

Tier I Final Report

Metro Council

C-TRAN Board of Directors

December 22, 1994



METRO



Tier I Final Recommendation Report

South/North Corridor
Alternatives Analysis

December 22, 1994

**Metro Council
C-TRAN Board of Directors**

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TABLE OF CONTENTS

Executive Summary

1. Introduction

1.1	Purpose	1
1.2	Background	1
1.3	Public Involvement	2
1.4	Organization of the Report	3

2. Alternatives Selected for Further Study

2.1	Project Phasing	5
2.2	South Terminus	5
2.2.1	Phase I	5
2.2.2	Phase II	6
2.3	North Terminus	7
2.3.1	Phase I	7
2.3.2	Phase II	7
2.4	Portland CBD to Milwaukie/South Willamette River Crossing Alignment Alternative	8
2.5	Portland CBD Alignment Alternative	10
2.6	Portland CBD to Vancouver CBD Alignment Alternative	10
2.7	Vancouver CBD to 134th Street/WSU Area Alignment Alternative	11
2.8	Design Options	12

3. Rationale for Terminus Alternatives Selected for Further Study

3.1	Rationale for Two-Phase Implementation	13
3.2	Rationale for Phase I Termini	14
3.3	Rationale for Recommended Implementation Strategy	15

4. Rationale for Alignment Alternatives Selected for Further Study

4.1	Portland CBD to Milwaukie/South Willamette River Crossing Alignment Alternative	17
4.1.1	Rationale for Alignment Recommendation	17
4.1.2	Rationale for the Recommended Implementation Strategy	19
4.2	Portland CBD Alignment Alternative	19
4.2.1	Rationale for Alignment Recommendation	19
4.2.2	Rationale for the Recommended Implementation Strategy	20
4.3	Portland CBD to Vancouver CBD Alignment Alternative	21
4.4	Vancouver CBD to 134th Street/WSU Area Alignment Alternative	21
4.4.1	Rationale for Alignment Alternative	21
4.4.2	Rationale for the Recommended Implementation Strategy	22

Appendix A: Summary of Measurement Criteria

Appendix B: Metro/C-TRAN and RTC Resolution and Staff Reports

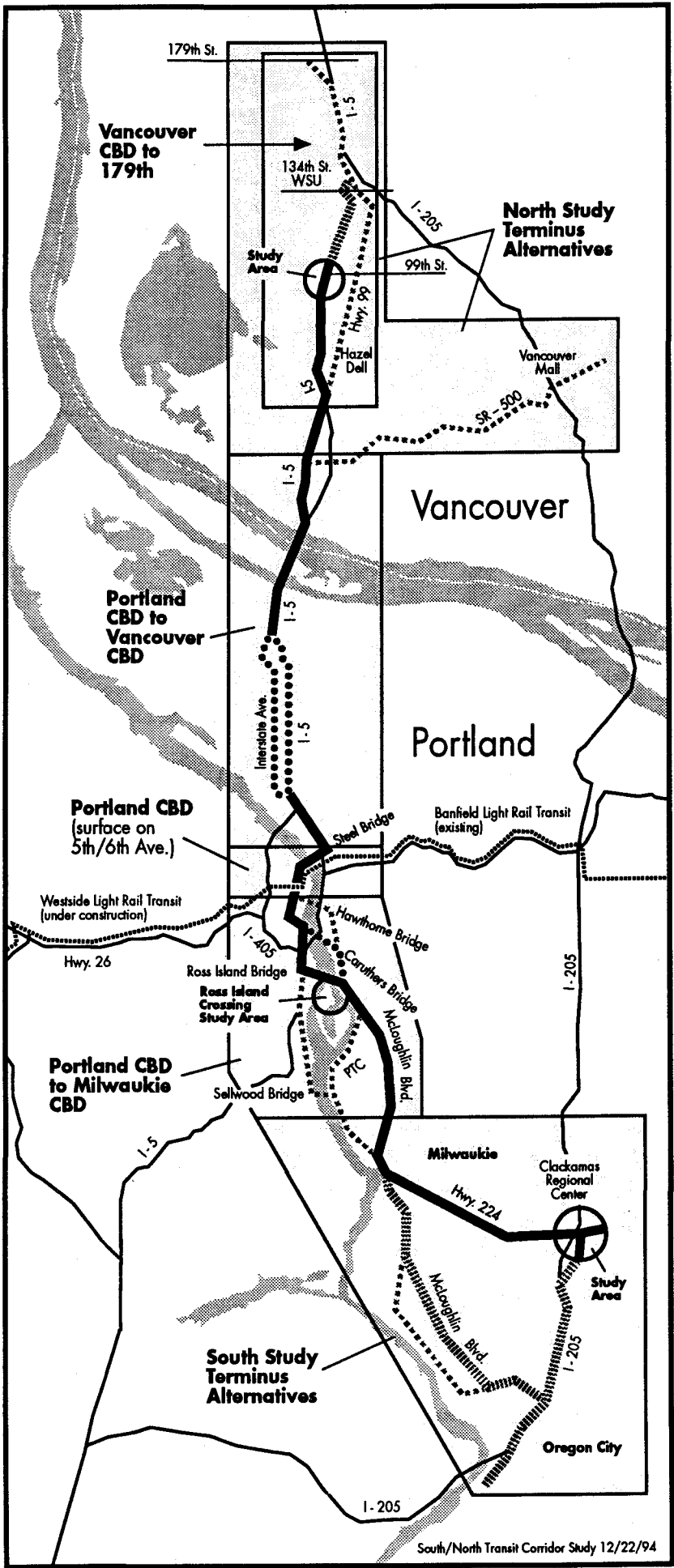
EXECUTIVE SUMMARY

Figure 1 illustrates the Tier I terminus and alignment alternatives that will advance into the Tier II Draft Environmental Impact Statement (DEIS) for further study.

Following is a summary of the South/North study approach adopted by the Metro Council and C-TRAN Board of Directors:

- The South/North Corridor Project will be pursued in two study phases:
 - [a] Phase I will consider a Light Rail Transit project between the Clackamas Town Center area and the 99th Street area in Clark County.
 - [b] Phase II will consider an extension of the Phase I Light Rail Transit Project south to Oregon City and north to the 134th Street/Washington State University area.
- The study phases will be implemented as follows:
 - [a] Preparation of the Draft Environmental Impact Statement (DEIS) and funding plan for the Phase I LRT alternative will begin immediately.
 - [b] If LRT is selected as the Locally Preferred Alternative in Phase I, a DEIS and funding strategy for the Phase II LRT extension will be prepared upon completion of the Final Environmental Impact Statement (FEIS) for Phase I.
- The following alignment alternatives will be studied further within the Phase I Draft Environmental Impact Statement:
 - [a] Between the Portland and Milwaukie Central Business Districts, the Ross Island Bridge Crossing, generally between the Ross Island Bridge in the north and Bancroft and Holgate streets in the south, and the McLoughlin Boulevard alignment will be developed for further study within the DEIS. The Caruthers area crossing will be evaluated further in order for the C-TRAN Board of Directors and Metro Council to determine whether it should also be included in the *Detailed Definition of Alternatives Report* and developed further in the DEIS. Both the Ross Island and Caruthers alternatives will be provided equal consideration through this further evaluation.
 - [b] Within the Portland CBD a Surface LRT Alternative on 5th and 6th Avenues will be developed based upon several principles for further study within the DEIS. If at the time the DEIS is initiated it is concluded that a 5th/6th Avenue surface alignment cannot be developed that addresses those principles, other alternatives will be developed for further study in the DEIS.

- [c] Between the Vancouver CBD and the vicinity of 99th Street, the I-5 East Alignment Alternative with station areas between I-5 and Highway 99 will be developed for further study within the DEIS.
- Because further discussions and analysis should occur, the selection by the Metro Council and the C-TRAN Board of Directors of an alternative for further study for the segment between the Portland and Vancouver central business districts shall wait completion of additional technical work and evaluation.
 - The following alignments will be considered for the Phase II extensions:
 - a. Following completion of the *Detailed Definition of Alternatives Report*, an analysis of the I-205 alignment from the CTC terminus and the McLoughlin alignment from the Milwaukie CBD will be made to determine which alignment will advance into the Phase II DEIS. The Portland Traction (PTC) right-of-way will not be considered as a Phase II alignment.
 - b. Between the vicinity of 99th Street and the area of 134th Street/WSU Branch Campus, the I-5 East alignment will advance into the Phase II DEIS.
 - The Phase I LRT alignment alternative between Clackamas Town Center and 99th Street area is estimated to:
 - [a] Serve almost 20 million trips per year,
 - [b] Help manage growth and reduce air pollution, traffic and vehicle-miles-of-travel; and
 - [c] Cost approximately \$2.85 billion in inflated (year-of-expenditure) dollars.



**Metro Council
C-TRAN Board of Directors**

**South/North Terminus
and Alignment Alternatives
Approved for Further Study**

- To be studied within the Tier II DEIS
-** Pending further Tier I analysis and public comment
- To be studied later in Phase II
-** Removed from further study

Figure 1

INTRODUCTION

1.1 Purpose

This *South/North Tier I Final Report* identifies (1) the South/North Light Rail Transit (LRT) terminus and alignment alternatives to be advanced into the Tier II Draft Environmental Impact Statement (DEIS) and (2) policies and actions related to other aspects of the South/North Transit Corridor Study. As the alignment alternatives are narrowed, more detailed "Design Options" will remain under study and will be addressed in the *Detailed Definition of Alternatives Report*.

The C-TRAN Board of Directors and Metro Council adopted this report at their regular meetings in December 1994. Adoption of the *Tier I Final Report* concludes a public selection process that was initiated in August 1994 with the preparation of draft terminus alternative recommendations by the South/North Project Management Group (PMG). On September 14, 1994, following conclusion of the Tier I public comment period, the PMG adopted its final Tier I terminus and alignment recommendations. After receiving the PMG final recommendation the South/North Citizens Advisory Committee (CAC) adopted its Tier I final recommendation on September 29, 1994. Both the PMG and CAC final recommendations were forwarded to the South/North Steering Group which adopted its final recommendation on October 6, 1994. Next, the participating jurisdictions and agencies reviewed the Steering Group recommendation and adopted independent recommendations in November and early December 1994. Those recommendations were forwarded to the C-TRAN Board of Directors and Metro Council for final adoption of this *Tier I Final Report* that delineates the LRT alternatives to advance into the Tier II DEIS for further study. Remaining alignment alternative choices described below will be made through a similar process.

1.2 Background

Because of its size and complexity, the South/North Transit Corridor Study and Draft Environmental Impact Statement (DEIS) process is being undertaken in two steps called "Tiers":

- Tier I focused on evaluating modal alternatives (busways, river transit, commuter and light rail), alignment alternatives, design options and terminus alternatives in order to narrow the number of alternatives to be addressed in the DEIS.
- Tier II will focus on preparing a DEIS on the narrowed set of LRT alternatives and a No-Build alternative. Tier II will conclude with the selection of the Locally Preferred Alternative.

Tier I started in mid-1993 with the initiation of the federally-mandated Scoping Process. The Federal Transit Administration's intent to publish an environmental impact statement for the South/North Transit Corridor was issued in the *Federal Register* on October 12, 1993. Based on analyses and public input provided during Scoping, the high capacity transit alternatives were narrowed to one mode -- light rail transit. Scoping (as amended by the Steering Group in May 1994) also identified:

- Four south (Clackamas County) and five north (Clark County) *Terminus Alternatives* for the LRT.
- Two or more *Alignment Alternatives* for each of five defined segments of the LRT alignment.
- Detailed *Design Options* for several of the LRT alignment alternatives.

After Scoping, staff prepared technical analyses of the terminus and alignment alternatives. These analyses are documented in the *Tier I Technical Summary Report* and the *Tier I Briefing Document*. In addition, an extensive public involvement process on the alternatives and options was conducted. These data and public input serve as the basis for this draft recommendation.

This *Tier I Final Report*:

- Defines a two-phase study approach for pursuing the proposed project.
- Identifies the Terminus and Alignment Alternatives which will be advanced into the Tier II Draft Environmental Impact Statement (DEIS).
- Identifies strategies regarding how to proceed with yet-to-be decided issues and/or refinements associated with the recommended alternatives.

In addition to the *Tier I Final Report*, two other reports will be prepared before work starts on the DEIS:

- The *Conceptual Definition of Alternatives Report* will be based upon the actions of the C-TRAN Board of Directors and Metro Council and will provide a general description of the LRT alignment, termini and other project elements for information purposes, primarily for the Federal Transit Administration (FTA). It will also provide a general description of the No-Build alternative.
- The *Detailed Definition of Alternatives Report* will specify the proposed LRT alignment, design, park-and-ride lot locations, station locations, maintenance facility and other project elements in detail and will serve as the basis for the DEIS. It will also provide a detailed description of the No-Build alternative.

Those elements of the LRT alternative that are not addressed in the *Tier I Final Report* will be addressed in these reports.

1.3 Public Involvement

The adoption of the *Tier I Final Report* by Metro Council and the C-TRAN Board of Directors follows a lengthy period and numerous opportunities for public review of the Tier I technical

information and public comment on the Tier I alternatives. The public comment period began in July 1994 with notification of the availability of the draft *Tier I Technical Summary Report*, the draft *Briefing Document* and the draft *Tech Facts*. The public was also invited to attend four public open houses to review the Tier I alternatives and technical information and to discuss the information and alternatives with project staff and participating agency representatives. In July and August 1994, meetings with individual neighborhood and business associations were held throughout the Corridor by study staff and participating jurisdictions.

In August 1994, the *Briefing Document* and *Tech Facts* were revised to reflect new or corrected information and the public was asked to attend four meetings to allow the Steering Group to receive public comment on the Tier I technical information. Oral and written comments were received at the four meetings and additional written comments were received during the comment period which ran through September 13, 1994. Those oral and written comments have been compiled and summarized in a report titled *Narrowing the Options: Summary of Tier I Public Meetings and Comments*. A supplement to the *Summary of Public Meetings and Comments* has been issued documenting the public meetings held and comments received between the close of the public comment period and the adoption of the *Tier I Final Report*.

1.4 Organization of the *Tier I Final Report*

This report is divided into four chapters:

- **Chapter 1: Introduction** defines the purpose and background of the report.
- **Chapter 2: South/North Alternatives Adopted for Further Study** defining the Phase I and Phase II terminus alternatives and alignment alternatives that will be advanced for further study..
- **Chapter 3 : Rationale for Selection of Terminus Alternatives for Further Study** documents the reasons for the Steering Group's recommendations regarding the Phase I and Phase II terminus alternatives.
- **Chapter 4: Rationale for Selection of Alignment Alternatives for Further Study** documents the reasons for the Steering Group's recommendations regarding the alignment alternatives.

ALTERNATIVES SELECTED FOR FURTHER STUDY

2.1 Project Phasing

1. The South/North Project will be pursued in two study phases:
 - [a] Phase I will consider the light rail transit alternative, described below, which Metro Council and the C-TRAN Board of Directors have found best meets the evaluation criteria established for Tier I and is also constrained by current estimates of potential funding. Work on the Draft Environmental Impact Statement for the Phase I alternative will begin immediately.
 - [b] Phase II will consider a future extension of the South/North LRT to the potential end-points in Clackamas and Clark Counties, if LRT is selected as the locally preferred alternative in Phase I. The DEIS and funding plan for the Phase II LRT extension will be prepared upon completion of the Final EIS for Phase I.
2. In compliance with FTA requirements, Minimum Operable Segment(s) will be identified in each DEIS. Construction of a Phase may occur in Minimum Operable Segment(s) to accommodate funding schedules and/or availability.

2.2 South Terminus

2.2.1 Phase I South Terminus

1. The *Clackamas Town Center* area will be the Phase I South Terminus of the S/N LRT Alternative studied in the Draft Environmental Impact Statement (DEIS).
2. The specific location of the Phase I terminus within the Clackamas Town Center area and the associated alignment, station locations and park-and-ride location within the area need further analysis. Accordingly, staff shall:
 - [a] Establish a special study area in the Clackamas Town Center area which extends east to Sunnyside and south to Highway 224.
 - [b] Evaluate specific "eastward-oriented" (e.g. heading toward Kaiser Hospital) and "southward-oriented" (e.g. heading toward Oregon City) Phase I terminus and alignment options within the Town Center study area.
 - [c] Ensure that appropriate park-and-ride access and capacity be provided with the Phase I terminus.

[d] Recommend a refined Phase I terminus and alignment within the Clackamas Town Center area in the *Detailed Definition of Alternatives Report*.

3. Clackamas County shall be asked to review revised land use plans for the Clackamas Town Center area to ensure a more pedestrian and transit friendly land use pattern which supports the Town Center area's designation as a Regional Center in the draft 2040 Plan and as the Phase I South Terminus of the South/North LRT alternative.

2.2.2 Phase II South Terminus

1. Metro will consider the incorporation of policies in the Regional Transportation Plan (RTP) and Regional Framework Plan which call for a Phase II extension of the South/North LRT Alternative to *Oregon City*.
2. In conjunction with the analysis described in Section 2.2.1.2(b), staff will evaluate the I-205 alignment from the CTC area terminus and McLoughlin Boulevard alignment from the Milwaukie CBD for the Phase II extension to Oregon City and establish a preferred Phase II alignment for consideration by Metro Council for inclusion in the RTP and Regional Framework Plan. Work on selecting a preferred Phase II alignment will begin upon completion of the Phase I *Detailed Definition of Alternatives Report*. The Portland Traction (PTC) right-of-way will not be considered as a Phase II alignment.
3. Local jurisdictions along the proposed Phase II alignment shall be asked to consider revisions to their land use plans which encourage transit supportive land uses along the Phase II alignment. Such revisions, if adopted, will be outlined in the Phase II DEIS as "committed actions" and could greatly facilitate Federal Transit Administration (FTA) approval of a Phase II extension. Such actions, if adopted, will also be reflected in the Phase II land-use analysis and ridership forecasts.
4. The Cove development currently being pursued by Oregon City through its urban renewal plan is regionally significant in terms of (i) the alignment choice and future feasibility of the Phase II LRT extension to Oregon City and (ii) regional objectives encouraging Transit Oriented Districts (TODs). Accordingly, Metro and Oregon City shall pursue the following course of action:
 - [a] The alignment and policies regarding the Phase II extension of the South/ North LRT being prepared by Metro and the site plan and land uses for the Cove development being prepared by Oregon City should be integrated.
 - [b] The site plan for the Cove development should preserve right-of-way for the Phase II extension of South/North LRT.

- [c] Plans for feeder bus service for the Phase I LRT alternative should provide service to the Cove development in a manner which supports a transit supportive land use pattern during the interim period.
 - [d] Based on the resulting RTP and Regional Framework Plan, funding for improvements which are needed to support a transit oriented development within the Cove area and/or are needed to preserve the right-of-way for the proposed Phase II LRT extension through the Cove development shall be a priority for the allocation of regional TOD or other appropriate funds.
5. If LRT is extended along I-205 to Oregon City and if a development proposal and plan for the 80-acre Seventh-Day Adventist (SDA) property in Gladstone is prepared and moves toward implementation, an approach similar to that described above in Section 2.2.2(4) for the Cove development shall be undertaken for the SDA property by Metro, the City of Gladstone and Clackamas County.
 6. Tri-Met shall be asked to plan for high-quality feeder bus service between Oregon City and the Phase I LRT transit centers to help develop transit and land use patterns which facilitate a future Phase II extension of the South/North LRT.

2.3 North Terminus

2.3.1 Phase I North Terminus

1. The *99th Street* area is the Phase I North Terminus for the South/North LRT Alternative that will be studied further in the DEIS.
2. The specific station and park-and-ride lot locations within the 78th Street to the 99th Street area need further analysis to determine how best to accommodate park-and-ride demand. Accordingly, staff shall:
 - [a] Establish a special study area between 78th Street and 99th Street area.
 - [b] Evaluate park-and-ride lot opportunities and the land use and transportation impacts associated between 78th Street and the 99th Street area.
 - [c] Recommend a refined station and park-and-ride lot locations within the special study area in the *Detailed Definition of Alternatives Report*.

2.3.2 Phase II North Terminus

1. Metro and RTC shall be asked to consider incorporating policies in their respective Regional Transportation Plans (RTPs) and Clark County and the City of Vancouver shall be asked to

incorporate policies in their Growth Management Plans that call for a proposed Phase II extension of the South/North LRT Alternative to the *134th Street/WSU area*.

