A G E N D A

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METRO

Agenda

MEETING:	METRO COUNCIL INFORMAL MEETING
DATE:	February 11, 2003
DAY:	Tuesday
TIME:	2:00 PM
PLACE:	Metro Council Chamber

CALL TO ORDER AND ROLL CALL

2:00 p.m.	**1.**	**SALEM LEGISLATIVE REPORT**	Cooper
2:15 p.m.	**2.**	**DISCUSSION OF AGENDA FOR COUNCIL REGULAR MEETING, FEBRUARY 13, 2003.**	
2:30 p.m.	**3.**	**SOUTH CORRIDOR PROJECT BRIEFING**	Brandman
3:00 p.m.	**4.**	**TASK III DRAFT WORK PROGRAM BRIEFING**	Cotugno/Neill
3:45 p.m.	**5.**	**COUNCILOR COMMUNICATION**	

ADJOURN

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[PROPOSED] SENATE / HOUSE BILLS

#	Category	Bill #	Subject / Topic / Relating To	Sponsor of Bill	Title / Description	Note	Priority	Position	Current Status
1.	M		Revenue Task Force	METRO					2/04/03: Senator Deckart will have the bill drafted by legislative counsel.
2.	M	HB 2036	Waste Tires	House Interim Committee on Transportation for Interim Task Force on Tire Recycling	Establishes Waste Tire Recycling Board. Specifies membership and duties. Directs Governor to appoint five members to board. Establishes waste tire recycling goals.	METRO	1	Support	2/10/03 Doug Riggs: Bill to be drafted and introduced; at Legislative Counsel (bill should come back this week for Senate and next for House).
3.	M	HB 2037	Waste Tires; Creating New Provisions; amending ORS 459.775 and 459A.115; and Appropriating Money	House Interim Committee on Transportation for Interim Task Force on Tire Recycling	Establishes statewide recycling and recovery goal for waste tires. Modifies purposes for which Waste Tire Recycling Account may be used. Directs Environmental Quality Commission to increase per-ton fee if statewide goal for waste tires is not met.	METRO	1	Support	2/10/03 Doug Riggs: Bill to be drafted and introduced; at Legislative Counsel (bill should come back this week for Senate and next for House).
4.	M	HB 2038	Waste Tire Recycling Account; amending ORS 459.775	House Interim Committee on Transportation for Interim Task Force on Tire Recycling	Directs Department of Environmental Quality to use moneys in Waste Tire Recycling Account for waste tire market development and education and outreach.	METRO	1	Support	2/10/03 Doug Riggs: Bill to be drafted and introduced; at Legislative Counsel (bill should come back this week for Senate and next for House). Note that our bill, HB2038 on Tire Recycling, is up this morning in House Transportation. In this case, that's not a good thing. The Chair (Alan Brown) informed us on Thursday that he was taking (stealing, raiding, etc.) the $650,000 in the existing tire account to pay for state police. No surprise in reality, because the legislature is raiding EVERY spare account they can find to pay for essential items. I have received a commitment from the Speaker and the House

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									Majority Leader to work with us to find an alternate source of funding (likely using the Tire Recycling Task Force's own recommendations).
5.	G	HB 2097	**Public Contracts;** Creating New Provisions; and amending ORS 279.312, et al.	Attorney General Hardy Myers for Department of Justice	Requires certain conditions in public improvement contracts and bid documents. Eliminates certain conditions in other public contracts. Modifies public contract conditions relating to hours of labor.				
6.	G	HB 2131	**Governmental Finance;** Creating New Provisions; and amending ORS 190.080, 221.410, 223.230, 271.390, 286.061, 287.006, 287.012, 288.165, 288.815, 288.845, 294.326, 294.483, 295.005, 305.410, 305.580, 305.583, 305.587, 305.589, 310.140 and 328.205	State Treasurer Randall Edwards for Oregon Municipal Debt Advisory Commission	Authorizes state and local government issuers of bonds to enter into agreement for exchange of interest rates. Declares obligation of governmental unit, backed by full faith and credit and taxing power, to be enforceable contract and commits governmental unit to raise sufficient revenue to repay obligation. Grants exclusive jurisdiction to tax court to determine whether use of proceeds of bonded indebtedness is authorized. Authorizes expenditure of revenue raised by local option tax beyond period of years during which local option tax may be levied. Modifies authority of state and local governments to issue and administer bonds.	N/A	N	N/A	
7.	G	HB 2136	**Investment Maturity;** amending ORS 294.135	State Treasurer Randall Edwards	Clarifies maturity date restrictions of certain investments made by local governments.				
8.	G	HB 2172	**Self-Insurance Programs Managed By Public Employees' Benefit Board;** amending ORS 243.105,	Governor Kulongoski for Oregon Dept. of Administrative Services	Grants Public Employees' Benefit Board explicit authority to provide self-insurance programs. Permits deductions from state employees' wages to pay for self-insurance benefits under rules,				2/04/03 Doug Riggs: Sen. Kate Brown and Bruce Starr (Washington County and Portland are supporting).

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			243.145, 243.167, 243.285 and 292.051		procedures and directions of board.				(SB 906 from 2001 71st Oregon Leg. Assembly and SB 140 from 1999 70th Oregon Leg. Assembly Regular Session)
9.	G	HB 2187	**Urban Renewal;** Creating New Provisions; amending ORS 310.150; and Prescribing An Effective Date	Governor Kulongoski for Oregon Dept. of Revenue	Requires urban renewal revenues raised through special levy or through division of tax to be categorized as general government property taxes for purposes of constitutional limitation on property taxes. Applies to property tax years beginning on or after July 1, 2002. Takes effect on 91st day following adjournment sine die.	N/A	N	N/A	
10.	G	HB 2250	**Emergency Services;** Creating New Provisions; and amending ORS 195.260, 401.025, et al., 453.307, 453.342, et al., 465.505, 466.635, 469.533, 824.088 and 837.035 and Sections 12, 13, 14, 15, 16, 17 and 18, Chapter 533, Oregon Laws 1981, and Sections 1, 3, 4, 5, 6 and 9, Chapter 740, Oregon Laws 2001	Governor Kulongoski for Dept. of State Police	Creates Department of Emergency Management. Transfers duties, functions and powers from Office of Emergency Management of Department of State Police to Department of Emergency Management. Abolishes Office of Emergency Management of Department of State Police.	N/A	N	N/A	
11.	G	HB 2267	**Tourism;** Creating New Provisions; amending ORS 285A.255, et al. and 305.824; Repealing	Governor Kulongoski for Economic and Community Development Dept.	Establishes state transient lodging tax. Continuously appropriates moneys for tourism marketing programs. Prohibits new or increased local transient lodging				

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			ORS 285A.270, 285A.273, 285A.276 and 285A.285; Appropriating Money; Prescribing An Effective Date; and Providing For Revenue Raising That Requires Approval By A Three-Fifths Majority.		taxes. Excepts new or increased local transient lodging taxes used for tourism promotion or tourism-related facilities. Converts Oregon Tourism Commission to semi-independent state agency status. Revises duties and purposes of commission. Modifies composition of commission. Transfers state transient lodging tax revenues from State Treasury to account managed by commission. Takes effect on 91st day following adjournment sine die.				
12.	G	HB 2310	**Security Measures;** amending ORS 192.660	Rep. Williams for League of Oregon Cities	Authorizes governing body of public body to discuss security measures in executive session.				
13.	G	HB 2425	**Disclosure of information about security;** creating new provisions; amending ORS 1.760, 9.568, 161.390, 192.501, 192.502, 192.690, 418.747, 469.030, 469.080, 469.410 and 757.720; and declaring an emergency	Judiciary Committee	Exempts from disclosure under public records law public body's plan in connection with threat against individual or public safety. Exempts from disclosure under public records law records or information that would identify measures pertaining to security of individual or property and about review or approval of security programs for sources of energy, communications and dangerous substances. Excepts from public meetings law portions of meetings that discuss information about review or approval of security programs for sources of energy, communications and dangerous substances. Declares emergency, effective on passage.				
14.	G	HJR 9		Rep. Shetterly, Williams	Proposes amendment to Oregon Constitution relating to proposed initiative amendments to Constitution. Directs ballot for initiative amendments to Constitution to allow voters to approve,				

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					reject or direct proposed initiative amendment to Legislative Assembly. Allows Legislative Assembly to refer, reject or take no action on proposed initiative amendment, or to refer alternative proposed law or constitutional amendment to people. Directs Secretary of State to place proposed initiative amendment to Constitution on ballot if Legislative Assembly rejects or takes no action on proposed initiative amendment or refers alternative law or alternative constitutional amendment to people. Specifies that if both proposed initiative amendment to Constitution and referred alternative law or referred alternative constitutional amendment appear on ballot in same election, measures must be identified as alternatives to each other. Further specifies that if both measures are approved by vote of people, only measure receiving highest number of affirmative votes is enacted. Provides for modification of certain effective date provisions contained in proposed initiative amendments to Constitution. Refers proposed amendment to people for their approval or rejection at next regular general election.				
15.	G	SB 017	**Rights Of Persons With Disabilities To Public Services**	Joint Interim Committee on Judiciary for Oregon Advocacy Center	Makes public bodies and officers, employees and agents of public bodies subject to action under Title II of Americans with Disabilities Act.				
16.	G	SB 061	**Taxation By Units Of Local Government**; and Prescribing An Effective Date	Sen. Beyer for Oregon Restaurant Assoc.	Prohibits unit of local government from imposing industry-specific sales tax. Permits collection of otherwise prohibited tax if ordinance or other law imposing tax				

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					took effect or became operative before January 1, 2003. Takes effect on 91st day following adjournment sine die.				
17.	G	SB 062	**Taxation By Units Of Local Government;** and Prescribing An Effective Date	Sen. Beyer for Oregon Restaurant Assoc.	Prohibits unit of local government from imposing sales tax on meals prepared and sold inside boundaries of unit of local government. Permits collection of otherwise prohibited tax if ordinance or other law imposing tax took effect or became operative before January 1, 2003. Takes effect on 91st day following adjournment sine die.				
18.	G	SB 096	**Public Agencies [contracts from competitive bid and proposal req.; Creating New Provisions;** and amending ORS 279.015, 279.027, 279.322, 279.323 and 279.722	Sen. Beyer	Exempts contracts between certain public agencies from competitive bid and proposal requirements. Requires bid submitted to public contracting agency by state agency to include all costs associated with bid.	N/A	N	N/A	
19.	G	SB 161	**Vending Facilities On Public Property;** Creating New Provisions; and amending ORS 346.520	Gov. Kulongoski for the Commission for the Blind	Prohibits state agencies from charging Commission for the Blind for costs of rent or utilities for vending facilities operated by commission.				
20.	G	SB 243	**Discontinuance Of Cemeteries;** amending ORS 97.440 and 97.450	Gov. Kulongoski for State Parks & Recreation Dept.	Modifies notification requirement for discontinuance of certain cemeteries. Requires prior approval of Oregon Pioneer Cemetery Commission for discontinuance of pioneer cemeteries.	N/A	N	N/A	
21.	G	SB 259	**Notice to public body about request to inspect public record that relates to claim against**	Sen. Burdick (at the request of City of Portland)	Requires person requesting inspection of public record that person knows relates to claim against public body to notify attorney for public body of request.				

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			public body; creating new provisions; and amending ORS 192.420						
22.	**G**	**SB 359**	Development of **Oregon's workforce;** creating new provisions; amending ORS 660.324; appropriating money; and declaring an emergency	Sen. Deckert, Rep. Butler (at the request of **Oregon Council on Knowledge and Economic Development**	Directs Department of Community Colleges and Workforce Development to develop and implement integrated statewide workforce strategy. Appropriates moneys from General Fund to Department of Community Colleges and Workforce Development for purpose of developing and implementing integrated statewide workforce strategy. Requires State Workforce Investment Board to ensure federal and state grants and programs are adequately used for workforce development. Declares emergency, effective July 1, 2003.				
23.	**INF**		**Conservation Incentives**						1/24/03: Washington County has indicated that they were pursuing a similar effort. Thus, we will join forces to work on the legislation.
24.	**LU**	**HB 2100**	**Land Use Planning For High Technology Industry**	House Special Task Force on Jobs and the Economy	Requires local governments to adopt 20-year forecast of land and public facility needs for high technology industry. Requires corresponding amendments to local comprehensive plans, functional plans and land use regulations to accommodate needs identified in forecast.	**N/A**	**1**	**N/A**	

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25.	LU	HB 2137	**Compensation For Loss Of Property Value Resulting From Land Use Regulation**	Joint Interim Committee on Natural Resources	Allows owner of private real property to claim compensation for land use restriction or reinterpretation that limits or prohibits use of property and decreases fair market value of property by more than 10 percent. Creates exception to right to compensation for certain land use restrictions. Authorizes owner of lawfully created lot or parcel to build single-family dwelling or divide lot or parcel if owner could have built dwelling or divided lot or parcel when owner acquired lot or parcel but is prevented by land use restriction or reinterpretation enacted, adopted or applied before November 7, 2000.	N/A	1	N/A	Son of Measure 7 Committee Chair Bill Garrard has appointed Dan Cooper to be a member. 2/10/03 Doug Riggs: An item that you won't see on this list is the M-7 working group. The group held its first meeting last week, and had another scheduled for this afternoon. The first meeting accomplished very little, other than to decide upon a date for the next meeting. It was clear that the Chair did not have a specific direction or set of principles for the group to follow. That was to be one of the purposes of today's meeting. However, workgroup leader Representative Dennis Richardson met with the Governor's staff on Friday, and was told that the Governor is not ready to commit to any M-7 fixes. Thus, Richardson has canceled today's meeting.
26.	LU	HB 2253	**Division Of State Lands Fees;** amending ORS 196.810, 196.815 and 196.850	Governor Kulongoski for Division of State Lands	Modifies and restructures schedule of fees for Division of State Lands removal and fill program. Exempts habitat restoration projects from removal and fill permit fees. Subjects emergency authorizations for removal and fill to permit fee structure. Allows 45 days to submit payment after emergency authorization. Establishes fee for action taken under general authorization. Declares emergency, effective July 1,	N/A	N	N/A	

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					2003.				
27.	LU	HB 2293	**Wetlands**; Creating New Provisions; and amending ORS 196.620	Former Rep. Al King	Allows local governments and riparian landowners to create and use mitigation banks. Authorizes local governments to compensate riparian landowners.				
28.	LU	HB 2431	**Wetlands**; creating new provisions; and amending ORS 196.615, et al.	Rep. Kropf	Allows person seeking permit to remove material from or fill waters of state to pay money into Oregon Wetlands Mitigation Bank Revolving Fund Account instead of obtaining permit. Specifies replacement ratio for mitigating wetland loss. Specifies that Director of Division of State Lands has burden to prove that wetlands exist on property for which permit is sought. Allows person to seek writ of mandamus to force Division of State Lands to make final decision on permit application after 90 days.				
29.	LU	HB 2456	Allocation of **conserved water**; creating new provisions; amending ORS 537.460, et al. and declaring an emergency	Rep. Jenson	Modifies provisions relating to voluntary program for allocation of conserved water. Allows person or group of persons implementing measures prior to application for allocation of conserved water to apply for allocation if measure was implemented within five years of application. Declares emergency, effective on passage.				
30.	LU	HB 2515	**Soil and water conservation districts**; creating new provisions; and amending ORS 541.379	Sen. Kruse	Directs Oregon Watershed Enhancement Board to provide funding from Watershed Improvement Operating Fund for positions in soil and water conservation districts. Specifies that persons employed in positions funded by board perform functions relating to restoration and protection of native salmonid				

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					populations, watersheds, fish and wildlife habitats and water quality				
31.	LU	HB 2549	Vertical housing zones	Rep. Zauner	Prohibits Director of Economic and Community Development Department from designating vertical housing development zone or Economic and Community Development Department from certifying zone for property tax exemption.				
32.	LU	SB 082	Use Of State-Owned Lands; Creating New Provisions; and amending ORS 274.040	Sen. Messerle, Rep. Verger	Requires Division of State Lands to grant easement or license over submersible lands to person with permit from Water Resources Director if proposed use in permit is for irrigation or domestic use.				
33.	LU	SB 094	Applications for action by city; amending ORS 227.178 and 227.179	Sen. Ferrioli	Adds criteria for determining when application to city for discretionary permits and zone changes is deemed complete for purposes of time limit for action by city.				
34.	LU	SB 239	System development charges [SDCs]; creating new provisions; and amending ORS 223.299	Sen. Schrader	Adds schools and classrooms providing primary and secondary education to definition of capital improvement for which system development charges may be imposed. Allows system development charges collected as school improvement fee to be used to acquire land and construct school buildings and classrooms for development from which fee is collected. Allows exemption for affordable housing.				

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35.	LU	SB 251	**Applicability Of Needed Housing Requirements Based On Population Of City;** amending ORS 197.296	Senate Interim Rule 213.28 by order of the President of the Senate in conformance with presession filing rules, indicating neither advocacy nor opposition on the part of the President (at the request of Governor Theodore R. Kulongoski for DLCD)	Applies provisions related to needed housing within urban growth boundary to cities outside metropolitan service district with population of fewer than 25,000.	N/A	N	N/A	
36.	LU	SB 254	**School facility planning;** amending ORS 195.110	Sen. Schrader	Removes provision providing that school capacity cannot be sole basis for approval or denial of residential development application.				
37.	LU	SB 257	**Expedited land divisions;** amending ORS 197.360 and 197.380	Sen. Schrader	Limits requirements for expedited land divisions to qualified land divisions within metropolitan service districts.				
38.	LU	SB 293	**State waterways;** creating new provisions; and amending ORS 274.404 and 274.406	Sen. Ferrioli	Establishes process for development of recreational management plans with goal of reducing or eliminating conflict between recreational users of waterways and riparian landowners. Directs Division of State Lands to gather information on conflicts between recreational users and riparian landowners. Directs Division of State Lands to establish local working group to develop draft plan if pattern of conflict exists. Specifies membership of working groups. Prohibits State Land Board from directing Division of State Lands to make determination of navigability if division is developing or implementing recreational management				

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					plan.				
39.	LU	SB 294	Wetlands; amending ORS 196.810	Sen. Ferrioli	Modifies provisions relating to permit requirements for removal and fill activities conducted within essential indigenous anadromous salmonid habitat.				
40.	LU	SB 295	Recreational use of waterways; creating new provisions; and amending ORS 105.672	Judiciary Committee	Specifies public right to recreational use of waterways. Establishes categories of waters. Delineates extent of right of use for each category. Allows State Land Board to adopt rules governing recreational use of waterways.				
41.	LU	SB 317	Water rights; amending ORS 537.170 and 540.510	Sen. Beyer	Prohibits transfer of water rights for agricultural use to nonagricultural use. Requires Water Resources Commission or Water Resources Director to determine whether water is available for appropriation by determining whether water is available for demands 50 percent of time				
42.	P	HB 2001	Crediting Of Accounts Of Certain Members Of PERS; Creating New Provisions; and amending ORS 238.255	PERS	Prohibits Public Employees Retirement Board from crediting accounts of Tier One members with earnings in excess of assumed interest rate.	N/A	N	N/A	1/26/03: Do pass with amendments and be printed A-Engrossed 1/24/03.
43.	P	HB 2008	PERS plan; creating new provisions; amending ORS 1.290, 169.810, 192.502, 196.165, 238.035, et al., 243.105, et al., 268.240, 338.135,	PERS	Establishes Public Employee Successor Retirement Plan for persons hired on or after January 1, 2004, who have not established membership in Public Employees Retirement System before January 1, 2004. Provides that successor plan be defined benefit plan.				

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			341.290, 353.117, 353.250, 377.836, 396.330, 576.306, 656.725 and 777.775; appropriating money; and declaring an emergency		Declares emergency, effective on passage.				
44.	P	HB 2020	**PERS** plan; creating new provisions; amending ORS 1.290, 192.502, 196.165, 238.035, et al., 243.105, et al., 268.240, 338.135, 341.290, 353.117, 353.250, 377.836, 396.330, 576.306, 656.725 and 777.775; appropriating money; and declaring an emergency	PERS	Establishes Public Employee Successor Retirement Plan for persons hired on or after January 1, 2004, who have not established membership in Public Employees Retirement System before January 1, 2004. Provides that successor plan be defined contribution plan. Declares emergency, effective on passage.				
45.	P	HB 2130	**Health Insurance For Retirees Of Local Government;** Creating New Provisions; amending ORS 243.303	Rep. Backlund	Eliminates requirement that retired local government employees be charged health insurance premium according to certain categories				
46.	P	HB 2375	**PERS** and Declaring An Emergency	Rep. Kruse	Provides that person who establishes membership in Public Employees Retirement System on or after effective date of Act has no contract rights in system. Declares emergency, effective on passage.				

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47.	P	HB 2400	Benefits Payable To Members Of PERS	PERS Committee	Allows active or inactive member of Public Employees Retirement System to transfer amounts credited to member in Public Employees Retirement Fund to any new defined contribution plan established by Legislative Assembly after January 1, 2003. Provides that upon transfer by member, Public Employees Retirement Board transfers to credit of member under new plan additional amount equal to __ percent of account, to be paid from employer contributions. Specifies that member making transfer is entitled only to benefits provided under new defined contribution plan.				
48.	P	HB 2421	PERS	Rep. Backlund; Brown, Doyle, T Smith, Williams, Zauner	Allows public employer participating in Public Employees Retirement System to employ retired member of system for period not to exceed five years without limitation on number of hours worked by retired member in calendar year. Requires that retired member contribute six percent of salary for deposit to employer reserves. Prohibits employer contributions for retired members so employed. Limits number of retired members that may be employed to 10 percent of all employees of public employer.				
49.	P	SB 258	PERS	Sen. Ferrioli and Knopp	Allows member of Public Employees Retirement System who is vested but inactive to receive 150 percent of member account balance if member withdraws account on or after _____ _____, _____and before _____ _____, _____.				

