

RESOLUTION NO. 1639

A RESOLUTION OF THE CITY OF WILSONVILLE ENDORSING THE RECOMMENDED LOCALLY PREFERRED ALTERNATIVE FOR THE WILSONVILLE TO BEAVERTON COMMUTER RAIL STUDY.

WHEREAS, the City of Wilsonville has participated in the preparation of 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 Management System (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;
- Proved 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.

WHEREAS, a series of five informational and public meetings were held to give citizens and other interested parties an opportunity to comment on the alternatives studied; and

WHEREAS, the Project Steering Committee forwarded the Locally Preferred Alternative for public comment on January 21, 2000; and

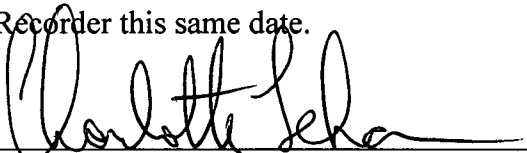
WHEREAS, five additional public meetings were held to provide citizen and other interested parties an opportunity to comment on the Locally Preferred Alternative; and

WHEREAS, the Wilsonville City council supports the construction of a Wilsonville to Beaverton Commuter Rail Project to serve commuters in the corridor.

NOW, THEREFORE THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

1. Based upon the above recited findings incorporated by reference herein the Wilsonville City Council supports the Wilsonville to Beaverton Commuter Rail Study Locally Preferred Alternative forwarded by the Project Steering Committee on January 21, 2000 (Exhibit A) and recommends adoption of the Wilsonville to Beaverton Commuter Rail Study Locally Preferred Alternative by the Washington County Board of County Commissioners.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting this 15th day of May, 2000, and filed with the Wilsonville City Recorder this same date.



CHARLOTTE LEHAN, MAYOR

ATTEST:



Sandra C. King, CMC, City Recorder

SUMMARY OF VOTES:

Mayor Lehan	Yes
Councilor Helser	Yes
Councilor Barton	Yes
Councilor Kirk	Yes
Councilor Holt	Yes

Wilsonville - To - Beaverton Commuter Rail Study

Locally Preferred Alternative

A. Introduction

This report describes the Locally Preferred Alternative (LPA) of the Wilsonville-to-Beaverton Commuter Rail Study. The LPA was forwarded for public comment by the Study Steering Committee on January 21, 2000 based upon: 1) the review of public comment to date, 2) information developed during Alternatives Analysis, 3) the study's adopted purpose and need and evaluation criteria, and 4) consideration of recommendations of the Technical Advisory Committee.

The LPA decision is based on the consideration of:

1. Review of public comments from ten public meetings and from public meeting Comment Forms;
2. Data and analysis included in the *Wilsonville-to-Beaverton Commuter Rail Study Alternatives Analysis Report*;
3. The project's adopted evaluation criteria, and consistency with the study purpose and need; and

The LPA Report will form the basis of subsequent project activities, including the completion of an Environmental Assessment, the development of Preliminary Engineering and the preparation of a Finance Plan.

B. Commuter Rail Alternative

The Steering Committee adopts the Commuter Rail Project, extending from the Beaverton Transit Center in Washington County, Oregon, through the cities of Beaverton, Tigard and Tualatin, to the City of Wilsonville in Clackamas County, Oregon as the Locally Preferred Alternative. Based upon this LPA, the project will complete the Environmental Assessment and, based on the anticipated technical work, seek Federal Transit Administration approval of a Finding of No Significant Impact (FONSI) and authority to proceed into Preliminary Engineering.

C. Anticipated Timing

Based on the LPA, the Environmental Assessment would be completed in March 2000, and, as we anticipate the technical work will support, a FONSI would be issued in June 2000. Preliminary Engineering would be completed by March 2001. Final Design would be completed by March 2002 and it is expected that Commuter Rail service would be initiated as early as September 2004.

D. Commuter Rail Stations and Park and Ride lots

D.1. Beaverton

The northern terminus of Commuter Rail is in downtown Beaverton near the Beaverton Transit Center and the Tri-Met MAX light rail station. This alignment would provide direct connections to light rail and a large number of bus lines providing service to Beaverton, Portland, Hillsboro, and Washington County. A short spur would be constructed along Lombard Avenue to the existing rail road trackage near the intersection of Farmington Road and Lombard Avenue.