2. Clark County, RTC, the City of Vancouver and C-TRAN staff shall be asked to review land use plans for the proposed Phase II LRT terminus area to ensure transit supportive land use patterns are integrated with the proposed Phase II terminus and alignment alternatives. The resulting actions, if adopted, will be outlined in the Phase II DEIS as "committed actions" and could greatly facilitate FTA approval of a Phase II extension. Such actions, if adopted, would also be reflected in the Phase II land-use analysis and ridership forecasts.
3. The planned activity center and Washington State University (WSU) campus development in the vicinity of 134th Street and I-5 are critical to the future feasibility of the Phase II LRT extension to the 134th Street/WSU area. Accordingly, Clark County, RTC, the City of Vancouver and C-TRAN staff shall work with WSU officials and other developers in the area to ensure transit supportive land uses are developed in and around the proposed Phase II LRT terminus area and that required right-of-way is preserved.
4. C-TRAN shall be asked to plan for provision of high-quality feeder bus service between the 134th Street/WSU area (in particular, the WSU campus) and the 99th Street area (the Phase I north terminus) to help develop transit and land use patterns which facilitate a future Phase II extension of the South/North LRT.

2.4 Portland CBD to Milwaukie/South Willamette River Crossing Alignment Alternative

1. The *Ross Island Bridge Crossing Alternative* and *McLoughlin Boulevard Alignment Alternative* are the LRT alignment alternatives in the segment from the Portland CBD to Milwaukie/South Willamette River Crossing that will be studied further within the Tier II of the DEIS.
2. The Caruthers area crossing will be evaluated further in order to allow the C-TRAN Board of Directors and Metro Council to determine whether it should also be included in the *Detailed Definition of Alternatives Report* and developed further in the DEIS.
 - [a] Determine the costs, travel demand and local and regional land use and development benefits of linking the Caruthers Crossing with the Brooklyn Yards alignment.
 - [b] Refine the ridership potential of the OMSI Station to fully reflect current plans and policies regarding the Portland General Electric "Station L" redevelopment site, the Central Eastside Industrial Area and OMSI. Determine whether local redevelopment opportunities are feasible and provide assurances necessary to meet local and regional land use and development objectives.

- [c] Evaluate Caruthers Bridge designs to see if they could provide adequate access to both the North Macadam Redevelopment Area and the OMSI area.
 - [d] Evaluate alternate bridge designs, alignment options and station locations for a Caruthers area crossing and recommend a refined bridge, alignment and station location design for inclusion within the *Detailed Definition of Alternatives Report* if a Caruthers area crossing is selected for advancement into the DEIS.
3. The location of the Ross Island area river crossing, bridgeheads and stations in this segment will receive further analysis to determine how to serve as much of the North Macadam redevelopment area and S.E. residential areas as possible. Further, if a Caruthers area crossing is selected to advance into the DEIS then its design will be refined and included within the *Detailed Definition of Alternatives Report*. Accordingly, staff shall:
- [a] Establish special study areas on the east and west banks of the Willamette River which are generally bounded by the Ross Island Bridge and S.W. Gibbs Street in the north and Bancroft Street and Holgate Boulevard in the south.
 - [b] Evaluate alternative bridge locations, alignment options and station locations(s) within these study areas which provide for optimal light rail coverage to S.E. Portland neighborhoods and the North Macadam Area.
 - [c] Recommend a refined location for the Ross Island area LRT bridge, associated alignment and stations in the *Detailed Definition of Alternatives Report* based on an assessment of development opportunities, costs, environmental considerations and engineering constraints.
 - [d] Refine the ridership potential of westbank stations to fully reflect current plans and policies for the North Macadam Redevelopment Area. Determine whether local redevelopment opportunities are feasible and provide assurances necessary to meet local and regional land use and development objectives.
4. Both the Ross Island and Caruthers Alternatives will be provided equal consideration through this further evaluation. Accordingly, staff shall:
- [a] Provide a local selection process identical to the process that led to the adoption of this report to consider this further analysis and to determine whether to advance the Caruthers Crossing Alternative into the Tier II DEIS.
 - [b] Work with interested parties to develop and evaluate the design options described above.
 - [c] Continue to undertake planning and engineering work for the LRT alignment alternatives that allows for an Eastside transit connection.

2.5 Portland CBD Alignment Alternative

1. The Surface LRT Alternative on 5th and 6th Avenues within the Portland CBD will be developed in detail for further study within the Tier II DEIS.
2. Because of the critical function that the Portland CBD segment plays in the South/North Corridor, the study of the 5th/6th Avenue Surface Alignment is based upon the following principles:
 - [a] To accommodate bus, light rail, general purpose automobile and pedestrian travel on the 5th/6th Avenue Transit Mall.
 - [b] To develop for further evaluation Surface LRT Transit Mall design options that accommodate those modes of travel using both a three-lane and a four-lane configuration. The designs will address sidewalk widths, street trees and other amenities which are critical to a pedestrian friendly environment.
 - [c] To retain automobile access on essential blocks that directly serve the Hilton Hotel, parking garages that enter and/or exit onto the Transit Mall and other important locations as determined through a collaborative process with interested downtown parties.
 - [d] To establish the light rail station locations that will optimize both light rail access and automobile access on the Transit Mall. In general, those locations will be (1) near the PSU campus; (2) near City Hall; (3) near Pioneer Square; (4) south of Burnside; and (5) one or two stations to serve the Old Town, Union Station and north River District areas.
 - [e] To work with the Downtown Portland community in developing the Surface LRT Transit Mall options for further study and in selecting the locally preferred alternative.
 - [f] To develop the refined surface alternative(s) that address these principles for inclusion in the adoption of the *Detailed Definition of Alternatives Report*, and that if at that time it is concluded that a 5th/6th Avenue Surface Alignment cannot be developed that addresses those principles, other alternatives would be developed for further study within the Draft Environmental Impact Statement.

2.6 Portland CBD to Vancouver CBD Alignment Alternative

1. While the existing technical data and public comments have been valuable in understanding tradeoffs between the Interstate Avenue and I-5 alignments, additional information and discussions are needed to produce a clear basis for a determination of the preferred LRT alignment between the Portland and Vancouver CBDs. Therefore project staff shall:
 - [a] Conclude discussions on the relative land use impacts of the alignment alternatives and their ability to meet community objectives; and,

[b] Conclude more detailed analysis of traffic and pedestrian movement impacts of the alignment alternatives.

2. Further, modified alternatives which merge the I-5 alignment with portions of the Interstate Avenue alignment north of Skidmore Street shall be undertaken to determine if a modified I-5 alignment can achieve the land use and neighborhood benefits associated with the Interstate alignment at a lower cost. Therefore, project staff shall:

[a] Establish a special study area bounded by Skidmore Street and the Columbia Slough.

[b] Identify and evaluate modified I-5 alignment alternatives which (i) merge segments of the I-5 alignment with segments of the Interstate Avenue alignment within the special study area and/or (ii) more centrally serve the Kenton neighborhood.

[c] Address issues regarding the location of the Columbia Slough crossing.

3. Finally, the Metro Council and the C-TRAN Board of Directors intend to determine the preferred alignment between the Portland and Vancouver CBDs by the time the *Detailed Definition of Alternatives Report* is finalized using the following: (i) existing technical information and public comment; (ii) new technical information and discussions described in section 2.6.2 (a) and (b); and, (iii) the analysis of modified alignment alternatives described in section 2.6.3.

2.7 Vancouver CBD to 134th Street/WSU Area Alignment Alternative

1. The *I-5 East Alignment Alternative* is the alignment alternative in the segment from Vancouver CBD to the vicinity of 99th Street that will be studied further in the Tier II DEIS.
2. The *I-5 East Alignment Alternative* is the alignment between the vicinity of 99th Street and 134th Street/WSU area that will be proposed for inclusion in the RTP and Growth Management Plan policies regarding the Phase II extension of the South/North LRT.
3. Prior to finalizing the *Detailed Definition of Alternatives Report*, project staff will conduct a study of station areas in the Hazel Dell area to determine the best east/west cross-street locations for stations, pedestrian connections and park-and-ride lots and to determine the best location for those stations between I-5 and Highway 99. Following conclusion of the DEIS based upon those station locations, further study and refinement of the station locations may be required to meet transportation, transit service and development/redevelopment objectives.

2.8 Design Options

1. Within the alignment alternatives recommended above, the following more detailed "Design Options" remain under study and will be addressed in the *Detailed Definition of Alternatives Report*:
 - [a] The alignment through the Vancouver CBD.
 - [b] The Columbia River Crossing (high bridge, lift span bridge or tunnel).
 - [c] The alignment between the Steel Bridge, Emanuel Hospital and the Kaiser Medical Center.
 - [d] The alignment through Milwaukie.
 - [e] The alignment between Milwaukie and the Clackamas Town Center.
 - [f] The locations of park-and-ride lots, transit centers, stations and maintenance facilities.
 - [g] Downtown Portland alignment details.
 - [h] Other design options as required.

RATIONALE FOR TERMINUS ALTERNATIVES SELECTED FOR FURTHER STUDY

The following conclusions and supporting information summarize the basis for Metro Council's and the C-TRAN Board of Director's selection of the South/North LRT terminus alternatives:

3.1 Rationale for the Two-Phase Implementation

- *Ultimately, a South/North LRT line which serves Oregon City, Clackamas Town Center and the 134th Street/WSU area in Clark County would maximize the benefits of the LRT alternative.*

The eastern portion of urban Clackamas County provides a unique opportunity to develop transit-oriented land uses in support of LRT. Within this area, there are three major development nodes -- Milwaukie, Oregon City and the Clackamas Town Center vicinity (CTC). At the beginning of Tier I, the "terminus issue" was framed as selecting one of these three nodes as the "South Terminus" of the S/N LRT.

Based on the analyses and public comment received during Tier I, it became evident that the desired end-result is to provide light rail service to Milwaukie, CTC and Oregon City. Such a system would maximize the ridership and land use benefits of the light rail line.

A similar but slightly different situation exists in Clark County. As Tier I began, the issue was whether the South/North line should terminate along I-5 or in the vicinity of the Vancouver Mall. However, staff found that transit travel patterns in the Vancouver Mall area are oriented more towards transit service in the I-205 corridor than towards a South/North LRT line. As a result, the issue of choosing a north terminus for the South/North LRT alternative focused on selecting between the terminus alternatives in the I-5 corridor.

The higher costs associated with a 179th Street terminus outweigh its added benefits. As a result, the 179th Street terminus can not be justified as the Phase II terminus. Instead, 134th Street/WSU area is recommended. The combination of (i) the Growth Management Plan establishing the 134th Street area as an activity center and (ii) Washington State University developing a campus in this area, establishes 134th Street/WSU area as a major LRT opportunity.

- *The amount of capital funds potentially available at this time are insufficient to construct a light rail line serving Oregon City, Clackamas Town Center, Milwaukie, Portland, Vancouver and 134th Street/WSU area.*

The estimated maximum amount of capital funds available for a first phase of construction is \$2.85 billion. This estimate assumes that 50% of the cost would be funded by a federal LRT construction grant. Based on recent LRT federal funding trends, a maximum federal

contribution of about \$1.4 billion can potentially be achieved over two federal authorization cycles. It also appears that about \$1.4 billion is a practical limit on the amount of LRT capital funds which can be locally assembled.

Based on Tier I engineering and costing studies, the least expensive options for a LRT line between Oregon City, the CTC area and 134th Street/WSU area would cost approximately \$3.55 billion in inflated dollars -- \$700 million more than that which is achievable in Phase I.

- *The phased approach maximizes the likelihood of realizing a South/North LRT project which would ultimately serve the proposed termini.*

The basic criteria for securing FTA approval for federal funds are: (i) evidence that sufficient development exists to support the project, (ii) cost-effectiveness and (iii) evidence that sufficient funds are committed to build the project. A project between 134th Street/WSU area and Oregon City would currently perform poorly with respect to the first two criteria. More importantly, it would not be possible to demonstrate sufficient committed funds. As a result, if the proposed LRT alternative project and extensions were pursued now, it would put the entire project in jeopardy.

The phased approach avoids these problems. A Phase I project between the 99th Street area and the CTC area would exhibit better levels of existing development and cost-effectiveness than a longer project. Furthermore, the proposed funding plan, if successfully implemented, would demonstrate the level of commitment sought by FTA. And finally, a phased approach would allow for adoption of land-use plans and implementing ordinances, which are more transit-supportive and would therefore exhibit higher ridership and better cost-effectiveness.

3.2 Rationale for Phase I Termini

A Clackamas Town Center area to 99th Street area LRT Alternative best meets the Tier I evaluation criteria within the financial threshold as described below.

- *An LRT line with termini in the vicinity of the Milwaukie CBD and 39th Street in Vancouver would barely penetrate into Clackamas or Clark Counties, providing insufficient coverage to accomplish land use or transportation objectives.*

To best achieve the land use and transportation objectives established for the project, the South/North LRT alternative should serve regional and intra-county trips in both Clark and Clackamas counties. The Milwaukie CBD and 39th Street terminus alternatives do not accommodate intra-county trips. Furthermore, there are significant opportunities for encouraging transit-oriented land uses not far beyond these termini. These transit-oriented land use opportunities are worthy of consideration within the DEIS process. The Milwaukie CBD to 39th Street terminus does not provide the occasion to consider such land use opportunities.

- *The Clackamas Town Center area terminus alternative exhibits lower costs, greater cost-effectiveness and greater consistency with existing regional policy than the Oregon City terminus alternatives.*

The CTC area terminus alternative is approximately \$140 - \$560 million (in Year of Expenditure (YOE) dollars) less expensive to construct than an Oregon City terminus alternative. In addition, the CTC area terminus alternative is estimated to cost \$1 - \$2.6 million per year less to operate than an Oregon City terminus. As a result, the Tier I measure of cost-effectiveness for the CTC area terminus is 1% - 12% better than that for an Oregon City terminus.

Metro's Regional Transportation Plan (RTP) has identified a light rail line to CTC as the region's next LRT priority after the Hillsboro extension. The transportation and land use benefits associated with Oregon City are not sufficient to modify this long-standing policy.

- *The 99th Street area north terminus alternative is consistent with Growth Management Plan objectives and exhibits lower costs and greater cost-effectiveness than the 134th Street/WSU area, 179th Street and Vancouver Mall terminus alternatives.*

Both the 99th Street area terminus and the 134th Street/WSU area terminus are consistent with and would support the proposed Growth Management Plan objectives for Clark County, the City of Vancouver, C-TRAN, RTC and WSDOT.

The 99th Street area terminus is approximately \$105 million (in YOE dollars) less expensive to construct and \$0.9 million per year less expensive to operate than the 134th Street/WSU area terminus. As a result, the Tier I measure of cost-effectiveness for the 99th Street terminus is 2% better than that for the 134th Street/WSU area terminus.

The 99th Street area terminus is approximately \$202 million (in YOE dollars) less expensive to construct than the Vancouver Mall terminus alternative (which includes the Orchards extension). In addition, the 99th Street area terminus alternative is estimated to cost \$1.6 million per year less to operate than a Vancouver Mall terminus. As a result, the Tier I measure of cost-effectiveness for the 99th Street area terminus is 5% better than that for a Vancouver Mall terminus.

The 99th Street area terminus is approximately \$236 million (in YOE dollars) less expensive to construct and \$1.8 million per year less to expensive to operate than the 179th Street terminus. As a result, the Tier I measure of cost-effectiveness for the 99th Street area terminus is 5% better than that for the 179th Street terminus.

3.3 Rationale for the Recommended Implementation Strategy

- *Questions remain as to whether the Phase I south terminus should head eastward (e.g. toward Kaiser Hospital) or southward (e.g. toward Oregon City).*

While it is determined that Oregon City be the Phase II terminus, there is not yet a preferred Phase II alignment alternative. Two options exist: one would extend from the Phase I terminus in the CTC area to Oregon City via I-205 and one would extend from the Milwaukie CBD to Oregon City via McLoughlin Boulevard (creating a two-branch system in Clackamas County). The PTC alignment in this segment, south of Milwaukie and west of McLoughlin Boulevard, would no longer be considered. The determination of the preferred alignment to Oregon City will effect both the location and orientation of the Phase I terminus within the CTC area. The proposed action plan prescribes a process for making these determinations.

- *Questions remain as how best to accommodate park-and-ride demands in the vicinity of the 99th Street area.*

Because of the availability of a major interchange at I-5 and 99th Street and other travel demand and land use patterns and opportunities, the area of 99th Street has been identified as the proposed Phase I Northern Terminus. However, the 99th Street area may not provide the best opportunity to accommodate park-and-ride demand. As a result, further analysis will be conducted to determine the best placement of stations and park-and-ride lots between 78th Street and the 99th Street vicinity.

- *Local and regional government commitments towards densification and transit-oriented land use patterns along the proposed Phase II alignment could facilitate federal funding for the Phase II extension.*

Section 3010 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) establishes the criteria to be used by the Secretary of Transportation in making recommendations on LRT capital (Section 3) grants. Therein, the Secretary is required to "identify and consider transit supportive existing land use policies and future patterns and ... the degree to which the project ... promotes economic development" in allocating Section 3 funds. Because the existing development levels in the Oregon City and 134th Street areas are not as high as in areas surrounding competing projects in other regions, the strongest case for a Phase II extension may hinge on the densification and transit-oriented land use commitments called for in the proposed action plan.

RATIONALE FOR ALIGNMENT ALTERNATIVES SELECTED FOR FURTHER STUDY

The following conclusions and supporting information summarize the basis for Metro Council's and the C-TRAN Board of Director's selection of the South/North LRT alignment alternatives.

4.1 Portland CBD to Milwaukie/South Willamette River Crossing Alignment Alternative

4.1.1 Rationale for Alignment Recommendation

The *Ross Island Bridge Crossing* and *McLoughlin Boulevard Alignment Alternative* are the alignment alternatives that will be studied further within the Tier II DEIS and the *Caruthers Area Crossing* will receive further study within Tier I to determine whether it should also be advanced into the Tier II DEIS for the following reasons:

- *The Hawthorne Bridge River Crossing Alternative would exhibit substantial reliability and operations problems caused by numerous bridge openings and would not allow direct LRT access to Portland State University and South Downtown Portland.*

The frequency of openings associated with the Hawthorne Bridge is considered to be a significant disadvantage of this alternative. A bridge opening during the peak-hour would likely disrupt the train schedule for the entire peak-period. Effective travel times would increase and reliability would suffer. As a result, ridership would decline, operating costs would increase and the cost-effectiveness of the alternative would deteriorate over time. Further, an alignment using the Hawthorne Bridge would increase the distance between and LRT station and PSU, a major transit attraction, by approximately 7 blocks. In addition, other activity points in South Downtown Portland would not receive direct LRT access.

- *The Sellwood Bridge alternative would generally exhibit lower ridership, longer trip times, higher operating costs and a higher cost-effectiveness ratio and would not provide direct LRT access to several S.E. Portland neighborhoods and bus routes.*

The additional length of the Sellwood Bridge alternative would increase transit travel times between the Portland CBD and locations within Clackamas County by up to five minutes more than other alternatives. In addition, the Sellwood Bridge alternative would have the lowest projected total transit ridership (189,800 to 474,000 per year fewer), the lowest LRT ridership (131,000 to 460,000 per year fewer) and the highest operating costs (\$690,000 to \$1,190,000 per year more), resulting in the highest cost effectiveness ratio of the South Willamette River crossing alternatives. Finally, the Sellwood Bridge alternative would not provide direct LRT access to several S.E. Portland neighborhoods and bus routes that would have LRT access with other river crossing alternatives.

- *While the Ross Island Bridge River Crossing Alternative generally exhibits the same costs and transportation benefits as the Caruthers Bridge alternative, the Project Management Group's and the Steering Group's recommendations to advance the Ross Island Bridge alternative into Tier II were based upon their judgement that a Ross Island crossing exhibits superior land use and development benefits.*

The Ross Island Bridge alternative would be approximately \$6 million (in inflated dollars) less expensive to construct and serve 160,000 less LRT riders per year than the Caruthers Bridge alternative. In combination, these cost and ridership factors are not considered decisive. The choice between these two alignment alternatives is effected by determining which are the most important areas to be served by light rail: (1) OMSI and its surrounding area available for Eastside development and redevelopment or (2) the North Macadam Development and Redevelopment Area. Because of its amount of vacant developable and redevelopable land, its proximity to downtown, its ability to support housing and the role that redevelopment of urban land can play in maintaining a compact urban area, the land use benefits of direct LRT access to the North Macadam Area were determined by the PMG to be greater than in the OMSI area. The Steering Group concurred with the PMG on the importance of serving the North Macadam Redevelopment Area and on the importance of serving established Southeast Portland neighborhoods and recommended that the Ross Island Bridge Alignment be forwarded into Tier II for further study within the DEIS.