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50.	SW	HB 2158	**State Government Recycling Programs;** amending ORS 182.375, 279.573, 279.621, 279.630 and 279.635; and Repealing ORS 279.640 and 279.645	Governor Kulongoski for Oregon Dept. of Administrative Services	Revises intent of Legislative Assembly regarding state recycling programs. Authorizes Oregon Department of Administrative Services to contract as necessary for recycling of products collected for recycling by state government. Deletes requirement for separate recycling plan for Legislative Assembly. Deletes provisions concerning use of revenues or savings realized from recycling programs.	N/A	N	N/A	
51.	SW	HB 2336	**Hazardous Substances;** amending ORS 453.402, 453.414, 465.381, 466.357, 468.220 and 468.501; and Repealing ORS 465.003, et al.	Rep. Butler	Repeals Toxics Use Reduction and Hazardous Waste Reduction Act.	N/A	1	N/A	
52.	SW	HB 2533	**Hazardous substances;** creating new provisions; and amending ORS 453.402	Rep. BUTLER (at the request of Northwest Propane Gas Association, Pacific Northwest Paint Council)	Exempts persons not required to file toxics use reduction and hazardous waste reduction plan from payment of fee for possession of hazardous substances.				
53.	SW	SB 095	**Infectious Waste Disposal;** amending ORS 459.386	Sen. Beyer	Exempts reusable syringes used in animal husbandry from infectious waste disposal requirements.				
54.	SW	SB 196	**Hazardous Waste;** Creating New Provisions; amending ORS 466.068, 466.165 and 466.990; Appropriating Money	Gov. Kulongoski for Dept. of Environmental Quality	Establishes Hazardous Waste Technical Assistance Fund. Specifies that certain penalties collected by Department of Environmental Quality be deposited into fund. Directs fund to be used for technical assistance and information program. Requires generators of	N/A	N	N/A	

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					hazardous waste to pay one-time processing fee for obtaining United States Environmental Protection Agency identification number. Directs Department of Environmental Quality to enter into negotiations with United States Environmental Protection Agency for purpose of gaining acceptance of technical assistance services as part of authorized program. Sets annual fee for hazardous waste generators based on metric tons of waste generated. Declares emergency, effective on passage.				
55.	T	HB 2041	**Transportation;** amending ORS 803.420; and Providing For Revenue Raising That Requires Approval By A Three-Fifths Majority	House Interim Committee on Transportation	Increases registration fees for certain vehicles.				
56.	T	HB 2139	**Studded Tire Permits;** and Prescribing An Effective Date	Road User Fee Task Force	Requires permit for use of studded tires. Establishes fees for permit based on county in which vehicle is registered. Punishes use of studded tires without permit by maximum fine of $75. Dedicates revenue from permit fees to highway preservation. Takes effect on 91st day following adjournment sine die.	N/A	N	N/A	
57.	T	HB 2213	**Highway Bonds;** Creating New Provisions; amending ORS 286.051, 286.061, 366.542, 367.010, et al.; Repealing ORS 367.226, et al.; Appropriating Money; and	Governor Kulongoski for Dept. of Transportation	Authorizes State Treasurer to issue grant anticipation revenue bonds backed by anticipated annual apportionment of federal transportation moneys. Authorizes use of bond proceeds and federal transportation moneys. Changes or repeals provisions related to issuing and selling bonds for building and maintaining highways. Declares				

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			Declaring An Emergency		emergency, effective on passage.				
58.	T	HB 2218	**Flat Fees [vs. weight-mile tax; transportation];** amending ORS 319.690, 366.507, et al., 376.390, 825.020, et al. and Repealing ORS 825.480 and 825.482	Governor Kulongoski for Dept. of Transportation	Repeals option for certain persons to pay flat fees instead of weight-mile tax.	N/A	N	N/A	
59.	T	HB 2220	**Transportation Facility Planning** By Department Of Transportation; Creating New Provisions; and amending ORS 197.015 and 197.825	Governor Kulongoski for Dept. of Transportation	Excepts certain transportation facility planning by Department of Transportation from definition of land use decision.	N/A	N	N/A	
60.	T	HB 2367	**Highway Funding;** Creating New Provisions; amending ORS 319.020, 319.530, 366.524, 818.225, 825.476 and 825.480; and Providing For Revenue Raising That Requires Approval By A Three-Fifths Majority	AAA of Oregon, Associated Oregon Industries, Oregon Concrete and Aggregate Producers Association	Increases certain vehicle related taxes. Dedicates part of proceeds to payment of highway user bonds for bridge and highway modernization work and rest of proceeds to be split among cities, counties and state.	N/A	N	N/A	
61.	T	HB 2464	**Fees for vehicle title;** creating new provisions; and amending ORS 803.090	Rep. Hansen	Imposes additional fee for issuance of first Oregon title for certain vehicles. Requires moneys to be deposited in State Highway Fund				

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[PROPOSED] SENATE / HOUSE BILLS

#	Category	Bill #	Subject / Topic / Relating To	Sponsor of Bill	Title / Description	Note	Priority	Position	Current Status
62.	T	SB 083	**Fees For Pilot Programs Of Department Of Transportation;** amending Section 3, Chapter 862, Oregon Laws 2001; & Prescribing An Effective Date	Sen.-Elect Starr for Road User Fee Task Force	Authorizes Department of Transportation to structure fees for certain pilot programs to take account of highway congestion. Takes effect on 91st day following adjournment sine die.	N/A	N	N/A	
63.	T	SB 188	**Fees For Vehicle Title Transactions;** amending ORS 803.090	Gov. Kulongoski for Dept. of Transportation	Changes title fees for certain vehicles.	N/A	N	N/A	

Summary by Category:

G	General Government	18
Inf	Infrastructure	1
LU	Land Use	18
M	Metro	4
P	PERS	8
SW	Solid Waste	5
T	Transportation	9
	Total	63

021103c-02

South Corridor Project Update

SOUTH CORRIDOR PROJECT
Transportation Alternatives

Metro Council Informal

February 11, 2003

Today's Agenda

- Alternatives and design option choices
- Cost and benefits
- Locally Preferred Alternative Process

2

SOUTH CORRIDOR PROJECT
Transportation Alternatives

Description of Alternatives and Design Options

Project Overview

- Six Alternatives in SDEIS
  - No-Build
  - Bus Rapid Transit
  - Busway
  - Milwaukie Light Rail
  - I-205 Light Rail
  - Combined Light Rail (Milwaukie + I-205)
- Alternatives vary by Corridor Segment

4

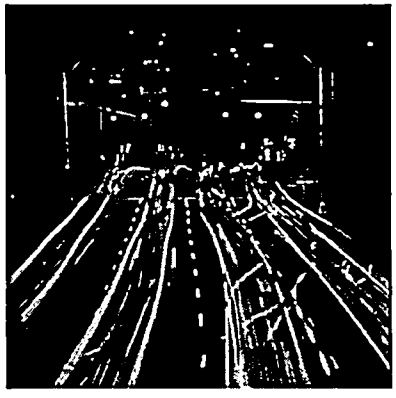
No-Build Alternative

- Increase in South Corridor transit service over today (50%)
- Based on Financially Constrained RTP
  - Highway and Arterial upgrades
  - Within corridor
    - Additional park-and-ride
    - New transit routes

5

No-Build Alternative

- Longer travel times
- Higher levels of congestion
- Less transit reliability
- Lower ridership than Build Alternatives



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Project Overview

- Six Alternatives in SDEIS
  - No-Build
  - Bus Rapid Transit
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  - Milwaukie Light Rail
  - I-205 Light Rail
  - Combined Light Rail (Milwaukie + I-205)
- Alternatives vary by Corridor Segment

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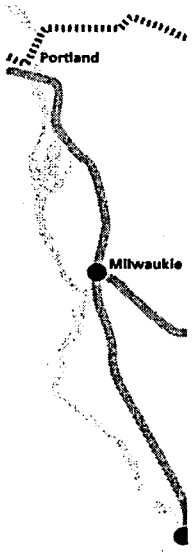
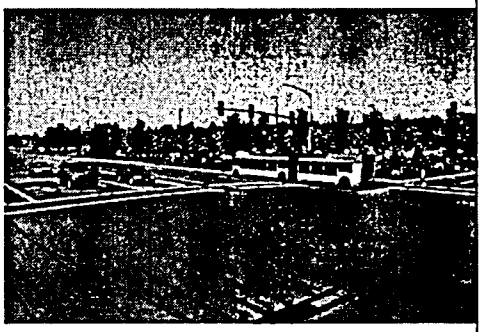


Bus Rapid Transit

- Lower cost improvements:
  - Increase transit reliability and speeds
  - Rider comfort
- 17 BRT stations and intersection improvements
- Park-and-ride capacity (1,900)
- Relocated Milwaukie Transit Center

8

BRT Simulations



- Roethe Road Park-and-ride and BRT station

9

Project Overview

- Six Alternatives in SDEIS
  - No-Build
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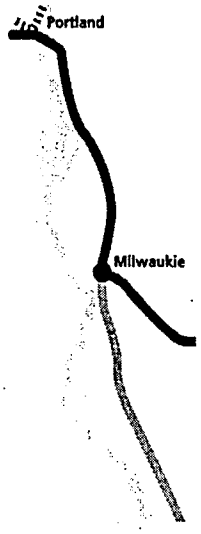
  - I-205 Light Rail
  - Combined Light Rail (Milwaukie + I-205)
- Alternatives vary by Corridor Segment

11

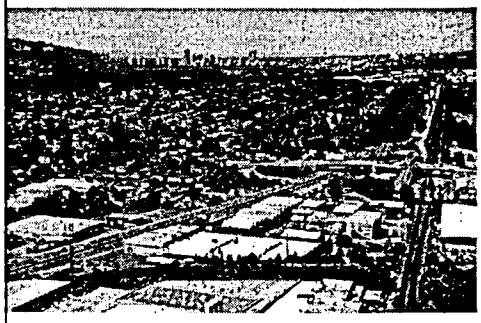


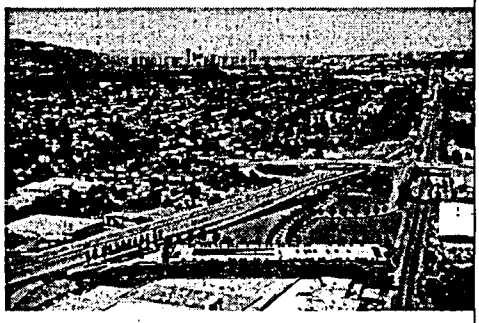
Busway Alternative

- 6.7 miles of separated roadway for buses
- 9 busway and 11 BRT stations
- 2,500 park-and-ride spaces
- BRT Milwaukie to Oregon City

12

Busway Simulation





- Busway with Tacoma Street Park-and-ride lot

13

Project Overview

- Six Alternatives in SDEIS
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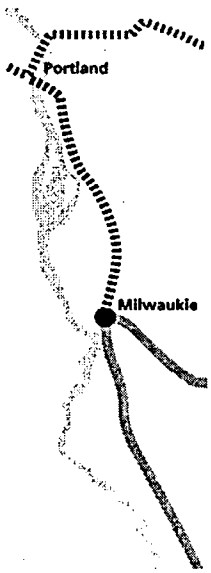
  - I-205 Light Rail
  - Combined Light Rail (Milwaukie + I-205)
- Alternatives vary by Corridor Segment

15

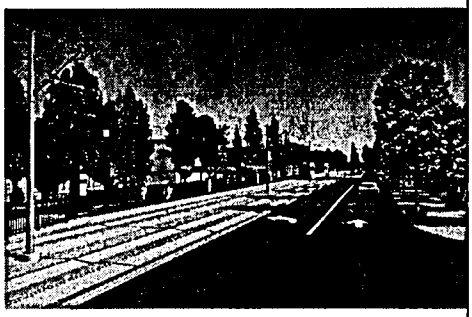


Milwaukie LRT

- 6.5 miles line
- 10 LRT stations and 13 BRT stations
- 1,895 park-ride-spaces
- BRT Milwaukie to Oregon City and Milwaukie to Clackamas

16

Milwaukie Visual Simulation



- SE 17th Avenue Design Option

17

Milwaukie Design Options

- Brooklyn
  - West Brooklyn Yard
  - 17th Avenue
- North Milwaukie
  - Southgate Crossover
  - Tillamook Branch Line
- Terminus options
  - Lake Road
  - Milwaukie Middle School
- Downtown options
  - Hawthorne
  - Caruthers

18

Brooklyn Design Option

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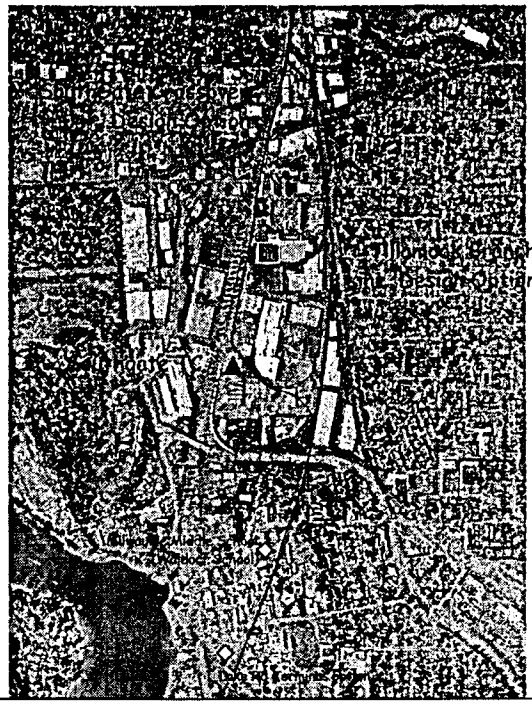
Brooklyn Design Options

- West Brooklyn Yard
  - Better access to jobs
  - Lower cost ($2.7m)
  - Less displacements
  - More employees displaced
  - Isolated stations
- 17th Avenue
  - Better access to neighborhood
  - Better redevelopment opportunity
  - More support

20



Milwaukie Design Options

21

North Milwaukie

- Southgate Crossover
  - Transit center at Southgate
  - Adds 600 structured park-and-ride spaces
  - Better access to jobs
  - Truck access design issues at Milport and Mailwell
- Tillamook Branch line
  - Transit Center at the Waldorf School (Milwaukie Middle School)
  - Fewer displacements
  - Less expensive ($12m)
  - No Southgate Park-and-ride = less transit riders

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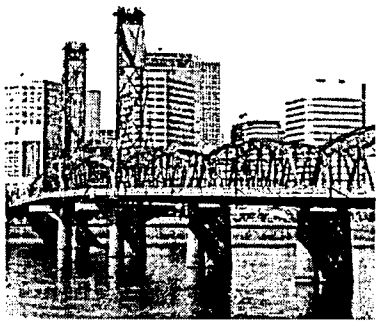
Milwaukie Terminus Option

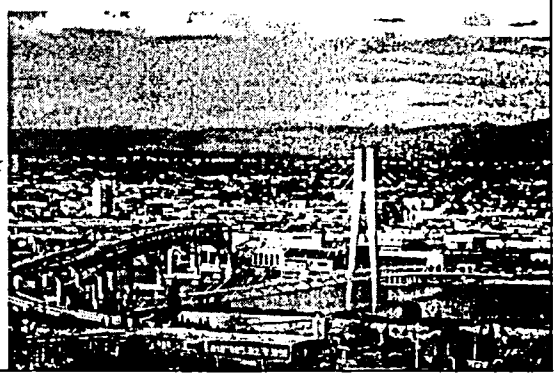
- Milwaukie Middle School Terminus
  - Shorter line (.5 mile)
  - Less expensive ($16 M)
- Lake Road Terminus
  - Provides better station access in Milwaukie
  - 275 Additional park-and-ride spaces

23

Downtown Design Options
(Milwaukie LRT)

- Hawthorne Bridge





- Caruthers Bridge

Downtown Design Options

- Hawthorne Bridge
  - Traffic issues
  - Doesn't serve PSU and North Macadam
  - Bridge lifts affect reliability
- Caruthers Bridge
  - Selected as the LPA in 1998
  - Serves PSU and North Macadam
  - Fixed span bridge with new ped/bike connection
  - More expensive ($100m to PSU

25

Project Overview

- Six Alternatives in SDEIS
  - No-Build
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  - Milwaukie Light Rail
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  - Combined Light Rail (Milwaukie + I-205)
- Alternatives vary by Corridor Segment

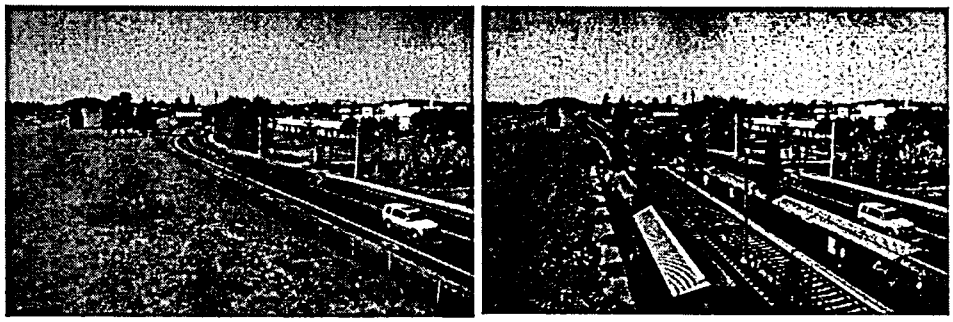
27

I-205 LRT

- 6.5 mile light rail line
- 8 of LRT stations and 11 BRT stations
- BRT between Portland and Oregon City
- Serves two regional Center and a town Center
- 3,750 park-and-ride spaces

28

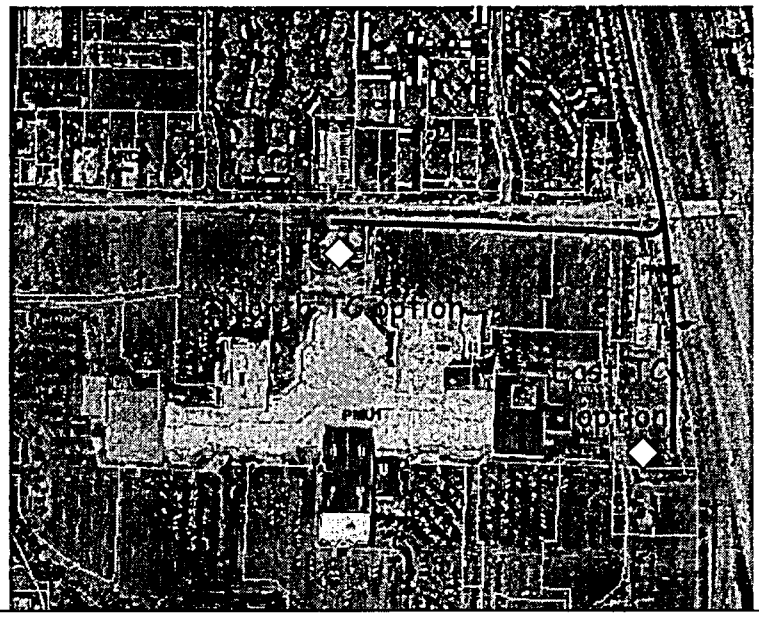
I-205 Simulation



- Main Station

29

Clackamas Town Center Options



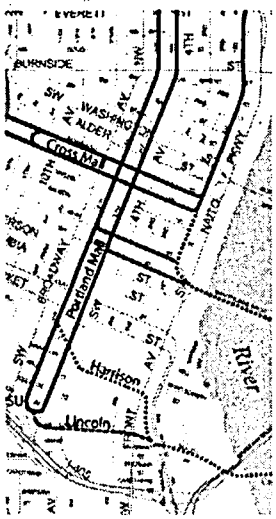
30

I-205 Design Option

- East of Clackamas Town Center
  - Relocate Transit Center
  - Additional park-and-ride
  - Supported by CTC
- North of Clackamas Town Center
  - Reconfigure Transit Center
  - Better access to housing
  - Less expensive ($11.1 m)

31

I-205 Downtown Design Option



- Cross Mall
- Transit Mall

32

I-205 Design Options

- Cross Mall
  - Service quality will diminish with additional trains
  - Limits service expansion
- Transit Mall
  - Would directly serve Union Station and PSU
  - More expensive ($100 m to 150)
  - Mall upgrades needed
  - Higher Ridership

33

Project Overview

- Six Alternatives in SDEIS
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  - Busway
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  - Combined Light Rail (Milwaukie + I-205)
- Alternatives vary by Corridor Segment

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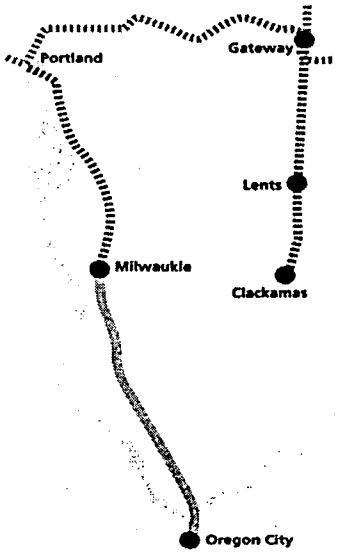

Combined LRT Alternative

- 13.2 miles of light rail
- 18 new LRT station
- 7 BRT stations
- 3,745 park-and-ride spaces
- Same Design Option choices
- Phasing choice

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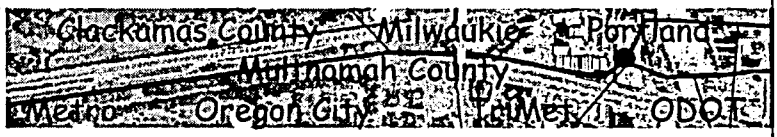
South Corridor SDEIS

SOUTH CORRIDOR PROJECT
Transportation Alternatives



Transit Ridership Forecast

Topics

- General transit ridership findings
- Milwaukie LRT ridership issues
- I-205 LRT ridership issues

38

Ridership Overview

- Six Alternatives analyzed for year 2020
- SDEIS compares 5 build alternatives to the No-Build Alternative
- South Corridor transit ridership is forecast to double from 2000 to 2020

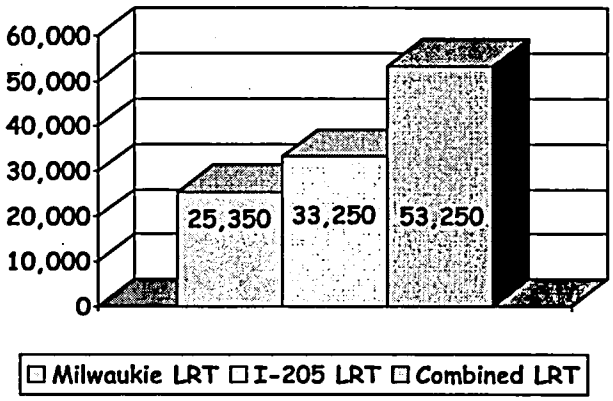
39

Daily Boarding Rides by Alternative (2020)

- BRT - 3 segments of BRT Bus (24,760)
- Busway - 2 segments Busway, 1 segment BRT (30,600)
- Milwaukie LRT - 1 segment LRT, 2 segments BRT (40,690)
- I-205 LRT - 1 segment LRT, 2 segments BRT (47,020)
- Combined LRT - 2 segments LRT, 1 segment BRT (60,060)

40

Boarding rides on Light Rail (2020)

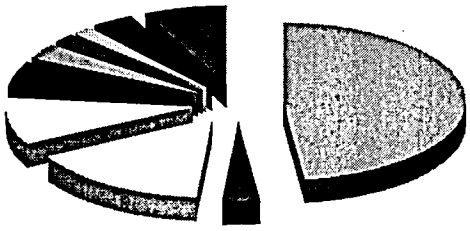


41

Milwaukie LRT Ridership

- Strong radial market between Milwaukie and downtown Portland
- Best in-vehicle time between Milwaukie and downtown Portland
- Walk or transfer from SW 1st Ave. to Transit Mall

42

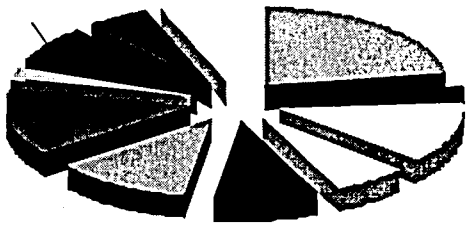


44

I-205 LRT Ridership

- Serves a dispersed travel market - many different types of trips
- Serves Gateway and Clackamas Regional Centers
- Travel time savings for trips to Lloyd District & Rose Qtr.
- I-205 LRT provides 2,750 park-and-ride spaces with demand for 3,100

45



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How Many New Transit Trips?

(Compared with the No-Build in 2020)

- Combined LRT would have over 6 million new transit trips per year.
- I-205 LRT would have nearly 5 million new transit trips.
- Busway and Milwaukie LRT would have over 2 million new transit trips.

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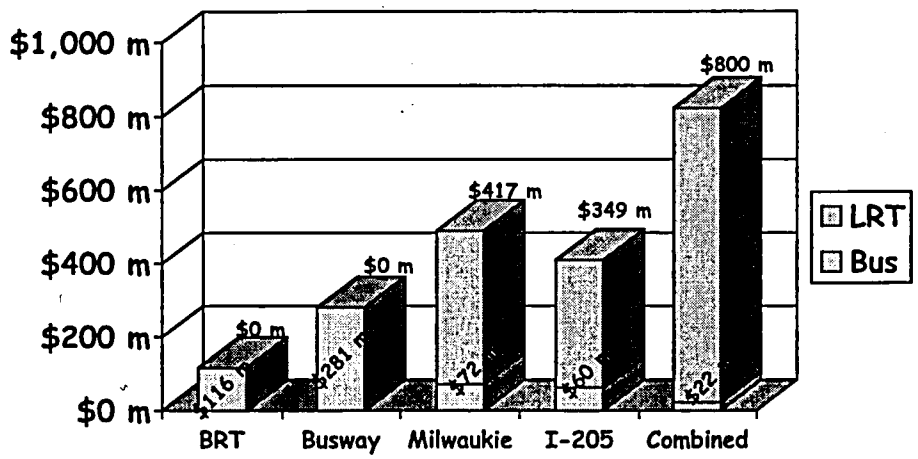
South Corridor SDEIS

SOUTH CORRIDOR PROJECT
Transportation Alternatives

Cost and benefits

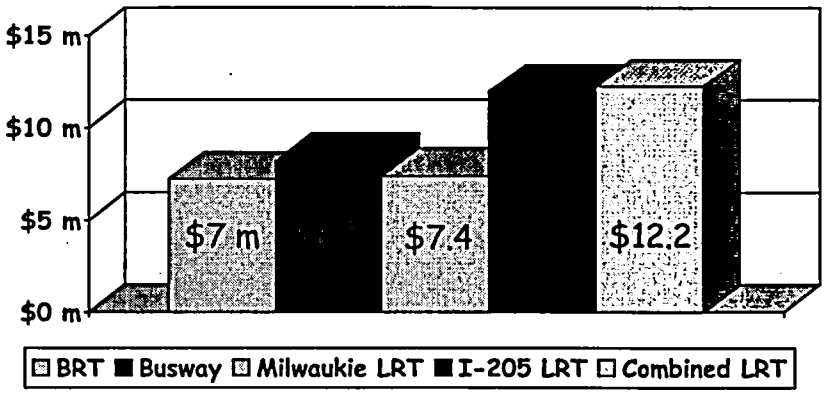
Capital Costs ($2006)



Based on opening year network

51

Annual Operating Cost



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Potential Displacements

	BRT*	Busway	Milwaukie LRT	I-205	Combined
Business	6	51	41	3	38
Residence	0	1	1	13	14
Public	0	1	1	0	1

*BRT would impact access to some businesses along McLoughlin

54

Construction Jobs Created

	BRT	Busway	Milwaukie LRT	I-205 LRT	Combined
Jobs years created	710	1,480	3,610	3,090	7,280

55

Environmental Impacts

	BRT	Busway	Milwaukie	I-205	Combined
Floodplain	Low	Medium	Medium	Low	Medium
Water quality	Low	High	Medium	Medium	Medium
Air Quality	Low	Low	Low	Low	Low

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Land Use Connection

- BRT- somewhat supportive of land use. Provides high capacity service, but without reliability and permanence
- Busway - more supportive with more reliable high quality service
- LRT - very supportive with proven ability to support land use

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SOUTH CORRIDOR PROJECT
Transportation Alternatives

Public Involvement Process
Locally Preferred Alternative

Public Comment

- Received over 300 comments during 61-day comment period
- Supportive of Milwaukie and I-205 LRT
- Strong support for Caruthers Bridge and Portland Mall Alignment
- No support for Busway and BRT
- Outstanding issues identified in Lents

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Public Involvement Process

- Attended hundreds of community meetings over the past 18-months
- Canvassed areas likely to be impacted
- Held three open houses and two public hearings
- Distributed newsletters to over 8,000

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Locally Preferred Alternative

- Based on public input and technical analysis
  - Public comment period - Dec 9 to Feb 7
  - Hearings Jan 29th and Feb 4th
  - Supplemental Draft Environmental Impact Statement
  - Downtown Light Rail System Analysis

61

What is included in a LPA?

