committee should review the use of advanced right-of-way acquisition for hardship purposes and recommend an action to the governing bodies of the participating agencies.
- d. The Project Management Committee should review ways to accomplish an independent professional review of the employment and population growth rates, transit ridership expectations, cost and other fundamental assumptions of the Sunset LRT; and recommend an action to the Metro Council and other governing bodies of this region.

4. That the Westside Citizens' Advisory Group will continue to review technical work and provide for public review.

5. That implementation of the light rail project will be phased, based on demand and funding availability, beginning with the implementation of the bus capital facilities shown in Attachment "B"; that the Westside Section 3 Letter of Intent Reserve be allocated to these projects and that the RTP and TIP be amended accordingly.

6. That as part of the Sunset LRT alternative, improvements will be made to the Westside highway system including (a) ramp metering Sunset Highway and Highway 217, (b) a climbing lane westbound on the Sunset Highway from the Vista Tunnel to Sylvan, and (c) improvements to the Sylvan interchange.

7. That during the Westside study process other highway projects, in addition to those specified above (#3), have been identified as being needed and that the Westside (e)(4) Reserve be allocated to projects in accordance with Attachment "C" and that the RTP and TIP be amended accordingly.

8. That the RTP be amended to eliminate LRT alignments along Stephens' Gulch, Multnomah Boulevard and the Oregon Electric Right-of-Way and to preserve an LRT branch line in the Macadam Corridor for future consideration.

9. That the RTP is amended to include the following Westside Corridor Project policies:

- Westside Corridor transit service will be provided by an expanded timed-transfer system consisting of eight major transit nodes. The physical facilities for the bus elements of the system will be constructed no later than 1990.
- The Westside system will also include a multiple transfer point transit network in Southwest Portland with increased connections to Beaverton.
- Transit service will be phased with development in the developing areas.
- Transit service will be implemented in accordance with the availability of transit revenues.
- The need for transit service to the developing Westside area will be a consideration in the annual allocation of transit revenues.
- Transit service will be implemented in such a manner as to support the implementation of the Sunset LRT.

10. That the prior commitment to the Westside as the next priority for light rail development after the Banfield, and the funding of the I-505 alternative projects as the first priority use of freeway transfer funds is reaffirmed.

11. That the Metro Council finds the project additions to the TIP to be in accordance with the region's continuing, cooperative, comprehensive planning process and hereby gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District
this 25th day of August, 1983.


Deputy Presiding Officer

SS/gl
7520B/327
8/1/83

ATTACHMENT A

Downtown Portland

Option Selected:

- 18th/Columbia/5th/6th

Options Rejected:

- 12th/Columbia/5th/6th
- 12th/Columbia/4th/5th
- 12th/Montgomery/4th/5th
- 12th/Montgomery/5th/6th
- 18th/Columbia/4th/5th

Downtown Portland to Beaverton

Option Selected:

- Jefferson Street LRT subject to re-examination of trackway alignment and grades.

Options Rejected:

- Montgomery Street tunnel
- Walker Road station

Options Needing Further Study:

- Northside tunnels

Central Beaverton

Options Selected:

- Baker Transit Center site
- S-3 (south entry)
- 114th LRT station
- Hall Boulevard LRT station

Options Rejected:

- Hall/Watson Transit Center site
- Beaverton-Hillsdale/Lombard Transit Center site
- S1/S2 (north and south entries)
- S-3 (north entry)

West of Beaverton

Option Selected:

- Terminate at 185th Street

ATTACHMENT B

Westside Corridor Section 3 Letter of Intent Projects¹

	<u>Total Project Cost</u>
Westside Garage (II and III)	\$ 7,674,633
Beaverton Transit Center	3,500,000
Beaverton Park and Ride	906,600
Southwest Transit Transfer Points	3,000,000
Sunset Transit Center & Park and Ride	8,500,000
Washington Square Transit Center	400,000
Tanasbourne Transit Center	700,000
Hillsboro Transit Center	1,194,002
Hillsboro Park and Ride	800,000
Tualatin Transit Center	900,000
Downtown Portland TSM	10,000,000
Central Beaverton TSM	2,000,000
Washington County TSM	6,000,000
Sunset Trunkline Transit Transfer Points	500,000
Bus Purchases	4,000,000
Contingency ²	<u>9,292,564</u>
TOTAL	\$59,367,799
FEDERAL	\$47,494,239 ²

¹ Annual adjustments recommended by TIP Subcommittee to JPACT and Tri-Met. Adjustment priority scheme is (1) construct projects on this list, (2) other projects needed to meet Westside Corridor objectives, and (3) other transit projects. Costs are in June 1982 dollars.

² Contingency and escalation account include former Section 3 inflation reserve rollback.

ATTACHMENT C

Westside (e)(4) Reserve Allocation

Westside¹
(e)(4) Reserve Funds

CATEGORY I

Preliminary Engineering/FEIS for Sunset LRT Ramp Metering on Sunset Highway	\$ 500,000 770,000
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CATEGORY II

TV Highway : 21st - Oak	1,800,000
Murray Boulevard : BN RR to Sunset Highway	3,130,174
Scholls Ferry Road/Hall Boulevard Int.	400,000
Hall Boulevard ² : Allen to Greenway	1,200,000
185th Avenue : TV Highway to Rock Creek Boulevard	9,004,547
Sylvan/Skyline Improvements ² : Vicinity of Sunset Hwy.	<u>1,800,000</u>
	\$18,604,721

BACK-UP PROJECTS (for consideration with Cost Underruns)

Brookwood : TV Highway to Cornell Road
Scholls Ferry Road : Fanno Creek to Murray Boulevard

-
- 1 Annual adjustments may be recommended by the TIP Subcommittee to JPACT and the Metro Council.
 - 2 By adoption of this resolution, the RTP is hereby amended to include these projects.
 - 3 This allocation is based on the assumption that the Sunset Climbing Lane project will be accepted by the OTC as a Federal Aid Primary project.

7520B/327

ATTACHMENT D

SUPPORTING RESOLUTIONS

10-2-82
City of Beaverton
RESOLUTION NO. 2462

A RESOLUTION DESIGNATING THE SUNSET LIGHT RAIL TRANSIT OPTION AS THE PREFERRED ALTERNATIVE FOR THE WESTSIDE CORRIDOR, AND RECOMMENDING THE ACTIONS NECESSARY FOR IMPLEMENTATION OF THIS OPTION.

WHEREAS, in 1979-80, the City of Beaverton entered into a cooperative venture with Washington County, Multnomah County, Portland, Hillsboro, Oregon Department of Transportation, Tri-Met and the Metropolitan Service District to identify the transportation solution for the Westside Corridor; and

WHEREAS, a series of regional decisions have made \$42.4 million (federal, June 1982) in the Urban Mass Transportation Administration Section 3 funds and \$16.4 million (federal) in Interstate Transfer funds available as of October 1, 1982, to fund a multi-modal Westside Corridor Project; and

WHEREAS, a Draft Environmental Impact Statement (DEIS) was completed in March 1982 which documented the following major conclusions:

1. The Westside Corridor Project is needed to meet local and regional goals;
2. A major expansion of transit service must be part of the Westside Corridor;
3. The light rail transit options attract the most transit riders;
4. The Sunset Light Rail Transit (LRT) option provides the best service to transit riders and auto users;
5. The Sunset LRT is the least expensive and most efficient

option to operate;

6. The Sunset LRT has several important long-term operating advantages over the other alternatives;

7. Implementation of the Sunset LRT alternative enhances economic development prospects;

8. The Sunset LRT enhances environmental quality;

9. There is strong community support for the Sunset LRT;

10. The life cycle costs of the Sunset LRT are within one percent of the Bus Service Expansion costs;

11. The risks involved with uncertain funding and growth can be managed;

12. Development opportunities and access problems along the Willamette River may motivate a Macadam LRT branch line in the future;

13. Additional LRT capacity is likely to be needed in downtown Portland by 1995 even if the Sunset LRT is not implemented;

14. As part of the Sunset LRT alternative, there is a need to improve the Westside Corridor Highway system; and

WHEREAS, in May 1982, public hearings were held on the Westside Corridor Project DEIS, and support was expressed for a major transit expansion which included a Sunset light rail transit way between Portland and Washington County; and

WHEREAS, in June 1982, the Westside Corridor Project Citizens' Advisory Group recommended a phased-implementation of the Sunset LRT alternative including related highway projects; and

WHEREAS, in January 1983, the Westside Corridor Project

Steering Group, which consists of policy-makers from all affected governmental units, approved the release of the Preferred Alternative Report which made the recommendations included in this Resolution; and

WHEREAS, in April 1983, public hearings were held by the Planning Commission and City Council of the City of Beaverton, and support for the Sunset LRT as the Preferred Alternative was expressed by the Transitway Advisory Committee as well as by several individuals providing testimony, and the City's General Plan was amended to reflect light rail following the Sunset LRT option; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF BEAVERTON, OREGON:

Section 1. The Sunset LRT is the preferred alternative for the Westside Corridor. The Sunset LRT alignment and station locations, explained in the DEIS, are modified by the recommendations included in Attachment "A."