- *The Citizens Advisory Committee recommended that the Caruthers Bridge alternative be advanced into the DEIS for further study.*

The Citizens Advisory Committee recommended that the Caruthers Bridge alternative be advanced into the DEIS for further study generally because it felt that the Caruthers Bridge alternative would provide better service to OMSI, the surrounding redevelopment area and the established S.E. Portland neighborhoods in that area. The Steering Group concurred that the Caruthers Bridge alternative warrants further study and recommended that prior to the adoption of the *Detailed Definition of Alternatives Report* there be a determination of whether the differences between the Ross Island Bridge and the Caruthers Bridge alternatives warrants inclusion of the Caruthers Bridge alternative within the Tier II DEIS.

- *There is a desire to try to serve both the North Macadam area and the southeast Portland area with LRT, expressed both by the PMG and more strongly by the Citizens Advisory Committee.*

The Tier I analysis assumed that the new LRT bridge would be located south of and adjacent to the existing Ross Island Bridge. A Ross Island crossing close to the existing Ross Island Bridge would provide the highest level of LRT access to the northern parcels of the redevelopable land with less direct access to parcels further south in the district. A crossing further south and closer to Bancroft Street would provide more centralized access to the redevelopable land. On the eastside there is also a desire to provide LRT station access to eastside residential and development areas. A crossing near the existing Ross Island Bridge may provide the best opportunity for a potential station to serve that area, while a crossing

further South may be limited to station access near Holgate Boulevard. As a result of these trade-offs, the recommended action plan proposes further analysis of the location of the river crossing, bridgehead and stations in the North Macadam Area on the westbank and north of Holgate on the eastbank to determine the best opportunities for serving established neighborhoods and development opportunities on both sides of the river.

- *The McLoughlin Boulevard alignment alternative exhibits less cost, greater ridership, higher cost effectiveness and less environmental impact than the Portland Traction (PTC) alternative.*

Within this segment, the McLoughlin Boulevard alignment alternative is approximately \$21 million (in inflated dollars) less expensive to construct and \$560,000 per year less expensive to operate than the PTC alternative. (In addition, the McLoughlin alternative serves almost 1.5 million annual LRT riders more than the PTC alternative. As a result, the Tier I measure of cost-effectiveness for the McLoughlin alignment is 7% better than that for the PTC alternative. Furthermore, the PTC alignment would traverse Oaks Bottom--a very sensitive wetlands and wildlife area.

4.1.2 Rationale for the Recommended Implementation Strategy

- *Questions remain as to the precise location of the bridge crossing.*

Further research is needed on three key issues before the bridge location(s) to be brought into the DEIS can be finalized. First, more research is needed on the site plans for development in the areas. Second, the environmental impacts of the bridge crossing on the river eco-system and wildlife habitat and visual resources need to be better understood. Third, the opportunities and constraints for station locations and the effect that those locations would have in optimizing LRT access to established residential areas and connections to local transit service.

4.2 Portland CBD Alignment Alternative

4.2.1 Rationale for Alignment Recommendation

The *5th/6th Avenue Surface Alignment Alternative* is the alignment alternative in this segment that will be developed further for study within the Tier II DEIS for the following reasons:

- *The 5th/6th Avenue Surface Alignment Alternative is most consistent with the Downtown Plan*

The Downtown Plan calls for the region's highest density commercial uses along the 5th/6th Avenue spine. Alignment alternatives, whether they be surface or subway, employing other streets places transit further away from these densities and, as a result, fail to maximize the

quality of the service. The Downtown Plan also calls for an active pedestrian environment at street level. This is the basic policy implicit in many aspects of the development requirements for downtown -- for example, the requirement for first-floor retail in parking garages. A surface alignment best provides for such a pedestrian environment.

- *The 5th/6th Avenue Surface Alignment Alternative exhibits lower capital costs and operating costs than the Subway alternative.*

The 5th/6th Avenue Surface Alignment would be \$242 - \$296 million (in inflated dollars) less expensive to construct and \$1.8 million per year less expensive to operate than the Subway Alternative.

- *Despite its lower ridership, the 5th/6th Avenue Surface Alignment Alternative is more cost-effective than the Subway alternative.*

Overall weekday corridor ridership would be 2,100 greater with the Subway Alternative. Nonetheless, these ridership benefits are outstripped by the higher capital and operating costs of the Subway Alternative. As a result, the 5th/6th Avenue Surface Alignment Alternative is more cost-effective.

4.2.2 Rationale for the Recommended Implementation Strategy

- *Additional information on the Surface Alignment is needed to determine the design options to be evaluated in the DEIS.*

Recently, concept plans for the *Surface Alignment Alternative* were circulated for preliminary comment. These plans include two design options which would accommodate LRT, bus, auto and pedestrian circulation on the Transit Mall. One design option would have a three-lane configuration and may require the platooning of certain buses while the other would have a four-lane configuration and may require narrowing some sidewalks.

Other design options are also being looked at and developed both for the central mall south of Burnside and for the mall north of Burnside. Further analysis and discussion with the public, businesses and various agencies need to be conducted before these designs can be finalized. This additional work will refine station locations (within the general locations specified in the recommendation) and the location of auto circulation and access (hotel and parking garage accesses will be retained, the location of other auto lanes depends on the refined designs). Because of the sensitivity and complexity of these issues, special efforts will be made to involve the downtown Portland community.

4.3 Portland CBD to Vancouver CBD Alignment Alternative

The Metro Council and C-TRAN Board of Directors have yet to determine the alignment alternative(s) in this segment to advance into the DEIS for further study for the following reasons:

- *While the Interstate Avenue alignment alternative costs more than the I-5 alternative, further analysis is needed to determine if there are land use and development benefits of the Interstate alignment that outweigh its additional cost.*

The I-5 alignment alternative in this segment is approximately \$114 million (in inflated dollars) less expensive to construct, \$120,000 per year less expensive to operate and serves 460,000 more LRT riders per year than the Interstate Avenue alternative. However, the relative land use and development benefits are of critical importance and therefore merit additional consideration before a draft recommendation is proposed.

- *Further analysis is needed to identify and evaluate modified alternatives which merge the I-5 alignment with portions of the Interstate alignment.*

In Tier I, it was assumed that the I-5 alignment would parallel the freeway. As a result, the I-5 alignment would serve the Kenton neighborhood with a station location on the fringe of the neighborhood. There is a desire to determine if the I-5 alignment can be merged with the Interstate alignment at a location between Skidmore Street and Columbia Boulevard to achieve the benefits associated with the Interstate alignment at a reduced cost -- in particular more centrally located service within Kenton.

- *Further public input is needed to determine community preferences.*

4.4 Vancouver CBD to 134th/WSU Area Alignment Alternative

4.4.1 Rationale for Alignment Alternative

The I-5 East Alignment Alternative is the alignment alternative in this segment that will be advanced into the DEIS for further study for the following reason:

- *The I-5 East Alignment Alternative is consistent with Growth Management Plans, exhibits less cost, greater ridership and higher cost effectiveness than the Highway 99 alternative.*

The I-5 East Alignment Alternative is consistent with the Growth Management Plans for the Hazell Dell area prepared by Clark County, the City of Vancouver, C-TRAN, RTC and WSDOT. The LRT running alignment between stations is best located next to I-5 because it will avoid the traffic pattern disruption and local impacts associated with the Highway 99 alignment. However, the optimal locations for stations, pedestrian connections and park-and-ride lots between Highway 99 and east of I-5 need to be studied further within the 99th Street

area special study to maximize the transportation and land use benefits in the proximity of Highway 99.

In addition, the I-5 alignment alternative is approximately \$167 million (in inflated dollars) less expensive to construct between 39th and 134th Streets than the Highway 99 alternative. In addition, the I-5 alignment alternative is estimated to cost \$190,000 per year less to operate than the Highway 99 alternative. Furthermore, the I-5 alternative serves 400,000 annual LRT riders more than the Highway 99 alternative. As a result, the Tier I measure of cost-effectiveness for the I-5 alignment is 11% better than that for the Highway 99 alternative.

4.4.2 Rationale for the Recommended Implementation Strategy

- *Additional information on the segment between 78th Street and 99th Street is needed to determine the location of stations and park-and-ride lots to be included in the DEIS.*

The design studies and technical analyses conducted in Tier I included an alternative terminus in the vicinity of 88th Street. In adopting the *Tier I Final Report* it was determined that the area of 99th Street would be a more appropriate location for the terminus given its proximity to a major arterial and interchange with I-5. This determination creates additional opportunities for stations and park-and-rides which were not considered to date in Tier I. One of the objectives of the 99th Street area special study is to determine more precisely where within the vicinity of 99th Street the terminus station should be located.

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Appendix A

Summary of Measurement Criteria

**Summary of Measurement Criteria
South Study Terminus Alternatives**

Criteria	Measure	Milwaukie	Clackamas TC	OC via McLoughlin	OC via I-205
Transit Service	Peak hour accessibility				
<i>Ease of Access</i>	Households within 45 minutes by transit to:				
	Milwaukie	101,890	103,370	103,720	102,710
	Clackamas Town Center	116,820	105,920	108,520	101,930
	Oregon City	60,370	57,460	56,610	54,380
	Employment within 45 minutes by transit to:				
	Milwaukie	381,350	384,780	380,290	383,250
	Clackamas Town Center	260,300	321,640	199,410	310,920
	Oregon City	85,710	80,770	166,270	96,630
<i>Transferability</i>	Mode of Access (south of Portland CBD)				
	Walk on	30%	34%	40%	35%
	Transfer	24%	25%	21%	26%
	Park-and-ride	46%	41%	39%	39%
<i>Travel Time</i>	Total Travel Time, PM Peak Hour (in minutes)				
	Transit from Portland CBD to Milwaukie (auto = 27)	26	26	26	26
	Transit from Portland CBD to Clackamas TC (auto = 37)	43	36	45	36
	Transit from Portland CBD to Oregon City (auto = 47)	64	64	45	53
<i>Reliability</i>	Miles of Reserved or Separate ROW; S of Pioneer Square	6.2	11.6	13.5	17.5
	% of Corridor Passenger-miles on Reserved ROW	28.8%	32.1%	35.0%	35.0%
<i>Ridership</i>	Weekday Corridor Transit Trips	129,200	129,800	131,750	131,350
	Weekday S/N LRT Trips	56,900	59,400	61,900	62,750
Traffic	PM Peak Hour, Peak Direction V/C Ratio at:				
<i>Highway Use</i>	Milwaukie, S of Monroe (Hwy 224, Lake, McL.)	1.24	1.14	1.10	1.14
	S of Sunnyside (I-205, 82nd)	0.91	0.91	0.92	0.92
	N of Roethe (McL., Oatfield, River)	0.84	0.79	0.83	0.80
	S of Arlington (I-205, McL.)	1.12	1.09	1.09	1.09
	At Boundary (Corbett, Macadam)	1.01	1.01	1.02	1.04
<i>Traffic Issues</i>		P&R volumes in Milwaukie	At grade crossings	At grade crossings Left turn restrictions	At grade crossings

Criteria	Measure	Milwaukie	Clackamas TC	OC via McLoughlin	OC via I-205
Fiscal Efficiency	Capital Cost (1994 \$); Pioneer Square south	\$424.0	\$711.5	\$800.1	\$1,062.0
	<i>Cost</i> Capital Cost (YOE \$); Pioneer Square south	\$674.2	\$1,131.2	\$1,272.1	\$1,688.6
	<i>(in millions of \$)</i> Annual LRT Operating and Maintenance Cost (1994 \$)	\$12.87	\$15.60	\$16.59	\$18.20
	Annual Bus Operating and Maintenance Savings (1994 \$)	\$0.00	\$2.66	\$3.24	\$2.62
<i>Cost Effectiveness</i>	Effective LRT Operating Cost per Rider	\$0.69	\$0.66	\$0.66	\$0.76
	Cost Effectiveness Ratio	6.72	7.48	7.50	8.40
Promote Desired Land Use	Major Activity Centers Served	Milwaukie CBD	Milwaukie CBD, Clackamas TC	Milwaukie CBD, Oregon City CBD	Milwaukie CBD, Clackamas TC, Oregon City CBD
<i>Support Major Activity Centers</i>					
<i>Support Bi-State Policies</i>	Maintain Urban Growth Boundaries	yes	yes	yes	yes

Notes: All data is for year 2015, unless otherwise noted.
Data assumes LRT from Oregon City via I-205 to 179th St. in Clark County, unless otherwise noted.
Costs are in millions of \$.
Bus O&M savings represents cost reduction from highest bus cost alternative.
Additional Park-and-Ride capacity may be required to accommodate anticipated demand at a cost of up to the following amounts for the corresponding terminus alternative: Milwaukie CBD \$28.3 million; Clackamas TC \$13 million; OC via McLoughlin \$20.3 million; OC via I-205 \$6 million.

Summary of Measurement Criteria North Study Terminus Alternatives

Criteria	Measure	39th St.	88th St.	134th St.	179th St.	Van Mall
Transit Service	Peak Hour Accessibility					
<i>Ease of Access</i>	Households within 45 minutes by transit to:					
	Vancouver CBD	138,440	137,840	138,100	137,020	142,040
	134th St.	57,280	56,180	87,200	87,110	89,210
	Vancouver Mall	97,210	96,670	99,390	99,390	108,000
	Employment within 45 minutes by transit to:					
	Vancouver CBD	307,690	307,020	306,970	295,800	308,220
	134th St.	68,400	66,280	121,900	119,190	108,430
	Vancouver Mall	120,080	120,280	119,500	119,500	139,910
<i>Transferability</i>	Mode of Access (North of Coliseum TC)					
	Walk on	27%	31%	31%	33%	32%
	Transfer	49%	43%	46%	45%	45%
	Park-and-ride	24%	22%	23%	22%	23%
<i>Travel Time</i>	Total Travel Time, PM Peak Hour (in minutes)					
	Transit from Portland CBD to Vancouver CBD (auto = 40)	38	38	38	38	38
	Transit from Portland CBD to 88th St. (auto = 45)	53	46	46	46	55
	Transit from Portland CBD to 134th St. (auto = 48)	59	59	51	51	54
	Transit from Portland CBD to 179th St. (auto = 52)	74	75	63	55	68
	Transit from Portland CBD to Van Mall (auto = 44)	60	60	60	60	52
<i>Reliability</i>	Miles of Reserved or Separate ROW; N of Pioneer Square	10.2	13.1	15.4	17.5	16.4
	% of Corridor Passenger-miles on Reserved ROW	35.1%	37.7%	37.6%	38.0%	37.7%
<i>Ridership</i>	Weekday Corridor Transit Trips	130,000	131,150	131,300	131,350	130,700
	Weekday S/N LRT Trips	60,050	61,600	62,200	62,800	62,450
Traffic	PM Peak Hour, Peak Direction V/C Ratio at:					
<i>Highway Use</i>	N of Mill Plain (I-5, Main, Broadway, Ft. Van.)	0.54	0.54	0.54	0.54	0.54
	N of 39th (15th, Main, I-5)	0.84	0.78	0.78	0.79	0.84
	S of 78th (Hwy 99, Hazel Dell Ave., I-205)	0.69	0.62	0.63	0.63	0.67
	W of Andreson (18th, 40th, 4th Plain, SR 500)	0.74	0.73	0.73	0.67	0.72
	I-5 Bridge	1.31	1.30	1.30	1.31	1.30
	W of I-205 (4th Plain, 63rd, Burton, SR 500)	0.89	0.89	0.88	0.88	0.87
	I-205 Bridge	0.94	0.94	0.94	0.94	0.94
<i>Traffic Issues</i>		P&R volumes in Vancouver	Main St.	Main St.	Main St.	At grade Xings P&R volumes

Criteria	Measure	39th St.	88th St.	134th St.	179th St.	Van Mall
Fiscal Efficiency	Capital Cost (1994 \$); Pioneer Square north	\$753.9	\$895.2	\$982.9	\$1,065.1	\$1,044.0
	<i>Cost</i> Capital Cost (YOE \$) Pioneer Square north	\$1,198.7	\$1,423.4	\$1,562.8	\$1,693.6	\$1,659.9
	<i>(in millions of \$)</i> Annual LRT Operating and Maintenance Cost (1994 \$)	\$15.27	\$16.21	\$17.33	\$18.20	\$17.96
	Annual Bus Operating and Maintenance Savings (1994 \$)	\$0.00	\$0.41	\$0.86	\$0.65	\$0.36
<i>Cost Effectiveness</i>	Effective LRT Operating Cost per Rider	\$0.78	\$0.78	\$0.81	\$0.85	\$0.86
	Cost Effectiveness Ratio	7.65	7.98	8.23	8.48	8.47
Promote Desired Land Use	Major Activity Centers Served	Vancouver CBD	Vancouver CBD	Vancouver CBD, Salmon Creek/WSU	Vancouver CBD, Salmon Creek/WSU	Vancouver CBD, Vancouver Mall
<i>Support Major Activity Centers</i>						
<i>Support Bi-State Policies</i>	Maintain Urban Growth Boundaries	yes	yes	yes	May encourage expansion	yes

Notes:

All data is for year 2015, unless otherwise noted.

Data assumes LRT from Oregon City via I-205 to 179th St. in Clark County, unless otherwise noted.

Costs are in millions of \$.

Bus O&M savings represents cost reduction from highest bus cost alternative.

Additional Park-and-Ride capacity may be required to meet anticipated demand at a cost of up to the following amounts for the corresponding terminus alternative: Vancouver CBD/39th Street \$44.9 million; 88th Street \$29.6 million; 134th Street \$23.3 million; 179th Street \$4 million; Van Mall/Orchards \$5.4 million.

**Summary of Measurement Criteria
Portland CBD to Milwaukie CBD South River Crossing Alternatives**

Criteria	Measure	Hawthorne	Caruthers	Ross Island	Sellwood
Transit Service	Peak Hour Accessibility				
	<i>Ease of Access</i> Households within 45 minutes by transit to:				
	OMSI	160,400	167,950	169,300	168,200
	John's Landing	97,700	97,920	99,330	124,950
	Milwaukie	102,710	106,760	102,440	82,410
	Employment within 45 minutes by transit to:				
	OMSI	538,450	534,100	495,540	487,550
	John's Landing	353,570	350,990	350,070	449,110
	Milwaukie	385,150	393,090	389,130	348,490
	<i>Transferability</i> Mode of Access				
Walk on	36.4%	35.8%	35.2%	34.1%	
Transfer	28.8%	28.1%	28.7%	32.2%	
Park-and-ride	34.8%	36.2%	36.1%	33.8%	
<i>Travel Time</i>	Total Travel Time, PM Peak Hour (in minutes)				
	Transit from Portland CBD to Milwaukie (auto = 27)	27	27	27	32
	Transit from Portland CBD to Clackamas TC (auto = 37)	36	36	36	41
	Transit from Portland CBD to Oregon City (auto = 46)	53	53	53	58
<i>Reliability</i>	Miles of Reserved or Separated ROW, S of Pioneer Square	35.0	35.5	35.3	35.9
	% of Corridor Passenger-miles on Reserved ROW	36.7%	35.1%	32.0%	32.1%
<i>Ridership</i>	Weekday Corridor Transit Trips	131,350	132,200	131,400	130,750
	Weekday S/N LRT Trips	61,800	62,800	62,300	61,400
Traffic	PM Peak Hour, Peak Direction V/C Ratio at:				
	<i>Highway Use</i> River Crossings (Fremont - Ross Island)	1.07	1.07	1.06	1.07
	River Crossings (Sellwood Bridge)	1.23	1.23	1.23	1.23
	N of Prescott (Denver, I-5, Interstate, MLK, Vancouver)	0.76	0.76	0.76	0.76
	At Boundary (Macadam, Corbett)	1.04	1.03	1.02	1.03
<i>Traffic Issues</i>		Bridge lanes Main/Madison Sts.	Harrison St. Moody St.	Harrison St. Moody St.	Moody St. At grade Xings

Criteria	Measure	Hawthorne	Caruthers	Ross Island	Sellwood
Fiscal Efficiency	Capital Cost (1994 \$) Pioneer Square to Milwaukie	\$424	\$465	\$461	\$465
	<i>Cost</i> Capital Cost (YOE \$) Pioneer Square to Milwaukie	\$674	\$739	\$733	\$739
	<i>(in millions of \$)</i> Annual LRT Operating and Maintenance Cost (1994 \$)	\$18.70	\$18.17	\$18.19	\$19.12
	Annual Bus Operating and Maintenance Savings (1994 \$)	\$0.27	\$0.24	\$0.26	\$0.0
<i>Cost Effectiveness</i>	Effective LRT Operating Cost per Rider	\$0.87	\$0.87	\$0.88	\$0.95
	Cost Effectiveness Ratio	8.72	8.64	8.70	8.90
Promote Desired Land Use	Major Activity Centers Served	CEIC, OMSI SE Neighborhoods, Milwaukie CBD	PSU, Riverplace, OMSI, SE Portland Neighborhoods, Milwaukie CBD	PSU, Riverplace N Macadam, SE Neighborhoods, Milwaukie CBD	PSU, Riverplace N Macadam, John's Landing Milwaukie CBD
<i>Support Major Activity Centers</i>					
<i>Support Bi-State Policies</i>	Maintain Urban Growth Boundaries	yes	yes	yes	yes
Environmental Sensitivity	Possible Displacements	47, commercial and residential	41, commercial and residential	64, mostly commercial/industrial	27, mostly commercial/industrial
	Noise Impact Areas				Moody St., John's Landing, Sellwood
	Ecosystem Impacts	Willamette Xing	Willamette Xing	Willamette Xing	Willamette Xing
	Historical and Cultural Impacts	Existing bridge, Brooklyn Nh.	Brooklyn Nh.	Existing bridge, Brooklyn Nh.	Existing bridge, Sellwood Nh.