- Selection of the preferred Alternative
- Selection of design options
- Direction to staff on design refinement and mitigation issues

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LPA Process

- South Corridor Policy Committee recommends
- Local Jurisdictions ratify
- Metro Council Adopts in April
- Report is forwarded to the Federal Transit Administration

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LPA Process

South Corridor Project
Locally Preferred Alternative Process

SDEIS Public Comment Period	Project Recommendation	Jurisdictional Recommendations	Adoption
Dec 9 – Feb 7	Feb 13	March	
Open Houses 12/9, 12/10, 12/11 Public Hearings 1/29, 2/4	Policy Committee Draft recommendation 2/13	Multnomah County 3/20 Clackamas County 3/19 City of Milwaukie 4/1 Oregon City TBD City of Portland TBD TriMet Board 3/27	TPAC JPACT 4/10 Metro Council ★ 4/17

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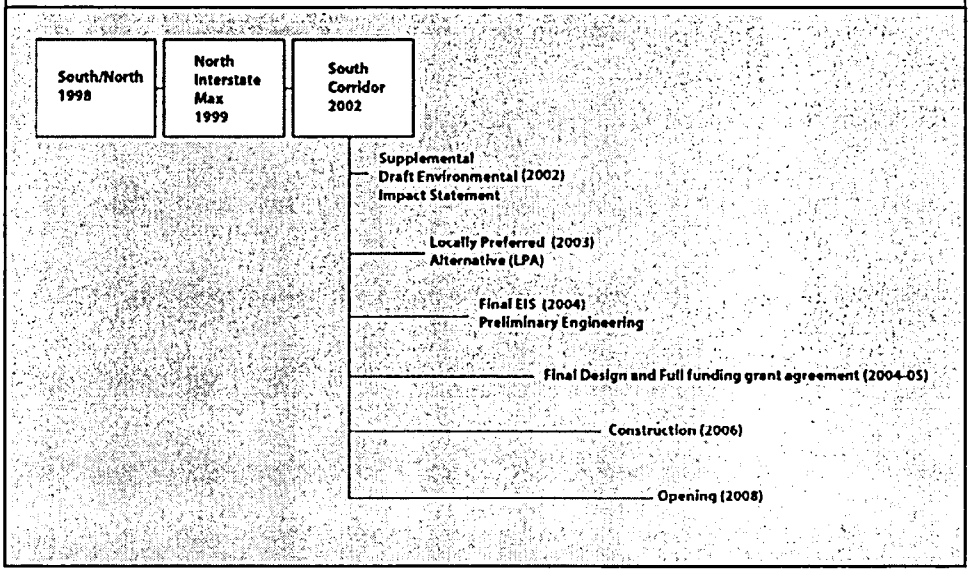
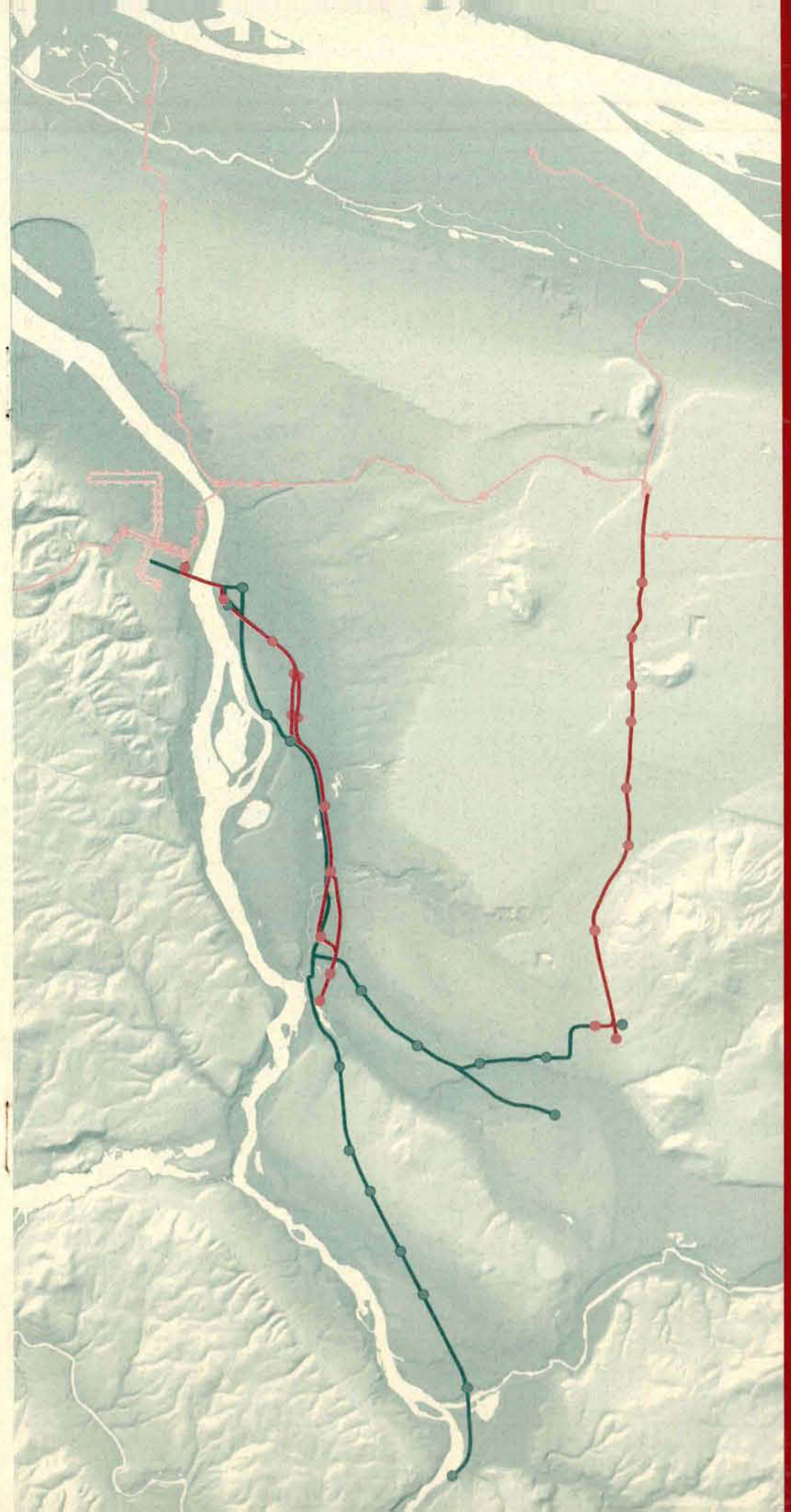
Project Timeline



SOUTH CORRIDOR PROJECT
Transportation Alternatives

Questions and answers



SOUTH CORRIDOR PROJECT

Transportation Alternatives

Supplemental Draft
Environmental Impact
Statement
Executive Summary

December 2002

METRO
PEOPLE PLACES
OPEN SPACES

U.S. Department
of Transportation
Federal Transit Administration
Federal Highway Administration

facilities; traffic capacity problems at intersections where there would be significant project impacts on traffic; final definitions (e.g., location, height, extent, type, etc.) of noise and vibration mitigation for selected alternatives and options; final wetland replacement plan; a memorandum of agreement (MOA) negotiated between the project sponsors and SHPO; demonstration of compliance with all Federal "Section 4(f)" requirements concerning parklands and historic properties through completion of a Draft and Final 4(f) Statement; and development of traffic management plans for the construction phase.

Depending on input during the public comment period and on selection of the LPA, the South Corridor Project will develop a series of more detailed mitigation plans for inclusion in the project's Final Environmental Impact Statement (FEIS).

SOUTH CORRIDOR PROJECT
CLACKAMAS AND MULTNOMAH COUNTIES, OREGON

SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Submitted pursuant to the National Environmental Policy Act
42 U.S.C. 4322(2)(c)

by the

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
FEDERAL HIGHWAY ADMINISTRATION

and

METRO

in cooperation with

U.S. ARMY CORPS OF ENGINEERS, PORTLAND DISTRICT
TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON

12/5/02
Date of Approval

R.F. Krochalis, Regional Administrator
For the Federal Transit Administration

12/6/02
Date of Approval

David Cox, Division Administrator
For the Federal Highway Administration

12/9/02
Date of Approval

Mike Burton, Executive Officer
For Metro

12/9/02
Date of Approval

Fred Hansen, General Manager
For the Tri-County Metropolitan Transportation District of Oregon

The following persons may be contacted for additional information regarding this document:

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or
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Division Administrator
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Salem, OR 97301
(503) 399-5749

Abstract:

The proposed action would be an improvement to the existing urban transportation system in the South Corridor portion of the larger South/North Corridor in the Portland, Oregon metropolitan region. This South Corridor Supplemental Draft Environmental Impact Statement is a supplement to the South/North Corridor Project Draft Environmental Impact Statement that was published in February 1998. Alternatives considered include the No-Build Alternative, the Bus Rapid Transit Alternative, the Busway Alternative, the Milwaukie Light Rail Alternative, the I-205 Light Rail Alternative and the Combined Light Rail Alternative. The analysis and impact assessment considered potential long-term, short-term and cumulative effects on transit service, ridership, accessibility, regional and local roadways, freight movements, land use, economics, neighborhoods, visual and aesthetic resources, ecosystems, water quality and hydrology, geology and seismology, noise and vibration, energy, hazardous materials, parklands, historic and cultural resources and public services. The analysis also considered financial feasibility of the alternatives. The information from these studies will be used to select the Locally Preferred Alternative for the South Corridor Project.

Comment on this document may be submitted in writing or may be made orally at a public hearing. Written comments should be submitted to Sharon Kelly, South Corridor EIS Manager at the above address. Comments are due by 5:00 p.m., Friday, February 7, 2003.

Metro Publication No.: 2002-10962-TRN

S.8 ISSUES TO BE RESOLVED

The analysis and preparation of the SDEIS represents one phase in the course of the South Corridor Project. There are still numerous issues to be resolved, and this section addresses some of the more important and immediate landmarks.

S.8.1 Selection of the Locally Preferred Alternative (LPA)

This SDEIS, related technical documents, and comments received during the public review period will provide a basis for local jurisdictions to recommend and adopt a preferred alternative and design option(s) that will collectively comprise the LPA. There are many points of view that must be brought to bear on these important decisions. The alternatives and options presented in the SDEIS offer a wide range of alternatives, each with their unique set of benefits, costs and impacts.

The South Corridor Project Policy Committee, participating jurisdictions and general public will have the opportunity to develop and present independent recommendations on project elements to be included in the LPA. These recommendations will be forwarded to the TriMet Board of Directors, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council. Metro will prepare and adopt an LPA report that will document the selection of the preferred alternative and option(s), which will then be forwarded to FTA, completing the local decision step in the Federal environmental process.

S.8.2 Implementation of the Finance Plan

The financial analyses in this SDEIS show that the alternatives will require, in varying degrees, significant revenue that is currently not available. The financial analysis also identifies required new levels, and proposed sources, of revenue. New Federal funds would be secured through the Federal Section 5309 New Starts authorization and appropriations cycles and through the FTA grant process. New local funds would be secured through one or more local intergovernmental agreements. Finally, implementation of the financial plan includes completing all Federal NEPA and FTA requirements, and the execution of a Full Funding Grant Agreement (FFGA) with FTA. Definition of all items that are considered eligible for Federal funding must be specified in the FFGA.

S.8.3 Completion of the Mitigation Plan

Design, determination of impacts and estimates of costs for any major project, such as the South Corridor Project, proceed from conceptual, to preliminary, to final as the project advances to construction. At this SDEIS stage of the process, numerous impacts have been identified and many mitigation measures have already been incorporated into the conceptual design and cost estimates or committed to by the project. Examples include: conformance with applicable state and Federal policy concerning relocation assistance; initial coordination with the Oregon State Historic Preservation Officer (SHPO), and other affected parties to ensure compatible design of transit facilities with historic resources; avoidance, minimization of impacts and appropriate mitigation for impacts to wetland areas; and mitigation for 100- year floodplain encroachment.

In addition, the South Corridor Project will commit to further ways to mitigate or finalize the mitigation of certain impacts. Examples of areas requiring further study and commitment to mitigation include: final designs regarding landscaping and architectural design treatment of project

Table S.7-5
Significant Trade-Offs – Comparison of Alternatives

Evaluation Criteria	Selected Measures	Bus Rapid Transit	Busway	Milwaukie LRT	I-205 LRT	Combined LRT
Provide High Quality Transit Service	**BRT, Busway and LRT Ridership (2020 weekday)**	24,760 BRT 24,760 Total	30,600 BRT & Busway 30,600 Total	25,330 LRT +15,360 BRT 40,690 Total	33,270 LRT 13,750 BRT 47,020 Total	53,250 LRT 6,810 BRT 60,060 Total
	Travel Time Savings (vs. No-Build) Milwaukie to Pioneer Sq. Milwaukie to Rose Quarter Clackamas to Rose Q Clackamas to Pioneer Sq	1 min. slower* 1 min slower* = No-Build 9 min faster	1 min faster 1 min faster = No-Build 13 min faster	1 min faster** 11 min faster 7 min faster 13 min faster	= BRT*** = BRT*** 15 min. faster 9 min faster	1 min faster** 9 min. faster 15 min. faster 8 min. faster
	Reliability (% of Protected Intersections)	53%	63%	65%	87%	97%
	Access to Transit Park and Ride Spaces Provided	1,900 **BRT adds more stops and provides more service than No-Build*	2,500	2,775 ***Travel time = 14 min, walk to P. Sq to 1st & Main adds time*	3,750 ****BRT provides service between Portland and Oregon City*	4,625 *** Travel time = 14 min, walk to Pioneer Sq. to 1st & Main adds time*
Ensure Effective Transit System Operations	**Operational Variables** changes to system compared to No-Build that could affect operations	- Introduces Articulated buses into system - Hawthorne Bridge reliability issues	- Introduces Articulated buses into system - More Exclusive R-O-W Crossing protection than BRT - Hawthorne Bridge reliability issues	- Milwaukie transfer required for BRT from Clackamas and Oregon City - Hawthorne Bridge reliability issues	- Downtown Cross-Mall capacity impacts	- Hawthorne Bridge introduces potential delays and reliability impacts - Downtown Cross-Mall capacity impacts
Maximize Ability of Project to Handle Growth	**Ability to Accommodate Additional System Demand**	Expansion constrained by Transit Mall, Hawthorne Bridge	Expansion constrained by Transit Mall, Hawthorne Bridge	LRT on 1st Ave in Downtown relieves demand on Cross-Mall – provides added LRT capacity	Downtown Cross-Mall alignment is main LRT capacity constraint	Downtown Cross-Mall alignment is main LRT constraint
Minimize Traffic Congestion and Neighborhood Infiltration	**Reduction in Vehicle Miles Traveled**	-25,900	-33,300	-20,000	-66,600	-71,200
	Reduction in Vehicle Hours Traveled	-1,200	-1,860	-740	-3,980	-4,010
	Reduction in Vehicle Hours of Delay	-20	-100	0	-570	-720
Promote Desired Land Use Patterns	**Support of Activity Centers** Town and Regional Centers Served based on Region 2040 Plan	- Central City, 2 Regional Centers and 1 Town Center by BRT	- Central City, 1 Regional Center and 1 Town Center by Busway - 1 Regional Center via BRT	- Central City, 1 Town Center by LRT - 2 Regional Centers via BRT	- Central City, 2 Regional Centers and 1 Town Center by LRT - 1 Town Center 1 Regional Center by BRT	- Central City, 2 Regional Centers and 2 Town Centers by LRT - 1 Regional Center via BRT
Fiscally Stable and Financially Efficient Transit System	**Capital Costs** (millions of $ YOE, opening year)	$116	$116 $281	$417 – LRT $72 – Bus	$349 – LRT $60 – Bus	$800 – LRT $22 – Bus
	Operating Costs (millions of $ 2002 difference from No-Build, Bus and LRT)	$7.19	$8.24	$7.39	$11.92	$11.92
	Efficiency (boarding rides per service hour)	70	81	171	159	258
Maximize Engineering Design and Environmental Sensitivity	**Displacements**	6 businesses	51 businesses 1 residence 1 public/inst.	41 businesses 1 residence 1 public/inst.	3 businesses 13 residences	38 businesses 14 residences 1 public/Inst.
	Noise and Vibration (impacts that can't be mitigated)	0	0	0	0	0

Source: Metro, November 2002.
Notes: CBD = Central Business District, Downtown Portland, $YOE = Year of Expenditure Dollars, BRT = Bus Rapid Transit, Opening Year = 2008, LRT = Light Rail Transit, Cross-Mall = Cross-Mall LRT alignment in Downtown (SW Yamhill and SW Morrison Streets).

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- The required capital funding commitments from state, regional and local sources, including voter approval of required general obligation bonds, if any, to meet the requirements of the locally preferred alternative;
- Congressional authority to proceed to construction;
- Legislative approval of a new or increased authority for operating revenues;
- TriMet Board enactment of a new or increased operating revenue source;
- Execution of a FFGA between TriMet and FTA, which would provide sufficient Section 5309 New Starts funds to finance opening day costs of the fixed-guideway component, if any, of the locally preferred alternative; and
- Sufficient appropriations of Section 5309 Bus funds by Congress to finance the BRT component, if any, of the locally preferred alternative.

S.7.2 Effectiveness Evaluation

The purpose of this section is to draw upon the wide array of analyses presented in the Executive Summary and the SDEIS to assess the effectiveness of the project's alternatives. Effectiveness is measured on the basis of an alternative's ability to meet the South Corridor Project's objectives, using a variety of decision-making criteria, each with one or more quantitative and/or qualitative measures. It is important to note that these criteria are not weighted or ranked in order of importance. Select measures for the evaluation criteria are summarized in table S.7-5. This information is presented in summary form in a table because most if not all of the measures discussed are presented elsewhere in this executive summary. For a detailed discussion of the evaluation of alternatives, effectiveness measures and significant trade-offs, please see Section 5.2 of this SDEIS.

S.7.3 Social Equity Considerations

The percentage of minority populations in almost one-third of the South Corridor's neighborhoods has minority and/or Hispanic populations that are greater than the regional average of 17.1% and 8%, respectively (2000 US Census), and over one third have a percentage of low-income residents that is greater than the regional average of 8.7%. Unlike projects that would negatively impact minority and/or low-income neighborhoods without serving them, the South Corridor Project is expressly aimed at serving many minority and/or low-income neighborhoods. Further, none of the alternatives would result in disproportionate negative consequences to low-income or minority neighborhoods that would not be served and benefited by the transit improvements that would occur with an alternative, nor would the impacts to those neighborhoods be disproportionate to the benefits that they would receive.

revenues required are those revenues required to purchase additional vehicles and/or additional capital facilities to operate at 2020 service levels. Tables 5.1-8 and 5.1-9 in the SDEIS more fully illustrate these scenarios.

It should be noted that even with a FFGA, a project must have funds appropriated to it on an annual basis to actually receive Federal funds. Appropriations are subject to budget limits, the demand for appropriations from other projects and other congressional dynamics. As a result, the amount of New Starts funds appropriated to a project in a given year may be less than what the project would require that year. If fewer New Starts funds were to be allocated than would be needed within one or more fiscal years, the finance plan could use interim borrowing to maintain its optimum construction schedule. Interim-borrowed funds would be repaid with later appropriated New Starts funds, but the project would incur interest costs in the interim.

Table S.7-4
Additional Local Capital Funding Required (Millions of Year of Expenditure Dollars)

	BRT	Busway	Milwaukie LRT	I-205 LRT	Combined LRT
50% Section 5309 Funds					
Opening Day	$0	$101.5	$169.4	$105.1	$330.6
2008-2020	$0	$7.6	$15.2	$51.4	$28.4
60% Section 5309 Funds					
Opening Day	$0	$73.3	$127.7	$70.2	$250.6
2008-2020	$0	$6.1	$12.2	$41.1	$22.7
BRT					
Opening Day & 2008-20	$11.23	$0	$13.98	$12.61	$3.30

Source: Metro November 2002
Note: Capital costs for each alternative are based upon a set of design options discussed in Table 2.3-1 of the SDEIS.

All other alternatives require additional local funds to match identified Federal and local sources of funding. These range from the BRT Alternative at $11.3 million to the Combined LRT alternative at $359.0 million, depending upon the degree of Federal Section 5309 funds received.

B. System Fiscal Feasibility

In Section S.7.1.3, it was demonstrated that all of the alternatives would require additional system revenues to meet the minimum working capital standard in all years. A detailed system financing plan will be adopted after selection of the locally preferred alternative and documented in the project's Final Environmental Impact Statement. One possible component of a finance plan to address the system revenue need would be to seek and receive authority from the Oregon Legislature for a tax rate increase (the rate increase would be enacted by the TriMet Board of Directors). As previously mentioned, the fiscal condition of transit system operations is considered adequate if the beginning-of-year operating reserve (measured in months of operations) is maintained at two-months. With the tax rate increase there would be sufficient system revenues to operate all South Corridor Project alternatives and, in addition, implement substantial service increases in other portions of the system and still maintain beginning year operating reserves at desired levels.

C. Implementation of the Finance Plan

Implementation of the funding plan for the South Corridor Project would depend on successfully obtaining:

LIST OF ACRONYMS

AA - Alternatives Analysis
AQMP - Air Quality Maintenance Plan
BRT- Bus Rapid Transit
Btu (BTU) - British Thermal Unit
CERCLIS - Comprehensive Environmental Response, Compensation and Liability Information System
CO - Carbon Monoxide
CTC - Clackamas Town Center
DEIS - Draft Environmental Impact Statement
DO - Design Option
ECSI - Environmental Clean-up Site Information
EIS - Environmental Impact Statement
EPA - U.S. Environmental Protection Agency
FEIS - Final Environmental Impact Statement
FEMA - Federal Emergency Management Agency
FFGA - Full Funding Grant Agreement
FHWA - Federal Highway Administration
FIRM - Flood Insurance Rate Maps
FTA - Federal Transit Administration
FY - Fiscal Year
HCT - High-Capacity Transit
JPACT - Joint Policy Advisory Committee on Transportation
LOS - Level of Service
LPA - Locally Preferred Alternative
LRT - Light Rail Transit
LRV - Light Rail Vehicle
LUFO - Land Use Final Order
MAX - Metropolitan Area Express
MIS - Major Investment Study
MOA - Memorandum of Agreement
MPO - Metropolitan Planning Organization
NEPA - National Environmental Policy Act
O&M - Operations and Maintenance
ODOT - Oregon Department of Transportation
ORS - Oregon Revised Statutes
OTP - Oregon Transportation Plan
Pre-AA - Preliminary Alternatives Analysis
PSU - Portland State University
RFP - Regional Framework Plan
RLIS - Regional Land Information System - Metro
RTP - Regional Transportation Plan
P&R - Park and Ride
PCC - Portland Community College
PE - Preliminary Engineering
PMSA - Permanent Metropolitan Statistical Area
ppm - Parts Per Million
SDEIS - Supplemental Draft Environmental Impact Statement
SHPO - State Historic Preservation Officer
SIP - State Implementation Plan
SQG - Small Quantity Generator
STIP - State Transportation Improvement Program
STP - Surface Transportation Program
TAC - Technical Advisory Committee
TAZ - Transportation Analysis Zone
TC - Transit Center
TEA-21 - Transportation Efficiency Act for the 21st Century
TIP - Transportation Improvement Program
TOD - Transit Oriented Development
TPR - Transportation Planning Rule
TriMet - Tri-County Metropolitan Transportation District of Oregon
TSM - Transportation Systems Management
UGB - Urban Growth Boundary
UPRR - Union Pacific Railroad
USDOT - United States Department of Transportation
V/C - Volume-to-Capacity Ratio
VE - Value Engineering
VHD - Vehicle Hours of Delay
VHT - Vehicle Hours Traveled
VMT - Vehicle Miles Traveled
YOE - Year of Expenditure

PROJECT NOMENCLATURE

The South Corridor Project has evaluated five alternatives and various associated design options. The following project nomenclature provides brief definitions for terms used throughout the project analysis. More complete descriptions of each alternative and the design and terminus options are included in Section S.4 Alternatives Considered. Options that are marked (×) were used for the comparison of the alternatives.

Segment Names. The following segments were identified to allow easier comparison of the environmental impacts associated with the alternatives:

- Portland to Milwaukie Segment,
- Milwaukie to Clackamas Segment,
- Milwaukie to Oregon City Segment, and
- Gateway to Clackamas Segment.

Alternatives and Design Options. Alternatives specify the general location of proposed transit improvements within a given segment of the Corridor. Design options specify detailed route choices within an alternative. The following alternatives have been analyzed. Design options associated with each alternative are listed under the alternative.

Bus Rapid Transit Alternative

Clackamas Park-and-Ride Lot Design Options
- Linwood Park-and-Ride Lot Design Option×
- Johnson Road Park-and-Ride Lot Design Option

Busway Alternative

East Hawthorne Bridge Design Options
- Water Avenue Design Option×
- 7th Avenue Design Option

Clinton Street Station Design Options
- At-Grade Station Design Option×
- Above-Grade Station Design Option

Brooklyn Yard Design Options
- 17th Avenue Design Option×
- West of Brooklyn Yard Design Option

Clackamas Park-and-Ride Lot Design Options
- Linwood Park-and-Ride Lot Design Option×
- Johnson Road Park-and-Ride Lot Design Option

Milwaukie Light Rail Alternative

Brooklyn Yard Design Options
- 17th Avenue Design Option×
- West of Brooklyn Yard Design Option

North Milwaukie Design Options
- Southgate Crossover Design Option×
- Tillamook Branch Line Design Option

Milwaukie Terminus Options
- Lake Road Terminus Option×
- Milwaukie Middle School Terminus Option

Clackamas Park-and-Ride Lot Design Options
- Linwood Park-and-Ride Lot Design Option×
- Johnson Road Park-and-Ride Lot Design Option

I-205 Light Rail Alternative

Clackamas Town Center Design Options
- East of Clackamas Town Center Terminus Option×
- North of Clackamas Town Center Terminus Option

Combined Light Rail Alternative

Brooklyn Yard Design Options
- 17th Avenue Design Option×
- West of Brooklyn Yard Design Option

North Milwaukie Design Options
- Tillamook Branch Line Design Option×
- Main Street Design Option

Milwaukie Terminus Options
- Lake Road Terminus Option×
- Milwaukie Middle School Terminus Option

Clackamas Town Center Terminus Options
- East of Clackamas Town Center Terminus Option×
- North of Clackamas Town Center Terminus Option

A. Potential Project Capital Revenue Sources

Following is a description of the potential revenue sources to address the identified project capital revenue need:

- **Federal Section 5309 New Starts Funds.** FTA Section 5309 New Starts grants are discretionary federal funds available for new fixed-guideway transit systems and extensions to existing fixed-guideway systems. Currently, up to 80 percent of New Starts project costs can qualify for New Starts funding, however Congress and FTA are considering reducing the maximum New Starts share to 50 percent or 60 percent.