Section 2. Implementation of the light rail project will be phased, beginning with the implementation of the capital facilities shown in Attachment "B."

Section 3. The City of Beaverton hereby recommends to JPACT and the Metro Council that the Westside Section 3 Letter of Intent Reserve be allocated to projects in accordance with Attachment "B."

Section 4. As part of the Sunset LRT alternative, improvements will be made to the Westside highway system including (a) ramp metering Sunset Highway and Highway 217, (b) a climbing lane westbound on the Sunset Highway from the Vista Tunnel to

Sylvan and (c) improvements to the Sylvan interchange.

Section 5. During the Westside study process other highway projects, in addition to those specified above (no. 4), have been identified as being eligible for Westside Interstate Transfer Reserve funding.

Section 6. The City of Beaverton hereby recommends that the Regional Transportation Plan (RTP) be amended to eliminate LRT alignments along Stephens' Gulch, Multnomah Boulevard and the Oregon Electric Right-of-Way and to preserve a LRT branch line in the Macadam Corridor for future consideration.

Section 7. The City of Beaverton will work with Tri-Met and Metro in an effort to complete preliminary engineering and the Final Environmental Impact Statement is requested by July 1, 1985.

Section 8. The City of Beaverton will work with Tri-Met and Metro in an effort to prepare a Sunset LRT funding package for regional review, and approval is requested by January 1, 1986.

Section 9. The City of Beaverton acknowledges that the Tri-Met Board expresses its intent to incorporate the following Westside Corridor policies in its updated TDP and that the Metro Council intends to initiate amendment to the RTP to include the following Westside Corridor policies:

A. Westside Corridor Transit service will be provided by an expanded time-transfer system consisting of eight major transit nodes. The physical facilities for the bus elements of the system will be constructed no later than 1990.

B. The Westside system will also include a multiple transfer point transit network in Southwest Portland with increased

connections to Beaverton.

C. Transit service will be phased with development in the developing areas.

D. Transit service will be implemented in accordance with the availability of transit revenues.

The need for transit service to the developing Westside area will be a consideration in the annual allocation of transit revenues.

Transit service will be implemented in such a manner as to support the implementation of the Sunset LRT.

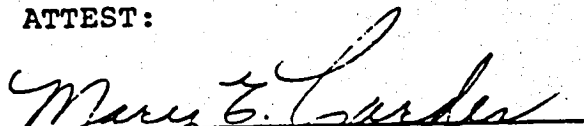
Section 10. The City of Beaverton has amended the General Plan Map to establish a light rail transit corridor in association with the Preferred Alternative and the General Plan Text to establish policies addressing the provisions for light rail facilities and service within Beaverton.

Adopted by the Council this 11th day of April, 1983.


Ayes: 5

Nays: 0

ATTEST:


MARY E. CARDER, City Recorder

APPROVED:


JACK R. NELSON, Mayor

ATTACHMENT A

Tri-Met and Metro needs full attachment; jurisdictions can select relevant portions; ODOT need not be so specific.

Downtown Portland

Option Selected:

- 18th/Columbia/5th/6th

Options Rejected:

- 12th/Columbia/5th/6th
- 12th/Columbia/4th/5th
- 12th/Montgomery/4th/5th
- 12th/Montgomery/5th/6th
- 18th/Columbia/4th/5th

Downtown Portland to Beaverton

Option Selected: Jefferson Street LRT subject to re-examination of trackway alignment and grades.

Options Rejected:

- Montgomery Street LRT and West Hills tunnel
- Walker Road station

Central Beaverton

Options Selected:

- Baker Transit Center site
- S-3 (south entry)
- 114th LRT station
- Hall Boulevard LRT station

Options Rejected:

- Hall/Watson Transit Center site
- Beaverton-Hillsdale/Lombard Transit Center site
- S1/S2 (north and south entries)
- S-3 (north entry)

West of Beaverton

Option Selected: Terminate at 185th Street

Option Rejected:

SS/srb
7520B/327
01/12/83

ATTACHMENT B

Section 3 Letter of Intent Westside Corridor Project¹

	<u>Total Project Cost</u>
Westside Garage (II and III)	\$ 8,500,000
Beaverton Transit Center	3,500,000
Beaverton Park and Ride	500,000
Southwest Transit Transfer Points	3,000,000
Sunset Transit Center & Park and Ride	8,500,000
Washington Square Transit Center	400,000
Tanasbourne Transit Center	700,000
Hillsboro Transit Center	700,000
Hillsboro Park and Ride	800,000
Tualatin Transit Center	900,000
Downtown Portland TSM	10,000,000
Central Beaverton TSM	2,000,000
Washington County TSM	6,000,000
Sunset Trunkline Transit Transfer Points	500,000
Bus Purchases	4,000,000
Contingency	<u>3,000,000</u>
TOTAL	\$53,000,000
FEDERAL	\$42,400,000

¹ Annual adjustments recommended by TIP Subcommittee to JPACT and Tri-Met. Adjustment priority scheme is (1) construct projects on this list, (2) other projects needed to meet Westside Corridor objectives, and (3) other transit projects. Costs are in June 1982 dollars.

SS/gl
7520B/327
01/18/83

1 IN THE BOARD OF COUNTY COMMISSIONERS

2 FOR WASHINGTON COUNTY, OREGON

3 In the Matter of Adopting the Sunset Light)
4 Rail Transit Alternative as the Preferred)
5 Alternative in the Westside Corridor, Re-)
6 affirming the Alignment as Shown in the)
7 Adopted 185th East-West Study Area Commu-)
8 nity Plan, Expressing Support for the Pro-)
ject Recommendations and Agreeing to Work)
With Other Affected Jurisdictions Toward)
Implementation of the Sunset LRT Alterna-)
tive.)

RESOLUTION AND ORDER

NO. 83-46

9 The above-entitled matter came on before the Board for public hearing
10 on this 22nd day of February, 1983; and

11 It appearing to the Board that in 1979-80, Washington County entered
12 into a cooperative venture to identify the transportation solution for the
13 Westside Corridor; and

14 It appearing to the Board that Washington County has participated in
15 the Westside Corridor Project since its inception, and adopted in April, 1981,
16 following extensive citizen involvement, the 185th East/West Community Plan
17 which identifies the Northern Alignment as the County's preferred transitway
18 alignment west of Beaverton; and

19 It appearing to the Board that a series of regional decisions have
20 made \$42.4 million (federal, June 1982) in the Urban Mass Transportation
21 Administration Section 3 funds and \$16.4 million (federal) in Interstate
22 Transfer funds available as of October 1, 1982 to fund a multi-modal Westside
23 Corridor Project; and

24 It appearing to the Board that a Draft Environmental Impact Statement
25 (DEIS) was completed in March 1982 which documented the following major con-
26 clusions:

COUNTY COUNSEL, WASHINGTON COUNTY
HILLSBORO, OREGON 548-3747

- 1 1. The Westside Corridor Project is needed to meet local and regional
- 2 goals;
- 3 2. A major expansion of transit service must be part of the Westside
- 4 Corridor;
- 5 3. The light rail transit options attract the most transit riders;
- 6 4. The Sunset Light Rail Transit (LRT) option provides the best ser-
- 7 vice to transit riders and auto users;
- 8 5. The Sunset LRT is the least expensive and most efficient option to
- 9 operate;
- 10 6. The Sunset LRT has several important long-term operating advantages
- 11 over the other alternatives;
- 12 7. Implementation of the Sunset LRT alternative enhances economic develop-
- 13 ment prospects;
- 14 8. The Sunset LRT enhances environmental quality;
- 15 9. There is strong community support for the Sunset LRT;
- 16 10. The life cycle costs of the Sunset LRT are within one percent of
- 17 the Bus Service Expansion costs;
- 18 11. The risks involved with uncertain funding and growth can be managed;
- 19 12. Development opportunities and access problems along with Willamette
- 20 River may motivate a Macadam LRT branch line in the future;
- 21 13. Additional LRT capacity is likely to be needed in downtown Portland
- 22 by 1995 even if the Sunset LRT is not implemented;
- 23 14. As part of the Sunset LRT alternative, there is a need to improve
- 24 the Westside Corridor Highway system; and

