

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE)	RESOLUTION NO. 01-3064A
SOUTH CORRIDOR POLICY GROUP)	
RECOMMENDATIONS REGARDING)	Introduced by
OPTIONS FOR THE ENVIRONMENTAL)	Councilor Rod Monroe
IMPACT STATEMENT.)	JPACT Chair

WHEREAS, Metro is the lead agency for determining the preferred transportation mode in the South Corridor between downtown Portland, Milwaukie, the Clackamas Regional Center and Oregon City; and

WHEREAS, the South Corridor is the region's top priority for a transit authorization in the next federal reauthorization bill in October 2003; and

WHEREAS, the Metro Council has formed a South Corridor Policy Group to make certain interim decisions during the course of the required environmental and transportation analyses; and

WHEREAS, the South Corridor Policy Group is composed of elected officials from Metro and the participating jurisdictions in the South Corridor Study; and

WHEREAS, Metro and the participating jurisdictions have conducted an extensive public outreach effort and completed sufficient technical work to further narrow the transportation alternatives to be further analyzed in a federal environmental impact statement; and

WHEREAS, the Metro Community Planning Committee and the Metro Council are supportive of studying options in the environmental impact statement that have support from local jurisdictions and the public; now, therefore,

BE IT RESOLVED,

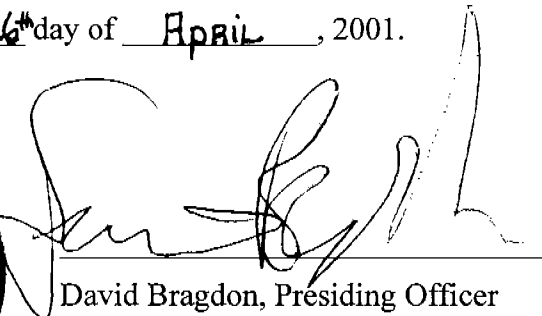
1. The Metro Community Planning Committee and the Metro Council endorse the efforts of the South Corridor Policy Group to select options that have broad community and jurisdictional support for further study in an environmental impact statement.

2. The Metro Planning Committee and the Metro Council direct staff to work cooperatively with the participating jurisdictions to ensure that the modes which are selected for further study continue to be given full and equal consideration during the environmental process.

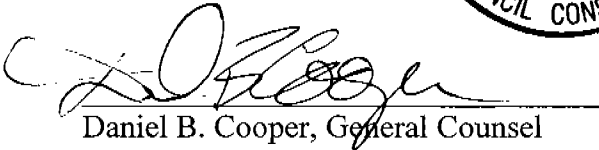
3. That staff provide the Committee briefings when appropriate regarding the public and technical processes associated with the environmental impact statement in preparation for the Locally Preferred Alternative decision, which will be made by the Metro Council in summer 2002.

ADOPTED by the Metro Council this 26th day of April, 2001.




David Bragdon, Presiding Officer

Approved as to form:


Daniel B. Cooper, General Counsel

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WHEREAS, Metro and the participating jurisdictions have conducted an extensive public outreach effort and completed sufficient technical work to further narrow the transportation alternatives to be further analyzed in a federal environmental impact statement; and

WHEREAS, the Metro Planning Committee is supportive of studying options in the environmental impact statement that have support from local jurisdictions and the public; now, therefore,

BE IT RESOLVED,

1. The Metro Planning Committee endorses the efforts of the South Corridor Policy Group to select options that have broad community and jurisdictional support for further study in an environmental impact statement.

2. The Metro Planning Committee directs staff to work cooperatively with the participating jurisdictions to ensure that the modes which are selected for further study continue to be given full and equal consideration during the environmental process.

3. That staff provide the Committee briefings when appropriate regarding the public and technical processes associated with the environmental impact statement in preparation for the Locally Preferred Alternative decision, which will be made by the Metro Council in summer 2002.

ADOPTED by the Metro Council this ____ day of _____, 2001.

David Bragdon, Presiding Officer

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Daniel B. Cooper, General Counsel

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STAFF REPORT

FOR THE PURPOSE OF ENDORSING THE SOUTH CORRIDOR POLICY GROUP RECOMMENDATIONS REGARDING OPTIONS FOR THE ENVIRONMENTAL IMPACT STATEMENT.

DATE: April 17, 2001

Presented by: Richard Brandman

PROPOSED ACTION

This resolution states the Metro Council's support of the South Corridor Policy Group's upcoming decision to select transportation alternatives to be carried forward into the *South Corridor Supplemental Draft Environmental Impact Statement (SDEIS)*. The resolution further directs Metro staff to update the Metro Community Planning Committee and Metro Council regularly regarding progress of the SDEIS and to provide a full and equal evaluation of all alternatives.

EXISTING LAW

The Metro Council created the South Corridor Transportation Alternatives Study and approved the creation of a Policy Group in June 1999 via Resolution 99-2795. This resolution also approved the work program and decision-making authority of the Policy Group.

FACTUAL BACKGROUND AND ANALYSIS

The South Corridor Transportation Alternatives Study (SCTAS) has been underway since June 1999. The Metro Council directed that the study be undertaken as a way to explore non-light rail alternatives in the South Corridor after the failure of a ballot measure that would have reaffirmed local funding for the South/North Light Rail Project in November 1998. At the same time, the Council approved undertaking the *North Corridor Interstate MAX SDEIS* to address transportation needs in the northern half of the South/North transit corridor.

On December 19, 2000 the Policy Group removed three alternatives from further study in the Corridor; high occupancy toll lanes, circumferential commuter rail and radial commuter rail, based on public comment and the findings of the *South Corridor Evaluation Report* (Metro, October 2000). The Policy Group requested that staff refine the bus rapid transit, high occupancy vehicle lane and busway alternatives for a final decision in May 2001 on which alternatives should move forward into the SDEIS. Further, the Policy Group asked staff to develop a low-cost light rail alternative between downtown Portland and the Milwaukie Transit Center. At their May 7 meeting, the Policy Group is anticipated to select which of the existing alternatives should be moved forward into the EIS.

The action being taken by this resolution conveys support of the Policy Group's process to make the alternative narrowing decision. It also reiterates that the evaluation in the SDEIS will be conducted in a fair and impartial manner and that staff will regularly update the Metro Council regarding progress of the SDEIS.

BUDGET IMPACT

This resolution has no budgetary impact.

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