- **Federal Section 5309 Bus Funds.** FTA Section 5309 bus grants are discretionary funds available for bus acquisition and bus-related improvements, including BRT improvements. By statute, Section 5309 Bus funds require 20 percent local matching funds. In total, up to $104.9 million of Section 5309 Bus funds could be requested for the BRT Alternative. Up to $55.9 million of Section 5309 Bus funds could be used for the BRT component of the Milwaukie LRT Alternative, $50.4 million for the BRT component of the I-205 LRT Alternative and $13.2 million for the BRT component of the Combined LRT Alternative.

- **Other Local and Regional Funds.** A variety of additional local and regional funding sources will be considered to fund the locally preferred alternative. Depending on the alternative selected, additional local funds may be requested. For those alternatives exhibiting a larger funding gap than can be met with existing resources, a general obligation bond could be considered.

B. Potential System Revenue Sources

Increased Operating Revenues. TriMet's enabling legislation limits the employer payroll and self-employment tax rates to 0.6 percent; with upward adjustments permitted to account for revenues lost when areas are withdraw from the TriMet district (thus creating a tax rate of 0.6218 percent). As part of a larger transit expansion strategy, TriMet has been examining the possibility of increasing the pre-adjustment employer payroll and self-employment tax rates from 0.6 percent to 0.7 percent over a ten-year period in increments of 0.01 percent per year. This potential rate increase would require legislative approval of an amendment to TriMet's funding statute. If approved, a portion of the proceeds of such a tax rate increase could be used for South Corridor Project capital costs.

S.7.1.5 System Fiscal Feasibility Conclusions and Risk Assessment

This section summarizes the conclusion of the fiscal feasibility analysis for project capital and systemwide funding needs.

A. Project Capital Funding

Table S.7-4 shows the unidentified local capital funding required for all of the alternatives. The amount of this funding changes based on the level of Federal New Starts (S. 5309) funds received. The required level of additional funding has been identified for two likely scenarios, 50% or 60% Federal New Starts funding. Opening day (2008) costs are those costs required to initiate service for a project, but not to provide for system growth until the 2020-planning horizon. The 2008 to 2020

S.7.1.3 Existing Revenue Needs

This section summarizes the identified project capital and system revenue needs for the alternatives.

A. Existing Project Capital Revenue Need

As shown in Table S.7-3, project capital shortfalls occur with all of the build alternatives, ranging from $79.64 million for the low-cost BRT Alternative to $803.81 million for the high-cost Combined LRT Alternative (note that the low-cost alternative is based on selecting the lowest-cost design option in each instance and the high-cost alternative is based on selecting the highest-cost design option in each instance). Table S.7-3 presents the low and high-cost range for each alternative. Section 2.2 and Section 2.3 of the SDEIS provide a description of the various design options and the cost differences between the design options, respectively. Options for eliminating these shortfalls, including possible federal funds, are discussed in Section S.7.1.4.

Table S.7-3
Summary of Project Capital Costs, Available Revenue and Revenue Need[1], by Low- and High- Cost Alternative (in millions of YOE dollars)

	BRT	Busway	Milwaukie LRT	I-205 LRT	Combined LRT
Low-Cost					
Project Capital Cost	$119.04	$267.10	$466.82	$507.39	$825.57
Available Capital Revenues	$39.40	$39.40	$39.40	$69.40	$69.40
Project Capital Need	**$79.64**	**$227.70**	**$427.42**	**$437.99**	**$756.17**
High-Cost					
Project Capital Cost	$131.15	$299.29	$517.97	$514.90	$873.21
Available Capital Revenues	$39.40	$39.40	$39.40	$69.40	$69.40
Project Capital Need	**$80.55**	**$259.89**	**$478.57**	**$445.50**	**$803.81**

Source: TriMet, November 2002.
Note: YOE = year-of-expenditure; BRT = bus rapid transit; LRT = light rail transit.
[1] Includes capital costs that would be incurred before opening day (i.e., September 2008) and between 2008 and 2020, for both BRT improvements and fixed-guideway improvements. Low cost = the cost and configuration of an alternative if the lowest-cost design option was selected in each instance; high cost = the cost and configuration of an alternative if the highest-cost design option was selected in each instance.

B. Existing System Revenue Need

System costs and revenues for the alternatives were projected on a year-by-year basis over the 20-year period from 2000 to 2020. While there would be some variations in the results by alternative, depending on the design options selected, those differences would not have a material effect on the basic conclusions described below. As shown in Table S.7-2, existing system revenues are insufficient for all of the build alternatives to maintain beginning year operating reserves at the desired two-month levels over 11 to 15 years, depending on the alternative. While existing revenues are sufficient to avoid negative operating results for the BRT, Busway and Milwaukie LRT alternatives, the I-205 LRT and Combined LRT alternatives would exhibit negative operating results in FY 2013 and FY 2011, respectively.

S.7.1.4 Proposed Additional Revenues

This section identifies the potential capital and system revenue sources that could be used to meet the South Corridor Project alternatives' identified revenue need.

Park-and-Ride Lots. The following is a list of park-and-ride lots associated with the alternatives. The park-and-ride lots associated with each alternative are listed under that alternative.

Bus Rapid Transit Alternative
Portland to Milwaukie Segment
- Southgate Park-and-Ride Lot (600 spaces) ×

Milwaukie to Clackamas Segment
- Clackamas Park-and-Ride Lot Design Options
  - Linwood/Harmony Park-and-Ride Lot (600 spaces) ×
  - Johnson Road Park-and-Ride Lot (270 spaces)
- New Hope Shared Use Park-and-Ride Lot (300 spaces) ×

Milwaukie to Oregon City Segment
- Park Avenue Park-and-Ride Lot (150 spaces) ×
- Roethe Road Park-and-Ride Lot (150 spaces) ×
- Clackamas Community College Park-and-Ride Lot (100 spaces)×

Busway Alternative
Portland to Milwaukie Segment
- Tacoma Street Park-and-Ride Lot (600 spaces) ×
- Milwaukie Southgate Park-and-Ride Lot (600 spaces) ×

Milwaukie to Clackamas Segment
- Clackamas Park-and-Ride Lot Design Options
  - Linwood/Harmony Park-and-Ride Lot (600 spaces) ×
  - Johnson Road Park-and-Ride Lot (270 spaces)
- New Hope Shared Use Park-and-Ride Lot (300 spaces) ×

Milwaukie to Oregon City Segment
- Park Avenue Park-and-Ride Lot (150 spaces) ×
- Roethe Road Park-and-Ride Lot (150 spaces) ×

Clackamas Community College Park-and-Ride Lot (100 spaces) ×

Milwaukie Light Rail Alternative
Portland to Milwaukie Segment
- Tacoma Street Park-and-Ride Lot (600 spaces) ×
- Milwaukie Southgate Park-and-Ride Lot (600 spaces - Southgate Crossover D.O.) ×
- Lake Road Station (275 spaces - Lake Road Terminus Option) ×

Milwaukie to Clackamas Segment
- Clackamas Park-and-Ride Lot Design Options
  - Linwood/Harmony Park-and-Ride Lot (600 spaces) ×
  - Johnson Road Park-and-Ride Lot (270 spaces)
- New Hope Shared Use Park-and-Ride Lot (300 spaces) ×

Milwaukie to Oregon City Segment
- Park Avenue Park-and-Ride Lot (150 spaces) ×
- Roethe Road Park-and-Ride Lot (150 spaces) ×

Clackamas Community College Park-and-Ride Lot (100 spaces) ×

I-205 Light Rail Alternative
Portland to Milwaukie Segment
- Southgate Park-and-Ride Lot (600 spaces) ×

Milwaukie to Oregon City Segment
- Park Avenue Park-and-Ride Lot (150 spaces) ×
- Roethe Road Park-and-Ride Lot (150 spaces) ×
- Clackamas Community College Park-and-Ride Lot (100 spaces) ×

Clackamas to Gateway Segment
- Clackamas Town Center East Park-and-Ride Lot (500 spaces) ×
- New Hope Shared Use Park-and-Ride Lot (300 spaces) ×
- Fuller Road Park-and-Ride Lot (1,000 spaces) ×
- Holgate Boulevard Park-and-Ride Lot (400 spaces) ×
- Powell Boulevard Park-and-Ride Lot (400 spaces) ×

Combined Light Rail Alternative. This alternative would include the park-and-ride lots listed above for the Milwaukie and I-205 LRT Alternatives except the Linwood/Harmony Park-and-Ride Lot

Station Names. Stations related to each alternative are listed below the alternative by segment.

Bus Rapid Transit Alternative

Portland to Milwaukie Segment
- Hawthorne Boulevard Station (northbound) ×
- Clay Street Station (southbound) ×
- Holgate Boulevard Station×
- 17th Avenue Station×
- Southgate Transit Center Station×

Milwaukie to Clackamas Segment
- Oak Street Station×
- Freeman Way Station×
- Linwood/Harmony Station×
- Johnson Road Station
- OIT Station×
- CTC North Transit Center Station×

Milwaukie to Oregon City Segment
- Park Avenue Station×
- Oak Grove Boulevard Station×
- Concord Avenue Station×
- Roethe Road Station×
- Jennings Road Station×
- Arlington Road Station×
- Oregon City Transit Center Station×

Busway Alternative

Portland to Milwaukie Segment
OMSI Station*
Clinton Street Station *
Rhine Street Station*
Holgate Boulevard Station *
Lafayette Street Station
Holgate Boulevard Station
Bybee Boulevard Station *
Tacoma Street Station *
Southgate Transit Center Station *

Milwaukie to Clackamas Segment
Oak Street Station *
Freeman Way Station *
Linwood/Harmony Station *
Johnson Road Station
OIT Station *
CTC North Transit Center Station *

Milwaukie to Oregon City Segment
Park Avenue Station*
Oak Grove Boulevard Station*
Concord Avenue Station*
Roethe Road Station*
Jennings Road Station*
Arlington Road Station*
Oregon City Transit Center Station*

Milwaukie Light Rail Alternative

Portland to Milwaukie Segment
SW Main Street Station *
OMSI Station *
Clinton Street Station *
Rhine Street Station *
Holgate Boulevard Station *
Lafayette Street Station
Holgate Boulevard Station
Bybee Boulevard Station *
Tacoma Street Station *
Southgate Transit Center Station*
Harrison Street Station *
Lake Road Station*

Milwaukie to Clackamas Segment
Oak Street Station*
Freeman Way Station*
Linwood/Harmony Station*
Johnson Road Station (Johnson Road Park-and-Ride Lot Design Option)
OIT Station*
Clackamas Town Center North Transit Center Station*

Milwaukie to Oregon City Segment
Park Avenue Station*
Oak Grove Boulevard Station*
Concord Avenue Station*
Roethe Road Station*
Jennings Road Station*
Arlington Road Station*
Oregon City Transit Center Station*

I-205 Light Rail Alternative

Portland to Milwaukie Segment
Hawthorne Boulevard Station (northbound) *
Clay Street Station (southbound) *
Holgate Boulevard Station*
17th Avenue Station*
Southgate Transit Center Station*

Milwaukie to Oregon City Segment
Park Avenue Station*
Oak Grove Boulevard Station*
Concord Avenue Station*
Roethe Road Station*
Jennings Road Station*
Arlington Road Station*
Oregon City Transit Center Station*

Gateway to Clackamas Segment
Gateway Transit Center Station *
SE Main Street Station *
Division Street Station *
Powell Boulevard Station *
Holgate Boulevard Station *
Foster Road Station *
Flavel Street Station *
Fuller Road Station *
Clackamas Town Center East Transit Center Station *
Clackamas Town Center North Transit Center Station

Combined Light Rail Alternative

Portland to Milwaukie Segment
SW Main Street Station *
OMSI Station *
Clinton Street Station *
Rhine Street Station *
Holgate Boulevard Station *
Lafayette Street Station
Holgate Boulevard Station
Bybee Boulevard Station *
Tacoma Street Station *
Southgate Transit Center Station*
Harrison Street Station *
Lake Road Station*

Milwaukie to Oregon City Segment
Park Avenue Station*
Oak Grove Boulevard Station*
Concord Avenue Station*
Roethe Road Station*
Jennings Road Station*
Arlington Road Station*
Oregon City Transit Center Station*

Gateway to Clackamas Segment
Gateway Transit Center Station *
SE Main Street Station *
Division Street Station *
Powell Boulevard Station *
Holgate Boulevard Station *
Foster Road Station *
Flavel Street Station *
Fuller Road Station *
Clackamas Town Center East Transit Center Station *
Clackamas Town Center North Transit Center Station

Table S.7-2
Summary of System Costs, Revenues and Working Capital Analysis:
Cumulative Total from FY 2002 to FY 2020, by Alternative (in billions of YOE dollars)

	No Build	BRT	Busway	Milwaukie LRT	I-205 LRT	Combined LRT
System Costs						
O&M	$9.742	$9.944	$9.967	$9.942	$10.068	$10.315
Capital	$1.098	$1.098	$1.098	$1.098	$1.098	$1.098
Total System Costs	**$10.840**	**$11.042**	**$11.065**	**$11.040**	**$11.166**	**$11.413**
Total System Revenues	**$11.220**	**$11.191**	**$11.196**	**$11.222**	**$11.230**	**$11.225**
System Feasibility Analysis						
Low Year of Working Capital[1]		1.0	0.6	0.5	-0.5	-2.4
Years with Working Capital Below 2.0 months		11	13	13	15	15

Source: TriMet, November 2002.
Note: FY = fiscal year; YOE = year-of-expenditure; BRT = bus rapid transit; LRT = light rail transit; O&M = operating and maintenance.
[1] Without additional revenues.

S.7.1.2 Currently Available Revenues

Two categories of available revenue resources are examined within this section: revenue resources reserved for South Corridor Project capital costs; and revenue resources reserved for transit system costs.

A. Currently Available Transit Project Capital Revenues

Currently, there are $69.4 million of revenues available for project capital costs, consisting of the following (not all sources or amounts are available for all alternatives):

- **$24.4 Million in Regional Surface Transportation Program (STP) Funds** through Metro.
- **$30 Million in Clackamas County Tax Increment Funds** for expenditure within the Clackamas Town Center Urban Renewal District only.
- **$15 Million in TriMet General Funds** for Opening Year Costs.

B. Available Transit System Revenues

System revenues are derived from a series of sources. As shown in Table S.7-2, existing transit system revenue sources are projected to provide between $11.191 and $11.230 billion (YOE dollars) between FY 2002 and FY 2020, depending on the alternative. The difference in revenue between alternatives reflects differences in passenger revenues and interest earnings. The major sources of available System revenue include the following:

- **Payroll Tax Revenues.** TriMet currently levies a 0.6218 percent tax on the gross payrolls of private businesses and municipalities within its district. The tax is dedicated to TriMet and is TriMet's largest source of operating revenue, accounting for nearly 54 percent ($152 million) of its operating revenues in FY 2001.
- **Self-Employment Tax Revenues.** TriMet also levies a 0.6218 percent tax on the gross profits earned within its district by self-employed individuals.
- **State In-Lieu Revenues.** State of Oregon government offices located within TriMet's district boundaries are not subject to the municipal payroll tax – instead, the offices make in-lieu of tax payments to TriMet.

transit capital expenditures to the year 2020, except for the capital costs of the South Corridor Project alternatives accounted for in the Project Capital Financial Feasibility Analysis.

S.7.1.1 Costs

This section summarizes the project capital costs and changes to the system costs that would occur with each of the alternatives.

A. Project Capital Costs

Table S.7-1 presents the South Corridor Project costs for each of the alternatives, in year-of-expenditure (YOE) dollars. The project capital costs would include all facility improvements and vehicle purchases required by each alternative, in excess of the capital costs that are currently committed and included within the No-Build Alternative. YOE project capital costs range from $119.04 to $131.15 million with the BRT Alternative to $825.57 to $ 873.21 million with the Combined LRT Alternative.

Table S.7-1
Summary of Project Capital and Operating Costs, by Alternative (in millions of dollars)

	BRT	Busway	Milwaukie LRT	I-205 LRT	Combined LRT
Project Capital Costs in YOE Dollars[1]					
Low	$119.04	$267.10	$466.82	$507.39	$825.57
High	$131.15	$299.29	$517.97	$514.90	$873.21
Annual O&M Costs[2]					
Bus	$22.42	$23.46	$15.59	$17.88	$14.06
Light Rail	$0.00	$0.00	$7.03	$9.28	$13.34
Total	**$22.42**	**$23.46**	**$22.62**	**$27.16**	**$27.40**
Annual O&M Costs: Difference from the No-Build Alternative[2]					
Bus	$7.19	$8.24	$0.36	$2.65	-$1.17
Light Rail	$0.00	$0.00	$7.03	$9.28	$13.34
Total	**$7.19**	**$8.24**	**$7.39**	**$11.92**	**$12.17**

Source: TriMet, November 2002.
Note: BRT = bus rapid transit; LRT = light rail transit; YOE = year-of-expenditure; O&M = operating and maintenance.
[1] Low = the cost of an alternative if the lowest cost design option was selected in each instance; high = the cost of an alternative if the highest-cost design option was selected in each instance (see Table 2.3-2 of the SDEIS for the cost difference between design options by alternative. Project capital costs include the cost of improvements that would occur prior to opening day (September, 2008) and those capital costs that would be incurred between 2008 and 2020.
[2] O&M costs are in 2002 dollars for the South Corridor, based on 2020 service levels.

B. System Costs

System costs include all capital and O&M expenditures by TriMet over the 20-year planning period, except the capital costs for the South Corridor Project. Total system cost is the aggregate of system operating costs and system capital costs. System operating costs include all annual transit operating and maintenance costs, including the cost of operating and maintaining: 1) the existing transit system; 2) customary increases in transit service hours throughout the system that are required to maintain headways and capacity; 3) the applicable South Corridor Project alternative, and 4) the expanded bus network in the South Corridor that would be required to support the project alternative. Table S.7-2 summarizes the cumulative system operating costs (shown in YOE dollars) covering the 20-year planning period for each alternative.

S. EXECUTIVE SUMMARY

A. About the Executive Summary

The Executive Summary is presented to brief policymakers, agencies and the public about the findings of the *South Corridor Project Supplemental Draft Environmental Impact Statement* (SDEIS). Because the summary presents results of the SDEIS in a truncated form, some information is incorporated only by reference to the SDEIS itself. Every effort has been made to present the most pertinent results in as clear a manner as possible so that the reader may understand the breadth of information contained in the SDEIS without necessarily having to read the entire document. The reader is encouraged to consult the SDEIS document for more detailed information.

B. About the South Corridor SDEIS

The South Corridor is the southern segment of the South/North Corridor, and the SDEIS fundamentally updates the *South/North Corridor Draft Environmental Impact Statement* (DEIS), which was issued by the Federal Transit Administration (FTA) and Metro in February 1998. As such, the SDEIS (and this Executive Summary) focuses almost exclusively on the South Corridor by providing updated and additional information on the purpose and need, alternatives considered, affected environment and anticipated environmental impacts for the South Corridor, reflecting the changed conditions since the South/North DEIS was published.

The South Corridor SDEIS has been prepared in compliance with the National Environmental Policy Act (NEPA). The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) are the federal co-lead agencies for the SDEIS, and Metro is the project's local lead agency. Preparation of the SDEIS is one step in the Federal transportation project development process that is intended to be an integral part of a metropolitan area's long-range transportation planning process. The purpose of the South Corridor SDEIS is to provide decision-makers and the public with better and more complete information before final project-level decisions are made. The SDEIS is intended to provide citizens, agencies and jurisdictions with information needed to make an informed decision when selecting the preferred alternative to advance into the next stages of project development.

S.1 DEFINITION OF THE SOUTH CORRIDOR

The South Corridor is part of the larger South/North Corridor within the Portland, Oregon and Vancouver, Washington metropolitan region. As shown in Figure S.1-1, this region includes four counties: Multnomah, Clackamas and Washington counties in Oregon and Clark County in Washington. This region is the population and economic center of an extensive area, including much of Oregon, southern Washington and northern Idaho. The South Corridor is defined as the travel shed between the urban and urbanizing portion of Clackamas County and the Portland Central City, as shown in Figure S.1-2. Travel within the corridor uses a variety of local, regional, state and interstate facilities. The Tri-County Metropolitan Transportation District (TriMet) is the provider of public transportation in the South Corridor, and currently operates fixed-route transit buses, on-demand van and small bus service for the elderly and disabled, and light rail lines throughout the region.

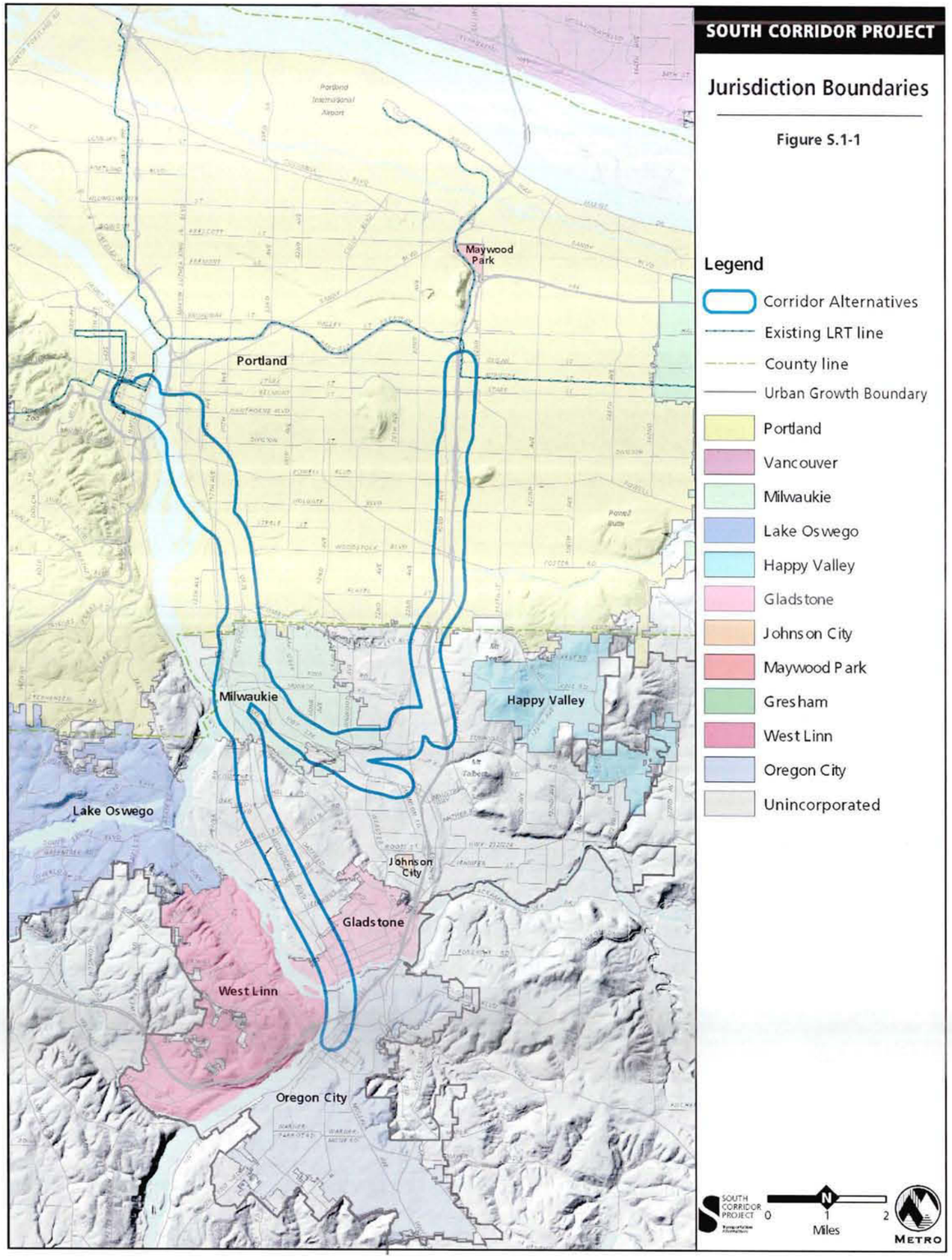


Table S.6-2
Summary of Historic and Parkland Impacts

Characteristic	No-Build	BRT	Busway	Milwaukie LRT	I-205 LRT	Combined LRT
Historic Resources Adversely Affected						
Portland to Milwaukie	0	0	2	5	0	5
Milwaukie to Clackamas	0	0	0	0	0	0
Gateway to Clackamas	0	0	0	0	1	1
Milwaukie to Oregon City	0	0	0	0	0	0
Archaeologically-Sensitive Areas Potentially Affected						
Portland to Milwaukie	0	0	2	2	0	2
Milwaukie to Clackamas	0	0	1	0	0	0
Gateway to Clackamas	0	0	0	0	1	1
Milwaukie to Oregon City	0	1	1	1	1	1
Parklands: Number of Parks Used						
Portland to Milwaukie	0	0	1	3	0	3
Milwaukie to Clackamas	0	0	0	0	0	0
Gateway to Clackamas	0	0	0	0	1	1
Milwaukie to Oregon City	0	0	0	0	0	0

Source: Metro, September 2002.
Note: BRT = bus rapid transit; LRT = light rail transit.
[1] The analyses of alternatives are based on a common set of design options, as defined in Table 2.2-3 and described in Section 2.2 of the SDEIS – characteristics of an alternative may vary with other design options.