25 It appearing to the Board that in May 1982, public hearings were held
26 on the Westside Corridor Project DEIS and support was expressed for a major

1 transit expansion which included a Sunset Light Rail Transitway between Port-
2 land and Washington County; and

3 It appearing to the Board that in June 1982, the Westside Corridor
4 Project Citizens' Advisory Group recommended a phased-implementation of the
5 Sunset LRT alternative including related highway projects; and

6 It appearing to the Board that in January 1983, the Westside Corridor
7 Project Steering Group, which consists of policy-makers from all affected
8 governmental units, approved the release of the Preferred Alternative Report
9 which made the recommendations included in this resolution; now, therefore
10 it is

11 RESOLVED AND ORDERED

12 1. That the Sunset LRT is the preferred alternative for the Westside
13 Corridor. The Sunset LRT alignment and station locations are explained in
14 the DEIS;

15 2. That Washington County hereby reaffirms its selection of the Northern
16 Alignment, as shown in the 185th East/West Community Plan, in the area west of
17 Beaverton as the County's preferred alignment for the Sunset LRT. The exact
18 alignment would be established during preliminary engineering. Specific land
19 use actions provide the opportunity for minor deviations or adjustments that
20 are compatible with the continuity of the transitway alignment adopted in the
21 185th East/West Community Plan. Such adjustments may respond to individual
22 site characteristics and could include moving the alignment to the edge of a
23 property where operationally feasible and where such adjustments do not ad-
24 versely affect the continuation of the transitway alignment through adjacent
25 properties.

26 3. That implementation of the light rail project will be phased,

1 beginning with the implementation of the capital facilities shown in Attach-
2 ment "A";

3 4. That the Washington County Board of Commissioners hereby recommends
4 to JPACT and the Metro Council that the Westside Section 3 Letter of Intent
5 Reserve be allocated to projects in accordance with Attachment "A";

6 5. That as part of the Sunset LRT alternative, improvements will be
7 made to the Westside highway system including (a) ramp metering Sunset High-
8 way and Highway 217, (b) a climbing lane westbound on the Sunset Highway from
9 Vista Tunnel to Sylvan and (c) improvements to the Sylvan interchange;

10 6. That during the Westside study process other highway projects, in
11 addition to those specified above (no. 5), have been identified as being
12 eligible for Westside Interstate Transfer Reserve funding;

13 7. That Washington County hereby recommends that the Regional Trans-
14 portation Plan (RTP) be amended to eliminate LRT alignments along Stephens'
15 Gulch, Multnomah Boulevard and the Oregon Electric Right-of-Way and to pre-
16 serve a LRT branch line in the Macadam Corridor for future consideration;

17 8. That Washington County will work with Tri-Met in an effort to com-
18 plete Preliminary Engineering and the Final Environmental Impact Statement
19 is requested by July 1, 1985;

20 9. That Washington County will work with Tri-Met and Metro in an effort
21 to prepare a Sunset LRT funding package for regional review and approval is
22 requested by January 1, 1986;

23 10. That Washington County hereby recommends that the RTP be amended
24 to include the following Westside Corridor policies:

- 25 - Westside Corridor transit service will be provided by an ex-
26 panded timed-transfer system consisting of eight major transit

1 nodes. The physical facilities for the bus elements of the
2 system will be constructed no later than 1990.

- 3 - The Westside system will also include a multiple transfer
- 4 point transit network in Southwest Portland with increased
- 5 connections to Beaverton.
- 6 - Transit service will be phased with development in the develop-
- 7 ing areas.
- 8 - Transit service will be implemented in accordance with the
- 9 availability of transit revenues.
- 10 - The need for transit service to the developing Westside area
- 11 will be a consideration in the annual allocation of transit
- 12 revenues.
- 13 - Transit service will be implemented in such a manner as to sup-
- 14 port the implementation of the Sunset LRT;

15 11. That Washington County will continue to implement the provisions
16 of the adopted 185th East/West Community Plan as they relate to the implemen-
17 tation of the Westside Corridor Preferred Alternative; and

18 12. That Washington County, Tri-Met and Metro investigate advanced
19 right-of-way purchase possibilities at the earliest possible opportunity to
20 minimize possible impact on affected property owners; and it is further

21 RESOLVED AND ORDERED that the Planning Director transmit this Resolu-
22 tion and Order to the Council for the Metropolitan Service District.

23 DONE and DATED this 15th day of March, 1983.

24 BOARD OF COUNTY COMMISSIONERS
25 FOR WASHINGTON COUNTY, OREGON

26 *W. M. Millerbeck*
Chairman

Barbara A. Gutzinger
Recording Secretary

ATTACHMENT A

Section 3 Letter of Intent Westside Corridor Project¹

	<u>Total Project Cost</u>
Westside Garage (II and III)	\$ 8,500,000
Beaverton Transit Center	3,500,000
Beaverton Park and Ride	500,000
Southwest Transit Transfer Points	3,000,000
Sunset Transit Center & Park and Ride	8,500,000
Washington Square Transit Center	400,000
Tanasbourne Transit Center	700,000
Hillsboro Transit Center	700,000
Hillsboro Park and Ride	800,000
Tualatin Transit Center	900,000
Downtown Portland TSM	10,000,000
Central Beaverton TSM	2,000,000
Washington County TSM	6,000,000
Sunset Trunkline Transit Transfer Points	500,000
Bus Purchases	4,000,000
Contingency	3,000,000
	<u>\$53,000,000</u>
	TOTAL
	FEDERAL
	\$42,400,000

¹ Annual adjustments recommended by TIP Subcommittee to JPACT and Tri-Met. Adjustment priority scheme is (1) construct projects on this list, (2) other projects needed to meet Westside Corridor objectives, and (3) other transit projects. Costs are in June 1982 dollars.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Selecting Sunset Light Rail
Transit as the Westside Corridor Preferred
Alternative.

R E S O L U T I O N

WHEREAS, in 1979-80, Multnomah County entered into a cooperative venture with the cities of Portland and Beaverton, Washington County, Tri-Met, Metropolitan Service District, and Oregon Department of Transportation to identify the transportation solution for the Westside Corridor; and

WHEREAS, a series of regional decisions have made available \$42.4 million (federal, June 1982) in the Urban Mass Transportation Administration Section 3 Funds and \$16.4 million (federal) in Interstate Transfer Funds as of October 1, 1982, to fund a multi-modal Westside Corridor Project; and

WHEREAS, a Draft Environmental Impact Statement (DEIS) was completed in March, 1982, which documented the following major conclusions:

1. The Westside Corridor Project is needed to meet local and regional goals;
2. A major expansion of transit service must be part of the Westside Corridor;
3. The light rail transit options attract the most transit riders;
4. The Sunset Light Rail Transit (LRT) option provides the best service to transit riders and auto users;
5. The Sunset LRT is the least expensive and most efficient option to operate;
6. The Sunset LRT has several important, long-term operating advantages over the other alternatives;
7. Implementation of the Sunset LRT alternative enhances economic development prospects;
8. The Sunset LRT enhances environmental quality;
9. There is strong community support for the Sunset LRT;

In the Matter of Selecting Sunset Light Rail Transit
as Westside Corridor Preferred Alternative

10. The life cycle costs of the Sunset LRT are within one percent of the bus service expansion costs;

11. The risks involved with uncertain funding and growth can be managed;

12. Development opportunities and access problems along the Willamette River may motivate a Macadam LRT branch line in the future;

13. Additional LRT capacity is likely to be needed in downtown Portland by 1995, even if the Sunset LRT is not implemented;

14. As part of the Sunset LRT alternative, there is a need to improve the Westside Corridor highway system; and

WHEREAS, in May, 1982, public hearings were held on the Westside Corridor Project DEIS, and support was expressed for a major transit expansion which included a Sunset Light Rail Transitway between Portland and Washington County; and

WHEREAS, in June, 1982, the Westside Corridor Project Citizens' Advisory Group recommended a phased implementation of the Sunset LRT alternative including related highway projects; and

WHEREAS, in January, 1983, the Westside Corridor Project Steering Group, which consists of policy-makers from all affected governmental units, approved the release of the Preferred Alternative Report which made the recommendations included in this resolution; now, therefore,

BE IT RESOLVED:

1. That the Sunset LRT is the preferred alternative for the Westside Corridor. The Sunset LRT alignment and station locations, explained in the DEIS, are modified by the recommendations included in Attachment "A".