Notes:

All data is for year 2015, unless otherwise noted.

Data assumes LRT from Oregon City via I-205 to 179th St. in Clark County, unless otherwise noted.

Costs are in millions of \$.

Bus O&M savings represents cost reduction from highest bus cost alternative.

Displacement data based on preliminary design without specific efforts to mitigate possible impacts.

**Summary of Measurement Criteria
Portland CBD to Milwaukie CBD Eastbank Alignment Alternatives**

Criteria	Measure	PTC	McLoughlin
Transit Service	Peak Hour Accessibility		
	<i>Ease of Access</i> Households within 45 minutes by transit to:		
	OMSI	153,290	159,700
	Milwaukie	88,420	102,710
	Clackamas Town Center	92,760	101,930
	Oregon City CBD	52,020	54,380
	Employment within 45 minutes by transit to:		
	OMSI	531,860	538,450
	Milwaukie	368,720	383,250
	Clackamas Town Center	292,500	310,920
	Oregon City CBD	90,810	96,630
	<i>Transferability</i> Mode of Access; Milwaukie to OMSI		
	Walk on	36%	42%
	Transfer	27%	26%
	Park-and-ride	38%	32%
<i>Travel Time</i> Total Travel Time, PM Peak Hour (in minutes)			
Transit from Portland CBD to Milwaukie (auto = 27)	28	27	
Transit from Portland CBD to Clackamas TC (auto = 37)	38	36	
Transit from Portland CBD to Oregon City (auto = 46)	55	53	
<i>Reliability</i> Miles of Reserved or Separate ROW	7.1	6.2	
% of Corridor Passenger-miles on Reserved ROW	28.9%	35.0%	
<i>Ridership</i> Weekday Corridor Transit Trips	131,050	131,350	
Weekday S/N LRT Trips	58,250	62,750	
Traffic	PM Peak Hour, Peak Direction V/C Ratio at:		
	<i>Highway Use</i> River Crossings (Fremont - Ross Island)	1.07	1.07
	River Crossings (Sellwood Bridge)	1.24	1.23
	Milwaukie, S of Monroe (Hwy 224, Lake, McL)	1.14	1.14
	N of Roethe (McL., Oatfield, River)	0.79	0.80
<i>Traffic Issues</i>	New freight spur across McLoughlin	Signal coordination on McLoughlin, close some local access to McLoughlin	

Criteria	Measure	PTC	McLoughlin
Fiscal Efficiency	Capital Cost (1994 \$); Pioneer Square to Milwaukie	\$437.20	\$424.0
	<i>Cost</i> Capital Cost (YOE \$); Pioneer Square to Milwaukie	\$695.20	\$674.20
	<i>(in millions of \$)</i> Annual LRT Operating and Maintenance Cost (1994 \$)	\$18.76	\$18.20
	Annual Bus Operating and Maintenance Savings (1994 \$)	\$0.00	\$0.01
<i>Cost Effectiveness</i>	Effective LRT Operating Cost per Rider	\$0.98	\$0.88
	Cost Effectiveness Ratio	9.26	8.52
Promote Desired Land Use	Major Activity Centers Served	Milwaukie CBD	SE Neighborhoods, Milwaukie CBD
	<i>Support Major Activity Centers</i>		
	<i>Support Bi-State Policies</i>	Maintain Urban Growth Boundaries	yes
Environmental Sensitivity	Possible Displacements (Residential/Commercial)	20+ commercial/indust. Existing freight line	50+, commercial and residential
	Noise Impacts	Greater risks due to lower existing noise	
	Ecosystem Impacts	Wetlands & wildlife habitat	
	Historical and Cultural Impacts		Greater risk due to more displacements

Notes:

All data is for year 2015, unless otherwise noted.
 Data assumes LRT from Oregon City via I-205 to 179th St. in Clark County, unless otherwise noted.
 Costs are in millions of \$.
 Bus O&M savings represents cost reduction from highest bus cost alternative.
 Displacement data based on preliminary design without specific efforts to mitigate possible impacts.

**Summary of Measurement Criteria
Portland CBD Alignment Alternatives**

Criteria	Measure	Surface	Subway
Transit Service	Peak Hour Accessibility		
	<i>Ease of Access</i> Households within 45 minutes by transit to:		
	Vancouver CBD	114,750	143,710
	Portland CBD	219,150	234,580
	Milwaukie CBD	82,410	103,630
	Employment within 45 minutes by transit to:		
	Vancouver CBD	306,970	344,300
	Portland CBD	579,600	598,400
	Milwaukie CBD	348,490	382,970
	<i>Travel Time</i> Total Travel Time, PM Peak Hour (in minutes)		
Transit from Portland CBD to Milwaukie (auto = 27)	32	28	
Transit from Portland CBD to Vancouver CBD (auto = 39)	38	36	
<i>Reliability</i> Miles of Reserved or Separate ROW		35.3	35.2
% of Corridor Passenger-miles on Reserved ROW		25.3%	23.7%
<i>Ridership</i> Weekday Corridor Transit Trips		130,750	132,850
Weekday S/N LRT Trips		61,400	64,900
Traffic	PM Peak Hour, Peak Direction V/C Ratio at:		
	<i>Highway Use</i> River Crossings (Fremont - Ross Island)	1.07	1.07
	River Crossings (Sellwood Bridge)	1.27	1.27
	N of Prescott (Denver, I-5, Interstate, MLK Blvd., Vancouver)	0.76	0.76
	At Boundary (Macadam, Corbett)	1.04	1.03
<i>Traffic Issues</i>		At grade crossings	Portal impacts

Criteria	Measure	Surface	Subway
Fiscal Efficiency	Capital Cost (1994 \$); South Waterfront to Union Station	\$180.8 - \$194.4	\$353.2 - \$367.3
	<i>Cost</i> Capital Cost (YOE \$); South Waterfront to Union Station	\$287.5 - \$309.1	\$551.0 - \$584.0
	<i>(in millions of \$)</i> Annual LRT Operating and Maintenance Cost (1994 \$)	\$19.12	\$20.93
	Annual Bus Operating and Maintenance Savings (1994 \$)	\$0.00	\$0.02
	<i>Cost Effectiveness</i> Effective LRT Operating Cost per Rider	\$0.95	\$0.98
	Cost Effectiveness Ratio	8.90	9.07
Promote Desired Land Use	Major Activity Centers Served	Portland CBD	Portland CBD
	<i>Support Major Activity Centers</i>		
	<i>Support Bi-State Policies</i> Maintain Urban Growth Boundaries	yes	yes
Environmental Sensitivity	Possible Displacements (Residential/Commercial)	Potential at mall connections	Potential at portals.
	Noise Impacts	Possible vibrations	Potential at portals.
	Ecosystem Impacts	No significant impacts	No significant impacts
	Historical and Cultural Impacts	Potential impacts	Potential at portals

Notes:

All data is for year 2015, unless otherwise noted.
 Data assumes LRT from Oregon City via I-205 to 179th St. in Clark County, unless otherwise noted.
 Costs are in millions of \$.
 Bus O&M savings represents cost reduction from highest bus cost alternative.

**Summary of Measurement Criteria
Portland CBD to Vancouver CBD Alignment Alternatives**

Criteria	Measure	Interstate Ave.	I-5
Transit Service	Peak Hour Accessibility		
	<i>Ease of Access</i> Households within 45 minutes by transit to:		
	Swan Island	126,840	131,810
	Kenton	178,050	184,810
	Hayden Island	163,300	170,270
	Vancouver CBD	138,650	150,000
	Employment within 45 minutes by transit to:		
	Swan Island	369,490	377,770
	Kenton	450,430	472,540
	Hayden Island	402,300	408,530
	Vancouver CBD	310,400	337,200
	<i>Transferability</i> Mode of Access		
	Walk on	60%	61%
	Transfer	40%	39%
	Park-and-ride	0%	0%
	<i>Travel Time</i> Total Travel Time, PM Peak Hour (in minutes)		
	Transit from Portland CBD to Swan Island (auto = 17)	29	28
	Transit from Portland CBD to Kenton (auto = 20)	26	24
	Transit from Portland CBD to Hayden Island (auto = 28)	33	31
	Transit from Portland CBD to Vancouver CBD (auto = 40)	38	36
	<i>Reliability</i> Miles of Reserved or Separated ROW	10.2	10.1
	% of Corridor Passenger-miles on Reserved ROW	38.0%	40.4%
	<i>Ridership</i> Weekday Corridor Transit Trips	131,350	132,800
	Weekday S/N LRT Trips	64,000	65,400
Traffic	PM Peak Hour, Peak Direction V/C Ratio at:		
	<i>Highway Use</i> Columbia River Crossing (I-5 Bridge)	1.31	1.30
	N of Columbia (I-5, Interstate, MLK Blvd.)	0.70	0.69
	N of Prescott (Denver, I-5, Interstate, MLK Blvd., Vancouver)	0.76	0.76
	River Crossings (Fremont - Ross Island)	1.07	1.07
	<i>Local Traffic</i>	At grade crossings Changes street design Removes some parking	Ramp impacts Removes some parking

Criteria	Measure	Interstate Ave.	I-5
Fiscal Efficiency	Capital Cost (1994 \$)	\$753.9	\$682.2
	<i>Cost</i> Capital Cost (YOE \$)	\$1,198.7	\$1,084.7
	<i>(in millions of \$)</i> Annual LRT Operating and Maintenance Cost (1994 \$)	\$18.20	\$18.02
	Annual Bus Operating and Maintenance Savings (1994 \$)	\$0.06	\$0.00
<i>Cost Effectiveness</i>	Effective LRT Operating Cost per Rider	\$0.86	\$0.84
	Cost Effectiveness Ratio	8.36	7.94
Promote Desired Land Use	Major Activity Centers Served	Coliseum, N/NE Neighborhoods, Vancouver CBD	Coliseum, N/NE Neighborhoods, Vancouver CBD
<i>Support Major Activity Centers</i>			
<i>Support Bi-State Policies</i>	Maintain Urban Growth Boundaries	yes	yes
Environmental Sensitivity	Possible Displacements (Residential/Commercial)	65+, mostly commercial	65+, almost all residential
	Noise Impacts	More difficult to mitigate	Replace existing and new noise wall
	Ecosystem Impacts	Columbia Slough and River Xing	Columbia Slough and River Xing
	Historical and Cultural Impacts	Slightly higher risk of impacts	

Notes:

All data is for year 2015, unless otherwise noted.
 Data represents build out from Oregon City via I-205 to 179th St. in Clark County, unless otherwise noted.
 Costs are in millions of \$.
 Bus O&M savings represents cost reduction from highest bus cost alternative.
 Displacement data based on preliminary design without specific efforts to mitigate possible impacts.
 Note capital costs and cost effectiveness for Interstate Avenue are for the two-lane/four-lane hybrid option.

**Summary of Measurement Criteria
39th to 179th Street Alignment Alternatives**

Criteria	Measure	Highway 99	I-5
Transit Service	Peak Hour Accessibility		
<i>Ease of Access</i>	Households within 45 minutes by transit to:		
	Vancouver CBD	136,040	137,020
	134th St.	80,240	87,110
	Vancouver Mall	97,010	99,390
	Employment within 45 minutes by transit to:		
	Vancouver CBD	304,760	295,800
	134th St.	103,560	119,190
	Vancouver Mall	117,290	119,500
<i>Transferability</i>	Mode of Access; Vancouver CBD to 179th St.		
	Walk on	23%	23%
	Transfer	45%	45%
	Park-and-ride	32%	32%
<i>Travel Time</i>	Total Travel Time, PM Peak Hour (in minutes)		
	Transit from Portland CBD to Vancouver CBD (auto = 39)	38	38
	Transit from Portland CBD to 88th St. (auto = 44)	48	46
	Transit from Portland CBD to 134th St. (auto = 48)	54	51
	Transit from Portland CBD to 179th St. (auto = 52)	58	55
	Transit from Portland CBD to Vancouver Mall (auto = 44)	60	60
<i>Reliability</i>	Miles of Reserved or Separate ROW	34.8	34.7
	% of Corridor Passenger-miles on Reserved ROW	37.7%	38.0%
<i>Ridership</i>	Weekday Corridor Transit Trips	130,100	131,350
	Weekday S/N LRT Trips	61,600	62,750
Traffic	PM Peak Hour, Peak Direction V/C Ratio at:		
<i>Highway Use</i>	Between Mill & 4th Plain (I-5, Main, Broadway, Ft. Van.)	0.54	0.54
	N of 39th (15th, Main, I-5)	0.79	0.79
	S of 78th (Hwy 99, Hazel Dell Ave., I-205)	0.63	0.63
	St. Johns/Andreson (18th, 40th, 4th Plain, SR 500)	0.72	0.72
<i>Traffic Issues</i>		Restricted left turns	

Criteria	Measure	Highway 99	I-5
Fiscal Efficiency <i>Cost</i> <i>(in millions of \$)</i>	Capital Cost (1994 \$); 39th to 134th	\$334	\$229
	Capital Cost (YOE \$); 39th to 134th	\$531	\$364
	Annual LRT Operating and Maintenance Cost (1994 \$)	\$18.59	\$18.20
	Annual Bus Operating and Maintenance Savings (1994 \$)	\$0.28	\$0.00
<i>Cost Effectiveness</i>	Effective LRT Operating Cost per Rider	\$0.91	\$0.88
	Cost Effectiveness Ratio	9.05	8.52
Promote Desired Land Use	Major Activity Centers Served	Vancouver CBD, Salmon Creek/WSU	Vancouver CBD, Salmon Creek/WSU
	<i>Support Major Activity Centers</i>		
	<i>Support Bi- State Policies</i>	yes	yes
Environmental Sensitivity	Possible Displacements (Residential/Commercial)	100+, mostly commercial	80+, commercial and residential
	Noise Impacts	More difficult to mitigate	Can mitigate with noise walls
	Ecosystem Impacts	Salmon Creek Xing	Salmon Creek Xing
	Historical and Cultural Impacts	No difference	

Notes:

All data is for year 2015, unless otherwise noted.
 Data assumes LRT from Oregon City via I-205 to 179th St. in Clark County, unless otherwise noted.
 Costs are in millions of \$.
 I-5 data assumes an east of I-5 alignment.
 Bus O&M savings represents cost reduction from highest bus cost alternative.
 Displacement data based on preliminary design without specific efforts to mitigate possible impacts.

Appendix B

***Metro/C-TRAN and RTC Resolutions
& Staff Reports***

BEFORE THE METRO COUNCIL
AND THE
C-TRAN BOARD OF DIRECTORS

I HEREBY CERTIFY THAT THE FOREGOING
IS A COMPLETE AND EXACT COPY OF THE
ORIGINAL THEREOF
[Signature]
Clerk of the Metro Council

FOR THE PURPOSE OF) METRO RESOLUTION NO. 94-1989
DETERMINING THE) C-TRAN RESOLUTION NO. BR-94-011
SOUTH/NORTH LIGHT RAIL)
TRANSIT ALTERNATIVES TO) Introduced by
ADVANCE INTO THE TIER II) The Planning Committee
DRAFT ENVIRONMENTAL)
IMPACT STATEMENT FOR)
FURTHER STUDY)

WHEREAS, In April 1993 Metro Council and the C-TRAN Board of Directors selected the Milwaukie and I-5 North Corridors as the region's next high-capacity transit priority for study and combined them into the South/North Transit Corridor to be studied within a federal Alternatives Analysis/Draft Environmental Impact Statement; and

WHEREAS, In October 1993 the Federal Transit Administration approved the South/North application to initiate Alternative Analysis/Draft Environmental Impact Statement and the South/North Preliminary Work Plan, and issued notification of intent in the *Federal Register* to publish a South/North Environmental Impact Statement; and

WHEREAS, In December 1993 the South/North Steering Group concluded the federally prescribed Scoping Process, which included a comparative analysis of various high-capacity transit mode alternatives, by selecting the light rail transit mode and various light rail terminus and alignment alternatives to advance into Tier I for further study; and

WHEREAS, The South/North *Evaluation Methodology Report*, as adopted by the South/North Steering Group in December 1993, prescribes the South/North study organization and process for the conclusion of the Tier I study process and the selection of

the alternatives to advance into Tier II and the Draft Environmental Impact Statement; and

WHEREAS, The role of the South/North Steering Group in the Tier I study process is to forward its final Tier I recommendation to participating jurisdictions for their consideration, that participating jurisdictions are to forward their recommendations to the C-TRAN Board of Directors and the Metro Council who are to make the final determination of the alternatives to advance into the Tier II Draft Environmental Impact Statement for further study; and

WHEREAS, The *Evaluation Methodology Report* further prescribes the criteria and measures to be used to select the alternatives to advance into Tier II and the Draft Environmental Impact Statement; and

WHEREAS, The alternatives that were selected at the conclusion of Scoping have been developed and evaluated based on the criteria and measures from the *Evaluation Methodology Report* and documented within various technical memoranda, including the *South/North Tier I Technical Summary Report* and the *South/North Tier I Briefing Document*; and

WHEREAS, The technical methodologies, assumptions and results have been reviewed by the South/North Expert Review Panel which found, in summary, that "...the data developed is sufficient to make the decisions regarding which alternatives should be carried forward for further study;" and

WHEREAS, A comprehensive public involvement program was developed and implemented by the South/North Study that included, but was not limited to, numerous community meetings, a 60-day public comment period on the Tier I alternatives and data,

public meetings for the Steering Group to receive oral comment, and an ongoing Citizens Advisory Committee that received staff reports and presentations, provided regular public comment opportunities, and in September 1994 formed an independent Tier I recommendation that was forwarded to the Steering Group for its consideration; and

WHEREAS, In October 1994 the Steering Group considered the Citizens Advisory Committee and Project Management Group recommendations, public comment and the Tier I criteria and measures and issued its own unanimous Tier I recommendation to the participating jurisdictions, C-TRAN Board of Directors and Metro Council for their consideration; and

WHEREAS, The Steering Group's Final Tier I Recommendation identifies the LRT alternatives, described in Exhibit A, that they concluded best meet the project's goal and objectives as adopted in December 1993 by the South/North Steering Group within the *Evaluation Methodology Report*; and

WHEREAS, Clark, Clackamas and Multnomah Counties; the cities of Portland, Milwaukie, Oregon City, Gladstone and Vancouver; and the Tri-County Metropolitan Transit District have adopted recommendations for the South/North alternatives to advance into the Tier II Draft Environmental Impact Statement for further study; now therefore,

BE IT RESOLVED, That the following general approach be adopted for the continuation of the South/North Transit Corridor Study:

1. The South/North Corridor will be conducted in two study phases:
 - a. Phase I will consider a light rail transit project between the Clackamas Town Center area and the 99th Street area in Clark County.

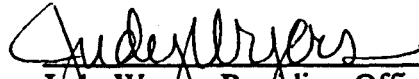
- b. Within the Portland central business district, a surface light rail transit alternative on 5th and 6th Avenues shall be developed based upon several principles, for further study within the Draft Environmental Impact Statement. If at the time the Draft Environmental Impact Statement is initiated it is concluded that a 5th/6th Avenue alignment cannot be developed that addresses those principles, other alternatives will be developed for further study in the DEIS.
 - c. Between the Vancouver central business district and the vicinity of 99th Street, the I-5 East Alignment Alternative with station areas between I-5 and Highway 99 shall be developed for further study within the Draft Environmental Impact Statement.
4. Because further discussions and analysis should occur, the selection by the Metro Council and the C-TRAN Board of Directors of an alternative for further study within the segment between the Portland and Vancouver central business districts shall wait completion of additional technical work and evaluation.
5. The following alignments will be considered for the Phase II extensions:
- a. Following completion of the *Detailed Definition of Alternatives Report*, an analysis of the I-205 alignment from the CTC terminus and the McLoughlin alignment from the Milwaukie CBD will be made to determine which alignment will advance into the Phase II DEIS. The Portland Traction Company (PTC) right-of-way will not be considered as a Phase II alignment.
 - b. Between the vicinity of 99th Street and the area of 134th Street/WSU Branch

Campus, the I-5 East alignment will advance into the Phase II DEIS.

