

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RECOMMENDING)
PRIORITY HIGH CAPACITY TRANSIT)
CORRIDORS TO THE SOUTH AND NORTH)
AND AN ACTION PLAN FOR PHASE 2)
OF THE SOUTH/NORTH PRELIMINARY)
ALTERNATIVES ANALYSIS)

RESOLUTION NO. 93-1784

Introduced by Councilor
Van Bergen

WHEREAS, The FY 1992 regional work program for transportation included South/North Preliminary Alternatives Analyses, conducted in accordance with Federal Transit Administration guidelines; and

WHEREAS, The Preliminary Alternatives Analyses were conducted through a cooperative Metro/Southwest Washington Regional Transportation Council (RTC) process and were coordinated through JPACT and JRPC; and

WHEREAS, The primary purpose of the Preliminary Alternatives Analyses is to evaluate and recommend the priority corridor in the South Study Area (Portland to Clackamas County) and the priority corridor in the North Study Area (Portland to Clark County) wherein the priority corridor designation means that: 1) it has been locally determined that further and more detailed analyses of high-capacity transit (HCT) options in the corridor area will occur next, and 2) the corridor is locally determined to be the priority corridor for Federal Transit Administration (FTA) HCT funds (Section 3 New Start funds) in the study area it serves; and

WHEREAS, Metro Resolution No. 90-1300 reaffirmed the commitment to an East Portland/Clackamas County project as the region's next priority following the Westside/Hillsboro Corridor project; and

WHEREAS, Metro Resolution- No. 91-1456 adopted as regional policy a commitment to perform the Preliminary Alternatives Analysis Study to determine if it is feasible to proceed with a larger corridor from Clackamas County to Clark County; and

WHEREAS, An Expert Review Panel, composed of national experts in HCT analyses, has reviewed the technical data produced during the Preliminary Alternatives Analyses and found the data to be valid and appropriate for the decisions at hand; and

WHEREAS, A Citizens Advisory Committee, composed of residents and business people from the affected corridors, and the Project Management Group, composed of transportation officials from the affected governments, have reviewed and adopted the attached findings and recommendations (Exhibit A); now, therefore,

BE IT RESOLVED,

That the Metro Council adopts as regional policy:

1. The single South/North corridor from Clackamas County, Oregon through the Portland CBD to Vancouver, Washington as the region's next priority for high capacity transit improvements following the Westside/Hillsboro project; and

- a. The Milwaukie segment is the priority for further analysis of High-Capacity Transit options between Portland and Clackamas County.

- b. The I-5 North segment is the priority for further analysis of High-Capacity Transit options between Portland and Clark County.

2. Metro staff, in cooperation with other affected agency and jurisdictional staff, is directed to refine and analyze alignment, station and terminus options in the Milwaukie segment and I-5 North

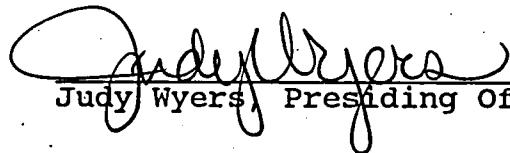
segment as part of Phase 2 of the Preliminary Alternatives Analysis and recommend a small set of the most promising alternatives for Alternatives Analyses and preparation of a Draft Environmental Impact Statement.

3. Metro staff, in cooperation with other affected agency and jurisdictional staff, is directed to prepare intermediate-term improvement strategies for the I-205 South and North corridors (Oregon City to Clark County) which do not include HCT improvements.

4. Metro staff, in cooperation with other affected agency and jurisdictional staff, is directed to analyze the design and possible funding sources for constructing and operating an HCT corridor to the Portland International Airport as a non-priority corridor and recommend, if appropriate, how to proceed with an Airport Corridor HCT project.

5. Metro staff, in cooperation with other affected agency and jurisdictional staff, is directed to pursue the attached Action Plan to prepare for Alternatives Analysis and a Funding Plan for the South/North Corridor (Exhibit B)

ADOPTED by the Metro Council this 22nd day of April, 1993.