2. That implementation of the light rail project will be phased, beginning with the implementation of the capital facilities shown in Attachment "B".

3. That the Multnomah County Board of Commissioners hereby recommends to the Joint Policy Advisory Committee on Transportation and the Metro Council that the Westside Section 3 Letter of Intent Reserve be allocated to projects in accordance with Attachment "B".

In the Matter of Selecting Sunset Light Rail Transit as Westside Corridor Preferred Alternative.

4. That as part of the Sunset LRT alternative, improvements will be made to the Westside Highway System including (a) ramp metering Sunset Highway and Highway 217, (b) a climbing lane westbound on the Sunset Highway from the Vista Tunnel to Sylvan, and (c) improvements to the Sylvan interchange.

5. That during the Westside study process, other highway projects in addition to those specified above (No. 4), have been identified as being eligible for Westside Interstate Transfer Reserve funding.

6. That the Multnomah County Board of Commissioners hereby recommends that the Regional Transportation Plan (RTP) be amended to eliminate LRT alignments along Stephens Gulch, Multnomah Boulevard, and the Oregon Electric right-of-way, and to preserve a LRT branch line in the Macadam Corridor for future consideration.

7. That Tri-Met will lead an effort to complete Preliminary Engineering and the Final Environmental Impact Statement, requested by July 1, 1985.

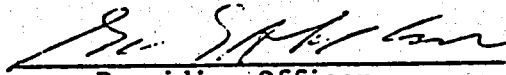
8. That Tri-Met and Metro will lead an effort to prepare a Sunset LRT funding package for regional review and approval, requested by January 1, 1986.

9. That Multnomah County will amend its Comprehensive Plan to show a Sunset Transitway and a Macadam Corridor Transitway.

ADOPTED by the Multnomah County Board of Commissioners this 10th day of March, 1983.

BOARD OF COUNTY COMMISSIONERS FOR MULTNOMAH COUNTY, OREGON

(SEAL)


Presiding Officer

APPROVED AS TO FORM:

JOHN B. LEAHY
County Counsel for
Multnomah County, Oregon

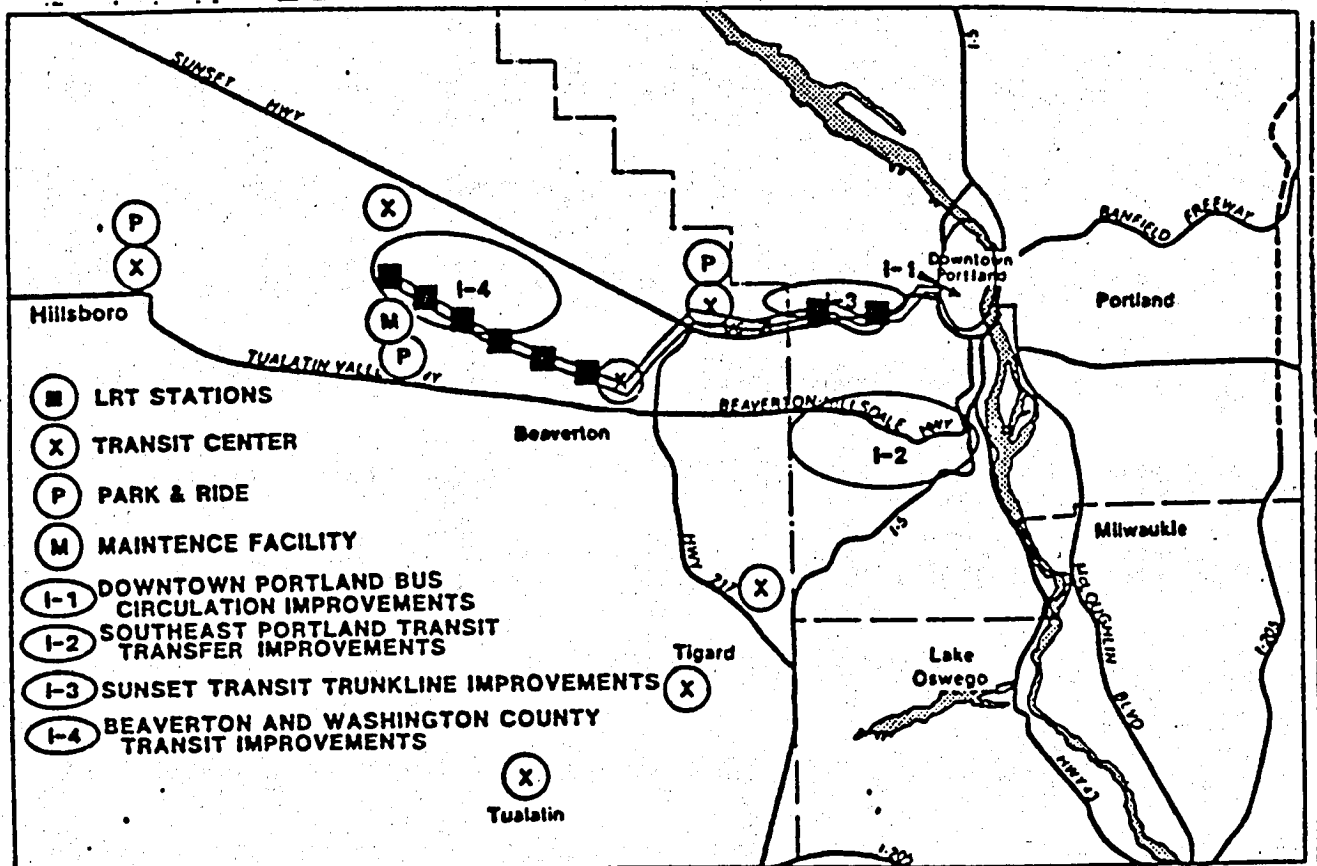
By 

ATTACHMENT A

DESCRIPTION OF PROPOSED SUNSET LIGHT RAIL TRANSIT LINE

The Sunset Light Rail Transit Line would begin in downtown Portland, with track connections with the Banfield LRT line to enable the through-routing of vehicles between Gresham and Washington County. The route west of downtown would be parallel to Jefferson Street and the Sunset Highway to Highway 217. Stations are proposed at Zoo/OMSI, Sylvan and Sunset (at the junction of the two highways). The line would then head south, parallel to Highway 217, veering west, south of Walker Road, to enter Beaverton. Stations in Beaverton would be located at about 117th Avenue, the Baker property site and just west of Watson Street (at Beaver Creek Center). The LRT line would then parallel the Burlington Northern railroad tracks west from Beaverton to 158th Avenue. Stations would be located at S.W. 141st Avenue, S.W. Murray Blvd. and S.W. 158th Avenue. A car storage yard and inspection shop would be located just west of 158th Avenue.

How far west the line continues and its precise routing will be determined in the coming weeks by Tri-Met and Washington County. The westernmost terminal for a first increment LRT system would be 185th Avenue. Eventually, it is desired to continue the line to Hillsboro.



ATTACHMENT B

Section 3 Letter of Intent Westside Corridor Projects¹

	Total Project Cost ²
Westside Garage (II and III)	\$ 8,500,000
Beaverton Transit Center	3,500,000
Beaverton Park and Ride	500,000
Southwest Transit Transfer Points	3,000,000
Sunset Transit Center & Park and Ride	8,500,000
Washington Square Transit Center	400,000
Tanasbourne Transit Center	700,000
Hillsboro Transit Center	700,000
Hillsboro Park and Ride	800,000
Tualatin Transit Center	900,000
Downtown Portland TSM	10,000,000
Central Beaverton TSM	2,000,000
Washington County TSM	6,000,000
Sunset Trunkline Transit Transfer Points	500,000
Bus Purchases	4,000,000
Contingency	<u>3,000,000</u>
	Total \$53,000,000
	Federal \$42,400,000

Note: Tigard Transit Center (\$900,000) funded with its own reserve, which includes Section 3 funds transferred from Westside Reserve.

¹Annual adjustments recommended by TIP Subcommittee to JPACT and Tri-Met. Adjustment priority scheme is (1) construct projects on this list, (2) other projects needed to meet Westside Corridor objectives, and (3) other transit projects.