And further,

BE IT RESOLVED, that Exhibit A is adopted as the *South/North Transit Corridor Tier I Final Report* that identifies in more detail the alternatives and study approach to be utilized in Tier II and the preparation of the Draft Environmental Impact Statement for the South/North Transit Corridor.

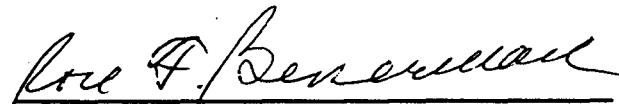
ADOPTED by the Metro Council on this 22nd day of December, 1994.



Judy Wyers, Presiding Officer
Metro Council

ADOPTED by the C-TRAN Board of Directors on this 19th day of

December, 1994.



Rose Besserman, Chair
C-TRAN Board of Directors

LS:kok
12-8-94
94-1989.RES

STAFF REPORT

CONSIDERATION OF JOINT METRO RESOLUTION NO. 94-1989 AND C-TRAN RESOLUTION NO. 94-010 FOR THE PURPOSE OF DETERMINING THE SOUTH/NORTH LIGHT RAIL TRANSIT ALTERNATIVES TO ADVANCE INTO THE TIER II DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR FURTHER STUDY

Date: November 17, 1994

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution adopts the South/North Transit Corridor light rail transit (LRT) terminus and alignment alternatives that will advance into the Tier II Draft Environmental Impact Statement (DEIS) for further study.

FACTUAL BACKGROUND AND ANALYSIS

In April 1993, the Metro Council and C-TRAN Board of Directors adopted Resolutions No. 93-1784 and No. BR-93-004, respectively, that established the South/North Transit Corridor as the region's high-capacity transit (HCT) Priority Corridor to advance into Alternatives Analysis (AA) and the preparation of a DEIS. In June 1993, Metro submitted an application to the Federal Transit Administration (FTA) to advance the South/North Corridor into AA/DEIS and submitted the *South/North Preliminary Work Plan* for approval. FTA approved the application and *Preliminary Work Plan* in October 1993 and issued notification in the *Federal Register* (October 12, 1994) of its intent to publish an Environmental Impact Statement for HCT improvements within the South/North Corridor.

The *Preliminary Work Plan* established a two-tiered structure for the South/North Transit Corridor Study as follows:

- Tier I has focused on evaluating modal alternatives, alignment alternatives, design options and terminus alternatives in order to narrow the number of alternatives to be addressed in the DEIS.
- Tier II will focus on preparing a DEIS on the narrowed set of LRT alternatives and a No-Build alternative. Tier II will conclude with the selection of the *Locally Preferred Alternative*.

Tier I started in mid-1993 with the initiation of the federally-mandated Scoping Process. Based on the analysis of busways, river transit, commuter rail and light rail transit and public input provided during Scoping, the high-capacity transit alternatives were narrowed to light

rail transit by the South/North Steering Group on December 17, 1993. Further, through Scoping, the Steering Group (as adopted on December 17, 1993 and as amended by the Steering Group in May 1994) identified:

- Four south (Clackamas County) and five north (Clark County) *Terminus Alternatives* for the LRT.
- Two or more *Alignment Alternatives* for each of five defined segments of the LRT alignment.
- Detailed *Design Options* for several of the LRT alignment alternatives.

On December 17, 1993, the South/North Steering Group also adopted the *Tier I Evaluation Methodology Report* that established the following for the South/North Transit Corridor Study:

- The goal and objectives;
- The organizational structure; and
- The criteria and measures to be used to evaluate the Tier I terminus and alignment alternatives.

After *Scoping*, staff prepared technical analyses of the terminus and alignment alternatives addressing the established criteria and measures. These analyses are documented in the *Tier I Technical Summary Report* and the *Tier I Briefing Document* (Attachment A).

The technical data, methods and assumptions for the Tier I analysis were reviewed by the South/North Expert Review Panel in July 1994. The Panel issued a letter documenting their review and comments on the technical data, methods and assumptions. In summary, the Panel wrote that, "It is the role of the Expert Panel to help assure [oversight agencies] that the assumptions, methodologies and data on which the key project decisions will be based are accurate and form a sound basis for decision-making. We believe this to be the case in this project....The Panel finds that the data developed is sufficient to make the decisions regarding which alternatives should be carried forward for further study. Overall, the project staff continue to provide top-quality, in-depth analysis of the alternatives and associated issues" (August 8, 1994).

In addition, an extensive public involvement process on the data prepared on the terminus and alignment alternatives was conducted. The public process was initiated immediately following Scoping, with a wide variety of meetings and presentations held with neighborhood organizations, businesses, various interest groups and interested citizens throughout the Corridor. These initial meetings and presentations identified the Tier I study process, the

alternatives being considered and the data or measures that would be prepared to compare and evaluate the alternatives. It also provided the public with the opportunity to voice their concerns and preferences.

In July 1994, Metro initiated a 60-day public comment period on the Tier I alternatives and data. The comment period started with four open houses held throughout the Corridor where the Tier I data was presented and the public had the opportunity to discuss the data with staff from Metro, C-TRAN and other participating jurisdictions. *Tech Facts*, a summary of the Tier I data, was distributed at the open houses and was mailed out upon request throughout the public comment period. In early September 1994, the Steering Group held four meetings to receive oral public comment on the Tier I alternatives and data where citizens were encouraged to state their preferences on the alternatives that should be selected to advance into the Tier II DEIS for further study. The public comment period ended on September 13, 1994. All written comments and a summary of the oral comments received at the public meetings are documented within the *Narrowing the Options: A Summary of Tier I Public Meetings and Comments* (September 13, 1994).

As noted above, the *Evaluation Methodology Report* established the South/North Tier I organizational structure illustrated in Appendix C of the attached *Briefing Document*. The Project Management Group (PMG) prepared a draft recommendation for terminus alternatives on August 25, 1994 and adopted its final recommendation for terminus and alignment alternatives on September 14, 1994, following the conclusion of the public comment period. The South/North Citizens Advisory Committee (CAC) adopted its recommendation on September 29, 1994. Both the PMG and CAC recommendations were forwarded to the South/North Steering Group which unanimously adopted its recommendation on October 6, 1994.

The Steering Group recommendation has been forwarded to and considered by the Study's participating jurisdictions and agencies which have each adopted resolutions recommending the terminus and alignment alternatives to advance into the Tier II DEIS for further study. Those jurisdictions and agencies that have passed recommending resolutions are: Oregon City, the City of Gladstone, the City of Milwaukie, Clackamas County, Multnomah County, the City of Portland, the City of Vancouver, Clark County and Tri-Met. Those resolutions are included in Attachment B.

The *Evaluation Methodology Report* establishes Metro Council and the C-TRAN Board of Directors with the role of making the final determination of the terminus and alignment alternatives to advance into the Tier II DEIS for further study. The Metro Council resolution is to be considered by the Transportation Policy Alternatives Committee, the Joint Policy Advisory Committee on Transportation and the Metro Planning Committee prior to consideration by the Metro Council. The Southwest Washington Regional Transportation Council and the Joint Regional Policy Committee are to consider the resolution prior to its consideration by the C-TRAN Board of Directors.

Consistent with the Steering Group's final recommendation, the resolution would adopt the *Tier I Final Report* (Exhibit A) that identifies in detail the alternatives and study approach to be utilized in Tier II and the preparation of the South/North DEIS. The general approach that the resolution would adopt is as follows:

1. The South/North Corridor will be conducted in two study phases:
 - a. Phase I will consider a light rail transit project between the Clackamas Town Center area and the 99th Street area in Clark County.
 - b. Phase II will consider an extension of the Phase I light rail transit project south to Oregon City and north to the 134th Street/Washington State University branch campus area.
2. These study phases will proceed as follows:
 - a. Preparation of the Draft Environmental Impact Statement and funding plan for the Phase I light rail transit alternative will begin immediately.
 - b. If light rail transit is selected as the Locally Preferred Alternative in Phase I, a Draft Environmental Impact Statement and funding strategy for the Phase II LRT extension will be prepared upon completion of the Final Environmental Impact Statement for Phase I.
3. The following alignments are the alternatives for further study within the South/North Draft Environmental Impact Statement:
 - a. Between the Portland and Milwaukie central business districts, the Ross Island Bridge Crossing, generally between the Ross Island Bridge in the north and Bancroft and Holgate Streets in the south, and the McLoughlin Boulevard alignment shall be developed for further study within the draft environmental impact statement. The Caruthers area crossing will be evaluated further in order for the Metro Council and C-TRAN Board of Directors to determine whether it should also be included in the *South/North Detailed Definition of Alternatives Report* and developed further in the Draft Environmental Impact Statement.
 - b. Within the Portland central business district, a surface light rail transit alternative on 5th and 6th Avenues shall be developed, based upon several principles, for further study within the Draft Environmental Impact Statement. If at the time the DEIS is initiated it is concluded that a 5th/6th Avenue Surface Alignment cannot be developed that addresses those principles, other alternatives will be developed for further study within the DEIS.

- c. Between the Vancouver central business district and the vicinity of 99th Street, the I-5 East Alignment Alternative with station areas between I-5 and Highway 99 shall be developed for further study within the Draft Environmental Impact Statement.
4. Because further discussions and analysis should occur, the selection by the Metro Council and the C-TRAN Board of Directors of an alternative for further study within the segment between the Portland and Vancouver central business districts shall wait completion of additional technical work and evaluation.
 5. The following alignments will be considered for the Phase II extensions:
 - a. Following completion of the *Detailed Definition of Alternatives Report*, an analysis of the I-205 alignment from the CTC terminus and the McLoughlin alignment from the Milwaukie CBD will be made to determine which alignment will advance into the Phase II DEIS. The Portland Traction (PTC) right-of-way will not be considered as a Phase II alignment.
 - b. Between the vicinity of 99th Street and the area of 134th Street/WSU Branch Campus, the I-5 East alignment will advance into the Phase II DEIS.

The *South/North Tier I Briefing Document* (Attachment A) summarizes the criteria and measures and compares the advantages and disadvantages of each of the alternatives within each segment. Following is a summary of the Steering Group's rationale in issuing its *Tier I Final Recommendation Report*:

Two-Phased Implementation

- Ultimately, a South/North LRT line which serves Oregon City, Clackamas Town Center and the 134th Street/WSU area in Clark County would maximize the benefits of the LRT alternative.
- The amount of capital funds potentially available at this time are insufficient to construct a light rail line serving Oregon City, Clackamas Town Center, Milwaukie, Portland, Vancouver and 134th Street/WSU area.
- The phased approach maximizes the likelihood of realizing a South/North LRT project which would ultimately serve the proposed termini.

Phase I Termini

A Clackamas Town Center area to 99th Street area LRT Alternative best meets the Tier I evaluation criteria within the financial threshold as described below.

- An LRT line with termini in the vicinity of the Milwaukie CBD and 39th Street in Vancouver would barely penetrate into Clackamas or Clark Counties, providing insufficient coverage to accomplish land use or transportation objectives.
- The Clackamas Town Center area terminus alternative exhibits lower costs, greater cost-effectiveness and greater consistency with existing regional policy than the Oregon City terminus alternatives.
- The 99th Street area north terminus alternative is consistent with Growth Management Plan objectives and exhibits lower costs and greater cost-effectiveness than the 134th Street/WSU area, 179th Street and Vancouver Mall terminus alternatives.

Portland CBD to Milwaukie CBD Segment and the South Willamette River Crossing Alignment Alternative Recommendation

- The Hawthorne Bridge River Crossing alternative would exhibit substantial reliability and operations problems caused by numerous bridge openings and would not allow direct LRT access to Portland State University and South Downtown Portland.
- The Sellwood Bridge alternative would generally exhibit lower ridership, longer trip times, higher operating costs and a higher cost-effectiveness ratio and would not provide direct LRT access to several Southeast Portland neighborhoods and bus routes.
- While the Ross Island Bridge River Crossing alternative generally exhibits the same costs and transportation benefits as the Caruthers Bridge alternative, the Project Management Group's and Steering Group's recommendations to advance the Ross Island Bridge alternative into Tier II were based upon their judgment that a Ross Island crossing exhibits superior land use and development benefits.
- The Citizens Advisory Committee recommended that the Caruthers Bridge alternative be advanced into the DEIS for further study.
- There is a desire to try to serve both the North Macadam area and the Southeast Portland area with LRT, expressed both by the PMG and more strongly by the Citizens Advisory Committee.
- The McLoughlin Boulevard Alignment alternative exhibits less cost, greater ridership, higher cost-effectiveness and less environmental impact than the Portland Traction (PTC) alternative.

Portland CBD Alignment Alternative

- The 5th/6th Avenue Surface Alignment alternative is most consistent with the Downtown Plan.

- The 5th/6th Avenue Surface Alignment alternative exhibits lower capital costs and operating costs than the Subway alternative.
- Despite its lower ridership, the 5th/6th Avenue Surface Alignment alternative is more cost-effective than the Subway alternative.

Portland CBD to Vancouver CBD Alignment Alternative

The Metro Council and C-TRAN Board of Directors have yet to determine the alignment alternative(s) in this segment to advance into the DEIS for further study for the following reasons:

- While the Interstate Avenue Alignment alternative costs more than the I-5 alternative, further analysis is needed to determine if there are land use and development benefits of the Interstate alignment that outweigh its additional cost.
- Further analysis is needed to identify and evaluate modified alternatives which merge the I-5 alignment with portions of the Interstate alignment.
- Further public input is needed to determine community preferences.

Vancouver CBD to 134th/WSU Area Alignment Alternative

- The I-5 East Alignment alternative is consistent with Growth Management Plans, exhibits less cost, greater ridership and higher cost-effectiveness than the Highway 99 alternative.
- Additional information on the segment between 78th Street and 99th Street is needed to determine the location of stations and park-and-ride lots to be included in the DEIS.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 94-1989.

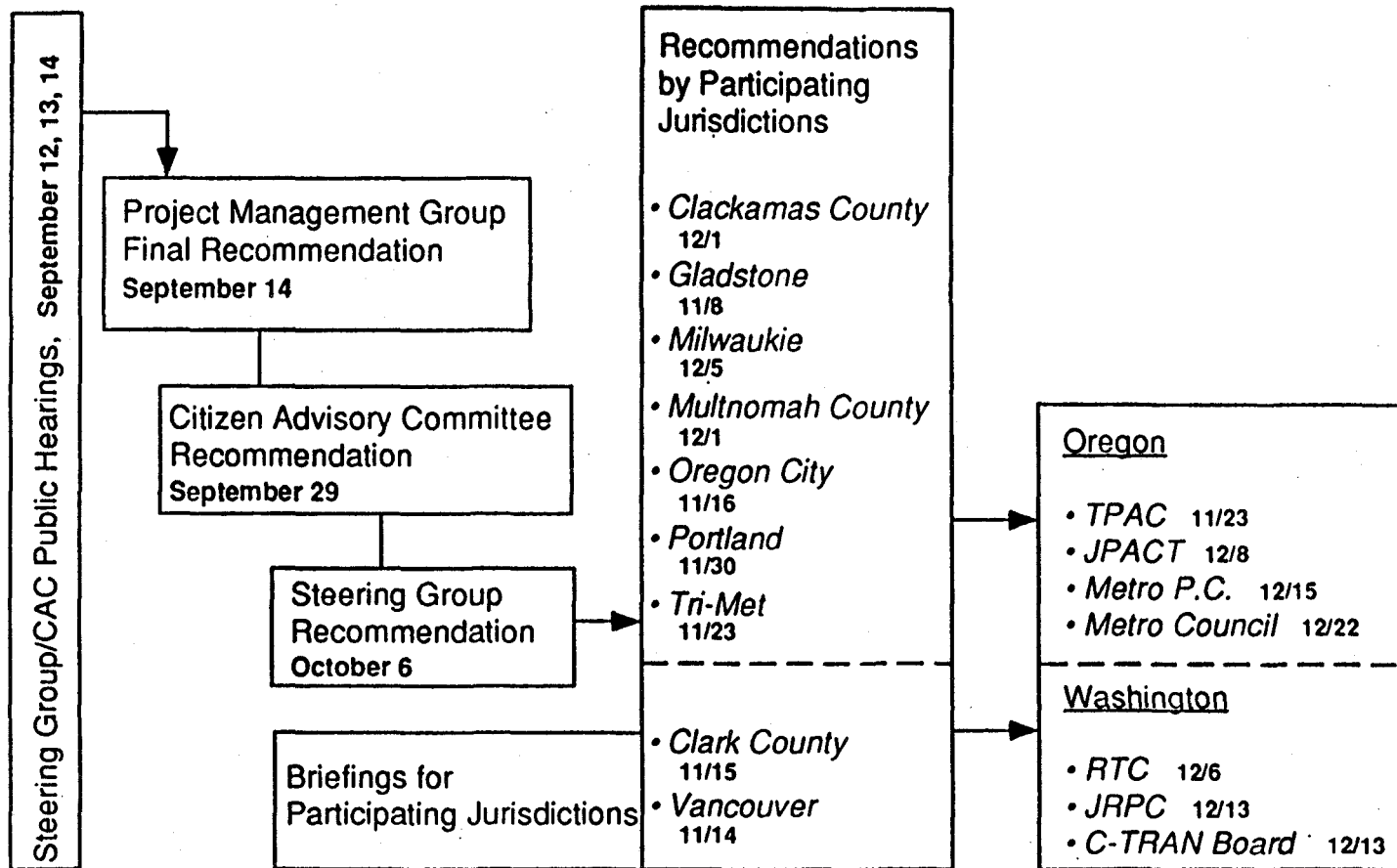
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Attachment B

RESOLUTIONS OF SOUTH/NORTH PARTICIPATING JURISDICTIONS

- Clackamas County
- City of Gladstone
- City of Milwaukie
- Multnomah County
- Oregon City
- City of Portland
- Tri-Met
- Clark County
- City of Vancouver

Tier I Alternative Selection Process



Draft PMG Terminus Recommendation
August 25

Summary of Technical Data

Conceptual Definition of Alternatives Report for DEIS

BEFORE THE BOARD OF COUNTY COMMISSIONERS

OF CLACKAMAS COUNTY, STATE OF OREGON

F I L L E D

DEC 9-1994

JOHN F. KAUFFMAN, County Clerk

By JJG Deputy

BOARD ORDER NO. : 94-1297
Page 1 of 4

the Matter of Supporting
the South/North Tier 1 Final
Commendation Report describing
Light Rail Alternatives to Advance
to the Tier II Draft Environmental
Impact Statement for further study.

WHEREAS, in April 1993 Metro Council and the
TRAN Board of Directors selected the Milwaukie and I-5 North Corridors as
the region's next high capacity transit priority for study and combined them
to the South/North Corridor to be studied within a federal Alternatives
Analysis/Draft Environmental Impact Statement, and

WHEREAS, in October 1993 the Federal Transit
Administration approved the South/North application to initiate Alternative
Analysis/Draft Environmental Impact Statement and the South/North
Preliminary Work Plan, and issued notification of intent in the Federal
Register to publish a South/North Draft Environmental Impact Statement; and

WHEREAS, in December 1993 the South/North
Steering Group concluded the federally prescribed Scoping Process, which
included a comparative analysis of various high capacity transit mode
alternatives, by selecting the light rail transit and various light rail
terminus and alignment alternatives to advance into Tier I for further
study; and

WHEREAS, the South/North Evaluation
Methodology Report, as adopted by the South/North Steering Group in December
1993, prescribes the South/North study organization and process for the
inclusion of the Tier I study process and the selection of the alternatives
to advance into Tier II and the Draft Environmental Impact Statement; and

WHEREAS, the role of the South/North Steering
Group in the tier I study process is to forward its final Tier I
Commendation to participating jurisdictions for their consideration, that
participating jurisdictions are to forward their recommendations to the C-
LAN Board of Directors and the Metro Council who are to make the final
termination of the alternatives to advance into the Tier II Draft
Environmental Impact Statement for further study; and.