S.7 EVALUATION OF THE ALTERNATIVES

This section evaluates the alternatives for the South Corridor Project from four different perspectives:

- Financial analysis, which provides information to assess the fiscal feasibility of building a operating the alternatives
- Evaluation of the alternatives, which synthesizes key findings of the other chapters of the using a range of criteria and measures to assess the alternatives' ability to meet the project objectives
- Equity considerations
- A summary of the major tradeoffs between the alternatives.

S.7.1 Financial Feasibility Analysis

The purpose of this section is to provide an assessment of the financial feasibility of the altern under consideration, given the costs of the alternatives and given the current, anticipated and potential sources of revenue. The financial feasibility analysis for the South Corridor Project h been divided into the two following elements, because each element would have a different financing plan:

The Project Capital Financial Feasibility Analysis focuses on whether there are adequate p capital resources currently available to construct each alternative, and, if not, the options for resolving the project capital need for additional resources.

The System Fiscal Feasibility Analysis focuses on whether there are adequate resources to o and maintain the entire transit system, including operations of the South Corridor Project alternatives, between now and the year 2020, and, if not, the options for resolving the system financial need. System costs include all transit operation and maintenance (O&M) costs and a

Table S.6-1
Summary of Environmental Impacts, by Alternative[1]

Measures	No-Build	BRT	Busway	Milwaukie LRT	I-205 LRT	Combined LRT
Land Use and Economic[2]						
Long-Term Annual Employment	0	61	67	36	101	95
Short-Term Employment	0	710	1,480	3,610	3,090	7,260
Short-Term Personal Income	$0.0	$27.9	$58.1	$142.4	$121.7	$285.7
Displacements: Residential / Business / Institutional or Public						
Portland to Milwaukie	0 / 0 / 0	0 / 0 / 0	1 / 44 / 1	1 / 35 / 1	0 / 0 / 0	1 / 35 / 1
Milwaukie to Clackamas	0 / 0 / 0	0 / 4 / 0	0 / 5 / 0	0 / 4 / 0	0 / 0 / 0	0 / 0 / 0
Gateway to Clackamas	0 / 0 / 0	0 / 0 / 0	0 / 0 / 0	0 / 0 / 0	13 / 1 / 0	13 / 1 / 0
Milwaukie to Oregon City	0 / 0 / 0	0 / 2 / 0	0 / 2 / 0	0 / 2 / 0	0 / 2 / 0	0 / 2 / 0
Total	**0 / 0 / 0**	**0 / 6 / 0**	**1 / 51 / 1**	**1 / 41 / 1**	**13 / 3 / 0**	**14 / 38 / 1**
Regional Air Quality[3]						
Carbon Monoxide	406.425	406.189	406.090	406.209	405.755	405.668
Nitrogen Oxides	65.786	65.746	65.733	65.750	65.669	65.655
Volatile Organic Compounds	50.961	50.931	50.919	50.934	50.877	50.866
Noise and Vibration: Adverse Impacts[4] Without / With Identified Mitigation						
Portland to Milwaukie	0 / 0	0 / 0	0 / 0	4 / 0	0 / 0	4 / 0
Milwaukie to Clackamas	0 / 0	0 / 0	0 / 9	0 / 0	0 / 0	0 / 0
Gateway to Clackamas	0 / 0	0 / 0	0 / 0	0 / 0	30 / 0	30 / 0
Milwaukie to Oregon City	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Total	**0 / 0**	**0 / 0**	**0 / 9**	**4 / 0**	**30 / 0**	**34 / 0**
Ecosystems: Acres of Wetland Filled / Spanned						
Portland to Milwaukie	0 / 0	0 / 0	0.36 / 0	0.56 / 0	0 / 0	0.56 / 0
Milwaukie to Clackamas	0.02 / 0	0.01 / 0	0.03 / 0	0.01 / 0	0 / 0	0 / 0
Gateway to Clackamas	0 / 0	0 / 0	0 / 0	0 / 0	0.03 / 0.07	0.03 / 0.07
Milwaukie to Oregon City	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Total	**0 / 0**	**0.03 / 0**	**0.39 / 0**	**0.057 / 0**	**0.03 / 0.07**	**0.59 / 0.07**
Linear feet of streams with threatened or endangered fish species						
Total	**0**	**0**	**131 feet**	**58 feet**	**55 feet**	**113 feet**
Water Quality/Hydrology: Additional Impervious Acres						
Portland to Milwaukie	0.0	3.5	20.2	16.4	3.5	16.4
Milwaukie to Clackamas	6.5	10.2	20.2	10.2	0.0	0.0
Gateway to Clackamas	0.0	0.0	0.0	0.0	23.2	23.2
Milwaukie to Oregon City	0.0	10.8	10.8	10.8	10.8	10.8
Ruby Junction	0.0	0.0	0.0	0.0	1.4	1.4
Total	**6.5**	**24.5**	**51.0**	**37.4**	**38.9**	**51.4**
Water Quality and Hydrology: Cubic Yards Fill in Flood Plain						
Portland to Milwaukie[5]	0	0	9,500 / 38,000	9,200 / 32,600	0	9,200 / 38,600
Milwaukie to Clackamas	0	0	0	0	0	0
Gateway to Clackamas	0	0	0	0	200	200
Milwaukie to Oregon City	0	0	0	0	0	0
Total	**0**	**0**	**9,500 / 38,000**	**9,200 / 32,600**	**200**	**9,400 / 38,800**
Energy Consumption						
Regional Daily Vehicle (10^9 BTU)	322.522	322.328	322.266	322.421	322.058	322.019
Construction Energy (10^9 BTU)	0.000	630.710	1,310.641	2,547.210	2,327.680	4,874.890
Hazardous Materials Sites Displaced: CERCLIS / ECSI[6]						
Portland to Milwaukie	0 / 0	0 / 0	1 / 5	1 / 7	0 / 0	1 / 7
Milwaukie to Clackamas	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Gateway to Clackamas	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Milwaukie to Oregon City	0 / 6	0 / 6	0 / 6	0 / 6	0 / 6	0 / 6
Total	**0 / 6**	**0 / 6**	**0 / 11**	**1 / 13**	**0 / 6**	**1 / 13**

Source: Metro, September 2002.

Note: BRT = bus rapid transit; LRT = light rail transit.

1 The analyses of alternatives are based on a common set of design options, as defined in Table 2.2-3 in the SDEIS.

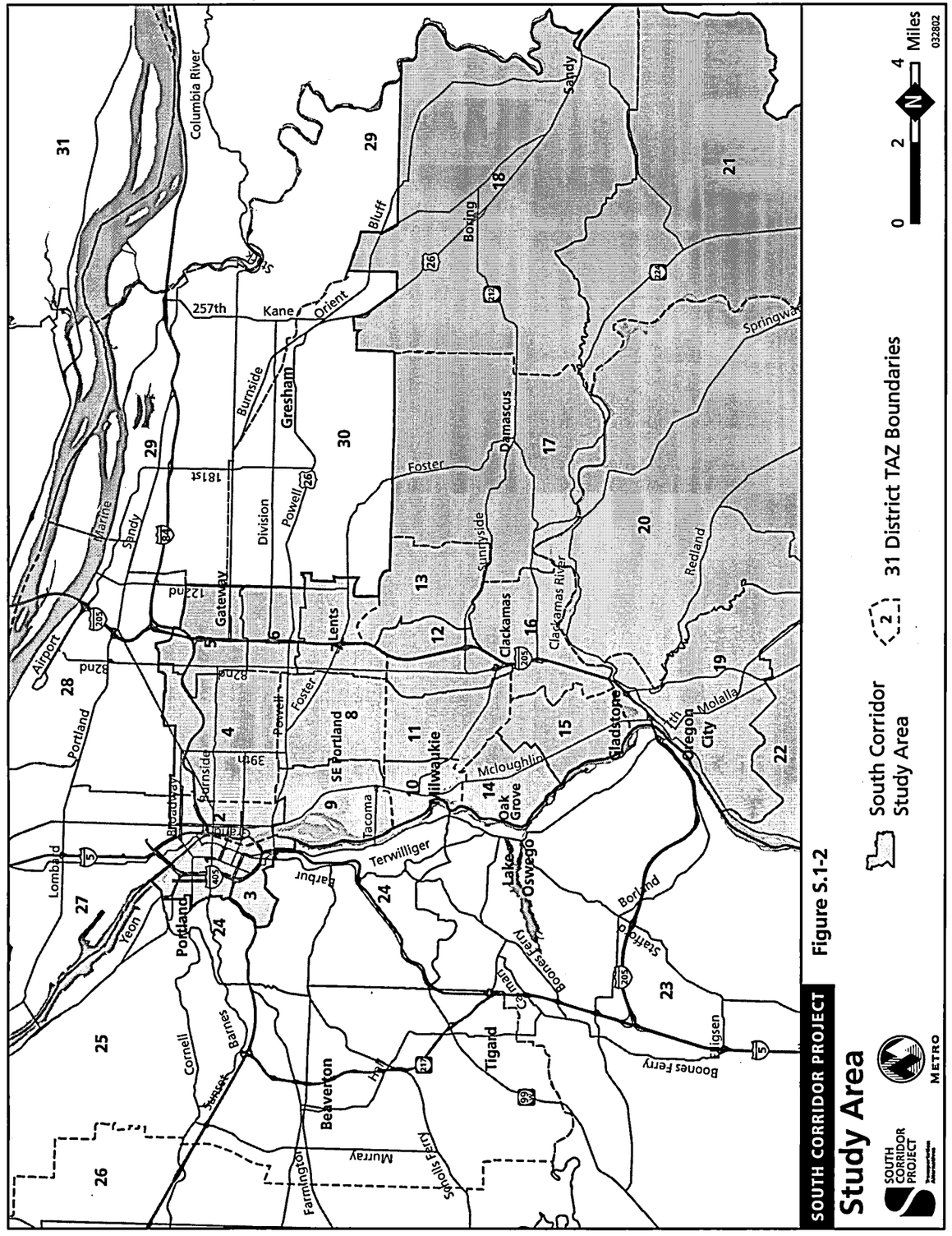
2 Short-term economic impacts would be the result of construction-related activities within the Portland metropolitan area, expressed in person-year jobs. Long-term impacts would be the result of the on-going operation of the transit facility and additional transit vehicles (based on 2020 service levels) and would be expressed in full-time equivalent jobs.

3 All emission reductions are measured for the Portland metropolitan region in tons per average weekday in the year 2020.

4 Based on adverse noise impacts as defined by the FHWA and the FTA criteria. The alternatives, except for the No-Build Alternative, would result in increased noise levels at some receivers to the point where noise abatement would be considered – see Section 3.4 of the SDEIS for more information.

5 Two estimates are provided: the greater estimate is based on the existing 100-year Floodplain as described on the FEMA Flood Insurance Rate Maps (FIRM); and the lower estimate is based on an expected modification to the FIRM maps.

6 CERCLIS = Comprehensive Environmental Response, Compensation and Liability Information System, which tracks Federal superfund sites; ECSI = Environmental Clean-up Site Inventory, which is the Oregon Department of Environmental Quality's list of significant hazardous materials sits.



S.2 PROJECT HISTORY AND DECISION-MAKING PROCESS

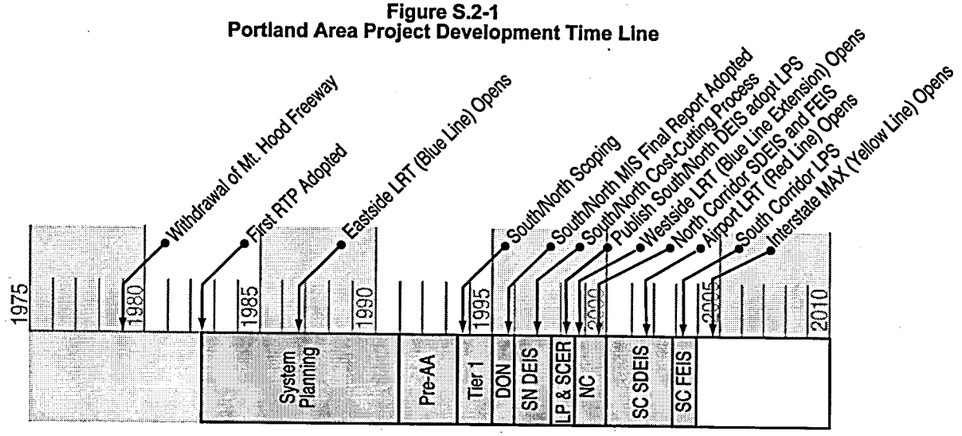
The need to examine high capacity transit (HCT) options in the South Corridor was established over two decades of system and sub-area planning studies. Following is a description of the study stages that have culminated in the development of this SDEIS (see Figure S.2-1 for a time line illustrating these project phases). A more detailed description of the project's history and decision-making process may be found in Section 2.1 of the SDEIS.

1980–1993: Early South/North Corridor Planning Studies

- **System Planning Studies.** Since the mid-1980s, there has been a series of major transportation analyses and actions taken that implemented the region's basic policy shift away from constructing radial freeways and toward a greater emphasis on meeting travel demand through improvements in public transportation. These included the 1982 *Regional Transportation Plan* (RTP); and a system-level Phase I study of regional transitways between 1984 and 1986 that recommended more detailed studies of the South Corridor.

- **Preliminary Alternatives Analysis.** Both Milwaukie and I-205 HCT alternatives were evaluated in the Preliminary Alternatives Analysis (Pre-AA) planning phase. In the Milwaukie Corridor, the Pre-AA evaluated a light rail alignment that would connect downtown Portland with Milwaukie, the Clackamas Regional Center and Oregon City. In the I-205 Corridor a light rail alignment was evaluated that would connect the Oregon City, the Clackamas and Gateway regional centers, and continue into downtown Portland via the existing Blue Line. In 1993, the Metro Council selected the Milwaukie Corridor as the priority corridor in the south.

Figure S.2-1
Portland Area Project Development Time Line



List of Acronyms

DEIS - Draft Environmental Impact Statement
DON - Design Option Narrowing
FEIS - Final Environmental Impact Statement
LPS - Locally Preferred Strategy
S/N - South/North Corridor
NC - North Corridor
SC - South Corridor
LRT - Light Rail Transit
MIS - Major Investment Study
Pre-AA - Preliminary Alternatives Analysis
RTP - Regional Transportation Plan
SDEIS - Supplemental Draft Environmental Impact Statement
LP - Listening Posts
SCER - Sourh Corridor Evaluation Report

reduction of 0.101 x 10^9 BTU per average weekday) (see Table S.5-1). Energy consumption for construction would be greatest under the Combined LRT Alternative (4,874.890 x 10^9 BTU), compared to a low of 630.71 x 10^9 BTU with the BRT Alternative.

S.6.9 Geology, Soils and Seismic Impacts

The South Corridor alternatives would generally cross land that is already urbanized, and the long-term impacts to the geologic environment of all of the alternatives would consist of: relatively minor changes in topography and drainage patterns; minor settlement of near-surface materials; increased erosion; and potential changes in slope stability. Short-term impacts related to construction of the build alternatives would be relatively minor, limited to stability of partially-constructed slopes, temporary changes to drainage, erosion and sedimentation.

S.6.10 Hazardous Materials Impacts

Existing hazardous waste sites and facilities on or near the proposed transit improvements could present a low-level risk to the project during construction. Clean up of hazardous sites would be completed prior to construction related to transit improvements. The number of sites that would be displaced by the alternatives is summarized in Table S.6-1. All alternatives would result in the displacement of six sites in the Milwaukie to Oregon City Segment. The Busway, Milwaukie LRT and Combined LRT alternatives would result in five or seven additional site displacements.

S.6.11 Historic, Archaeological, Cultural and Parks Impacts

Within the South Corridor's area of potential effect, there are seven individual historic resources listed in the *National Register of Historic Places*. An additional 17 sites are eligible for listing and 21 are potentially eligible for listing. There are five potential archaeological sites located within the South Corridor's area of potential effect. There are also 24 public parkland resources located within approximately 150 feet of the study alternatives. Neither the No-Build nor the BRT alternatives would have an adverse impact on historic resources (see Table S.6-2). The I-205 LRT and Combined LRT alternatives would adversely affect one historic resource and the Busway alternative would adversely impact two historic. The Milwaukie LRT and Combined LRT alternatives would adversely affect five historic resources.

The No-Build Alternative would have no potential adverse impacts to identified archaeologically-sensitive areas. The BRT and the I-205 LRT alternatives would have the potential to adversely affect one archaeologically-sensitive site. The Busway Alternative would have the potential to affect four possible archaeological sites, compared to three potentially affected sites with the Combined LRT Alternative and two with the Milwaukie LRT Alternative.

The No-Build and BRT alternatives would not result in the use of any identified parkland. All of the other alternatives would result in the use of the Springwater Trail. The Milwaukie LRT and Combined LRT alternatives would both result in the use of an informal park or open space at the west end of the Hawthorne Bridge and at the Milwaukie Middle School site.

Constrained System of the 2000 Regional Transportation Plan (The No-Build Alternative) finding that the RTP supports the purpose of the region's State Implementation Plan (SIP). Consistency with the AQMP requires that CO and ozone levels be kept within Federal and state standards. Under all of the alternatives, Federal and state air quality standards would be met. The I-205 LRT and Combined LRT alternatives would result in the greatest reductions in each pollutant type, while the Milwaukie LRT Alternative would result in the smallest reduction in emissions.

S.6.5 Noise and Vibration Impacts

Table S.6-1 summarizes the number of adverse noise and vibration impacts (adverse impacts are those noise and vibration impacts that would exceed Federally-adopted standards) that would occur under each alternative without and with identified mitigation measures. Note that there would be noise and vibration impacts that are not categorized as adverse under each alternative, except with the No-Build Alternative, and it would not be feasible to mitigate some of those impacts (see Section 3.4 of the SDEIS for more detailed information). The I-205 and Combined LRT Alternatives would result in the greatest number of noise and vibration impacts. These impacts could be mitigated.

S.6.6 Ecosystems Impacts

In general, most of the potential impacts to wetlands would be avoided through the current conceptual design, and the remaining impacts would be relatively small for potential projects of this scale. Table S.4-1 summarizes the remaining impacts of the alternatives to wetlands. The No-Build Alternative would result in no impacts to wetlands. The Milwaukie LRT and Combined LRT alternatives would result in the filling of less than two-thirds of an acre of wetlands, while the Busway Alternative would result in the filling of approximately one-third of an acre of wetlands. Only 0.03 of an acre of wetland would be filled under the BRT and I-205 alternatives.

The build alternatives could potentially impact streams bearing fish that are listed as threatened or endangered. The Busway would impact 131 feet of streams that are habitat for listed species and the Milwaukie and I-205 LRT Alternatives would impact 58 and 55 feet of streams respectively. The Combined LRT Alternative would impact 113 feet of stream habitat.

S.6.7 Water Quality and Hydrology Impacts

In general, the current design of the alternatives would avoid most of the potential impacts to floodplains. Table S.6-1 summarizes the remaining impacts of the alternatives to floodplains. In summary, the Busway, Milwaukie LRT and Combined LRT alternatives would result in 9,000 to over 30,000 cubic yards of fill within the 100-year floodplain compared to only 200 cubic yards of fill with the I-205 LRT Alternative (based on the existing 100-year floodplain maps and on the expected modifications to the maps - see Section 3.12 of the SDEIS for more information on floodplain definitions).

S.6.8 Energy Impacts

Compared to the No-Build Alternative, each of the build alternatives would reduce total regional energy consumption: the greatest reduction in operational energy consumption would occur with the Combined LRT Alternative (a reduction of 0.503×10^9 British Thermal Units (BTU) per average weekday in 2020), and the smallest reduction would occur with the Milwaukie LRT Alternative (a

1993-1998: South/North Corridor Major Investment Study (MIS) and Draft Environmental Impact Statement (DEIS) This phase of project development was initiated in 1993 and consisted of three main activities:

- **Scoping.** The Federal *Scoping Process* was undertaken to identify the range of mode and alignment alternatives to be studied further in the project's DEIS.

- **Tier I Narrowing of Alternatives and Major Investment Study (MIS).** In 1995, Tier I narrowed the range of alternatives and options to be studied further in the DEIS. and resulted in the Metro Council's and FTA's approval of the *South/North Major Investment Study* (Metro: November 1995).

- **Tier II Draft Environmental Impact Statement (DEIS).** Begun in January 1996, the DEIS included a cost-cutting process that was initiated in November 1996 that further refined the range of alternatives and options under study. Based on the revised set of alternatives and options, the South/North Corridor DEIS was published in February 1998. After considering the DEIS and public comments, the Metro Council adopted the project's locally preferred alternative in July 1998.

1998: Project Funding Vote and Reassessment. In response to the failure of a November 1998 ballot measure that would have approved local funding for the South/North Corridor light rail project, JPACT and the Metro Council initiated two processes as a result of community input. A redesigned Interstate Avenue light rail alignment was proposed in the North Corridor. The South Corridor began to more fully evaluate non-light rail options.

1999: North Corridor Project Development. The following project development activities supplemented the South/North DEIS and resulted in a Full Funding Grant Agreement with FTA and construction of the Interstate MAX light rail line:

- North Corridor Supplemental Draft EIS (SDEIS). Shortly after the November 1998 ballot measure, local business and community leaders proposed a new modified Interstate LRT alignment. A SDEIS was subsequently prepared for the new alignment (now known as the Yellow Line or Interstate MAX). In June 1999, The Metro Council amended the South/North locally preferred alternative to include the Full Interstate Alternative as the preferred alternative, and to define the first construction segment of the South/North Project as the segment between the Rose Quarter and the Expo Center.

- North Corridor Interstate MAX Light Rail Project Final EIS (FEIS). Subsequent to the selection of the locally preferred alternative for the SDEIS, Metro and TriMet published the North Corridor FEIS (October 1999) and FTA issued its Record of Decision for the project (January 2000). The Yellow Line is currently under construction and is scheduled to be completed and in operation by September 2004.

1999–Present: South Corridor Project Development. The following activities supplement the South/North DEIS and resulted in the publication of this South Corridor SDEIS:

- **South Corridor Transportation Alternatives Study.** In April 1999, Metro's Joint Policy Advisory Committee on Transportation (JPACT) directed Metro staff to develop and advance a

set of non-light rail options that would address the transportation problems in the South Corridor. Scoping, which concluded in May 2000, identified the array of mode and general alignment alternatives to be studied further. In November 2000, the South Corridor Project Policy Committee narrowed the range of alternatives to be studied further in the South Corridor SDEIS. The alternatives included; the No-Build Alternative; the Bus Rapid Transit (BRT) Alternative; and the Busway Alternative. After this decision, the Policy Committee heard substantial additional public comment requesting the addition of light rail alternatives. In response, the Policy Committee added the Milwaukie LRT Alternative, the I-205 LRT Alternative; and the Combined (Milwaukie and I-205) LRT Alternative.

- **South Corridor SDEIS.** In February 2002, the FTA and FHWA issued a scoping notice in the Federal Register, announcing their intent to work with Metro and TriMet to prepare an SDEIS based on this range of alternatives and a range of options for each alternative. The SDEIS provides a summary of the significant benefits, costs, impacts and trade-offs associated with the alternatives and options. The SDEIS will be used to inform the public and local decision makers in their selection of the locally preferred alternative for the South Corridor. Following receipt of public comment, the region will select the locally preferred alternative to advance into the FEIS, preliminary engineering, final design and construction.

S.3 PURPOSE AND NEED FOR THE PROPOSED ACTION

A. Purpose, Need, Goal and Objectives

The South Corridor Policy Committee defined the Purpose and Need for a major transit investment in the South Corridor as follows:

Purpose (and Goal) of the Project: to implement a major transit program in the South Corridor that maintains livability in the metropolitan region, supports land use goals, optimizes the transportation system, is environmentally sensitive, reflects community values and is fiscally responsive.

Need for the Project: historic and projected rapid population and employment growth in the Corridor, creating an unmet demand for increased travel opportunities and transit capacity; high levels of existing traffic congestion and travel delay in the corridor and deteriorating travel conditions in the future caused by population and employment growth; and the need for high-quality transit service in the South Corridor to achieve regional and local land use objectives.

Objectives for the South Corridor Project to address identified needs include:
Provide high quality transit service in the corridor.
- Ensure efficient transit system operations in the corridor.
- Maximize the ability of the transit system to accommodate future growth in travel demand in the corridor.
- Minimize traffic congestion and traffic infiltration through neighborhoods in the corridor.
- Promote desired land use patterns and developments in the corridor.
- Provide for a fiscally stable and financially efficient transit system.
- Maximize the efficiency and environmental sensitivity of the engineering design of the proposed project.

S.6 ENVIRONMENTAL CONSEQUENCES

This section summarizes environmental impacts that would occur with the alternatives. Table S-6.1 summarizes the environmental consequences of the alternatives.