²Cost in June, 1982 dollars.

RESOLUTION NO. 1192

A RESOLUTION SUPPORTING THE SUNSET LIGHT RAIL TRANSIT AS THE PREFERRED ALTERNATIVE FOR THE WESTSIDE CORRIDOR PROJECT.

WHEREAS, the City of Hillsboro entered into a cooperative venture with Metropolitan Service District (METRO), the counties of Washington and Multnomah, the cities of Portland and Beaverton, Tri-County Metropolitan Transportation District of Oregon (Tri-Met), and the Oregon Department of Transportation to identify the transportation solution for the Westside Corridor; and

WHEREAS, a series of regional decisions have made \$42.4 million (federal) in Urban Mass Transportation Administration (UMTA) Section 5 funds and \$16.4 million (federal) in Interstate Transfer funds available as of October 1, 1982 to fund a multi-modal Westside Corridor Project; and

WHEREAS, a Draft Environmental Impact Statement was completed in March, 1982 which documented the following major conclusions:

- a. The Westside Corridor Project is needed to meet local and regional goals.
- b. A major expansion of transit service must be part of the Westside Corridor.
- c. The light rail transit (LRT) options attract the most transit riders.
- d. The Sunset LRT option provides the best service to transit riders and auto users.
- e. The Sunset LRT is the least expensive and most efficient option to operate.
- f. The Sunset LRT has several important long-term operating advantages over the other alternatives.
- g. Implementation of the Sunset LRT alternative enhances economic development prospects.
- h. The Sunset LRT enhances environmental quality.
- i. There is strong community support for the Sunset LRT.
- j. The life cycle costs of the Sunset LRT are within one percent of the Bus Service Expansion costs.
- k. The risks involved with uncertain funding and growth can be managed.
- l. Development opportunities and access problems along the Willamette River may motivate a Macadam LRT branch line in the future.

- m. Additional LRT capacity is likely to be needed in downtown Portland by 1995 even if the Sunset LRT is not implemented.
- n. As part of the Sunset LRT alternative, there is a need to improve the Westside Corridor Highway System; and

WHEREAS, in May 1982, public hearings were held on the Westside Corridor Project Draft Environmental Impact Statement and support was expressed for a major transit expansion which included a Sunset Light Rail Transitway between Portland and Washington County. and

WHEREAS, in June 1982, the Westside Corridor Project Citizens' Advisory Group recommended a phased-implementation of the Sunset LRT alternative, including related highway projects; and

WHEREAS, in January 1983, the Westside Corridor Project Steering Group, which consists of policy-makers from all affected governmental units, approved the release of the Preferred Alternative Report which made the recommendations included in this resolution.

NOW, THEREFORE, BE IT RESOLVED:

Section 1. That the Hillsboro City Council supports the Sunset LRT, as described in the Preferred Alternative Report and depicted in Attachment A hereto, as the preferred alternative for the Westside Corridor;

Section 2. That the Hillsboro City Council supports implementation of the light rail project in phases, beginning with the implementation of the capital facilities shown in Attachment B hereto.

Section 3. That the Hillsboro City Council hereby recommends to METRO that the Westside Section 3 Letter-of-Intent Reserve be allocated to projects in accordance with Attachment B.

Section 4. That the Hillsboro City Council hereby recommends that the Regional Transportation Plan (RTP) be amended to preserve an LRT branch line in the Macadam Corridor for future consideration.

Section 5. That the City of Hillsboro will work with Tri-Met in an effort to complete Preliminary Engineering and the Final Environmental Impact Statement by July 1, 1985.

Section 6. That the City of Hillsboro will work with Tri-Met and METRO in an effort to prepare a Sunset LRT funding package for regional review and approval by January 1, 1986.

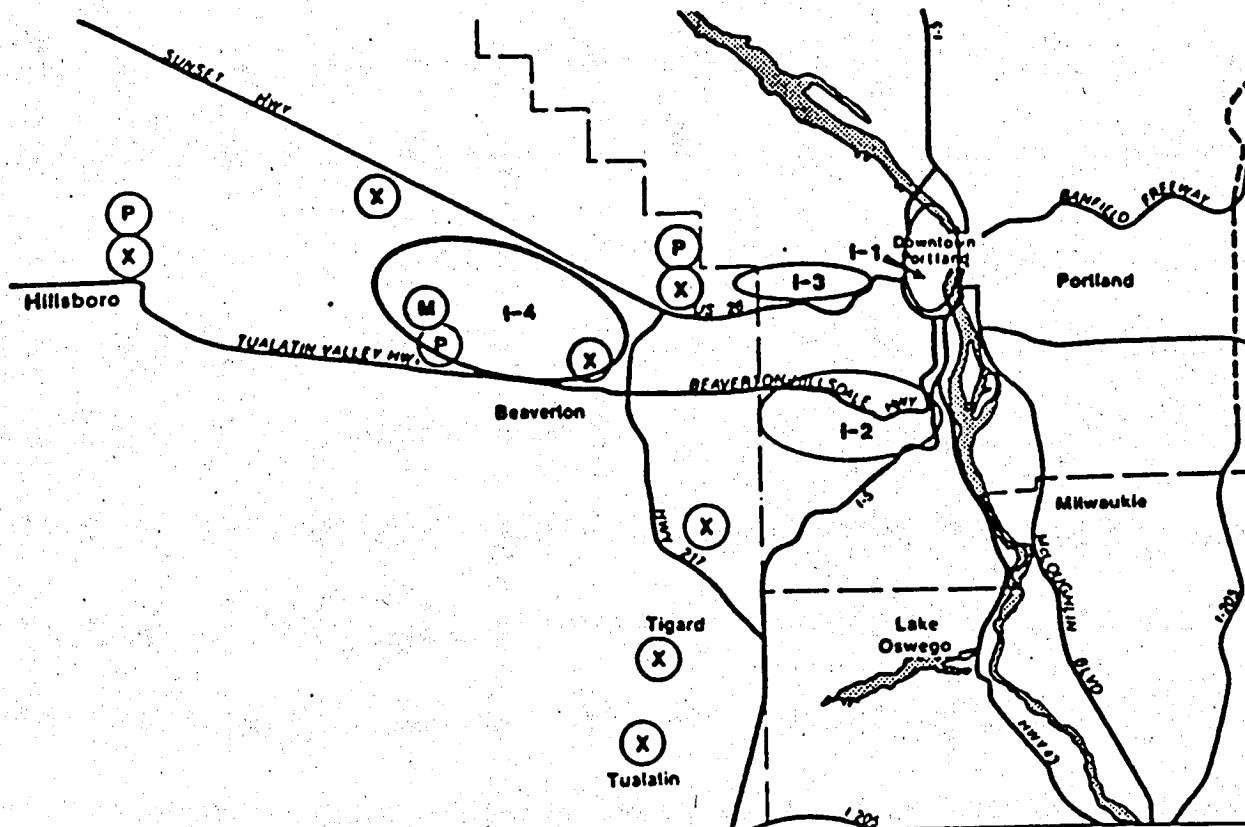
Introduced and passed this 15th day of February, 1983.