WHEREAS, the Evaluation Methodology Report,
further prescribes the criteria and measures to be used to select the
alternatives to advance into Tier II and the Draft Environmental Impact
Statement; and

WHEREAS, the alternatives that were selected
at the conclusion of Scoping have been developed and the criteria and
measures from the Evaluation Methodology Report have been developed and
documented within various technical memoranda, including the South/North
Tier I Technical Summary Report and the South/North Tier I Briefing
document; and

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON**

In the Matter of Supporting
the South/North Tier 1 Final
Recommendation Report describing
Light Rail Alternatives to Advance
into the Tier II Draft Environmental
Impact Statement for further study.

BOARD ORDER NO.:94-1297
Page 2 of 4

WHEREAS, the technical methodologies, assumptions and results have been reviewed by the South/North Expert Review Panel which found, in summary, that, "The Panel finds that the data developed is sufficient to make the decisions regarding which alternatives could be carried forward for further study," and

WHEREAS, a comprehensive public involvement program was developed and implemented by the South/North Study that included it was not limited to a variety of community meetings, a 60-day public comment period on the Tier I alternatives and data, meetings for the Steering Group to receive oral public comment, and an ongoing Citizens Advisory Committee that received staff reports and presentations, provided regular public comment opportunities, and in September 1994 formed an independent Tier I recommendation that was forwarded to the Steering Group for its consideration; and

WHEREAS, in October 1994 the Steering Group considered the Citizens Advisory Committee and Project Management Group recommendations, public comment and the Tier I criteria and measures and issued its own unanimous Tier I recommendation to the participating jurisdictions, C-TRAN Board of Directors and Metro Council for their consideration; and

WHEREAS, the Steering Group's Final Tier I recommendation identifies the LRT alternatives that they concluded best meet the project's goal and objectives as adopted in December 1993 by the South/North Steering Group within the Evaluation Methodology Report; now therefore,

BE IT RESOLVED, that the Clackamas County Board of Commissioners recommends to the Metro Council and the C-TRAN Board of Directors the following approach to continuation of the South/North Transit Corridor Study:

To pursue the South/North Corridor in two study phases:

- a. Phase I would consider a Light Rail Transit project between the Clackamas Town Center area (CTC) and the 99th Street area in Clark County.
- b. Phase II would consider an extension of the Phase I LRT Project south to Oregon City and north to the 134th Street/WSU area.

239 - 765

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Supporting
the South/North Tier 1 Final
Recommendation Report describing
Light Rail Alternatives to Advance
into the Tier II Draft Environmental
Impact Statement for further study.

BOARD ORDER NO.: 94-1297
Page 3 of 4

These study phases would proceed as follows:

- a. Preparation of the Draft Environmental Impact Statement (DEIS) and funding plan for the Phase I LRT alternative would begin immediately.
- b. If LRT is selected as the Locally Preferred Alternative in Phase I, a DEIS and funding strategy for the Phase II LRT extension would be prepared upon completion of the Final Environmental Impact Statement (FEIS) for Phase I.

The following alignments are alternatives for further study within the Draft Environmental Impact Statement:

- a. Between the Portland and Milwaukie CBDs, that the Ross Island Bridge Crossing, generally between the Ross Island Bridge in the north and Bancroft and Holgate streets in the south, and the McLoughlin Boulevard alignment shall be developed for further study within the DEIS. The Caruthers area crossing will be evaluated further in order to determine whether it should also be included in the Detailed Definition of Alternatives Report and developed further in the DEIS.
- b. Within the Portland CBD that a Surface LRT Alternative on 5th and 6th Avenues shall be developed based upon several principles for further study within the DEIS.
- c. Between the Vancouver CBD and the 134th/Washington State University branch campus area for both the Phase I and Phase II termini, the I-5 East Alignment Alternative with station areas between I-5 and Highway 99 shall be developed for further study within the DEIS.

Because it has found that further discussions and analysis should occur, a recommendation for the segment between the Portland and Vancouver CBDs shall wait completion of additional technical work and evaluation.

and further,

239 766

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Supporting
the South/North Tier 1 Final
Recommendation Report describing
Light Rail Alternatives to Advance
into the Tier II Draft Environmental
Impact Statement for further study.

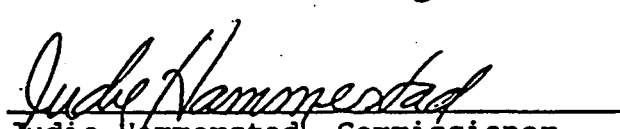
BOARD ORDER NO.: 94-1297
Page 4 of 4

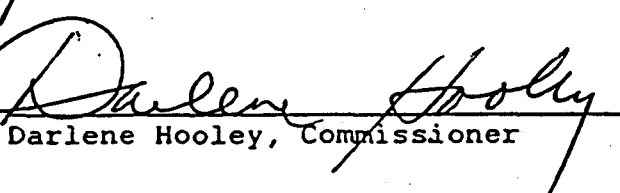
BE IT RESOLVED, that the Clackamas County
Board of Commissioners recommends that the Metro Council and the C-TRAN
Board of Directors adopt the South/North Steering Group Tier I Final
Recommendation Report describing the light rail terminus and alignment
alternatives to advance into the Tier II Draft Environmental Impact
Statement for further study.

DATED this 1st day of December, 1994

BOARD OF COUNTY COMMISSIONERS


Ed Lindquist, Chairperson


Judie Hammerstad, Commissioner


Darlene Hooley, Commissioner

cc/rs/1115:jb

239 767

RESOLUTION NO. 730

RECOMMENDATION OF THE CITY OF GLADSTONE IN SUPPORT OF THE SOUTH/NORTH STEERING GROUP TIER I FINAL RECOMMENDATION REPORT DESCRIBING THE LIGHT RAIL ALTERNATIVES TO ADVANCE INTO THE TIER II DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR FURTHER STUDY.

WHEREAS, in April 1993 Metro Council and the C-TRAN Board of Directors selected the Milwaukie and I-5 North Corridors as the region's next high capacity transit priority for study and combined them into the South/North Corridor to be studied with a federal Alternatives Analysis/Draft Environmental Impact Statement; and

WHEREAS, in October 1993 the Federal Transit Administration approved the South/North application to initiate Alternative Analysis/Draft Environmental Impact Statement and the South/North Preliminary Work Plan, and issued notification of intent in the Federal Register to publish a South/North Draft Environmental Impact Statement; and

WHEREAS, in December 1993 the South/North Steering Group concluded the federally prescribed Scoping Process, which included a comparative analysis of various high capacity transit mode alternatives, by selecting the light rail transit and various light rail terminus and alignment alternatives to advance into Tier I for further study; and

WHEREAS, the South/North Evaluation Methodology Report, as adopted by the South/North Steering Group in December 1993, prescribes the South/North study organization and process for the conclusion of the Tier I study process and the selection of the alternatives to advance into Tier II and the Draft Environmental Impact Statement; and

WHEREAS, the role of the South/North Steering Group in the Tier I study process is to forward its final Tier I recommendation to participating jurisdictions for their consideration, that participating jurisdictions are to forward their recommendations to the C-TRAN Board of Directors and the Metro Council who are to make the final determination of the alternatives to advance into the Tier II Draft Environmental Impact Statement for further study; and

WHEREAS, the Evaluation Methodology Report, further prescribes the criteria and measures to be used to select the alternatives to advance into Tier II and the Draft Environmental Impact Statement; and

WHEREAS, the alternatives that were selected at the conclusion of Scoping have been developed and the criteria and measures from the Evaluation Methodology Report have been developed and documented within various technical memoranda, including the South/North Tier I Technical Summary Report and the South/North Tier I Briefing Document; and

WHEREAS, the technical methodologies, assumptions and results have been reviewed by the South/North Expert Review Panel which found, in summary, that, "The Panel finds that the data developed is sufficient to make the decisions regarding which alternatives should be carried forward for further study;" and

WHEREAS, a comprehensive involvement program was developed and implemented by the South/North Study that included but was not limited to a variety of community meetings, a 60-day public comment period on the Tier I alternatives and data, meetings for the Steering Group to receive oral public comment, and an on-going Citizens Advisory Committee that received staff reports and presentations, provided regular public comment opportunities, and in

September 1994 formed an independent Tier I recommendation that was forwarded to the Steering Group for its consideration; and

WHEREAS, in October 1994 the Steering Group considered the Citizens Advisory Committee and Project Management Group recommendations, public comment and the Tier I criteria and measures and issued its own unanimous Tier I recommendation to the participating jurisdictions, C-TRAN Board of Directors and Metro Council for their consideration; and

WHEREAS, the Steering Group's Final Tier I Recommendation identified the LRT alternatives that they concluded best meet the project's goal and objectives as adopted in December 1993 by the South/North Steering Group within the Evaluation Methodology Report,

NOW, THEREFORE, BE IT RESOLVED THAT THE COMMON COUNCIL OF THE CITY OF GLADSTONE recommends to the Metro Council and the C-TRAN Board of Directors the following approach to continuation of the South/North Transit Corridor Study:


1. To pursue the South/North Corridor in two study phases:
 - a. Phase I would consider a Light Rail Transit project between the Clackamas Town Center area (CTC) and the 99th Street area in Clark County.
 - b. Phase II would consider an extension of the Phase I LRT Project south through Gladstone to Oregon City and north to the 134th Street/WSU area.
2. These study phases would proceed as follows:
 - a. Preparation of the Draft Environmental Impact Statement (DEIS) and funding plan for the Phase I LRT alternative would begin immediately.
 - b. If LRT is selected as the Locally Preferred Alternative in Phase I, a DEIS and funding strategy for the Phase II LRT extension would be prepared upon completion of the Final Environmental Impact Statement (FEIS) for Phase I.
3. The following alignments are alternatives for further study within the Draft Environmental Impact Statement:
 - a. Between the Portland and Milwaukie CBDs, that the Ross Island Bridge Crossing, generally between the Ross Island Bridge in the north and Bancroft and Holgate Streets in the south, and the McLoughlin Boulevard alignment shall be developed for further study within the DEIS. The Caruthers area crossing will be evaluated further in order to determine whether it should also be included in the Detailed Definition of Alternatives Report and developed further in the DEIS.
 - b. Within the Portland CBD that a Surface LRT Alternative on 5th and 6th Avenues shall be developed based upon several principles for further study within the DEIS.
 - c. Between the Vancouver CBD and the 134th/Washington State University branch campus area for both the Phase I and Phase II termini, the I-5 East Alignment Alternative with station areas between I-5 and Highway 99 shall be developed for further study within the DEIS;

4. Because it has found that further discussions and analysis should occur, a recommendation for the segment between the Portland and Vancouver CBDs shall wait completion of additional technical work and evaluation.


BE IT FURTHER RESOLVED, THAT THE COMMON COUNCIL OF THE CITY OF GLADSTONE recommends that the C-TRAN Board of Directors and Metro Council adopt the South/North Steering Group Tier I Final Recommendation Report describing the light rail terminus and alignment alternatives to advance into the Tier II Draft Environmental Impact Statement for further study.

This Resolution adopted by the Gladstone City Council and approved by the Mayor this ____ day of _____, 1994.

Attest:



Wade Byers, Mayor



Verna Howell, CMC, City Recorder

RESOLUTION NO. 51-1994

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, IN SUPPORT OF THE SOUTH/NORTH STEERING GROUP TIER I FINAL RECOMMENDATION REPORT DESCRIBING THE LIGHT RAIL ALTERNATIVES TO ADVANCE INTO THE TIER II DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR FURTHER STUDY.

WHEREAS, in April, 1993, Metro Council and the C-TRAN Board of Directors selected the Milwaukie and I-5 North Corridors as the region's next high capacity transit priority for study and combined them into the South/North Corridor to be studied with a federal Alternatives Analysis/Draft Environmental Impact Statement; and

WHEREAS, in October, 1993, the Federal Transit Administration approved the South/North application to initiate Alternative Analysis/Draft Environmental Impact Statement and the South/North Preliminary Work Plan, and issued notification of intent in the Federal Register to publish a South/North Draft Environmental Impact Statement; and

WHEREAS, in December, 1993, the South/North Steering Group concluded the federally prescribed Scoping Process, which included a comparative analysis of various high capacity transit mode alternatives, by selecting the light rail transit and various light rail terminus and alignment alternatives to advance into Tier I for further study; and

WHEREAS, the South/North Evaluation Methodology Report, as adopted by the South/North Steering Group in December, 1993, prescribes the South/North study organization and process for the conclusion of the Tier I study process and the selection of the alternatives to advance into Tier II and the Draft Environmental Impact Statement; and

WHEREAS, the role of the South/North Steering Group in the Tier I study process is to forward its final Tier I recommendation to participating jurisdictions for their consideration, that participating jurisdictions are to forward their recommendations to the C-TRAN Board of Directors and the Metro Council who are to make the final determination of the alternatives to advance into the Tier II Draft Environmental Impact Statement for further study; and

WHEREAS, the Evaluation Methodology Report further prescribes the criteria and measures to be used to select the alternatives to advance into Tier II and the Draft Environmental Impact Statement; and

WHEREAS, the alternatives that were selected at the conclusion of scoping have been developed and the criteria and measures from the Evaluation Methodology Report have been developed and documented within the various technical memoranda, including the South/North Tier I Technical Summary Report and the South/North Tier I Briefing Document; and

WHEREAS, the technical methodologies, assumptions and results have been reviewed by the South/North Expert Review Panel which found, in summary, that "....the data developed is sufficient to make the decisions regarding which alternatives should be carried forward for further study;" and

WHEREAS, a comprehensive involvement program was developed and implemented by the South/North Study that included but was not limited to a variety of community meetings, a 60-day public comment period on the Tier I alternatives and data, meetings for the Steering Group to receive oral public comment, and an on-going Citizens Advisory Committee that received staff reports and presentations, provided regular public comment opportunities, and in September 1994 formed an independent Tier I recommendation that was forwarded to the Steering Group for its consideration; and

WHEREAS, in October 1994 the Steering Group considered the Citizens Advisory Committee and Project Management Group recommendations, public comment and the Tier I criteria and measures and issued its own unanimous Tier I recommendation to the participating jurisdictions, C-TRAN Board of Directors and Metro Council for their consideration; and

WHEREAS, the Steering Group's Final Tier I Recommendation identified the LRT alternatives that they concluded best meet the project's goal and objectives as adopted in December, 1993, by the South/North Steering Group within the Evaluation Methodology Report,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MILWAUKIE:

Section 1. That the Metro Council and the C-TRAN Board of Directors adopt the following approach to continuation of the South/North Transit Corridor Study:

- A. To pursue the South/North Corridor in two phases:
1. Phase I would consider a Light Rail Transit project between the Clackamas Town Center area (CTC) and the 99th Street area in Clark County.
 2. Phase II would consider an extension of the Phase I LRT Project south to Oregon City via I-205 or McLoughlin Blvd. and north to the 134th Street/WSU area.
- B. These study phases would proceed as follows:
1. Preparation of the Draft Environmental Impact Statement (DEIS) and funding plan for the Phase I LRT alternative would begin immediately.
 2. If LRT is selected as the Locally Preferred Alternative in Phase I, a DEIS and funding strategy for the Phase II LRT extension would be prepared upon completion of the Final Environmental Impact Statement (FEIS) for Phase I.
- C. The following alignments are alternatives for further study within the Draft Environmental Impact Statement:
1. Between the Portland and Milwaukie CBDs, that the Ross Island Bridge Crossing, generally between the Ross Island Bridge in the north and Bancroft and Holgate Streets in the south, and the McLoughlin Boulevard alignment shall be developed for further study within the DEIS. The Caruthers area crossing will be evaluated further in order to determine whether it should also be included in the Detailed Definition of Alternatives Report and developed further in the DEIS.
 2. Within the Portland CBD that a surface LRT Alternative on 5th and 6th Avenues shall be developed based upon several principles for further study within the DEIS. If at the time the Draft Environmental Impact Statement is initiated it is concluded that a 5th/6th Avenue alignment cannot be developed that addresses those principles, other alternatives will be studied for further study in the DEIS.
 3. Between the Vancouver CBD and the 134th/Washington State University branch campus area for both the Phase I and Phase II termini, the I-5 East Alignment Alternative with station areas between I-5 and Highway 99 shall be developed for further study within the DEIS;

- D. Because it has been found that further discussions and analysis should occur, a recommendation for the segment between the Portland and Vancouver CBDs shall wait for completion of additional technical work and evaluation.
- E. The following alignments will be considered for the Phase II extensions:
1. Following completion of the Detailed Definition of Alternatives Report, an analysis of the I-205 alignment from the CTC terminus and the McLoughlin alignment from the Milwaukie CBD to Oregon City will be made to determine which alignment will advance into the Phase II DEIS. The Portland Traction Company (PTC) right-of-way will not be considered as a Phase II alignment.
 2. Between the vicinity of 99th Street and the area of 134th Street/WSU Branch Campus, the I-5 East alignment will advance into the Phase II DEIS.

Section 2. That the C-TRAN Board of Directors and Metro Council adopt the South/North Steering Group Tier I Final Recommendation Report describing the light rail terminus and alignment alternatives to advance into the Tier II Draft Environmental Impact Statement for further study.

Introduced and adopted by the City Council on December 6, 1994.


Craig Lomnicki, Mayor

ATTEST:


Pat DuVal, City Recorder

Approved as to form:


O'Donnell Ramis Crew Corrigan & Bachrach

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Recommendation in support of the South/North Steering Group Tier I Final Recommendation Report describing the Light Rail Alternatives to advance into Tier II Draft Environmental Impact Statement for further study.)	RESOLUTION
)	94-231
)	

WHEREAS, in April 1993 Metro Council and the C-Tran Board of Directors selected the Milwaukie and I-5 North Corridors as the region's next high capacity transit priority for study, and combined them into the South/North Corridor to be studied within a federal Alternatives Analysis/Draft Environmental Impact Statement; and

WHEREAS, in October 1993 the Federal Transit Administration approved the South/North Preliminary Work Plan, and issued notification of intent in the *Federal Register* to publish a South/North Draft Environmental Impact Statement (DEIS); and

WHEREAS, in December 1993 the South/North Steering Group including Multnomah County representation, concluded the federally prescribed Scoping Process, which included a comparative analysis of various high capacity transit mode alternatives, by selecting the light rail transit and various light rail terminus and alignment alternatives into Tier I for further study; and

WHEREAS, the South/North *Evaluation Methodology Report*, as adopted by the South/North Steering Group in December 1993, prescribes the South/North Study organization and process for the conclusion of the Tier I study process, and the selection of the alternatives to advance into Tier II and the Draft Environmental Impact Statement; and

WHEREAS, the role of the South/North Steering Group in the Tier I study process is to forward its final Tier I recommendation to Multnomah County and the other participating jurisdictions for their consideration, so that the County and other participating jurisdictions may forward their recommendations to the C-Tran Board of Directors and the Metro Council who are to make the final determination of the alternatives to advance into the Tier II Draft Environmental Impact Statement for further study; and

WHEREAS, the *Evaluation Methodology Report* further prescribes the criteria and measures to be used to select the alternatives to advance into Tier II and the Draft Environmental Impact Statement; and

WHEREAS, the alternatives that were selected at the conclusion of the Scoping Process have been developed, and the criteria and measures from the *Evaluation Methodology Report* have been developed and documented within various technical memoranda, including the *South/North Tier I Technical Summary Report* and the *South/North Tier I Briefing Document*; and

WHEREAS, the technical methodologies, assumptions, and results have been reviewed by the South/North Expert Review Panel which found, in summary, that "The Panel finds that the data developed is sufficient to make the decisions regarding which alternatives should be carried forward for further study," and

WHEREAS, a comprehensive public involvement program was developed and implemented by the South/North Study that included but was not limited to a variety of community meetings, a 60-day public comment period on the Tier I alternatives and data, meetings for the Steering Group to receive oral public comment, and an ongoing Citizens Advisory Committee including representation from Multnomah County, that received staff reports and presentations, provided regular public comment opportunities, and in September 1994, formed an independent Tier I recommendation that was forwarded to the Steering Group for its consideration; and

WHEREAS, in October 1994 the Steering Group considered Citizens Advisory Committee and Project Management Group recommendations, public comment, and the Tier I criteria and measures and issued its own unanimous Tier I recommendation to the participating jurisdictions, C-Tran Board of Directors, and Metro Council for their consideration; and

WHEREAS, the Steering Group's Final Tier I Recommendation identifies LRT alternatives that they concluded best meet the project's goal and objectives as adopted in December 1993 by the South/North Steering Group within the *Evaluation Methodology Report*;

NOW, THEREFORE, BE IT RESOLVED that the Multnomah County Board of Commissioners recommends to the Metro Council and the C-Tran Board of Directors the following approach to continuation of the South/North Transit Corridor Study:

1. To pursue the South/North Corridor in two study phases:
 - A. Phase I would consider a Light Rail Transit project between the Clackamas Town Center (CTC) area and the 99th Street area in Clark County.
 - B. Phase II would consider an extension of the Phase I LRT project south to Oregon City and north to the 134th Street/WSU area.
2. These study phases would proceed as follows:
 - A. Preparation of the Draft Environmental Impact Statement (DEIS) and funding plan for Phase I LRT alternative would begin immediately.
 - B. If LRT is selected as the Locally Preferred Alternative in Phase I, a DEIS and funding strategy for the Phase II LRT extension would be prepared upon completion of the Final Environmental Impact Statement (FEIS) for Phase I.
3. The following alignments are alternatives for further study within the Draft Environmental Impact Statement:
 - A. Between the Portland and Milwaukie CBDs, that the Ross Island Bridge Crossing, generally between the Ross Island Bridge in the north and Bancroft and Holgate Streets in the south, and the McLoughlin Blvd. alignment shall be developed for further study within the DEIS. The Caruthers area crossing will be evaluated further to determine whether it should also be included in the *Detailed Definition of Alternatives Report* and developed further in the DEIS.