S.6.1 Land Use and Economic Impacts

Each build alternative would contribute to the effectiveness of the overall transportation system in the corridor, and would, therefore, help to maintain the economic growth of the region. The LRT alternatives would have the greatest potential to positively impact regional land use and development patterns by providing a fourth spoke in the region's LRT system, which would provide high capacity transit connections between the Portland Central City and several regional and town centers. Additionally, light rail stations would have the potential to serve as nodes to attract transit-oriented development, more so than the BRT and busway stations. Short-term economic benefits of the build alternatives would be significant, with the largest increase in short-term employment resulting from the Combined LRT Alternative (over 7,000 additional person-year jobs and approximately $287 million in additional personal income, compared to the No-Build Alternative – 2002 dollars) (see Table S.6-1).

S.6.2 Community Impacts

Community impacts are defined as adverse impacts to neighborhood character, cohesion and livability that could result from traffic, access, noise, vibration, displacements and visual impacts resulting from the alternatives. The Busway and Combined LRT alternatives would result in the greatest number of potential displacements (53), and the BRT Alternative would result in the fewest (six). See sections S.5.2, S.6.3 and S.6.5 for summaries of the local traffic, visual, and noise and vibration impacts, respectively. The build alternatives would also provide potential benefits by improving neighborhood access to community facilities and services. The Combined LRT Alternative would result in the greatest number of benefits from improved access, while the BRT Alternative would result in the fewest improvements in transit access (see Section S.5.1 for additional detail).

S.6.3 Visual Impacts

Impacts to the visual and aesthetic environment are defined as changes to the existing conditions that would be brought about by the capital facilities included within the alternatives. Visual impacts are identified by assessing viewer sensitivity, level of change (from the No-Build Alternative) and level of impact. There would be no significant visual impacts with the BRT Alternative. The Busway Alternative would have a relatively high level of impact on the visual environment at two locations. The Milwaukie LRT Alternative would also have a high level of impact on the visual environment at two other locations. The I-205 LRT Alternative would have a high level of impact on the visual environment at one location.

S.6.4 Air Quality Impacts

In 1997, the Environmental Protection Agency (EPA) approved the carbon monoxide (CO) and ozone Air Quality Maintenance Plan (AQMP) for the Portland/Vancouver region. In January 2001, the US Department of Transportation issued its determination of conformity for the Financially

B. Local Traffic Impacts

Local traffic impacts are measured in terms of level of service (LOS), volume-to-capacity (V/C) changes or long queue lengths that would occur at intersections or on key roadway segments. These impacts could be the result of: changes in traffic volumes related to the provision of light rail service (particularly the access and egress of vehicles from park-and-ride lots); transit vehicle priority treatments at intersections; and/or modifications to existing roadways that could reduce roadway capacity or at-grade street crossings by light rail. Most of the local traffic impacts that would result from the alternatives under consideration could be fully or substantially mitigated through a range of identified mitigation measures. Following are the local traffic impacts that would be difficult and costly or infeasible to mitigate:

- **Hawthorne Bridge.** The Busway, Milwaukie LRT and Combined LRT alternatives would result in vehicle queuing and additional automobile travel time, which would be difficult and costly to fully mitigate.

- **SE 11th and 12th Avenues and SE Clinton Street.** With the Busway, Milwaukie LRT and Combined LRT alternatives, busway and light rail at-grade crossings of SE 11th and 12th Avenues and SE Clinton Street would result in vehicle queuing and delays during peak periods which would be difficult and costly to fully mitigate.

- **SE 17th Avenue and SE Holgate Boulevard.** With the Milwaukie LRT and Combined LRT alternatives and the Brooklyn Yard Design Option, the light rail at-grade crossing of SE Holgate Boulevard would result in vehicle queues that could occasionally block SE 17th Avenue during peak periods. Mitigation measures might not fully mitigate the traffic impacts.

- **SE McLoughlin Boulevard and SE Milport Road.** With all Alternatives, except the No-Build Alternative and the Milwaukie LRT and Combined LRT alternatives with the Tillamook Branch Line Design Option, westbound vehicle queues would develop during the p.m. peak period on SE Milport Road due to the Milwaukie Southgate Park-and-Ride Lot. Delays related to the queuing would be difficult and costly to fully mitigate.

- **Foster Road Park-and-Ride Lot.** It was initially identified as a 150 surface parking lot, located below I-205 on a vacant parcel between SE Foster Road and SE Woodstock Boulevard. ODOT and FHWA have determined that this site would not meet ODOT and FHWA access control standards for Interstate interchanges and FHWA would not approve an interchange access break for a park-and-ride lot in this location.

- **Fuller Road Park-and-Ride Lot Access.** With the I-205 LRT and Combined LRT alternatives, it would be difficult to fully mitigate traffic delay that would occur during the a.m. peak period at the intersection of SE Fuller Road and SE Johnson Creek Boulevard. In addition, ODOT has plans to improve the interchange at I-205 and SE Johnson Creek Boulevard. The improved interchange could eliminate certain turning movements at the intersection of SE Fuller Road with SE Johnson Creek Boulevard. Mitigation concepts that would address the restricted access to the park-and-ride lot could include moving the park-and-ride lot or realigning SE Fuller Road.

B. Need for the Project: Growth and Transportation Problems and Opportunities

Population and Employment Growth. Over the past twenty-five years, the population of the four-county region grew by approximately 56 percent. Since 1980, the rate of employment growth in the region has been almost 50 percent greater than the national average. With over 120,000 current jobs in the South Corridor portion of Clackamas County, employment is forecast to reach 184,700 jobs by 2020. These high rates of population and employment growth in the corridor will create demand for additional transit service; result in deteriorating travel conditions; and create opportunities for high-density, mixed-use activity centers that can be well served by high-capacity transit alternatives.

Traffic Congestion and Vehicle Delay. High levels of population and employment growth in the corridor will continue to cause deteriorating conditions on the corridor's transportation system. Over the next twenty years, Vehicle Miles Traveled (VMT) in the region is forecast to increase by 20 percent, leading to a doubling in the miles of major roadways in the corridor that are congested (i.e., roads that would have volumes greater than 90 percent of the roadway's capacity), which indicates a rapidly-deteriorating level of service in the corridor. For example, SE McLoughlin Boulevard and I-205 would be at or over capacity during peak periods for virtually their entire length within the South Corridor.

Transit System Conditions. As a result of increased congestion in the South Corridor, transit operating speeds on SE McLoughlin Boulevard, the corridor's primary transit trunkline, have deteriorated. Deterioration in transit travel times means that TriMet must increase service hours and the size of its bus fleet, thereby incurring increased operating costs, in order to maintain a constant level of service. If transportation network improvements are not made in the South Corridor, these conditions will continue to worsen over time. Under the No-Build Alternative, transit travel times from downtown Portland to the Milwaukie Town Center and the Clackamas Regional Center would increase by over 50 percent by 2020.

Land Use Policies. Over the past 25 years, there has been a continuous progression of state, regional and local policy decisions and investments aimed at establishing growth in corridors and activity centers that are or are planned to be supported by high capacity transit. As a result, land use designations, zoning patterns and water, sewer and other infrastructure plans and investments in all jurisdictions have been located and sized on the basis of development forecast in current and planned high capacity transit corridors. In particular, on a regional level, Metro's *Region 2040 Growth Concept* is predicated on implementation of a south/north transit spine to link key activity centers in the corridor. Without a high-capacity transit investment in the corridor, the region's entire growth management strategy could be at risk – and with it, the economic vision, livability and development goals and land use plans for the region may not be realized.

S.4 ALTERNATIVES CONSIDERED

The purpose of this section is to provide a description of the six alternatives that are under consideration for the South Corridor. Figures S-4.1 through S.4-5 illustrate the alternatives. Table - S.4-1 compares the components of each of the alternatives.

Except for the No-Build Alternative, each of the alternatives has one or more sets of design options, which are relatively small-scale variations in the proposed alignment and/or other characteristic (e.g., a park-and-ride lot) of an alternative. This section summarizes the characteristics of each

alternative based on a set of design options used throughout the SDEIS for the analysis of alternatives (see Table 2.2-3 in Chapter 2 of the SDEIS for a listing of those design options by alternative). A more comprehensive description of the alternatives may be found in Chapter 2 – Alternatives Considered and in the *Detailed Description of Alternatives Report* (Metro: July 2002). Table S.4-1 provides summary information describing the project's alternatives. Figures S.4-1 through S.4-5 show the locations and alignments of all alternatives with the exception of the No-Build.

No-Build Alternative. The transit service network, related transit facilities and roadway improvements included in the No-Build Alternative are consistent with the *2000 Regional Transportation Plan* (RTP) 2020 financially constrained transit and road network (Metro: adopted August 2000). The transit capital improvements in the No-Build Alternative would be included in all other alternatives. The No-Build Alternative would include four park-and-ride lots within the South Corridor (880 parking spaces) and roadway improvements that are defined in the financially constrained road network of the RTP. The No-Build also includes a 1.5 percent per year annual systemwide transit service increase, approximately 27 percent more than in 2000. Buses in the South Corridor would continue to operate in mixed traffic on increasingly congested streets and highways. Light rail service would operate on three interconnected lines. (A future extension of the Yellow Line into downtown Vancouver, Washington is also an element of the financially constrained transit network of the RTP and hence the No-Build Alternative).

Build Alternatives. Each of the build alternatives represent a different approach to addressing the transportation needs of the South Corridor. Details about each of the alternatives are included in Table S.4-1. The general concept for each alternative is described below:

- Bus Rapid Transit (BRT) Alternative provides improved bus operations, reliability and travel time for a modest capital investment. BRT would operate between Downtown Portland, Milwaukie, and Oregon City, as well as between Milwaukie and the Clackamas Regional Center.

- Busway Alternative provides higher level of reliability and improved travel times through primarily exclusive bus operations in a separate guideway from downtown Portland to Milwaukie and the Clackamas Regional Center. A BRT connection from Oregon City would enter the busway in Milwaukie.

- Milwaukie Light Rail Alternative provides a direct high-capacity rail transit connection between Downtown Portland & Milwaukie on exclusive right-of-way. BRT lines would connect from Oregon City and the Clackamas Regional Center and transfer to light rail at the Milwaukie Transit Center.

- I-205 Light Rail Alternative provides a direct high-capacity rail transit connection between Downtown Portland and the Gateway and Clackamas Regional Centers via the existing east-west light rail alignment to Gateway and an extension along existing reserved right-of-way on I-205 from Gateway to the Clackamas Regional Center. BRT would connect Downtown Portland to Milwaukie and Oregon City.

- Combined Light Rail Alternative provides direct high-capacity rail transit connections between Downtown Portland and Milwaukie and between Downtown Portland and Clackamas Regional Center via the Gateway Regional Center. BRT would connect Milwaukie with Oregon City.

S.5.2 Traffic Impacts

A. Regional Traffic Impacts.

Regional traffic impacts are assessed through three regional congestion measures: vehicle miles traveled (VMT); vehicle hours traveled (VHT); and vehicle hours of delay (VHD). Also included are vehicle volumes at two congestion cutlines (that capture traffic flows on a set of parallel roadways); and parking spaces that would be removed. All of the build alternatives would help to reduce congestion and related problems, compared to the No-Build Alternative. The Combined LRT Alternative would do the most to reduce VMT and VHD in 2020; VMT and VHT would be reduced by over 71,000 miles and by over 4,000 hours per average weekday, and VHD would be reduced by 720 hours (see Table S.5-2). The reduction in VMT, VHT and VHD would be over three times greater with the I-205 LRT Alternative than it would be with the BRT, Busway and Milwaukie LRT alternatives.

Table S.5-2
Summary of Traffic Impacts

Measures	No-Build	BRT	Busway	Milwaukie LRT	I-205 LRT	Combined LRT
Measures of Regional Travel[2]						
Vehicle Miles of Travel	36,248,000	36,222,100	36,214,700	36,228,000	36,181,400	36,176,800
Vehicle Hours of Travel	1,344,800	1,343,600	1,342,940	1,344,060	1,340,820	1,340,790
Vehicle Hours of Delay	51,280	51,260	51,180	51,280	50,710	50,560
Average Weekday Vehicle Volumes at Select Cutlines[3]						
E-19: I-205 and Parallel Streets at SE Powell Blvd.	56,300	55,900	55,900	55,800	55,400	55,400
E-20: SE McLoughlin Blvd. and Parallel Streets at SE Powell Blvd.	20,700	20,500	20,300	20,400	20,400	20,300
Parking Spaces Removed[4]						
Portland to Milwaukie	0	43	468	539	43	539
Milwaukie to Clackamas	0	25	175	25	0	0
Gateway to Clackamas	0	0	0	0	430	430
Milwaukie to Oregon City	0	392	392	392	392	392
Total	**0**	**460**	**1,035**	**956**	**865**	**1,361**

Source: Metro, September 2002.
Note: BRT = bus rapid transit; LRT = light rail transit. Unless otherwise noted, all data is average weekday 2020.
[1] The analyses of alternatives are based on a common set of design options, as defined in Table 2.2-3 and described in Section 2.2 of the SDEIS – characteristics of an alternative may vary with other design options.
[2] Vehicle miles and hours traveled excluded transit vehicles.
[3] The number of vehicles that would cross the cutline (an imaginary east-west or north-south line between two geographic points) on a designated set of parallel streets in both directions within the two-hour p.m. peak period. The numbers E-19 and E-20 are Metro's designation for these two cutlines, illustrated in Figure 4.1-1 of the SDEIS. Cutline E-19 is comprised of the following roadways: SE 26th, 39th, 52nd, 72nd, 82nd, 112th, 122nd and 136th avenues, SE Foster Road and I-205. E-20 is comprised of the following roadways: SE McLoughlin Boulevard, SE Milwaukie Street and SE 17th Avenue.
[4] On-street and off-street parking spaces that would be removed.

Cutline Vehicle Volumes. In summary, all of the build alternatives would reduce p.m. peak vehicle volumes at the cutlines on I-205 and SE McLoughlin Boulevard at SE Powell Boulevard. The largest reductions on I-205 and parallel streets would result from the I-205 LRT and Combined LRT alternatives and the largest reductions on SE McLoughlin Boulevard would occur with the Busway and Combined LRT alternatives.

Parking Spaces Removed. Except for the No-Build Alternative, all of the alternatives would result in the removal of on-street and/or off-street parking spaces, ranging from 460 spaces removed with the BRT Alternative to 1,361 spaces removed with the Combined LRT Alternative (see Table S.5-2).

Table S.5-1
Summary of Transit Impacts, by Alternative[1]

Measures	No-Build	BRT	Busway	Milwaukie LRT	I-205 LRT	Combined LRT
Measures of Transit Service						
Corridor Place Miles[2]	1,833,240	2,418,640	2,453,920	2,480,690	2,781,700	2,698,350
Population with Fixed-Guideway Access[3]	0	0	7,990	9,350	8,290	19,910
Employment with Fixed-Guideway Access[3]	0	0	21,290	24,390	8,390	32,780
P.M. Peak Hour Transit Travel Time (In-Vehicle / Total)[4]						
From Pioneer Square to:						
Milwaukie Town Center	25 / 31	25 / 32[5]	23 / 30	14 / 30	25 / 32	14 / 31
Clackamas Regional Center	47 / 55	38 / 46	34 / 42	27 / 47	37 / 46	37 / 47
P.M. Peak Hour Transit Travel Time (In-Vehicle / Total)[4]						
From Rose Quarter to:						
Milwaukie Town Center	30 / 40	32 / 41[5]	30 / 39	20 / 29	32 / 42	20 / 31
Clackamas Regional Center	41 / 53	41 / 53	41 / 53	36 / 46	29 / 38	29 / 38
Measures of Reliability						
Miles of Fixed Guideway[6]	0	0.2	6.7[7]	6.7[7]	6.7[7,8]	13.2[8]
% of Passenger-Miles in Reserved Right-of-Way	0%	0%	20%	18%	18%	31%
% of Intersections Protected	N/A	53%	63%	65%	87%	97%
Transit Mode Share[9] From:						
Downtown Portland	56%	60%	62%	56%	60%	57%
Clackamas Regional Center	3%	3%	3%	3%	5%	6%
Gateway Regional Center	9%	9%	9%	9%	12%	12%
Milwaukie Town Center	5%	5%	5%	6%	4%	6%
BRT Bus Line, Busway Bus Line and LRT Boarding Rides[10]						
Portland to Milwaukie	0	24,760[11]	30,600[12]	25,330[13]	13,750[11]	20,950[13]
Milwaukie to Oregon City	0			15,360[11]		6,810[11]
Milwaukie to Clackamas	0				0	0
Gateway to Clackamas	0	0	0	0	33,270[13]	32,300[13]
Total	**0**	**24,760**	**30,600**	**40,690[14]**	**47,020**	**60,060[15]**
Systemwide Transit Ridership						
Originating Rides[16]	475,000	480,400	482,900	479,800	488,700	491,100

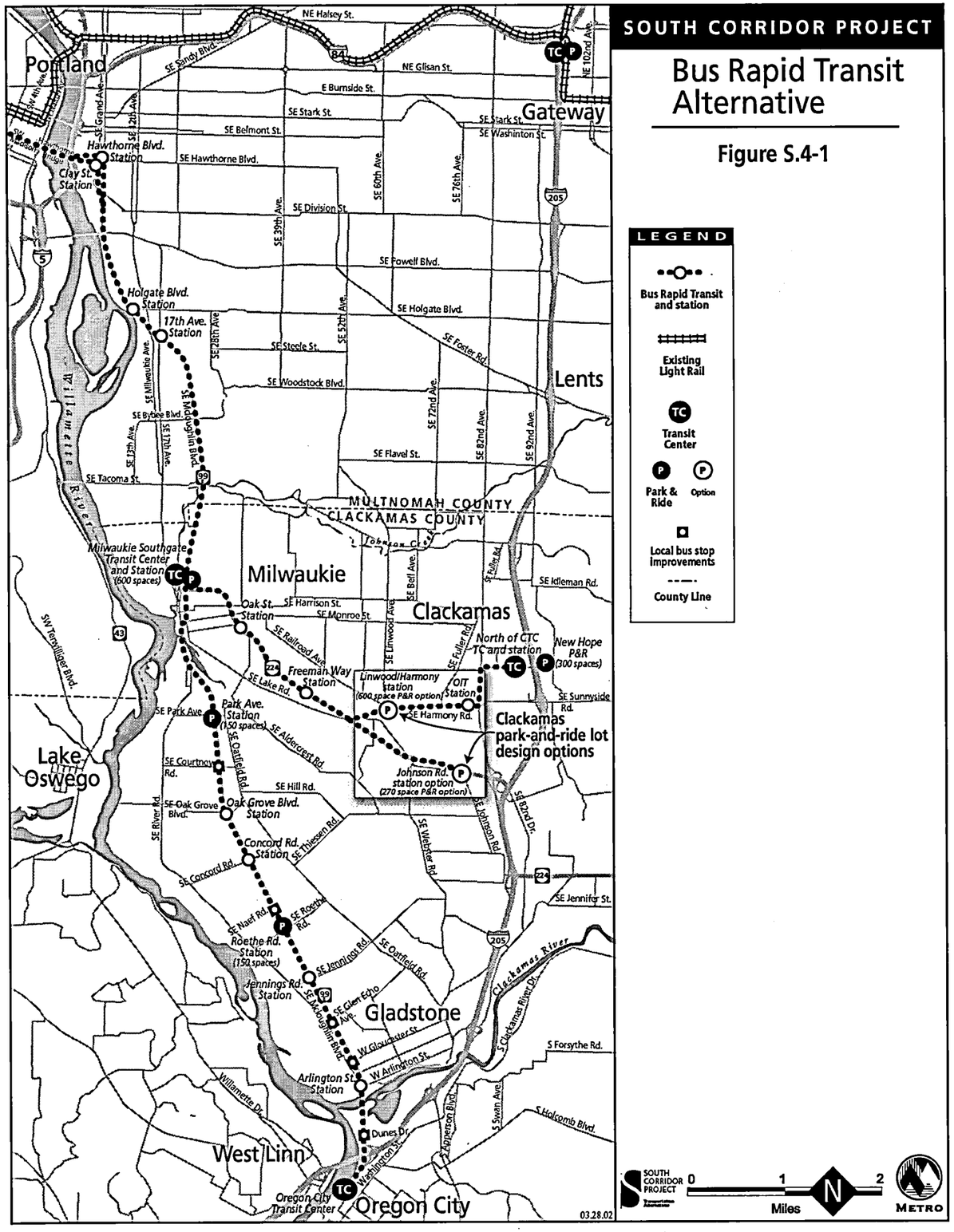
Source: Metro, September 2002.
Note: BRT = bus rapid transit; LRT = light rail transit. All data is for an average weekday in 2020, unless otherwise specified.

1 The analyses of alternatives are based on a common set of design options, as defined in Table 2.2-3 and described in Section 2.2 of the SDEIS – characteristics of an alternative may vary with other design options.
2 Place miles = transit vehicle capacity (seated and standing) for each vehicle type, multiplied by vehicle miles traveled for each vehicle type (see Table S.3-1).
3 Changes in population and employment compared to the number of residents and employment that would be within a quarter-mile of a fixed-guideway station that would be provided with the region's existing transit system and the addition of the Yellow Line.
4 In minutes, for travel in the p.m. peak period. In-vehicle time is only the time that a passenger would spend within a public transit vehicle. Total time is the sum of in-vehicle time and all other time related to completing the trip, including walking and waiting time.
5 Compared to the No-Build Alternative, the BRT Alternative would include additional bus stops (i.e., BRT stations) in the Portland to Milwaukie Segment, which would increase the average travel time for buses in the segment, while improving reliability and transit accessibility.
6 A fixed-guideway facility would provide an exclusive grade- and/or barrier-separated transit right-of-way (i.e., a busway or light rail alignment) – see Section 2.2 of the SDEIS for more detail.
7 Note that the BRT, Busway and Milwaukie Light Rail alternatives would rely on the Hawthorne Bridge for the routing of BRT or busway trunkline bus routes or the light rail line, and the reliability of these trunklines would be adversely affected by bridge lifts that would occur during off-peak time periods. The BRT, Busway and Milwaukie Light Rail alternatives would all include 0.2 mile bus ramps from SE Main Street to Highway 224.
8 Includes only the new portion of light rail alignment that would be added with that alternative.
9 Transit mode share is the percentage of all trips traveling from the activity center to the South Corridor during the p.m. peak two hours that would be taken on transit.
10 Boarding rides are defined as anytime a passenger would board a transit vehicle, independent of whether the boarding would be the result of a transfer from another transit vehicle or not (i.e., unlinked). With several alternatives, the BRT or busway bus lines would span two or more segments and the boarding rides for those lines are grouped together, as illustrated in the table. There would be other boarding rides in the corridor under each alternative, which would be provided by local bus routes, including some local bus routes that would use the busway guideway under the Busway Alternative.
11 BRT bus lines – see Section 2.2 of the SDEIS for a more detailed description of BRT bus lines.
12 Busway bus lines – see Section 2.2 of the SDEIS for a more detailed description of busway bus lines.
13 Light rail line – see Section 2.2 of the SDEIS for a more detailed description of light rail lines.
14 Total includes approximately 7,400 boarding rides that would transfer between BRT buses and Milwaukie LRT.
15 Total includes approximately 3,500 boarding rides that would transfer between BRT buses and Milwaukie LRT.
16 An originating ride (i.e., a linked trip) is defined as a one-way trip from an origin (e.g., one's home) to a destination (e.g., one's place of work), independent of whether the trip would require a transfer or not.

Table S.4-1
Description of Alternatives – Compared to No-Build

	Bus Rapid Transit	Busway	Milwaukie LRT	I-205 LRT	Combined LRT
Purpose of the Alternative	Provide improved bus operations, reliability and travel time for modest capital investment	Provide higher level of reliability and improved travel times through exclusive bus operations	Provide direct high-capacity rail transit connection between Downtown Portland and Milwaukie on exclusive right-of-way	Provide direct high-capacity rail transit connection between Downtown Portland and Gateway and Clackamas Regional Centers	Provide direct high-capacity rail transit connections between Downtown Portland and Milwaukie and Downtown Portland and Clackamas RC
Transit Service *(Compared to No-Build)*	Two additional trunk bus lines	Two additional trunk bus lines Reroute 3 bus lines to access Busway Add BRT, Milwaukie to Oregon City	Replace McLoughlin trunk buses with LRT, Portland to Milwaukie Add BRT, Milwaukie to Clackamas & Milwaukie to Oregon City	Replace I-205 bus with LRT Add Portland to Oregon City BRT service – 2 trunk lines.	Replace McLoughlin trunk buses with LRT. Replace I-205 bus with LRT Add BRT, Milwaukie to Oregon City
Capital Improvements *(Compared to No-Build)*	17 BRT stations Queue bypass lanes, signals, bus-only ramps, shoulder lanes 2 additional P&R lots (420 – 750 spaces) Expand CTC Relocate MTC to Southgate	6.7 miles of busway 9 Busway Stations Bus-only ramps 3 new and 1 expanded P&R lots (1,290 to 1,620 spaces) Expand CTC Relocate MTC to Southgate or Middle School 11 BRT Stations	6.5 mile LRT line 16 new LRVs 8-10 new LRT stations 3-4 new and 1 expanded P&R lots (960 to 1,895 added spaces) Expand CTC Relocate MTC to Southgate or Middle School Expand Ruby Jct. LRT Maintenance Facility 13 BRT stations Bus-only ramps Shoulder lanes	6.7 mile LRT line 20 new LRVs 8 new LRT stations 5-6 new P&R lots (2,100 to 2,600 added spaces) Reconfiguration or relocation of CTC Relocate MTC to Southgate Expand Ruby Jct. LRT Maintenance Facility 11 BRT stations	13.2 miles of LRT 25 LRVs 16-18 new LRT stations 6-8 new and 1 expanded P&R lots (2,640 to 3,745 added spaces) Reconfiguration or relocation of CTC Relocate MTC to Southgate or Middle School Expand Ruby Jct. LRT Maintenance Facility 7 BRT stations
Capital Costs *(YOE $, Opening Day)*	$116 million	$281 million	$417 million - LRT $72 million - BRT	$349 million - LRT $60 million - BRT	$800 million – LRT $22 million – BRT
Annual Operating Cost - 2020 *($2002 over No-Build)*	$7.2 million	$8.2 million	$7.4 million	$11.9 million	$12.2 million

Source: Metro, November 2002.
Notes: MTC = Milwaukie Transit Center, P&R = Park and Ride, CTC= Clackamas Transit Center, $YOE = Year of Expenditure Dollars (2006), LRT = Light Rail Transit, $2002 = 2002 dollars, LRVs = Light Rail Vehicles, BRT= Bus Rapid Transit



S.5 TRANSPORTATION IMPACTS

This section summarizes the transit, highway and freight impacts (2020) of the alternatives. Variations in some transportation impacts would occur due to different design options.