Mayor

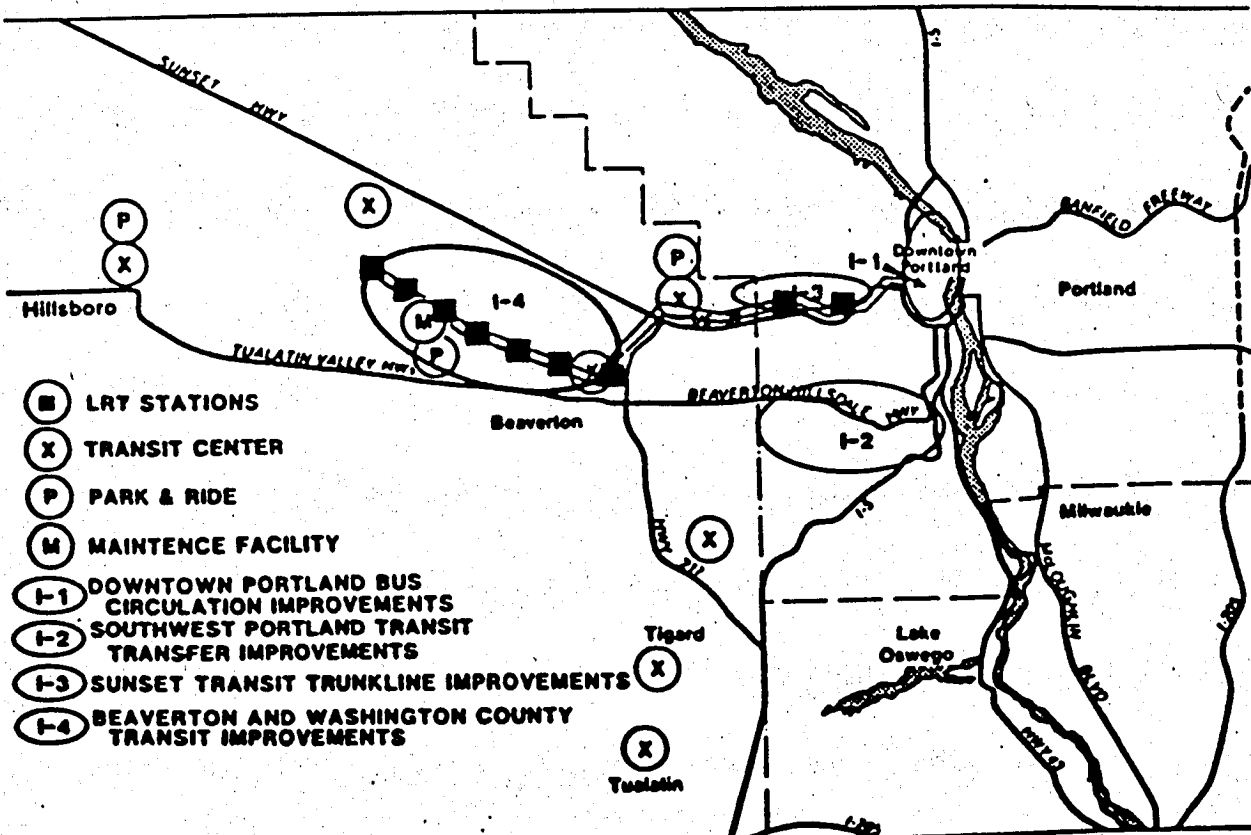
ATTEST:


City Recorder

ATTACHMENT A



PHASE 1: NON-RAIL ELEMENTS OF WESTSIDE CORRIDOR PROJECT



PHASE 2: LIGHT RAIL TRANSIT GUIDEWAY

ATTACHMENT B

Section 3 Letter of Intent Westside Corridor Projects¹

	Total Project Cost ²
Westside Garage (II and III)	\$ 8,500,000
Beaverton Transit Center	3,500,000
Beaverton Park and Ride	500,000
Southwest Transit Transfer Points	3,000,000
Sunset Transit Center & Park and Ride	8,500,000
Washington Square Transit Center	400,000
Tanasbourne Transit Center	700,000
Hillsboro Transit Center	700,000
Hillsboro Park and Ride	800,000
Tualatin Transit Center	900,000
Downtown Portland TSM	10,000,000
Central Beaverton TSM	2,000,000
Washington County TSM	6,000,000
Sunset Trunkline Transit Transfer Points	500,000
Bus Purchases	4,000,000
Contingency	3,000,000
	<hr/>
Total	\$53,000,000
Federal	\$42,400,000

Note: Tigard Transit Center (\$900,000) funded with its own reserve, which includes Section 3 funds transferred from Westside Reserve.

¹Annual adjustments recommended by TIP Subcommittee to JPACT and Tri-Met. Adjustment priority scheme is (1) construct projects on this list, (2) other projects needed to meet Westside Corridor objectives, and (3) other transit projects.

²Cost in June, 1982 dollars.

RESOLUTION

AUTHORIZING TRI-MET TO COOPERATE WITH LOCAL JURISDICTIONS WITH THE INTENT TO PURSUE THE SUNSET LRT AS THE PREFERRED ALTERNATIVE FOR THE WESTSIDE CORRIDOR

WHEREAS, the Tri-County Metropolitan Transportation District of Oregon, (Tri-Met) in 1979/80 entered into a cooperative venture with the Metropolitan Service District (Metro), the counties of Washington and Multnomah, the cities of Portland, Beaverton and Hillsboro and the Oregon Department of Transportation to identify the transportation solution for the Westside Corridor; and

WHEREAS, a series of regional decisions have made \$42.4 million (federal) in UMTA Section 3 funds and \$16.4 million (federal) in Interstate Transfer funds available as of October 1, 1982 to fund a multi-modal Westside Corridor Project; and

WHEREAS, a Draft Environmental Impact Statement was completed in March, 1982 which documented the following major conclusions:

- a. The Westside Corridor Project is needed to meet local and regional goals.
- b. A major expansion of transit service must be part of the Westside Corridor.
- c. The light rail transit options attract the most transit riders.
- d. The Sunset LRT option provides the best service to transit riders and auto users.
- e. The Sunset LRT is the least expensive and most efficient option to operate.
- f. The Sunset LRT has several important long-term operating advantages over the other alternatives.
- g. Implementation of the Sunset LRT alternative enhances economic development prospects.
- h. The Sunset LRT enhances environmental quality.
- i. There is strong community support for the Sunset LRT.
- j. The life cycle costs of the Sunset LRT are within one percent of the Bus Service Expansion costs.

- k. The risks involved with uncertain funding and growth can be managed.
- l. Development opportunities and access problems along the Willamette River may motivate a Macadam LRT branch line in the future.
- m. Additional LRT capacity is likely to be needed in downtown Portland by 1995 even if the Sunset LRT is not implemented.
- n. As part of the Sunset LRT alternative, there is a need to improve the Westside Corridor Highway System; and

WHEREAS, in May, 1982, public hearings were held on the Westside Corridor Project Draft Environmental Impact Statement and support was expressed for a major transit expansion which included a Sunset light rail transit-way between Portland and Washington County; and

WHEREAS, in June, 1982, the Westside Corridor Project Citizens' Advisory Group recommended a phased-implementation of the Sunset LRT alternative, including related highway projects; and

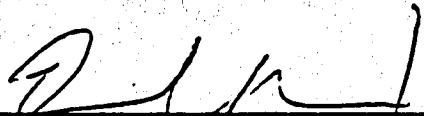
WHEREAS, in January, 1983, the Westside Corridor Project Steering Group, which consists of policy-makers from all affected governmental units, approved the release of the Preferred Alternative Report which made the recommendations included in this resolution;

NOW, THEREFORE, BE IT RESOLVED:

- 1. That the Sunset LRT is the preferred alternative for the Westside Corridor. (As described in Attachment A.)
- 2. That implementation of the light rail project will be phased, beginning with the implementation of the capital facilities shown in Attachment B.
- 3. That the Tri-Met Board of Directors hereby recommends to JPACT and the Metro Council that the Westside Section 3 Letter-of-Intent Reserve be allocated to projects in accordance with Attachment B.
- 4. That as part of the Sunset LRT alternative, improvements will be made to the Westside Highway system including (a) ramp metering the Sunset Highway and Highway 217, (b) a climbing lane westbound on the Sunset Highway from the Vista Tunnel to Sylvan, and (c) improvements to the Sylvan interchange.

5. During the Westside Study process, other highway projects, in addition to those specified above (in No. 4), have been identified as being eligible for Westside Interstate Transfer Reserve funding.
6. That the Tri-Met Board hereby recommends that the Regional Transportation Plan (RTP) be amended to preserve an LRT branch line in the Macadam Corridor for future consideration.
7. That Tri-Met will lead an effort to complete Preliminary Engineering the Final Environmental Impact Statement, requested by July 1, 1985.
8. That Tri-Met and Metro will lead an effort to prepare a Sunset LRT funding package for regional review and approval, requested by January 1, 1986.
9. That the Tri-Met Board expresses its intent to incorporate the following Westside Corridor policies in its updated TDP:
 - . Westside Corridor transit service will be provided by an expanded timed-transfer system consisting of eight major transit nodes. The physical facilities for the bus elements of the system will be constructed no later than 1990.
 - . The Westside system will also include a multiple transfer point transit network in Southwest Portland with increased connections to Beaverton.
 - . Transit service will be phased with growth in the developing areas.
 - . Transit service will be implemented in accordance with the availability of transit revenues.
 - . The need for transit service to the developing Westside area will be a consideration in the annual allocation of transit revenues.
 - . Transit service will be implemented in such a manner as to support the implementation of the Sunset LRT.