No Park and Ride facilities would be constructed to serve the Commuter Rail station near the Beaverton Transit Center.

D.2. Washington Square

The Washington Square station would be located on the rail road alignment just north of Scholls Ferry Road. It is anticipated that approximately 200 Park and Ride spaces would be provided through an arrangement with nearby businesses immediately north of Scholls Ferry Road that do not fully utilize available parking.

D.3. Tigard

The Tigard station would be directly adjacent to the Tri-Met Transit Center in downtown Tigard and offer excellent bus connections. A Park and Ride facility of approximately 150 spaces would be constructed on existing right-of-way provided by the realignment of both tracks to the east side of the right-of-way between Main Street and Hall Boulevard.

D.4. Tualatin

The Tualatin station would be located north of the Tualatin-Sherwood Highway on property owned by the Oregon Department of Transportation. Approximately 122 Park and Ride spaces would be provided adjacent to the station platform.

D.5. Wilsonville

The Wilsonville station would be located between the future Boeckman Road interchange and Wilsonville Road on either the east or west side of the existing alignment. Approximately 400 Park and Ride spaces would be provided adjacent to the station platform on one of the two properties.

E. Maintenance Facility

A maintenance and storage facility would be required by the project. The facility would be sized to provide storage for an initial fleet of vehicles and allow for future expansion. The functions to be provided at the facility would be secured storage of vehicles, cleaning and inspection, light maintenance and operator reporting and administration. All major maintenance would be performed under contract to a qualified

vendor and be conducted off-site. Two potential maintenance facilities sites will be carried through the Environmental Assessment.

E.1. Tigard Site

A potential site for a maintenance facility approximately in the middle of the corridor is to the south of the Tigard Commuter Rail station. Realignment of the existing tracks in the area may provide sufficient room for the facility within existing right-of-way. This option will be further examined during Preliminary Engineering.

E.2. Wilsonville Site

A second site for a maintenance facility is at the southern terminus, between the future Boeckman interchange and Wilsonville Road on either the east or west side of the existing alignment. This option will also be further examined during Preliminary Engineering.

F. Costs

The following table summarizes the approximate estimated costs of the Wilsonville-to-Beaverton Commuter Rail Project LPA in 1999\$. Revised cost estimates will be prepared through the development of the project's finance plan and the completion of Preliminary Engineering.

**Table 1
Locally Preferred Alternative Capital Cost Estimate**

ITEM	COST (1999\$)
Track, Structures, Crossings, Signal Improvements	\$ 38,726,760
Stations, Park and Ride Lots	\$ 5,308,240
Dispatch Center and Radio System	\$ 1,250,000
Maintenance Facility	\$ 2,200,000
Vehicles (7 or 8 cars, cost range of \$2.5 - \$3.0M)	\$17,500,000 - \$24,000,000
Total Capital Cost	\$64,990,000 - \$71,490,000

Source: BRW , Inc. 1999

G. Public Involvement

Public involvement has played an integral role during the Wilsonville-to-Beaverton Alternatives Analysis, shaping much of this LPA. Project staff will continue to integrate a comprehensive public involvement program into the completion of the Preliminary Engineering phase of the project.

H. Finance Plan

A finance plan for constructing and operating the Commuter Rail Project will be developed during Preliminary Engineering. Regarding capital costs, current thinking is that:

- \$25 million would be sought from the Federal Transit Administration (likely Section 5309 "New Start" funds) and the balance from state and local sources.
- Non-"New Start" options to be considered in PE include: local funds from Washington County and cities served by the project, regional Surface Transportation Program (STP) funds, state lottery funds and state STP and Congestion Management and Air Quality (CMAQ) funds.

Funding options for operations depend on the selection of the operator. Options to be considered in PE include:

- Farebox revenues, local funds from Washington County and the cities served by the project, Tri-Met/SMART funds (depending on selection of operator) and a special assessment district.

A capital and operating funding plan is scheduled for approval in October 2000.