- B. Within the Portland CBD, a Surface LRT Alternative on 5th and 6th Avenues shall be developed based upon several principles for further study within the DEIS.
 - C. Between the Vancouver CBD and the 134th Street/Washington State University branch campus area for both Phase I and Phase II termini, the I-5 east Alignment Alternative with station areas between I-5 and Highway 99 shall be developed for further study within the DEIS.
4. Because it has been found that further discussions and analysis should occur, a recommendation for the segment between the Portland and Vancouver CBDs shall be made following completion of additional technical work and evaluation;

And further,

BE IT RESOLVED, that Multnomah County Board of Commissioners recommends that the C-Tran Board of Directors and Metro Council adopt the South/North Steering Group *Tier I Final Recommendation Report* describing the light rail terminus and alignment alternatives to advance into the Tier II Draft Environmental Impact Statement for further study.

DATED this 1st day of December, 1994.

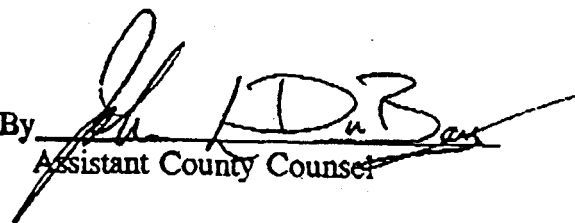


BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

REVIEWED:

LAURENCE KRESSEL, COUNTY COUNSEL
FOR MULTNOMAH COUNTY, OREGON

By 
Assistant County Counsel

RESOLUTION NO. 94-56

A RESOLUTION EXPRESSING CITY COMMISSION SUPPORT OF TIER 1, SOUTH/NORTH LIGHT RAIL RECOMMENDATIONS

WHEREAS, on October 19, 1994, the Oregon City Urban Renewal Agency met in work session to review and comment on the final Tier 1 Final Recommendations adopted by the South/North Steering Committee; and

WHEREAS, on October 26, 1994, the Oregon City Commission met in work session to review and comment on the final Tier 1 Final Recommendations; and

WHEREAS, the Oregon City Commission believes that the South/North Light Rail (LRT) line is an essential element in addressing long range transportation needs in Oregon City, Clackamas County and the Region; and

WHEREAS, the Oregon City Commission believes that the South/North LRT project will reduce the dependency on the automobile, will provide better service to existing and future transit users, will support the End of the Oregon Trail Center and mixed-use development at Clackamette Cove, and will enhance revitalization efforts now underway in downtown Oregon City; and

WHEREAS, the Oregon City Commission is committed to a strong regional partnership which the Commission feels is necessary in order to advance future light rail projects in all parts of the Metro area.

Now, therefore,

BE IT RESOLVED that the City Commission of Oregon City, Oregon, supports of the Tier 1 Final Recommendations adopted by the South/North Steering Committee on October 6, 1994, which call for an ultimate Phase II South Terminus of the LRT Alternative in Oregon City; and

That the City Commission supports the Tier 1 Final Recommendations which identify the Clackamas Town Center as the Phase I South Terminus of the S/NLRT Alternative; and

That the City Commission commits the City to actively participate in all Phase I and II activities outlined in the Tier 1 Final Recommendations, and in coordination and advocacy activities involving Clackamas County and the cities in the County; and

That the Oregon City Commission recommends a "yes" vote on Measure No. 26-13, which will authorize Tri-Met to issue general obligation bonds to match federal funds to build the South/North LRT line.

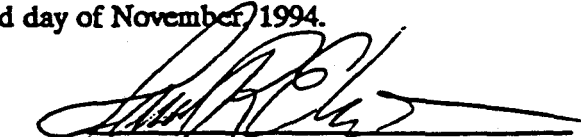
BE IT FURTHER RESOLVED that the Oregon City Commission will request a joint meeting or meetings with the Clackamas County Commission to discuss and obtain County Commission support for several actions which will strengthen the prospects for extending LRT to Oregon City, and to formulate a joint City-County resolution in support of the project; and

That copies of the resolution be forwarded to the Clackamas County Commission.


Adopted, signed and approved this 2nd day of November 1994.



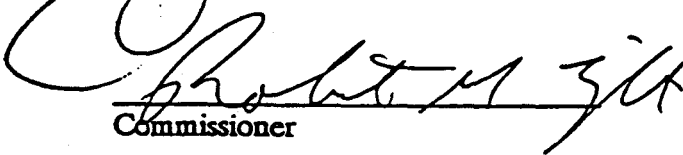
Mayor




Commissioner



Commissioner



Commissioner



Commissioner

Comprising the City Commission
of Oregon City, Oregon

RESOLUTION NO. 35339

SUPPORT THE SOUTH/NORTH STEERING GROUP TIER I FINAL RECOMMENDATION REPORT DESCRIBING THE LIGHT RAIL ALTERNATIVES TO ADVANCE INTO THE TIER II DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR FURTHER STUDY

WHEREAS, in April 1993 Metro Council and the C-TRAN Board of Directors selected the Milwaukie and I-5 North Corridors as the region's next high capacity transit priority for study and combined them into the South/North Corridor to be studied within a federal Alternatives Analysis/Draft Environmental Impact Statement; and

WHEREAS, in October 1993 the Federal Transit Administration approved the South/North application to initiate Alternative Analysis/Draft Environmental Impact Statement and the South/North Preliminary Work Plan, and issued notification of intent in the *Federal Register* to publish a South/North Draft Environmental Impact Statement; and

WHEREAS, in December 1993 the South/North Steering Group concluded the federally prescribed Scoping Process, which included a comparative analysis of various high capacity transit mode alternatives by selecting the light rail transit and various light rail terminus and alignment alternatives to advance into Tier I for further study; and

WHEREAS, the South/North *Evaluation Methodology Report*, as adopted by the South/North Steering Group in December 1993, prescribes the South/North study organization and process for the conclusion of the Tier I study process and selection of the alternatives to advance into Tier II and the Draft Environmental Impact Statement; and

WHEREAS, the role of the South/North Steering Group in the Tier I study process is to forward its final Tier I recommendation to participating jurisdictions for their consideration, that participating jurisdictions are to forward their recommendations to the C-TRAN Board of Directors and Metro Council who are to make the final determination of the alternatives to advance into the Tier II Draft Environmental Impact Statement for further study; and

WHEREAS, the *Evaluation Methodology Report*, further prescribes the criteria and measures to be used to select the alternatives to advance into Tier II and the Draft Environmental Impact Statement; and

WHEREAS, the alternatives that were selected at the conclusion of Scoping have been developed and the criteria and measures from the *Evaluation Methodology Report* have been developed and documented within various technical memoranda, including the *South/North Tier I Technical Summary Report* and the *South/North Tier I Briefing Document*, and

WHEREAS, the technical methodologies, assumptions and results have been reviewed by the South/North Expert Review Panel which found, in summary, the "The Panel finds that the data developed is sufficient to make the decisions regarding which alternatives should be carried forward for further study," and

WHEREAS, a comprehensive public involvement program was developed and implemented by the south/north study that included but was not limited to a variety of community meetings, a 60-day public comment period on the Tier I alternatives and data, meeting for the Steering Group to receive oral public comment, and an on-going Citizens Advisory Committee that received staff reports and presentations, provided regular public

comment opportunities, and in September 1994 formed an independent Tier I recommendation that was forwarded to the Steering Group for its consideration; and

WHEREAS, in October 1994 the Steering Group considered the Citizens Advisory Committee and Project Management Group recommendations, public comment and the Tier I criteria and measures and issued its own unanimous Tier I recommendation to the participating jurisdictions, C-TRAN Board of Directors and Metro Council for their consideration; and

WHEREAS, the Steering Group's Final Tier I Recommendation identifies the LRT alternatives that they concuded best meet the project's goal and objectives as adopted in December 1993 by the South/North Steering Group within the *Evaluation Methodology Report*; now therefore,

BE IT RESOLVED, that the Portland City Council recommends to the Metro Council the following approach to continuation of the South/North Transit Corridor Study:

1. To pursue the South/North Corridor in two study phases:
 - a. Phase I would consider a light Rail Transit project between the Clackamas Town Center area (CTC) and the 99th Street area in Clark County.
 - b. Phase II would consider an extension of the Phase I LRT Project south to Oregon City and north to the 134th Street/WSU area.
2. These study phases would proceed as follows:
 - a. Preparation of the Draft Environmental Impact Statement (DEIS) and funding plan for the Phase I LRT alternative would begin immediately.
 - b. If LRT is selected as the Locally Preferred Alternative in Phase I, a DEIS and funding strategy for the Phase II LRT extension would be prepared upon completion of the Final Environmental Impact Statement (FEIS) for Phase I.
3. The following alignments are alternatives for further study within the Draft Environmental Impact Statement:
 - a. Between the Portland and Milwaukie CBDs, that the Ross Island Bridge Crossing, generally between the Ross Island Bridge in the north and Bancroft and Holgate streets in the south, and the McLoughlin Boulevard alignment shall be developed for further study within the DEIS. The Caruthers area crossing will be evaluated further in order to determine whether it should also be included in the *Detailed Definition of Alternatives Report* and developed further in the DEIS.
 - b. Within the Portland CBD that a Surface LRT Alternative on 5th and 6th Avenues shall be developed based upon several principles, for further study within the DEIS. If at that time it is not concluded that a 5th/6th Avenue Surface Alignment can be developed that addresses the principles identified in the Tier I Final Recommendation, other alternatives would be developed for further study within the DEIS.

- c. Between the Vancouver CBD and the 134th/Washington State University branch campus area for both the Phase I and Phase II termini, the I-5 East Alignment Alternative with station areas between I-5 and Highway 99 shall be developed for further study within the DEIS:
4. Because it has found that further discussions and analysis should occur, a recommendation for the segment between the Portland and Vancouver CBDs shall wait completion of additional technical work and evaluation; and further

BE IT RESOLVED, that the Portland City Council recommends that the C-TRAN Board of Directors and Metro Council adopt the South/North Steering Group *Tier I Final Recommendation Report* describing the light rail terminus and alignment alternatives to advance into the Tier II Draft Environmental Impact Statement for further study.

Adopted by the Council: NOV 30 1994
 Commissioner Blumenauer
 Barrow Emerson
 Nov. 20, 1994

BARBARA CLARK
 Auditor of the City of Portland
 By: ~~Barbara Clark~~ Deputy
Barbara Olson

RESOLUTION 94-11-91

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT (TRI-MET) BOARD OF DIRECTORS IN SUPPORT OF THE SOUTH/NORTH STEERING GROUP TIER I FINAL RECOMMENDATION REPORT.

WHEREAS, in April 1993 Metro Council and the C-TRAN Board of Directors selected the Milwaukie and I-5 North Corridors as the region's next high capacity transit priority for study and combined them into the South/North Corridor to be studied within a federal Alternatives Analysis/Draft Environmental Impact Statement; and

WHEREAS, in October 1993 the Federal Transit Administration approved the South/North application to initiate Alternative Analysis/Draft Environmental Impact Statement and the South/North Preliminary Work Plan, and issued notification of intent in the Federal Register to publish a South/North Draft Environmental Impact Statement; and

WHEREAS, in December 1993 the South/North Steering Group concluded the federally prescribed Scoping Process, which included a comparative analysis of various high capacity transit mode alternatives, by selecting the light rail transit and various light rail terminus and alignment alternatives to advance into Tier I for further study; and

WHEREAS, the South/North *Evaluation Methodology Report*, as adopted by the South/North Steering Group in December 1993, prescribes the South/North study organization and process for the conclusion of the Tier I study process and the selection of the alternatives to advance into Tier II and the Draft Environmental Impact Statement; and

WHEREAS, the role of the South/North Steering Group in the Tier I study process is to forward its final Tier I recommendation to participating jurisdictions for their consideration, that participating jurisdictions are to forward their recommendations to the C-TRAN Board of Directors and the Metro Council who are to make the final determination of the alternatives to advance into the Tier II Draft Environmental Impact Statement for further study; and

WHEREAS, the *Evaluation Methodology Report*, further prescribes the criteria and measures to be used to select the alternatives to advance into Tier II and the Draft Environmental Impact Statement; and

WHEREAS, the alternatives that were selected at the conclusion of Scoping have been developed and the criteria and measures from the *Evaluation Methodology Report* have been developed and documented within various technical memoranda, including the *South/North Tier I Technical Summary Report* and the *South/North Tier I Briefing Document*; and

WHEREAS, the technical methodologies, assumptions and results have been reviewed by the South/North Expert Review Panel which found, in summary, that, " The Panel finds that the data developed is sufficient to make the decisions regarding which alternatives should be carried forward for further study;" and

WHEREAS, a comprehensive public involvement program was developed and implemented by the South/North Study that included but was not limited to a variety of community meetings, a 60-day public comment period on the Tier I alternatives and data, meetings for the Steering Group to receive oral public comment, and an on-going Citizens Advisory Committee that received staff reports and presentations, provided regular public comment opportunities, and in September 1994 formed an independent Tier I recommendation that was forwarded to the Steering Group for its consideration; and

WHEREAS, in October 1994 the Steering Group considered the Citizens Advisory Committee and Project Management Group recommendations; public comment and the Tier I criteria and measures and issued its own unanimous Tier I recommendation to the participating jurisdictions, C-TRAN Board of Directors and Metro Council for their consideration; and

WHEREAS, the Steering Group's Final Tier I Recommendation identifies the LRT alternatives that they concluded best meet the project's goal and objectives as adopted in December 1993 by the South/North Steering Group within the *Evaluation Methodology Report*;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Tri-Met Board of Directors recommends to the Metro Council and the C-TRAN Board of Directors the following approach to continue the South/North Transit Corridor Study:
 - A. Pursue the South/North Corridor in two study phases:
 - 1.) Phase I would consider a Light Rail Transit project between the Clackamas Town Center area (CTC) and the 99th Street area in Clark County.
 - 2.) Phase II would consider an extension of the Phase I LRT Project south to Oregon City and north to the 134th Street/WSU area.

- B. These study phases would proceed as follows:
- 1.) Preparation of the Draft Environmental Impact Statement (DEIS) and funding plan for the Phase I LRT alternative would begin immediately.
 - 2.) If LRT is selected as the Locally Preferred Alternative in Phase I, a DEIS and funding strategy for the Phase II LRT extension would be prepared upon completion of the Final Environmental Impact Statement (FEIS) for Phase I.
- C. The following alignments are alternatives for further study within the Draft Environmental Impact Statement:
- 1.) Between the Portland and Milwaukie CBDs, that the Ross Island Bridge Crossing, generally between the Ross Island Bridge in the north and Bancroft and Holgate streets in the south, and the McLoughlin Boulevard alignment shall be developed for further study within the DEIS. The Caruthers area crossing will be evaluated further to determine whether it also should be included in the *Detailed Definition of Alternatives Report* and developed further in the DEIS.
 - 2.) Within the Portland CBD that a Surface LRT Alternative on 5th and 6th Avenues shall be developed based upon several principles for further study within the DEIS.
 - 3.) Between the Vancouver CBD and the 134th/Washington State University branch campus area for both the Phase I and Phase II termini, the I-5 East Alignment Alternative with station areas between I-5 and Highway 99 shall be developed for further study within the DEIS.
- D. Because it has found that further discussions and analysis should occur, a recommendation for the segment between the Portland and Vancouver CBDs should wait completion of additional technical work and evaluation.

2. That the Tri-Met Board of Directors recommends that the C-TRAN Board of Directors and Metro Council adopt the South/North Steering Group Tier I Final Recommendation Report describing the light rail terminus and alignment alternatives to advance into the Tier II Draft Environmental Impact Statement for further study.

Dated: November 30, 1994

Wanda J. Robertson
Presiding Officer

Attest:

Diana K. Smith
Recording Secretary

Approved as to Legal Sufficiency:

[Signature]
Legal Department



● TRI-MET

● 4012 SE. 17TH AVENUE
● PORTLAND, OREGON 97202
● (503) 238-RIDE

December 1, 1994

● Councillor Rod Monroe, Chair
● Joint Policy Advisory Committee on Transportation
● Metro Regional Center
● 600 NE Grand Avenue
● Portland, Oregon 97232-2736

● Dear Councillor Monroe:

● The enclosed resolution adopted by the Tri-Met Board on November 30, 1994, supports the
● recommendations of the S/N Steering Committee in its Alignment Alternatives Report dated
● October 6, 1994.

● Our Board appreciates the effort and leadership you and the Steering Committee have contributed
● in advancing the S/N project thus far.

● Two recommendations in your report, referenced in our resolution, need special comment:

- 1. On the Willamette River crossing south of downtown, we expect that both the Ross Island
options and the Caruthers option will be given equal consideration during the next phase
of study scheduled to be completed in April.
- 2. On the downtown alignment we expect a detailed and comprehensive analysis of the 5th
and 6th Avenue surface alignment to be completed by April. If the analysis is unable to
demonstrate that the 5th and 6th Avenue surface alignment is capable of handling future
service levels anticipated over the next 30 years we would then expect that other options
(including tunnel) would be introduced into the process.

● Our support of the attached resolution is conditioned upon the above stated expectations. We
● request that project staff report findings on these two alignment options to our Board prior to
● commencement of the DEIS phase of the project in April, 1995.

● Sincerely,

● *William D. Robertson/dsmith*

● William D. Robertson, Jr.
● President, Board of Directors

CLARK COUNTY, WASHINGTON

RESOLUTION NO. 1994-11-31

RECOMMENDATION OF THE BOARD OF COUNTY COMMISSIONERS OF CLARK COUNTY IN SUPPORT OF THE SOUTH/NORTH STEERING GROUP TIER I FINAL RECOMMENDATION REPORT DESCRIBING THE LIGHT RAIL ALTERNATIVES TO ADVANCE INTO THE TIER II DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR FURTHER STUDY.

WHEREAS, in the April 1993 Metro Council and the C-TRAN Board of Directors selected the Milwaukie and I-5 North Corridors as the region's next high capacity transit priority for study. These corridors were identified as the South/North Corridor for further study within the federal Alternatives Analysis/Draft Environmental Impact Statement. In October 1993, the Federal Transit Administration approved the South/North application to initiate the Alternative Analysis/Draft Environmental Impact Statement and a South/North Preliminary Work Plan. In addition, the Federal Transit Administration issued a notification of intent in the *Federal Register* to publish a South/North Draft Environmental Impact Statement.

In December 1993, the South/North Steering Group concluded the federally prescribed Scoping Process, which included a comparative analysis of various high capacity transit mode alternatives. Based on this analysis, the light rail transit and various light rail terminus and alignment alternatives were advanced into the Tier I phase for further study. In addition, the South/North Steering Group adopted the *South/North Evaluation Methodology Report* prescribing the South/North study organization and process for the conclusion of the Tier I study process and selection of the alternatives to advance into Tier II and the Draft Environmental Impact Statement. From the completed work of Tier I, the South/North Steering Group developed a set of recommendations for consideration from participating jurisdictions. These jurisdictions will forward their recommendations on to the C-TRAN Board of Directors and the Metro Council who will make the final determination of the alternatives to advance into the Tier II Draft Environmental Impact Statement. The *Evaluation Methodology Report* describes the criteria and measures to be used to select the alternatives into Tier II and the Draft Environmental Impact Statement.

The alternatives that were selected at the conclusion of Scoping have been developed and the criteria and measures from the *Evaluation Methodology Report* have been developed and documented within various technical memorandum, including the *South/North Tier I Technical Summary Report* and the *South/North Tier I Briefing Document*.