Dated: January 31, 1983



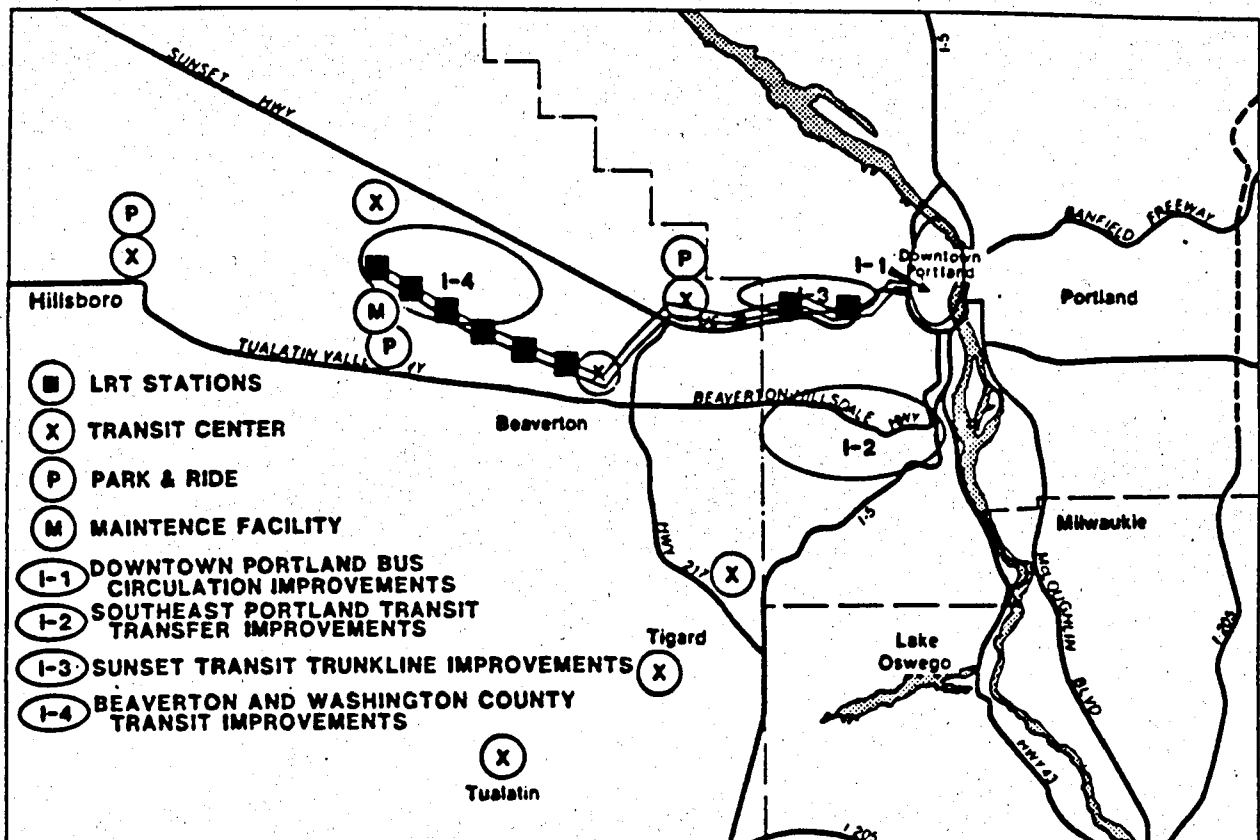
Gerard K. Drummond, President

ATTACHMENT A

DESCRIPTION OF PROPOSED SUNSET LIGHT RAIL TRANSIT LINE

The Sunset Light Rail Transit Line would begin in downtown Portland, with track connections with the Banfield LRT line to enable the through-routing of vehicles between Gresham and Washington County. The route west of downtown would be parallel to Jefferson Street and the Sunset Highway to Highway 217. Stations are proposed at Zoo/OMSI, Sylvan and Sunset (at the junction of the two highways). The line would then head south, parallel to Highway 217, veering west, south of Walker Road, to enter Beaverton. Stations in Beaverton would be located at about 117th Avenue, the Baker property site and just west of Watson Street (at Beaver Creek Center). The LRT line would then parallel the Burlington Northern railroad tracks west from Beaverton to 158th Avenue. Stations would be located at S.W. 141st Avenue, S.W. Murray Blvd. and S.W. 158th Avenue. A car storage yard and inspection shop would be located just west of 158th Avenue.

How far west the line continues and its precise routing will be determined in the coming weeks by Tri-Met and Washington County. The westernmost terminal for a first increment LRT system would be 185th Avenue. Eventually, it is desired to continue the line to Hillsboro.



ATTACHMENT B

Section 3 Letter of Intent Westside Corridor Projects¹

	Total Project Cost ²
Westside Garage (II and III)	\$ 8,500,000
Beaverton Transit Center	3,500,000
Beaverton Park and Ride	500,000
Southwest Transit Transfer Points	3,000,000
Sunset Transit Center & Park and Ride	8,500,000
Washington Square Transit Center	400,000
Tanasbourne Transit Center	700,000
Hillsboro Transit Center	700,000
Hillsboro Park and Ride	800,000
Tualatin Transit Center	900,000
Downtown Portland TSM	10,000,000
Central Beaverton TSM	2,000,000
Washington County TSM	6,000,000
Sunset Trunkline Transit Transfer Points	500,000
Bus Purchases	4,000,000
Contingency	3,000,000
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Total	\$53,000,000
Federal	\$42,400,000

Note: Tigard Transit Center (\$900,000) funded with its own reserve, which includes Section 3 funds transferred from Westside Reserve.

¹Annual adjustments recommended by TIP Subcommittee to JPACT and Tri-Met. Adjustment priority scheme is (1) construct projects on this list, (2) other projects needed to meet Westside Corridor objectives, and (3) other transit projects.

²Cost in June, 1982 dollars.

RESOLUTION NO. 33507

WHEREAS, the Portland metropolitan area has experienced rapid growth in population and employment in the past decade and this growth is expected to continue increasing the demand on the region's transportation system; and

WHEREAS, the region's growth has congested the regional highway and increased traffic through city neighborhoods, adversely impacting their liveability; and

WHEREAS, the Metropolitan Service District (Metro) with the cooperation of local governments has developed a comprehensive approach to examine transportation issues; and

WHEREAS, the city of Portland has worked with Metro and other agencies to solve transportation problems for economic development and neighborhood quality in the Westside Corridor, McLoughlin Corridor, and Northwest Portland; and

WHEREAS, Metro and JPACT have reserved funds for transit and highway projects in these areas; and

WHEREAS, a Westside Corridor Draft Environmental Impact Statement (DEIS) was completed in March, 1982 which concluded that:

- a) Additional transportation capacity in the Westside Corridor highway and transit systems is needed to meet city and regional development goals; and
- b) Additional highway and transit improvements to the Sunset Corridor are needed to relieve traffic congestion on city streets, including W. Burnside and SW Patton Road, to improve neighborhood quality;
- c) Additional transit capacity, including LRT, is likely to be needed in downtown Portland by 1995; and
- d) Development opportunities and access needs south of downtown, along the Willamette River, may motivate a future Macadam Avenue LRT branch; and
- e) The Sunset Light Rail Transit (LRT) option has several long term service and operating advantages over other alternatives examined; and

WHEREAS, in May 1982, public hearings were held on the Westside Corridor Project DEIS and support was expressed for a major transit expansion which included a Sunset light rail transitway between Portland and Washington County; and

WHEREAS, the Sunset LRT alignment and related transit and highway projects are generally consistent with the city's adopted Arterial Streets Classification Policy and Comprehensive Plan; and

WHEREAS, there are public concerns regarding the engineering impacts of Sunset LRT in Sylvan, Goose Hollow and along SW Market Street Drive; and

WHEREAS, the Council recognizes that advanced right-of-way purchases may be necessary in certain hardship cases, and

WHEREAS, in January 1983, the Westside Corridor Project Steering Group approved the release of the Preferred Alternative Report which made the recommendations included in this resolution;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PORTLAND, a municipal Corporation of the State of Oregon, that the Sunset LRT and other elements included in Attachment A, phased with bus and highway improvements to be followed by Sunset LRT when justified by demand and funding, are the appropriate transportation alternative for the Westside Corridor Project; and

BE IT FURTHER RESOLVED, that the Council recommends that as part of the Sunset LRT alternative, improvements to be made to the Westside highway system, including ramp metering on the Sunset Highway and Highway 217, a climbing lane westbound on the Sunset Highway (from Vista Tunnel to Sylvan), improvements to Sylvan interchange, and other highway projects identified as eligible for Westside Interstate Transfer Reserve funding; and