S.5.1 Transit Impacts

The alternatives would impact transit service and facilities in the corridor by changing the amount of service; the residential and employee access to fixed-guideway stations; transit travel times; reliability; and ridership.

Amount of Transit Service. The No-Build Alternative would include a limited number of new bus routes and improved headways on existing routes that would result in a 37.8 percent increase in transit vehicle miles traveled (for more information, see Table 4.2-1 of the SDEIS). Vehicle hours increase proportionately more than vehicle miles, indicating slower speeds on increasingly congested streets and highways under the No-Build Alternative. Compared to the No-Build Alternative, all of the build alternatives increase the amount of transit service and transit capacity in the corridor.

Residential and Employee Quarter-Mile Walk Access to Fixed-Guideway Stations. Neither the No-Build Alternative nor the BRT Alternative would result in an increase in the number of residents or employees with quarter-mile walk access to a fixed-guideway station, compared to existing conditions with the addition of the Yellow Line north of the Rose Quarter (year 2020) because neither alternative includes fixed guideway stations in the South Corridor. The Busway, Milwaukie LRT and I-205 LRT alternatives would increase the number of residents with quarter-mile walk access to a fixed-guideway station. The Combined LRT Alternative would provide access to approximately 50% more jobs and residents than either the Milwaukie LRT, Busway or I-205 LRT Alternatives.

Transit Travel Times. With a few exceptions (see Table S.5-1), all of the alternatives would improve average weekday p.m. peak hour transit travel times in 2020 from the Pioneer Square and the Rose Quarter to the Milwaukie Town Center and the Clackamas Regional Center, compared to the No-Build Alternative. Total transit travel times would improve by one to 15 minutes.

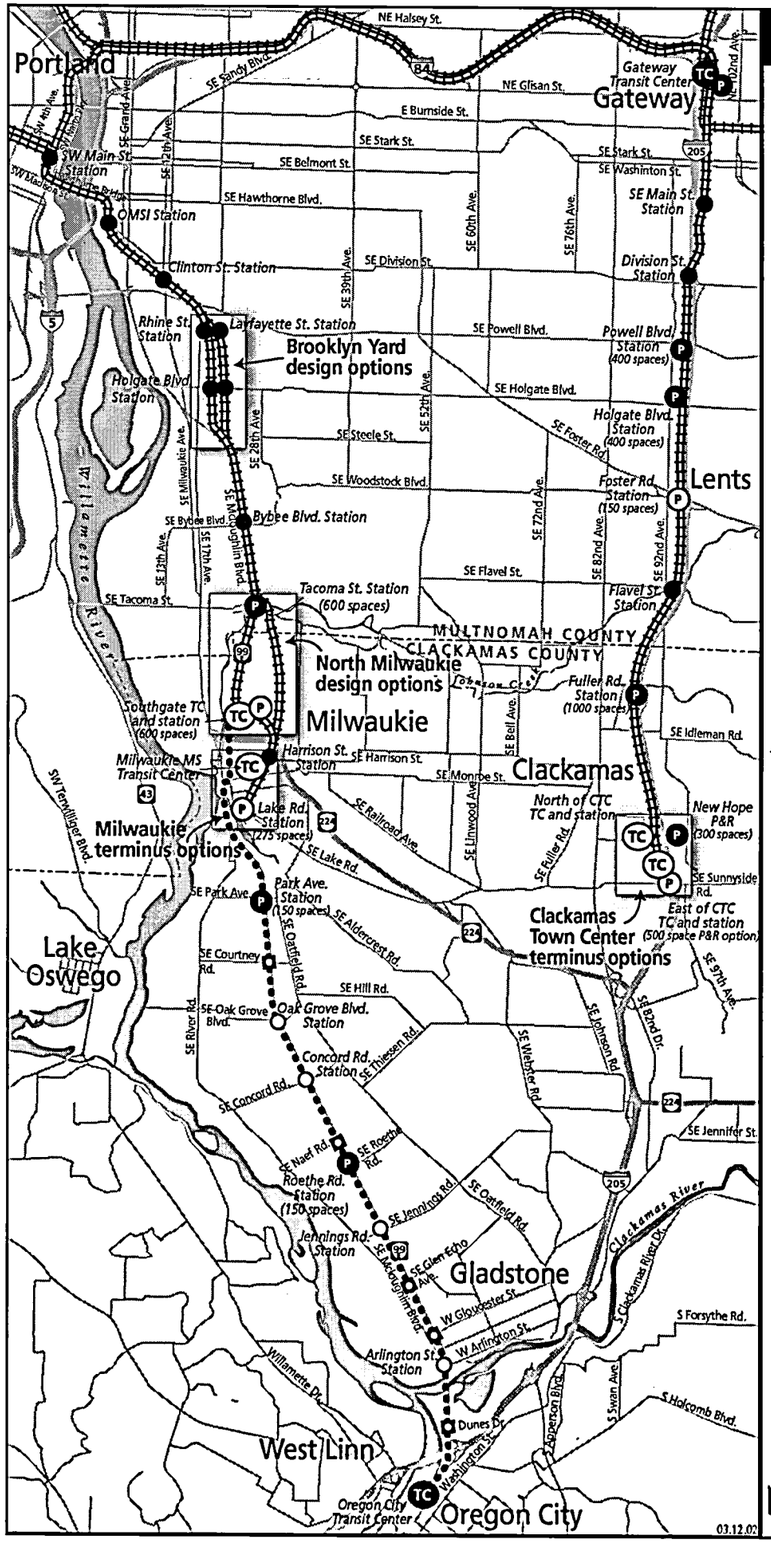
Reliability. The alternatives with reserved right-of-way for transit (all but No-Build and BRT) would provide the greatest amount of separation of transit vehicles from the adjacent automobile traffic (see Table S.5-1), which would generally provide for a higher level of reliability than an alternative operating in mixed traffic. The BRT Alternative would provide a higher level of reliability than the No-Build Alternative because of intersection and signalization improvements.

Ridership. All of the build alternatives would result in an increase in transit ridership systemwide, in the South Corridor and on BRT, Busway and LRT trunk lines. BRT, Busway and LRT ridership ranges from 24,700 average weekday boarding rides (2020) for the BRT Alternative to 60,600 for the Combined LRT Alternative. The BRT, Busway and Milwaukie LRT alternatives would increase originating rides by 4,800 to 7,900 rides per average 2020 weekday (an originating ride is defined as a one-way person trip from a point of origin to a destination, independent of whether that trip would include a transfer from one transit vehicle to another or not). The I-205 LRT and Combined LRT alternatives would increase originating rides by 13,700 and 16,100 originating rides, respectively.

SOUTH CORRIDOR PROJECT

Combined Light Rail Alternative

Figure S.4-5



LEGEND

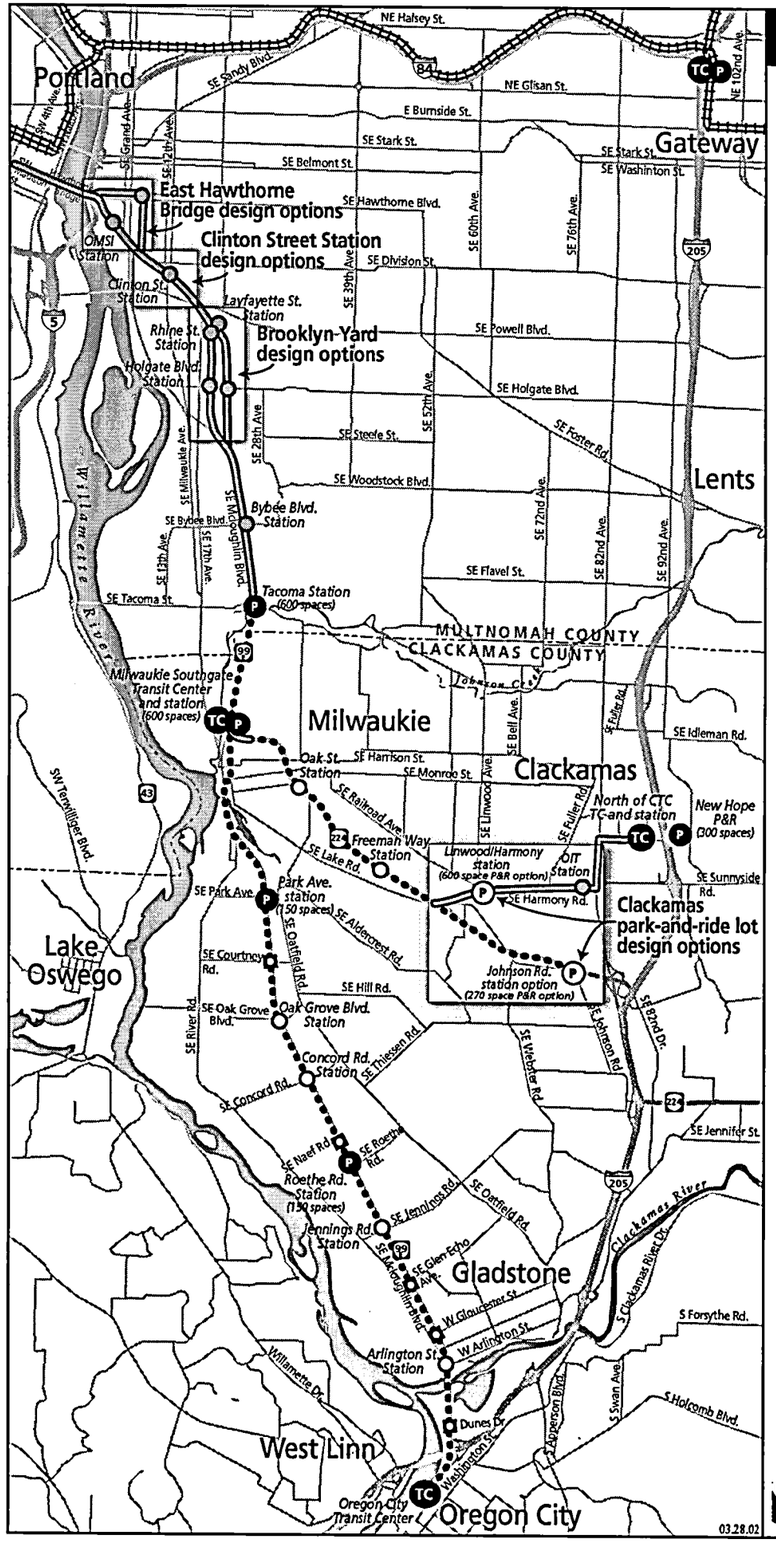
- Light Rail and station
- Bus Rapid Transit and station
- Existing Light Rail
- Transit Center
- Option
- Park & Ride
- Option
- Local bus stop improvements
- County Line

SOUTH CORRIDOR PROJECT 0 1 2 Miles N METRO

SOUTH CORRIDOR PROJECT

Busway Alternative

Figure S.4-2



LEGEND

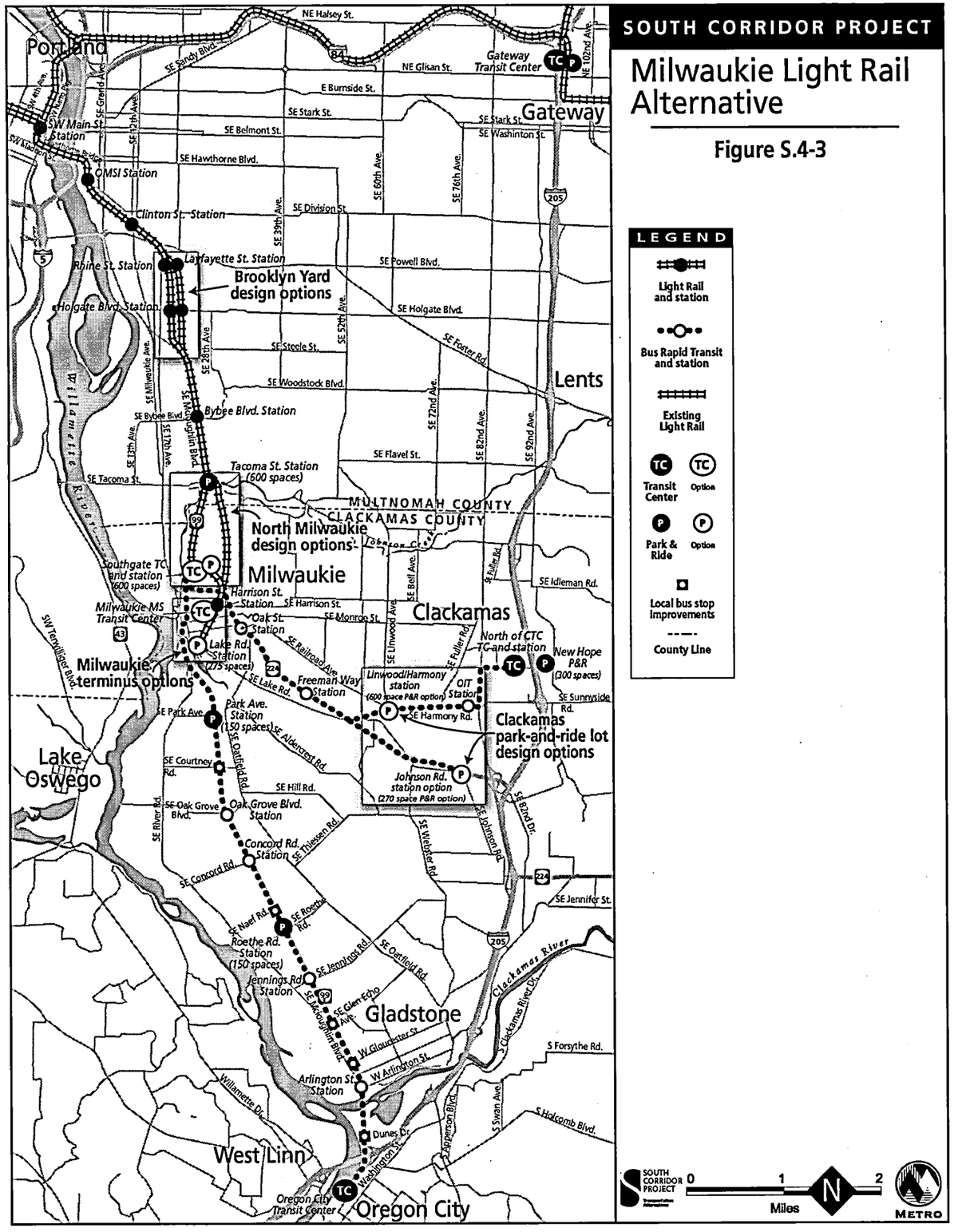
- Busway Guideway and station
- Bus Rapid Transit and station
- Existing Light Rail
- Transit Center
- Park & Ride
- Option
- Local bus stop improvements
- County Line

SOUTH CORRIDOR PROJECT 0 1 2 Miles N METRO

SOUTH CORRIDOR PROJECT

Milwaukie Light Rail Alternative

Figure S.4-3



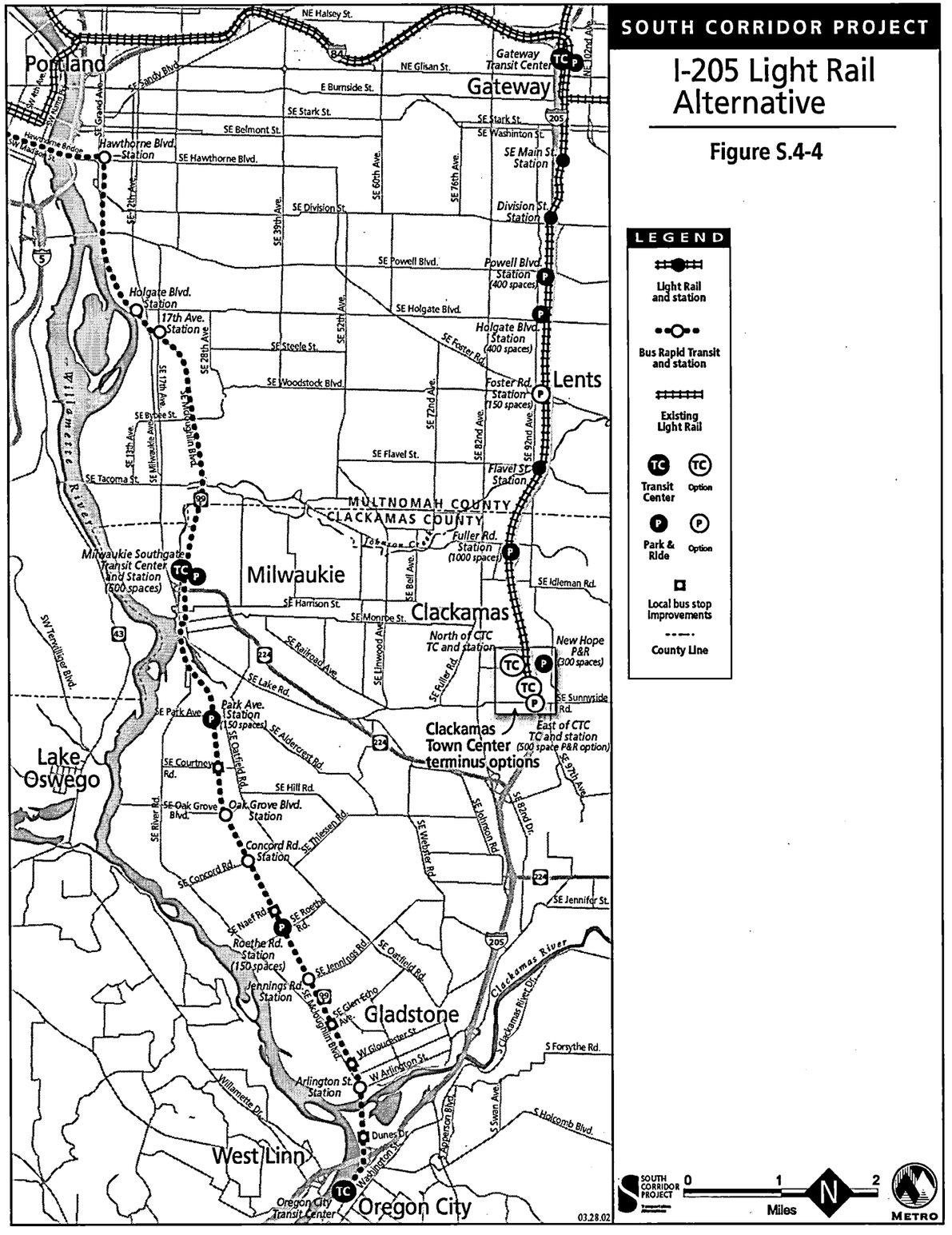
LEGEND

- Light Rail and station
- Bus Rapid Transit and station
- Existing Light Rail
- Transit Center / Option
- Park & Ride / Option
- Local bus stop improvements
- County Line

SOUTH CORRIDOR PROJECT

I-205 Light Rail Alternative

Figure S.4-4



LEGEND

- Light Rail and station
- Bus Rapid Transit and station
- Existing Light Rail
- Transit Center / Option
- Park & Ride / Option
- Local bus stop improvements
- County Line

Imagine
transportation options in your neighborhood

Imagine your neighborhood or the region as it might look in 20 years. Is it the same as it is today? How do people get around? Do they have more transit, roadway, bike and pedestrian choices than they do today?

Throughout the region, elected officials and community members have been thinking about growth and how we can meet demands for additional housing and employment during the next 20 years. A big part of that discussion is about transportation. Just as the region must plan for additional jobs and housing, we must plan for how people will travel between home and destinations throughout the region for work, school, shopping and recreation.

The South Corridor Supplemental Draft Environmental Impact Statement (SDEIS), published in December 2002, compares no-build, bus rapid transit, busway and light rail alternatives. The public comment period for the SDEIS will end on Feb. 7, 2003. After the public comment period ends, elected officials will begin to weigh technical findings, financial feasibility and all of the public comments to develop a recommendation about how the region should move forward to provide improved transit service in the South Corridor.

SOUTH CORRIDOR PROJECT

Transportation Alternatives

The South Corridor Study is a cooperative effort of
City of Milwaukie, City of Oregon City, City of Portland, Clackamas County, Multnomah County, Oregon Department of Transportation, Metro, TriMet

Working together to find convenient and efficient transit choices

Between 2000 and 2020, the south-eastern portion of the region is expected to add nearly 50 percent more households and 35 percent more jobs. Traffic has already increased. On McLoughlin Boulevard at Highway 224, traffic increased by about two-thirds between 1985 and 1998. During that same time, traffic nearly doubled on I-205 at Foster Road. Adding highway capacity alone cannot address these congestion issues while protecting the livability of neighborhoods along the way.

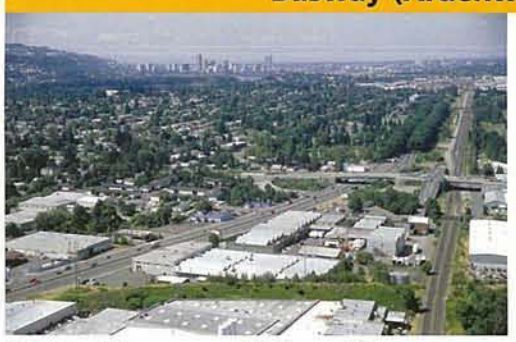
The South Corridor Project is part of the region's effort to keep people moving between Portland, Milwaukie, Oregon City and the Clackamas regional center, along McLoughlin Boulevard and I-205.

Improvements in this area have been on the region's radar screen for more than a decade.

In 1998, these efforts were halted when voters rejected local funding for the South/North Light Rail Project. In the wake of this vote, community pressure resulted in a redesign for the Interstate MAX light rail line, now under construction. While non-light rail alternatives became the focus of a renewed South Corridor Study, community members soon demanded that light rail options to Milwaukie and the Clackamas Town Center via I-205 join the mix of alternatives being evaluated in the southern portions of this well-traveled corridor.

Imagine how the transit options might look

Busway (Ardenwald Neighborhood)

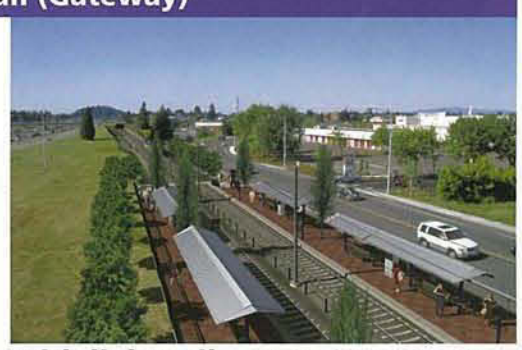


Now – Tacoma at McLoughlin

With busway – Tacoma Street Station

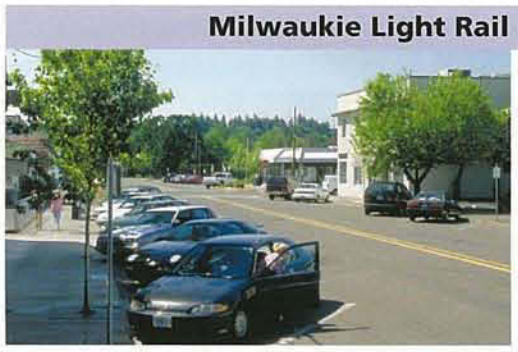
I – 205 Light Rail (Gateway)

Now – 96th Avenue at Main Street

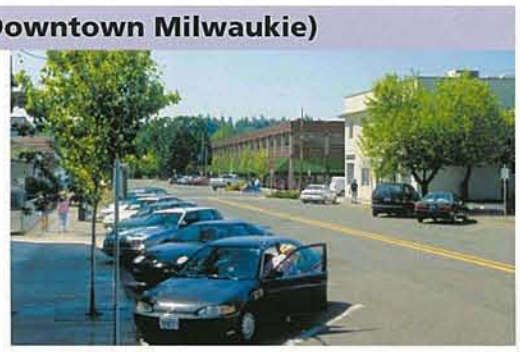


With light rail – Main Street Station

Milwaukie Light Rail (Downtown Milwaukie)



Now – Main Street near Washington



With park-and-ride – Main Street with park-and-ride

SOUTH CORRIDOR PROJECT AREA

Public transportation has been an increasingly important component of our transportation system during the past 25 years. In the next 20 years, public transportation will play an even more important role in linking people and activity centers throughout the region and getting them around their local communities.