These recommendations of the Steering Group were developed with input from the South/North Expert Review Panel, Citizen Advisory Committee, and the general public. A comprehensive public involvement program was developed which yielded many opportunities for citizens to participate through community meetings, and a 60-day comment period on Tier I alternatives and data. In addition, the Citizen Advisory Committee in September 1994 formed an independent Tier I recommendation that was forwarded to the Steering Group for its consideration.

In October 1994 the Steering Group considered the Citizen Advisory Committee and Project Management Group recommendations, public comment and the Tier I criteria and measures

and issued its own unanimous Tier I recommendation to the participating jurisdictions, C-TRAN Board of Directors and Metro Council for their consideration. In addition, the Growth Management planning process supports these recommendations throughout the Clark County region. Moreover, the Steering Group's Final Tier I Recommendation identifies the Light Rail Transit alternatives that they concluded best meeting the project's goal and objectives as adopted in December 1993 by the South/North Steering Group within the *Evaluation Methodology Report*.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON, recommends to the Metro Council and the C-TRAN Board of Directors the following approach to continuation of the South/North Transit Corridor Study:

1. To pursue the South/North Corridor in two study phases:
 - a. Phase I would consider a Light Rail Transit (LRT) Project between the Clackamas Town Center area (CTC) and the 99th Street area in Clark County.
 - b. Phase II would consider an extension of the Phase I LRT south to Oregon City and north to the 134th Street/WSU area.
2. These study phases would proceed as follows:
 - a. Preparation of the Draft Environmental Impact Statement (DEIS) and funding plan for the Phase I LRT alternative would begin immediately.
 - b. IF LRT is selected as the Locally Preferred Alternative in Phase I, a DEIS and funding strategy for the Phase II LRT extension would be prepared upon completion of the Final Environmental Impact Statement (FEIS) for Phase I.
3. The following alignments are alternatives for further study within the Draft Environmental Impact Statement:
 - a. Between the Portland and Milwaukie CBDs, the Ross Island Bridge Crossing, generally between the Ross Island Bridge in the north and Bancroft and Holgate streets in the south, and the McLoughlin Boulevard alignment shall be developed for further study within the DEIS. The Caruthers area crossing will be evaluated further in order to determine whether it should also be included in the *Detailed Definition of Alternatives Report* and developed further in the DEIS.
 - b. Within the Portland CBD that a Surface LRT Alternative on 5th and 6th Avenues shall be developed based upon several principles for further study within DEIS.
 - c. Between the Vancouver CBD and the 134th/Washington State University branch campus area for both the Phase I and Phase II termini, the I-5 East Alignment Alternative with station areas between I-5 and Highway 99 shall be developed for further study within the DEIS.
4. Because it has been found that further discussions and analysis should occur, a recommendation for the segment between the Portland and Vancouver CBDs shall wait completion of additional technical work and evaluation.

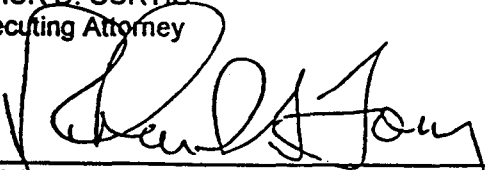
FURTHER BE IT RESOLVED, that the Board of County Commissioners of Clark County recommends that the C-TRAN Board of Directors and Metro Council adopt the South/North Steering Group *Tier I Final Recommendations Report* describing the light rail terminus and alignment alternatives to advance into the Tier II Draft Environmental Impact Statement for further study.

ADOPTED by the Board of County Commissioners of Clark County, Washington, at a regular open public meeting thereof, this 15th day of November 1994.

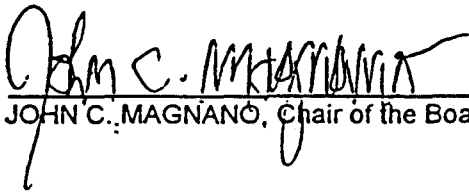
ATTEST:

By 
Clerk to the Board

Approved as to Form Only
ARTHUR D. CURTIS
Prosecuting Attorney

By 
Richard S. Lowry, Chief Civil Deputy
Prosecuting Attorney

BOARD OF COUNTY COMMISSIONERS
FOR CLARK COUNTY, WASHINGTON

By 
JOHN C. MAGNANO, Chair of the Board

By _____
BUSSE NUTLEY, Commissioner

By _____
DAVID W. STURDEVANT, Commissioner

STAFF REPORT

DEPARTMENT/DIVISION: Public Works/Transportation

DATE: November 2, 1994

SPECIFIC REQUEST: Board Approval of the Attached Resolution for South/
North Transit Corridor Study Tier I Final
Recommendations

CHECK ONE: Consent Worksession Public Hearing

BACKGROUND: Because of the size and complexity, the Alternative Analysis and Draft Environmental Impact Statement for the South/North Transit Corridor Study are being undertaken in two steps (Tier I and II). Work for Tier I has been completed through a collaborative effort by staff from affected jurisdictions in the Clark County region and Oregon. On the basis of this work, the Regional Steering Group for this study has brought forward a set of recommendations for approval by local jurisdictions; and final adoption by the C-TRAN Board and Metro. Tier II will focus on preparing a Draft Environmental Impact Statement on a narrowed set of Light Rail Transit alternatives, a No-Build alternative and a Transportation Systems Management alternative. Tier II will conclude with the selection of the Locally Preferred Alternative.

Tier I included the examination of four major issues in order to narrow the number of alternatives to be addressed in the Draft Environmental Impact Statement. These issues included the evaluation of 1) modal alternatives (busways, river transit, commuter and light rail), 2) alignment alternatives, 3) terminus alternatives and 4) design options. The following summary details the recommendations directly impacting the Clark County region.

- The examination of the modal alternatives of Tier I started about one year ago with the initiation of the federally-mandated *Scoping* process. Based on analyses and public input provided during *Scoping*, the high capacity transit alternatives were narrowed to one mode – light rail transit.
- With regard to the analysis of terminus alternatives, the Steering Group has recommended that the South/North Project be pursued in two phases. Phase I would consider a project which best meets the evaluation criteria established for Tier I and is also constrained by current estimates of potential funding. Work on the Draft Environmental Impact Statement for a Phase I alternative would begin immediately. Phase II would consider a future extension of the South/North Light Transit Rail to endpoints farther into Clark County, if Light Rail Transit is the locally preferred alternative. Based on these premises, the Steering Group has recommended that the 99th Street area serve as the Phase I terminus while the 134th Street/WSU area is recommended as the Phase II terminus. A phased approach allows any Phase II projects to be included in the Regional Transportation Plans and Growth Management Policies of local jurisdictions.

- The examination of the alignment alternatives has led the Steering Group to recommend the I-5 East alignment alternative for the segment from the Vancouver Central Business District to the vicinity of 99th Street for Phase I. The I-5 East Alignment Alternative is also the recommended alignment between 99th Street and the 134th Street/WSU area for Phase II.
- Finally, within the alignment alternatives recommended above, the following more detailed "Design Options" will remain under study and will be addressed in the *Detailed Definition of Alternatives Report* (which will serve as a basis for the Draft Environmental Impact Statement):
 - a) The alignment through the Vancouver Central Business District
 - b) The Columbia River Crossing (high bridge, lift span, or tunnel).
 - c) The locations of park-and-ride lots, transit centers, stations and maintenance facilities.
 - d) Other design options as required.

The timing of local jurisdiction's approval and the C-TRAN/Metro adoption of these recommendations is directly related to the funding opportunities available for this project. It is essential that the C-TRAN Board and Metro adopt these recommendations by the end of this year. Approval of these recommendations by local jurisdictions will assist in expediting this process in a timely manner.

ACTION REQUESTED\BUDGET IMPLICATIONS: It is requested that the Board of County Commissioners approve, by signature, the attached resolution. The attached resolution does not have direct budget implications to the County at this time.

DISTRIBUTION: Return an approved copy of this Staff Report and the resolution to the Department of Public Works/Transportation Division.



 Paul S. Haines, County Engineer

APPROVED: 11-15-94 SR 460-71
 CLARK COUNTY, WASHINGTON
 BOARD OF COMMISSIONERS



 Ron S. Bergman, Director of Public Works

PSH:RSB:mw

Attachments: Tier I Final Recommendation Report
 South/North Resolution

11/14/94

RESOLUTION NO. M-2930

A RESOLUTION recommending that the C-TRAN Board of Directors and Metro Council adopt the Tier I Final Recommendation Report which describes the light rail terminal and alignment alternatives and recommends that the process advance to the Tier II, Draft Environmental Impact Statement stage.

WHEREAS, in April 1993 Metro Council and the C-TRAN Board of Directors selected the Milwaukie and I-5 North Corridors as the region's next high capacity transit priority for study and combined them into the South/North Corridor to be studied within a federal Alternatives Analysis/Draft Environmental Impact Statement; and

WHEREAS, in October 1993 the Federal Transit Administration approved the South/North application to initiate Alternative Analysis/Draft Environmental Impact Statement and the South/North Preliminary Work Plan, and issued notification of intent in the *Federal Register* to publish a South/North Draft Environmental Impact Statement; and

WHEREAS, in December 1993 the South/North Steering Group concluded the federally prescribed Scoping Process, which included a comparative analysis of various high capacity transit mode alternatives, by selecting the light rail transit and various light rail terminus and alignment alternatives to advance into Tier I for further study; and

WHEREAS, the South/North *Evaluation Methodology Report*, as adopted by the South/North Steering Group in December 1993, prescribes the South/North study organization and process for the conclusion of the Tier I study process and the selection of the alternatives to advance into Tier II and the Draft Environmental Impact Statement; and

WHEREAS, the role of the South/North Steering Group in the Tier I study process is to forward its final Tier I recommendation to participating jurisdictions for their consideration, that participating jurisdictions are to forward their recommendations to the C-

TRAN Board of Directors and the Metro Council who are to make the final determination of the alternatives to advance into the Tier II Draft Environmental Impact Statement for further study; and

WHEREAS, the *Evaluation Methodology Report*, further prescribes the criteria and measures to be used to select the alternatives to advance into Tier II and the Draft Environmental Impact Statement; and

WHEREAS, the alternatives that were selected at the conclusion of Scoping have been developed and the criteria and measures from the *Evaluation Methodology Report* have been developed and documented within various technical memoranda, including the *South/North Tier I Technical Summary Report* and the *South/North Tier I Briefing Document*; and

WHEREAS, the technical methodologies, assumptions and results have been reviewed by the South/North Expert Review Panel which found, in summary, that, " The Panel finds that the data developed is sufficient to make the decisions regarding which alternatives should be carried forward for further study;" and

WHEREAS, a comprehensive public involvement program was developed and implemented by the South/North Study that included but was not limited to a variety of community meetings, a 60-day public comment period on the Tier I alternatives and data, meetings for the Steering Group to receive oral public comment, and an on-going Citizens Advisory Committee that received staff reports and presentations, provided regular public comment opportunities, and in September 1994 formed an independent Tier I recommendation that was forwarded to the Steering Group for its consideration; and

WHEREAS, in October 1994 the Steering Group considered the Citizens Advisory Committee and Project Management Group recommendations, public comment and the Tier I criteria and measures and issued its own unanimous Tier I recommendation to the participating jurisdictions, C-TRAN Board of Directors and Metro Council for their consideration; and

WHEREAS, the Steering Group's Final Tier I Recommendation identifies the LRT alternatives that they concluded best meet the project's goal and objectives as adopted in December 1993 by the South/North Steering Group within the *Evaluation Methodology Report*; and

WHEREAS, on November 7, 1994 the Vancouver City Council adopted the Vancouver Urban Area Comprehensive Plan which strongly emphasizes alternative modes of transportation, including light rail transit,

NOW THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. That the City of Vancouver recommends to the Metro Council and the C-TRAN Board of Directors the following approach to continuation of the South/North Transit Corridor Study:

1. To pursue the South/North Corridor in two study phases:
 - a. Phase I would consider a Light Rail Transit project between the Clackamas Town Center area (CTC) and the 99th Street area in Clark County.
 - b. Phase II would consider an extension of the Phase I LRT Project south to Oregon City and north to the 134th Street/WSU area.
2. These study phases would proceed as follows:
 - a. Preparation of the Draft Environmental Impact Statement (DEIS) and funding plan for the Phase I LRT alternative would begin immediately.
 - b. If LRT is selected as the Locally Preferred Alternative in Phase I, a DEIS and funding strategy for the Phase II LRT extension would be prepared upon completion of the Final Environmental Impact Statement (FEIS) for Phase I.

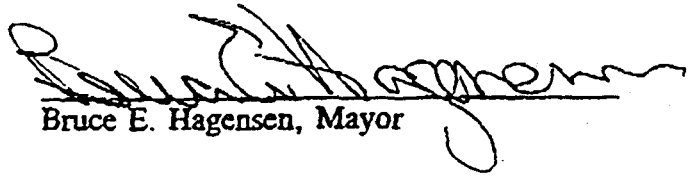
3. The following alignments are alternatives for further study within the Draft Environmental Impact Statement:

- a. Between the Portland and Milwaukie CBDs, that the Ross Island Bridge Crossing, generally between the Ross Island Bridge in the north and Bancroft and Holgate streets in the south, and the McLoughlin Boulevard alignment shall be developed for further study within the DEIS. The Caruthers area crossing will be evaluated further in order to determine whether it should also be included in the *Detailed Definition of Alternatives Report* and developed further in the DEIS.
- b. Within the Portland CBD that a Surface LRT Alternative on 5th and 6th Avenues shall be developed based upon several principles for further study within the DEIS.
- c. Between the Vancouver CBD and the 134th/Washington State University branch campus area for both the Phase I and Phase II termini, the I-5 East Alignment Alternative with station areas between I-5 and Highway 99 shall be developed for further study within the DEIS.

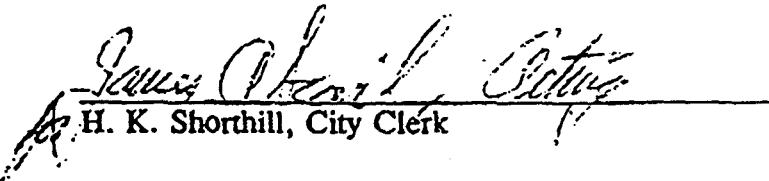
4. Because it has found that further discussions and analysis should occur, a recommendation for the segment between the Portland and Vancouver CBDs shall wait completion of additional technical work and evaluation. and further, BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 2. That the City of Vancouver recommends that the C-TRAN Board of Directors and Metro Council adopt the South/North Steering Group *Tier I Final Recommendation Report* describing the light rail terminus and alignment alternatives to advance into the Tier II Draft Environmental Impact Statement for further study.

ADOPTED at regular session of the Council of the City of Vancouver, at
14th day of November, 1994.


Bruce E. Hagensen, Mayor

Attest:


H. K. Shorthill, City Clerk


Approved as to form:


Ted H. Gathe, City Attorney

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STAFF REPORT

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM:  Dean Lookingbill, Transportation Director
DATE: November 29, 1994
SUBJECT: South/North Transit Corridor Tier I Final Report, Resolution 12-94-31

BACKGROUND

RTC in cooperation with C-TRAN, Vancouver, Clark County, WSDOT, Metro, and eight other agencies in Oregon has been involved in an extensive study of high capacity transit options for the I-5 corridor since September of 1993. The RTC Board has been briefed at key points throughout the process. Numerous public meetings, workshops, and information packets as well as technical and policy meetings have all helped to formulate the Tier I Light Rail Transit terminus and alignment recommendations.

The *South/North Transit Corridor Tier I Final Report*, attached as Exhibit A, is being recommended for RTC Board adoption. The Tier I recommendations listed in the report were presented for review and comment at the September 27, 1994, RTC Board meeting. As a reminder, it's important to note that Tier I has focused on evaluating modal alternatives, alignment alternatives, design options, and terminus alternatives in order to narrow the number of alternatives to be addressed in the Tier II Draft Environmental Impact Statement (DEIS). Tier II will focus on preparing a DEIS on the narrowed set of LRT alternatives and a No-Build alternative. Tier II will result in the selection of a *Locally Preferred Alternative*.

The Regional Transportation Advisory Committee (RTAC) has reviewed the Tier I recommendations and have recommended RTC Board adoption. The Tier I recommendations identify the LRT alternatives that best meet the project's goals and objectives as adopted in December 1993. The Tier I recommendations also identify the following general approach for the continuation of the South/North Transit Corridor Study:

1. The South/North Corridor will be conducted in two study phases:
 - a. Phase I will consider a light rail transit project between the Clackamas Town Center area and the 99th Street area in Clark County.

- b. Phase II will consider an extension of the Phase I light rail transit project south to Oregon City and north to the 134th Street/Washington State University branch campus area.
2. These study phases will proceed as follows:
 - a. Preparation of the Draft Environmental Impact Statement and funding plan for the Phase I light rail transit alternative will begin immediately.
 - b. If light rail transit is selected as the Locally Preferred Alternative in Phase I, a Draft Environmental Impact Statement and funding strategy for the Phase II LRT extension will be prepared upon completion of the Final Environmental Impact Statement for Phase I.
 3. The following alignments are the alternatives for further study within the Phase I South/North Draft Environmental Impact Statement:
 - a. Between the Portland and Milwaukie central business districts, the Ross Island Bridge Crossing, generally between the Ross Island Bridge in the north and Bancroft and Holgate Streets in the south, and the McLoughlin Boulevard alignment shall be developed for further study within the Draft Environmental Impact Statement. The Caruthers area crossing will be evaluated further in order for the Metro Council and the C-TRAN Board of Directors to determine whether it should also be included in the *South/North Detailed Definition of Alternatives Report* and developed further in the Draft Environmental Impact Statement.
 - b. Within the Portland central business district, a surface light rail transit alternative on 5th and 6th Avenues shall be developed based upon several principles, for further study within the Draft Environmental Impact Statement. If at the time the Draft Environmental Impact Statement is initiated it is concluded that a 5th/6th Avenue alignment cannot be developed that addresses those principles, other alternatives will be developed for further study in the DEIS.
 - c. Between the Vancouver central business district and the vicinity of 99th Street, the I-5 East Alignment Alternative with station areas between I-5 and Highway 99 shall be developed for further study within the Draft Environmental Impact Statement.
 4. Because further discussions and analysis should occur, the selection by the Metro Council and the C-TRAN Board of Directors of an alternative for further study within the segment between the Portland and Vancouver central business districts shall wait completion of additional technical work and evaluation.
 5. The following alignments will be considered for the Phase II extensions:
 - a. Following completion of the *Detailed Definition of Alternatives Report*, an analysis of the I-205 alignment from the CTC terminus and the McLoughlin alignment from the Milwaukie CBD will be made to determine which alignment will advance into the

Phase II DEIS. The Portland Traction Company (PTC) right-of-way will not be considered as a Phase II alignment.

- b. Between the vicinity of 99th Street and the area of 134th Street/WSU Branch Campus, the I-5 East alignment will advance into the Phase II DEIS.

In addition to the adoption of the South/North Transit Corridor Tier I Final Report, action on this resolution affirms that C-TRAN's South/North System Plan is consistent with RCW 81.104.080 and is in conformity with the Metropolitan Transportation Plan (MTP) for Clark County. The MTP has identified the I-5 corridor as the priority high capacity transit corridor and will include the System Plan in the Metropolitan Transportation Plan review and update process.

POLICY IMPLICATION

Adoption of the South/North Transit Corridor Tier I Final Report is consistent with the Metropolitan Transportation Plan (MTP) for Clark County and represents a major multi-modal policy decision. The Report's recommendations are also consistent with the MTP goal of improving travel mobility within Clark County and across the Columbia River and with the long-term air quality goals.

BUDGET IMPLICATION

Adoption of this resolution recognizes the estimated costs for the South/North Transit Corridor Project are in the range of \$2.85 billion. Funding for the project is anticipated to be from federal, state, and local sources.

ACTION REQUESTED

Adoption of Resolution 12-94-31, South/North Transit Corridor Tier I Final Report (Exhibit A). Adoption of this resolution also recommends C-TRAN Board of Directors adoption of Resolution No. 94-010 (Exhibit B) and that C-TRAN's South/North System Plan is consistent with RCW 81.104.080 and is in conformance with the Metropolitan Transportation Plan for Clark County.

ADOPTED this 6th day of December 1994,

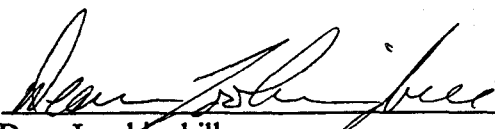
by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL



Royce E. Pollard
President of the Board

ATTEST:



Dean Lookingbill
Transportation Director