BE IT FURTHER RESOLVED, that Council recommends that the Regional Transportation Plan be amended to remove from further consideration LRT alignments along Stephen's Gulch, Multnomah Blvd., and Oregon Electric right-of-way while preserving an LRT right-of-way in the Macadam Ave. Corridor; and

BE IT FURTHER RESOLVED, that the Council reaffirms the Westside Corridor as the next priority for transitway development after the Banfield; and

BE IT FURTHER RESOLVED, that the Council reaffirms its prior commitment to fund the I-505 alternative projects as the first priority use of freeway transfer funds; and

BE IT FURTHER RESOLVED, that the Council requires city staff to participate in a management committee with representatives from affected local jurisdictions and regional agencies be formed to direct Phase III work; and

BE IT FURTHER RESOLVED, that the Project Management Committee should review the use of advanced right-of-way acquisition and recommend an action to the governing bodies of the participating agencies; and

BE IT FURTHER RESOLVED, that the Council's approval is only for preparation of the Final Environmental Impact Statement and related work which should address the following:

- a. Development of a Sunset LRT Conceptual Design which substantially resolved those environmental concerns identified in Section D of Attachment A.
- b. Development of a detailed funding and phasing plan which includes commitments from appropriate Federal and other agencies to provide new funds for the Westside Project; and

RESOLUTION No.

BE IT FURTHER RESOLVED, that the Council will review the Final Environmental Impact Statement, the funding plan, and a one year assessment of actual Banfield operations before any construction or right-of-way acquisition for the Sunset LRT begins.

Adopted by the Council, **JUL 21 1983**

JEWEL LANSING
Auditor of the City of Portland

By

Edna Cervoni

Deputy

ATTACHMENT A

Scope of Westside Corridor Recommendation

The Westside Corridor Preferred Alternative is a comprehensive transportation program which includes light rail, bus and highway elements. It also identifies a process to insure that public involvement continues, and that negative impacts are minimized.

A. Light Rail Transitways.

1. A Sunset LRT alignment between downtown Portland and Beaverton and further west, with LRT stations in the city located at 18th/Columbia, Zoo/OMSI, and at Sylvan.
2. A Downtown Portland LRT Alignment with two routes, which provides major transit (LRT) service on the Mall and extends the Banfield "Cross-Mall" alignment to 18th Ave.
3. Preserve a Macadam-Lake Oswego LRT branch extending from the downtown to the redeveloping areas along the Willamette River.

B. Bus Service improvements and transfer facilities throughout the Westside. Within the city, these include:

1. Downtown bus related projects (\$10 million).
2. Southwest Portland transit transfer points (\$3 million).
3. Sunset Highway transit improvements (\$.5 million).

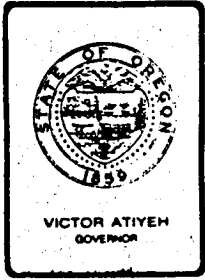
C. Highway Improvements.

1. Sunset Climbing Lane and Sylvan Interchange improvements.
2. Sunset Ramp Metering
3. Other highway projects identified in the Westside Highway Improvement Report.

D. Phase III Public Involvement and Technical Review

1. The city with the responsible agency will establish a Citizen Advisory Committee comprised of city residents and business interests. The agency responsible for the project will fund the city's coordination responsibilities in this project, including property owner and occupant notification. This Citizen Advisory Committee will work throughout project development to identify impacts and possible solutions and to make recommendations on project design. City staff will submit annual briefing and progress reports to the Planning Commission.
2. The citizen committee and technical staff will examine alignment, tunnel and surface grade, and station variations in order to:

- a. Preserve the "natural canyon" character of the Sunset as a major entryway into the city by minimizing tree removal and reducing the size and visibility of structures.
 - b. Minimize noise pollution along the entire alignment, but particularly the Sunset canyon, which acts as a noise funnel.
 - c. Maintain the residential environment around the homes on Market Street Drive, and minimize the loss of residential units throughout the project, particularly in the downtown area.
 - d. Eliminate the structure on Columbia Street between 18th and 14th.
 - e. Retain the landscaped entry point at 18th and Jefferson (Collins Circle).
 - f. Protect the Sylvan area from traffic and parking impacts. The need for, and appropriate size of the proposed Park-and-Ride lot, and a parking control program should be considered.
3. The results of the above technical analysis will be reviewed by the Planning Commission and Council.



Department of Transportation

HIGHWAY DIVISION

Region I

9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

April 6, 1983

single

In Reply Refer To
File No

RECEIVED
APR

METRO SERVICE DISTRICT

Rick Gustafson
Metropolitan Service District
527 SW Hall Blvd.
Portland, OR 97201

OREGON TRANSPORTATION COMMISSION
ACCEPTANCE OF PREFERRED ALTERNATIVE
REPORT FOR THE WESTSIDE CORRIDOR
PROJECT

The Oregon Transportation Commission approved the acceptance of the Preferred Alternative Report for the Westside Corridor Project at their March 15, 1983 meeting.

EDWARD L. HARDT
Metro Region Engineer

CONSIDERATION OF RESOLUTION NO. 83-423 FOR
THE PURPOSE OF SELECTING THE PREFERRED ALTERNATIVE
FOR THE WESTSIDE CORRIDOR, ALLOCATING THE WESTSIDE
(e)(4) RESERVE AND ALLOCATING THE WESTSIDE SECTION 3
RESERVE

Date: July 27, 1983

Presented by: Steve Siegel

FACTUAL BACKGROUND AND ANALYSIS

In 1979, Metro adopted a Resolution specifying the Westside Corridor as the second (after the Banfield) priority corridor for a potential transitway investment. It later reconfirmed this priority by adopting the Regional Transportation Plan (RTP). In 1979-80, Metro entered into a cooperative venture with Portland, Beaverton, Hillsboro, Multnomah County, Washington County, ODOT and Tri-Met to identify the transportation solution for the Westside Corridor. \$47.5 million (federal share) in Urban Mass Transportation Administration (UMTA) Section 3 funds and \$18.6 million (federal share) in Interstate Transfer funds were made available, through a series of regional decisions, to fund a combined highway-transit project on the Westside.

In March 1982, the Draft Environmental Impact Statement (DEIS) for the Westside Corridor project was completed. The DEIS studied five alternatives: No Build, Bus Service Expansion, Sunset Busway, Sunset LRT and Multnomah LRT. The analysis pointed to Sunset LRT as the best long-term transportation solution on the Westside. Furthermore, it pointed to the need to phase into light rail in stages, beginning with the implementation of bus-related improvements using the existing Section 3 Letter of Intent funds.

The analysis also concluded that there is a need to improve the Westside Corridor Highway System and there are a number of highway improvements funded as part of the proposed resolution.

To date there have been over 150 public meetings on the Westside Corridor Project. In May 1982, public hearings were held on the DEIS and support was expressed for a major transit expansion which would include a Sunset LRT between Portland and Washington County. In June 1982, the Westside Corridor Project Citizens' Advisory Group recommended a phased implementation of the Sunset LRT, including the related highway projects; and in January 1983, the Project Steering Group, which consists of policy-makers from all the affected governmental units, approved the release of the Preferred Alternative Report which made recommendations included in

the attached Resolution. Since then, all the directly affected governmental units (Portland, Beaverton, Hillsboro, Washington County, Multnomah County, Tri-Met and ODOT) have adopted supporting resolutions.

By adopting Resolution No. 83-423, Council takes the following actions:

1. Selects Sunset LRT as the preferred alternative for Preliminary Engineering and Final Environmental Impact Statement (FEIS) preparation;
2. Amends the RTP to eliminate options not selected and adds a description of the phasing (bus to rail) strategy;
3. Allocates approximately \$47.5 million (federal) of Section 3 Letter of Intent funds to Westside transit projects which are to be implemented as part of the phased approach;
4. Allocates about \$18 million (federal) of Westside (e)(4) Reserve funds to Westside highway projects; and
5. Describes the general organizational responsibilities for the next phase of Sunset LRT study and authorizes funds for the study.

JPACT has reviewed this project and recommends approval of the resolution as amended by the Regional Development Committee.

EXECUTIVE OFFICER'S RECOMMENDATION

Approve the attached Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

The Regional Development Committee recommended approval of the resolution with the following amendment to Resolve #1: after the word "concerns" add the language "capital and operating financing feasibility."

SS/gl
9065B/353
8/15/83