In the South Corridor, transit options such as light rail, busway and bus rapid transit can effectively link regional centers (Gateway, Clackamas and Oregon City) and town centers (Lents and Milwaukie) with the central city and each other.

New transit options would meet the needs of those who live in the southeastern portion of the metro area and would serve the larger community by connecting neighborhoods throughout the region.

South Corridor Transit Alternatives:

A mix-and-match approach to serving diverse communities with transit solutions

The South Corridor Project includes elements of many compatible types of transit. A one-size-fits-all solution can't address the varying needs of the corridor, so the study has focused on tailoring options to suit the needs of individual communities. Descriptions and maps of the alternatives will help you identify the choices and options in each area.

Remember, the busway, Milwaukie light rail, I-205 light rail and combined light rail alternatives also include bus rapid transit connections in some areas.

Transit options under study

Bus rapid transit (BRT) – BRT is an improved bus system where buses operate primarily in mixed-traffic but use signal technology and bypass lanes to help them operate more quickly and reliably. However, buses could still be slowed by congestion. BRT buses offer express, or limited stop service, and distinctive stations and buses.

Busway – A busway is a roadway exclusively for the use of transit buses. Since buses operate in their own lanes, they are faster and more reliable than BRT. Busways stop at stations ranging from enhanced shelters to large, attractive transit centers. Busways could use special buses that carry more passengers.

Light rail – Light rail (or MAX) would operate in a separate right of way and stop at light rail stations. It offers reliable, convenient service that would connect to the regional MAX system providing access to Hillsboro, Beaverton, Gresham, downtown Portland, the airport and North Portland.

No-build – A no-build alternative is an alternative that simulates likely changes in the transit and transportation system if no major projects were undertaken in the corridor. This option gives us something to measure the effects of the proposed transit alternatives against and is required for federal environmental analysis.

Measures – Descriptions

Cost – Cost in 2006 dollars, the expected mid-year of construction

Park-and-ride spaces – Includes new and existing park-and-ride spaces. Park-and-ride capacity is only one component of ridership

Travel time – Time savings compared to the other alternatives

Milwaukie to Rose Quarter – Time saved compared to the no-build bus in 2020

Milwaukie to Pioneer Square – Time saved compared to the no-build bus in 2020

Clackamas to Rose Quarter – Time saved compared to the no-build bus in 2020

Clackamas to Pioneer Square – Time saved compared to the no-build bus in 2020

Ridership – Boardings on an average weekday in 2020 on major bus routes and light rail

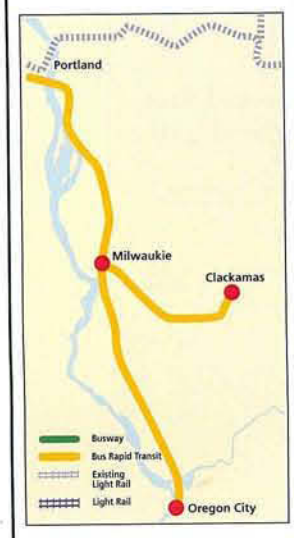
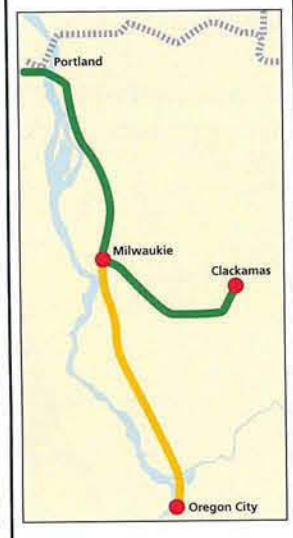
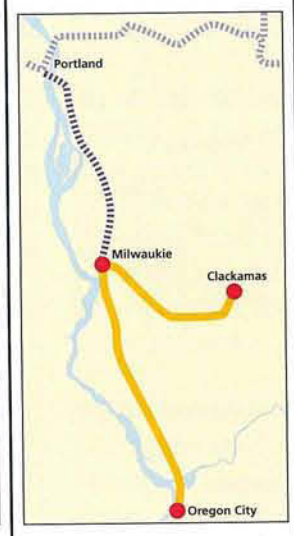
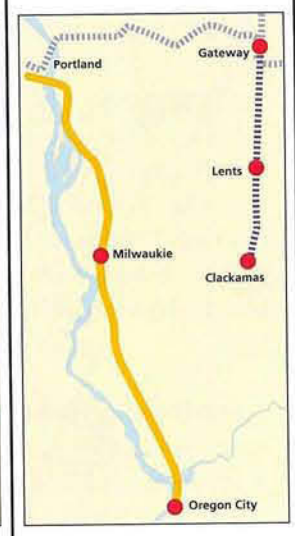
Land use connection – Support for local and regional land use plans

Jobs – Created during construction

Potential displacements – Homes, businesses and public or institutional buildings that may need to be acquired

Potential noise and vibration impacts – Measured increase in noise or vibration that cannot be relieved with noise wall or other barriers

Level of environmental sensitivity – Measures such as new impervious surface, floodplain fill and air quality impacts (high = more sensitive)

Bus Rapid Transit (BRT)	Busway	Milwaukie Light Rail	I-205 Light Rail	Combined Light Rail
BRT is included between Portland and Milwaukie, Milwaukie and Oregon City and Milwaukie and Clackamas.	A busway would be constructed from Portland to Milwaukie and from Milwaukie to Clackamas. BRT improvements would be included from Milwaukie to Oregon City.	Light rail would be constructed from Portland to Milwaukie. BRT improvements would provide connections to light rail from the south and the east.	Light rail would be constructed between Gateway and Clackamas. The segment between Portland, Milwaukie and Oregon City would be served with BRT improvements.	Light rail would be constructed between Portland and Milwaukie and between Gateway and Clackamas. BRT improvements from Milwaukie to Oregon City would feed into light rail.
				
$116 million for buses, signal and intersection improvements and bus-only ramps	$281 million for 6.7 miles of separate busway and BRT improvements	$417 million for light rail improvements and an additional $72 million for bus improvements	$349 million for light rail improvements and an additional $60 million for bus improvements	$800 million for light rail improvements and an additional $22 million of bus improvements
1,900	2,500	2,775	3,750	4,625
Least savings; modest improvements, bus shares lanes with traffic	Better travel time savings than BRT; less than light rail	Best travel time savings from Milwaukie	Best travel time savings from Clackamas	Best travel time savings from both Clackamas and Milwaukie
It would take 1 minute longer because the BRT bus stops more often	Saves 1 minute	Saves 11 minutes	Service provided by BRT in this segment	Saves 9 minutes
It would take 1 minute longer because the BRT bus stops more often	Saves 1 minute	Saves 7 minutes to downtown Portland, but only saves 1 minute to Pioneer Square due to walk	Service provided by BRT in this segment	Saves 7 minutes to downtown Portland, but only saves 1 minute to Pioneer Square due to walk
Same travel time	Same travel time	Saves 7 minutes	Saves 15 minutes	Saves 15 minutes
Saves 9 minutes	Saves 13 minutes	Saves 8 minutes	Saves 9 minutes	Saves 8 minutes
24,760	30,600	25,330 on light rail and 15,360 on BRT (40,660)	33,270 on light rail and 13,750 on BRT (47,020)	53,250 on light rail and 6,810 on BRT (60,060)
Least supportive	Somewhat supportive	Very supportive	Very supportive	Very supportive
710 construction jobs	1,480 construction jobs	3,610 construction jobs	3,090 construction jobs	7,260 construction jobs
6 businesses 0 residences 0 public/institution	51 businesses 1 residence 1 public/institution	41 businesses 1 residence 1 public/institution	3 businesses 13 residences 0 public/institution	38 businesses 14 residences 1 public/institution
0	0	0	0	0
High, but fewer improvements	Low, more improvements	Medium, more improvements	Medium, more improvements	Medium, more improvements

Bus Rapid Transit (BRT)

Your input will help us develop and select the best possible transit improvements in the South Corridor.

Park-and-Ride options in the Milwaukie to Clackamas segment

A park-and-ride lot could be located near the intersection of Linwood and Harmony roads or could be located on Johnson Road.

The Johnson Road Park-and-Ride option would require that some buses be routed from the Clackamas Town Center to serve Johnson Road.

The Linwood/Harmony Park-and-Ride would create some neighborhood traffic problems.

Busway

Options in the Portland to Milwaukie segment:

A) East Hawthorne Bridge option. The Seventh Avenue option would provide better connections to eastside buses but would not serve OMSI as well as the Water Avenue option.

B) Clinton Street option. An alignment that crosses over the intersection of 11th/12th/Clinton would avoid traffic conflicts at this congested intersection, but would cost more than an at-grade crossing.

C) Brooklyn Yard option. The 17th Avenue option would better serve residential areas, but would impact traffic. The West of Brooklyn Yard option would have fewer traffic impacts and business displacements but stations would have less convenient locations.

Option in the Milwaukie to Clackamas segment: A park-and-ride could be located near Linwood and Harmony roads or on Johnson Road. The Johnson Road option would require that some buses be diverted from Clackamas to Johnson Road. The Linwood/Harmony option could create some traffic problems.

Milwaukie Light Rail

Options in the Portland to Milwaukie segment:

A) Brooklyn Yard option. The 17th Avenue option would better serve the residential area to the west, but would impact traffic on 17th Avenue. The West of Brooklyn Yard option would have fewer traffic impacts and business displacements but would be further from the neighborhood with less-attractive station locations.

B) North Milwaukie options. The Tillamook Branch Line option would have fewer traffic and business impacts than the Southgate Crossover option. The Southgate Crossover option would serve the Southgate Park-and-Ride and provide space for a relocated Milwaukie Transit Center.

C) Milwaukie terminus options. The Harrison Street terminus option would be less expensive because it is shorter than the Lake Road terminus option. It also would not serve the south end of downtown Milwaukie or the Lake Road Park-and-Ride near McLoughlin Boulevard.

Legend

- Busway and station
- Busway Guideway and station
- Bus Rapid Transit and station
- Existing Light Rail
- Light Rail and station
- Transit Center
- Transit Center Option
- Park & Ride
- Park & Ride Option
- Local bus stop improvements
- County Line

I – 205 Light Rail

One design option in the Gateway to Clackamas segment

The terminus north of Clackamas Town Center would better serve the residential areas north of the mall while the terminus option east of the mall would allow for a park-and-ride and a possible future light rail extension.

Combined Light Rail

The design options are the same as the Milwaukie to Portland segment of the Milwaukie light rail alternative and the I-205 light rail alternative.

Notes

Contemplating transit options for downtown Portland

In addition to the alternatives that have been studied in the South Corridor Supplemental Draft Environmental Impact Statement, the South Corridor Policy Committee directed staff to evaluate potential light rail river crossing options and alignments into downtown Portland.

Staff also was asked to develop a better understanding of future light rail operations in downtown Portland and on the transit mall. The Downtown Light Rail System Study will begin to develop a comprehensive transportation plan for downtown Portland. It will be available for review and comment during the SDEIS public comment period. If the Policy Committee determines that further consideration of any of the alternatives is warranted, a extensive public process will accompany technical and environmental work.

Downtown capacity

The study complements work TriMet has done to evaluate how many trains could ultimately operate on the current downtown "cross mall" on Southwest Yamhill and Morrison streets without impacting service quality. The cross mall could accommodate up to 30 trains per hour without changes, but would become increasingly vulnerable to delays as the number of trains approaches that capacity. Given these long-term concerns about operating additional light rail service on the cross mall, policymakers may want to consider providing additional light rail capacity in downtown Portland on the transit mall.

Milwaukie light rail potential river crossings and downtown alignments

Hawthorne Bridge. In the SDEIS, Milwaukie light rail trains would operate in the outside lanes of the Hawthorne Bridge and would link with Interstate MAX on the existing Southwest First Avenue alignment. Technical analysis showed that the outside lanes worked better than the inside lanes and that there are additional ways to reach the heart of downtown from the bridge.

- **Main/Madison to the transit mall.** Light rail trains could continue on Southwest Main and Madison to the transit mall, where the alignment would turn and operate on Southwest Fifth and Sixth avenues.

- **Southwest First Avenue to Southwest Yamhill/Southwest Morrison.** Light rail trains could turn from Southwest First Avenue on to the "cross mall" alignment where light rail operates today. This alignment would be constrained by the number of trains that can operate on the cross mall.

Caruthers Bridge. A new Caruthers Bridge was selected as the preferred alternative during the previous South/North project. The decision process showed that a light rail bridge that would cross over the Willamette River from OMSI to RiverPlace would best serve Southeast Portland, the Central Eastside industrial area, OMSI, North Macadam, Portland State University and downtown Portland. A Caruthers Bridge alignment could connect to the transit mall using Lincoln or Harrison streets and would be coordinated with plans to extend streetcar service to North Macadam.

Ross Island Bridge crossings. Preliminary analysis showed that a light rail bridge in the vicinity of the Ross Island Bridge would not adequately serve Southeast Portland neighborhoods or the Central Eastside industrial area.

I-205 Transit Mall Alignments

In the SDEIS, the I-205 light rail alternative would connect to existing east-west light rail tracks at Gateway Transit Center and continue across the Steel Bridge and into downtown Portland. The study includes other options that would link I-205 light rail to the transit mall on Southwest Fifth and Sixth avenues. The new alignment would serve Union Station before turning on to the north end of the transit mall. This alignment was selected as part of the South/North Project's preferred alternative in 1998. It could extend to Portland State University. These alignments would increase the number of light rail trains that could operate in downtown Portland by adding a new alignment to the constrained "cross mall" on Yamhill and Morrison. These alignments would add between $100 million and $150 million to the current I-205 cost estimate.

To request a copy of the Downtown Light Rail System Study, call Metro at (503) 797-1756.

South Corridor Project Timeline

1999

- South Corridor Study begins to look at non-light rail alternatives in the southern portion of the South/North corridor.
- Citizen working groups begin to examine alternatives.
- Policy Committee determines that a range of alternatives, from high occupancy vehicle lanes to commuter rail and river transit, should be considered.

2000

- Technical work on alternatives begins.
- Policy Committee narrows the alternatives to include busway, bus rapid transit and high occupancy vehicle lanes.
- High occupancy vehicle lanes are removed from further study.

2001

- Milwaukie to Portland light rail alternative added by Policy Committee at the request of Milwaukie and Portland neighborhoods.
- Hawthorne Bridge is selected as a low-cost river-crossing alternative.
- I-205 light rail added at the request of Clackamas County and Milwaukie.
- Staff begins work on the South Corridor Supplemental Draft Environmental Impact Statement.
- Citizen-led local advisory groups begin meeting throughout the corridor.

2002

- Policy Committee responds to concerns about the Hawthorne Bridge/ Southwest First Avenue alignment from the downtown Portland community by asking staff to evaluate the feasibility of other river crossing and downtown alignment alternatives.
- Local advisory groups continue to meet and provide feedback about the alternatives under consideration.
- TriMet begins an evaluation of light rail capacity in downtown Portland.
- Supplemental Draft Environmental Impact Statement is completed and public comment period begins.
- Open houses and community meetings about the Supplemental Draft Environmental Impact Statement are held.

2003

- Public hearings and additional community meetings about the Supplemental Draft Environmental Impact Statement are held.
- Public comment period ends.
- Metro Council selects Locally Preferred Alternative and Land Use Final Order.
- Preliminary engineering and Final Environmental Impact Statement completed.
- Community develops station area plans and design concepts.
- Interstate MAX begins service.

2004 – 2008

- If funding is secured, construction of selected alternative is expected to begin in 2004 with a 2008 opening day.

How do we get there from here?

The South Corridor process may seem long and confusing, but there are some key steps in the decision-making process:

1 **Public comment period.** Between now and Feb. 7, 2003 community members will have the opportunity to comment on the SDEIS. Comments received are very important to the decision-making process. They will be compiled and distributed to elected officials and others to assist them in their deliberations. Every comment received will be addressed in the Final Environmental Impact Statement.

2 **Policy Committee recommendation.** The South Corridor Policy Committee will consider technical information and public comment in determining which alternatives should move forward. By late February, the committee will forward a recommendation, called a Locally Preferred Alternative, to local jurisdictions for consideration.

3 **Jurisdiction adoption**. The participating jurisdictions, including the cities of Portland, Milwaukie and Oregon City; Multnomah and Clackamas counties; ODOT and TriMet, will consider the Policy Committee recommendation.

4 **Metro Council adoption.** The Metro Council will consider the local jurisdiction recommendations and additional public comment to determine what will ultimately be included in the Locally Preferred Alternative.

5 **Further environmental, design and engineering work.** After an alternative is selected, preliminary engineering work begins and a Final Environmental Impact Statement is prepared. During this next level of analysis, further design work and station area planning will continue.

Make your voice heard!

Public comment will be accepted until Feb. 7, 2003

The South Corridor Policy Committee wants to know what you think about the project alternatives before members weigh all of the public comments and technical findings to recommend a Locally Preferred Alternative. Public comment is an important component of any decision-making process, but it only works if you participate.

You can make your voice heard by:

- writing a letter and sending it to the South Corridor Project, 600 NE Grand Ave., Portland, OR 97232
- sending e-mail to trans@metro.dst.or.us
- recording comments on the Metro Transportation Hotline by calling (503) 797-1900, option 5
- attending an open house and filling out a comment card
- providing testimony at a public hearing

Public hearings

6 p.m. Wednesday, Jan. 29
Lents Masonic Lodge
5811 SE 92nd Ave., Portland

6 p.m. Tuesday, Feb. 4
Multnomah County
Commissioner's Boardroom
501 SE Hawthorne Blvd.
Portland

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South Corridor Community Members:

I would like to encourage you to participate in the upcoming South Corridor Project decision-making process.

The project is the region's top priority for a new high-capacity transit improvement. Learning about the alternatives and participating in the public comment period is an important way for you to help shape the region's transit investments and our future.

This month, the Metro Council determined where and by how much to expand the urban growth boundary. The decision about the urban growth boundary may seem removed from decisions about transit improvements in the South Corridor, but, in truth, transportation planning can help to shape how growth occurs and how it impacts the region. Communities with good access, both roads and transit, are poised to attract new employers and compete more favorably for business investment than other areas in the region and throughout the country. Transit can help keep communities healthy and livable as new jobs and employment opportunities are realized.

The South Corridor Project has focused on designing transit options to reflect community values and needs. The alternatives under consideration are the result of extensive collaboration between community members, elected officials and Metro and local jurisdiction staff members. Their goal has been to find creative solutions that preserve community while balancing regional and local needs. Technical reports identify different costs, benefits and impacts for each alternative. How you view this information depends greatly upon your perspective. I urge you to consider the benefits and impacts from all sides and to seek out a balance of solutions.

The South Corridor is important to the region and how we manage growth, but it also is important that transit options that are implemented reflect the needs and preferences of those who live and work in the corridor. Please take time to learn about the alternatives and let us know what you think.

Sincerely,

David Bragdon

David Bragdon, Metro President-elect

021103c#-04

M E M O R A N D U M

METRO

TO: Council President David Bragdon
FROM: Lydia Neill, Principal Regional Planner
DATE: February 11, 2003
SUBJECT: Task 3- Periodic Review Work Program

Issue

Staff requires approval from the Council on the Task 3 work program to complete Metro's periodic review. A preliminary Task 3 submittal was reviewed by the Land Conservation and Development Commission (LCDC) in December 2002 and they instructed the Department Director to review and approve a detailed work plan. The Department of Land Conservation and Development (DLCD) must review and approve a detailed work program for Task 3. Task 2 was completed (with the exception of fulfilling the 20 year need for industrial land) and submitted to DLCD on December 20, 2002.

Background

The Metro Council has fulfilled the 20-year need for residential land within the Urban Growth Boundary (UGB) through expansion of the boundary and policy changes completed in December 2002. A portion of the region's employment land needs have also been met through this UGB expansion. The Urban Growth Report- Employment completed in 2002 indicates that there was a deficit of 5,684 acres of industrial land and a small surplus of 760 acres of commercial land. Due to the adoption of changes to Title 4 that protects designated lands for industrial purposes this need was reduced to 4,284 acres and produced a corresponding commercial land deficit of 140 acres. The 2002 UGB expansion more than satisfied the commercial land shortfall of 140 acres and met 2,320 acres of the industrial land shortfall leaving a deficit of 1,965 acres of industrial land.

State law requires Metro to provide a 20-year land supply for both residential and employment purposes. Task 3 of Metro's Periodic Review program must address at least the shortfall of industrial lands. A number of other parallel work tasks have been identified to compliment this work to search for land suitable for industrial purposes and ongoing land monitoring requirements. These tasks can be completed outside but concurrently with the Task 3 work program.

Due to a budget directive that prohibits adding new FTE's all work will be completed with existing staff without consulting services. In the past, a portion of the Alternatives Analysis Study has been produced by an outside consultant for a cost of between $35,000 to $50,000 over a 3-6 months time frame. Planning staff feel confident that this work can be successfully completed without consultant services if a work team approach is employed with our local partners based on service provision boundaries. A methodology will be forthcoming for Council review and approval that outlines the assumptions, available data and the commitment necessary from our local partners to make this effort successful.

Parallel Work Tasks- To be Completed Outside of Task 3
In December 2002, Metro Council indicated that they expected staff to pursue better measurement of ADU's, mixed use utilization, refill and underbuild assessments before the next review of the UGB. In order to provide data for a future decision, be able to measure development trends and provide data for Performance Measures the following studies need to be conducted in 2003.

Required studies include:
- refill rate analysis,
- underbuild analysis,
- analysis of partially vacant land,
- assessment of residential and employment densities,
- tracking of accessory dwelling units,
- absorption and encroachment on industrial lands by commercial uses
- absorption, commercial encroachment, refill(employment only)
- MetroScope modeling, (based on 2002 decision) for the purpose of TAZ allocation
- Mapping of Regionally Significant Industrial areas

In addition to the reporting requirements mentioned above, the State also requires local jurisdictions to track some of the same land utilization statistics on density and absorption. Staff will be assessing the data we currently collect, possible new sources and changes to tracking mechanisms like building permits and planning department application logs to determine the most efficient means of obtaining data, reducing compliance requests to local jurisdictions and improving the quality of the data we receive. Staff is currently developing a work program to accurately measure land development on a year-to-year basis within the region.

Task 3 Work Program- Meeting the Employment Land Shortfall
The Department of Land Conservation and Development has indicated to staff that they are unlikely to approve a request that stretches beyond 2 years due to reductions in the agency's budget. There have also been indications that completing Periodic Review Task 3 in less than 2 years is preferred. The trend will be to shorten the time period for periodic review and conduct period reviews less frequently.

Staff resources will be focused on completing the minimum amount of data collection and studies to fulfill the industrial land shortfall. All work is to be completed in-house without outside consultant contracts. Beside an amendment to the UGB it is likely that there will need to be policies developed related to a regional economic development strategy, impacts to agricultural lands and the needs of the agricultural industry. This work program is based on a budget of 4.24 FTE.[1]

Key Work Plan Elements-
- Alternative Analysis
- Economic Development Strategy
- Agricultural Impact Assessment

[1] Base Planning budget- line staff only, DRC support, transportation modeling support for MetroScope work. Includes line staff only and 2.5 planners from Community Development.

Alternative Analysis
A key work task is to complete an Alternatives Analysis Study of an appropriate set of Tier 5 (EFU lands located primarily in Washington County) lands that were not studied in the 2002 Alternatives Analysis. This is necessary because there is an inadequate supply of land available for industrial purposes that was studied in the previous Alternative Analysis Study of Tier 1-4 lands. In addition to identifying which lands to study it will be necessary to establish a clear set of industrial land locational requirements to support a decision on which lands to add to the UGB. During 2003 the Task 3 work program will focus on completing the technical work and the majority of the following year (2004) will be devoted to public involvement, hearings and expansion of the UGB.

Economic Development Strategy Development
A strategy is currently being discussed by other groups including the Regional Economic Partners and the Metropolitan Economic Task Force. These groups are attempting to support various economic development efforts that are independently taking place around the region. Their efforts will be supportive of recruiting and retention efforts led by the city, county and state to maintain healthy economic growth in the region. Fulfillment of the industrial land shortfall and the development of regional policies supporting regional economic growth will be informed by these efforts.

Agricultural Impact Strategy Development
The needs and impacts on the agricultural industry need to be taken into consideration because this sector is important to the regions vitality and they compete for land with other industries. There is a shortage of exception land located on the west side of the region for growth and maintenance of the high tech industry cluster. By creating of a task force composed of agricultural experts to allow an exchange of information, a better understanding of present and future land needs of this industry could lead to the development of a strategy to protect the key lands to ensure agriculture remains viable in the region.

Timeline and Work Tasks

Task 3 Work Program- complete by July 2004	**Required**	**Optional**	**2003**	**2004**
Review & comment on work program: MPAC/MTAC	X		Feb-Mar	
DLCD approval of the work program	X		Feb-April	
Ongoing local government coordination of work program	X		ongoing	ongoing
Alternatives Analysis Study	X		Feb-July	
Development of a Regional Economic Strategy and policies		X	ongoing	ongoing
Convene an Agricultural Impact Task force		X	ongoing	ongoing
Public involvement/ hearings	X			Mar-June
Policy development- amendment to the RFP		X		Mar-July
Amendment of the UGB	X			July

Next Steps
- Coordinate the timing of work program elements with Goal 5 work program
- Proceed with the review of the work program with MPAC And MTAC
- Seek DLCD approval of the work program

Future Work Session Topics- Council Action Required

- Develop a preliminary map of lands for study consideration
- Develop preliminary Alternative Analysis methodology
- Develop preliminary methodology for Industrial land siting criteria
- Form an Agricultural Impact task force

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