Judy Wyers, Presiding Officer

TL:lmk:bc
93-1784.RE2
3-31-93

The North/South Transit Corridor Study

Priority Corridor Analysis: Findings And Recommendations

DRAFT FOR PUBLIC REVIEW

**Task Manager:
Consultant:**

**Metro
Steven M. Siegel & Associates**

Contributing Agencies:

**Metro
In cooperation with:
City of Milwaukie
City of Portland
City of Vancouver
Clackamas County
Clark County
C-TRAN
Multnomah County
Oregon Dept. of Transportation
Port of Portland
Regional Transportation Council
Tri-Met
Washington State Dept. of Transportation**

"The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Transit Administration and by the Washington State Department of Transportation. The opinions, findings and conclusions expressed in this report are not necessarily those of the Federal Transit Administration or the Washington State Department of Transportation."

PRIORITY CORRIDOR ANALYSIS: FINDINGS AND RECOMMENDATIONS

I. PURPOSE OF THE ANALYSIS

- [a] The primary purpose of this report is to evaluate and recommend a priority segment for further study, in the South Study Area and in the North Study Area. The priority segment designation has two implications:
 - [i] It has been locally determined that further and more detailed analyses of High Capacity Transit [HCT] options in the corridor segments are warranted, and
 - [ii] The corridor segment is locally determined to be part of the priority corridor for Federal Transit Administration [FTA] High Capacity Transit funds [Section 3 New Start funds] in the Study Area it serves.
- [b] Improvement strategies will also be prepared for those corridor segments which are not selected as part of the priority corridor. These "non-priority corridor" improvement strategies may include further consideration of HCT options. However, such analyses would be prepared without FTA involvement and, therefore, any resulting project would not be eligible for FTA funds [unless Alternatives Analysis/Draft Environmental Impact Statement [AA/DEIS] activities were later undertaken by a subsequent action to this determination of priority corridors].
- [c] A second purpose of this report is to define the relationship between the priority corridor segments for the North and South Study Areas. Specifically, the report evaluates and recommends whether the South priority corridor segment should proceed into the AA/DEIS and funding stages ahead of the North priority corridor segment, as currently prescribed by adopted regional policy, or if the two priority corridors should proceed concurrently.
- [d] While data is shown for shorter alignment options, the issue at hand is not the selection of a terminus. The data for the terminus options is shown to demonstrate that the conclusions being drawn are independent of the ultimate selection of a terminus.

II. SOUTH STUDY AREA RECOMMENDATION

- [a] Based on the findings summarized in Table ES-1, the Milwaukie corridor segment is recommended to be the priority corridor segment in the South Study Area for further study.

- [b] Staff is directed to refine and analyze alignment, station and terminus options in the Milwaukie corridor segment as part of Phase II of the Preliminary Alternatives Analysis and return to JPACT with a recommendation on a small set of promising options for Alternatives Analysis and preparation of a Draft Environmental Impact Statement.
- [c] It is recommended that the Airport segment, which runs along I-205 between the Gateway Transit Center and Portland International Airport, be uncoupled from the I-205 South segment and further analyzed as set forth in Section IV, below.

III. NORTH STUDY AREA RECOMMENDATION

- [a] Based on the findings summarized in Table ES-2, the I-5 North corridor segment is recommended to be the priority corridor segment in the North Study Area for further study.
- [b] Staff is directed to refine and analyze alignment, station and terminus options in the I-5 North corridor segment as part of Phase II of the Preliminary Alternatives Analysis and return to JPACT with a recommendation on a small set of promising options for Alternatives Analysis and preparation of a Draft Environmental Impact Statement.

IV. AIRPORT STUDY AREA RECOMMENDATION

- [a] Based on the findings summarized in Table ES-3, it is recommended that staff analyze the design and possible funding sources for constructing and operating an HCT corridor to the Portland International Airport, as a non-priority corridor.
- [b] Staff is directed to return to JPACT, at the conclusion of Phase II of the Preliminary Alternatives Analysis, with a recommendation on whether and, if applicable, how to proceed with an Airport Corridor HCT project.

V. RECOMMENDATION ON NON-PRIORITY CORRIDORS

- [a] Staff is directed to prepare an intermediate-term improvement strategy for the I-205 South corridor segment and I-205 North [into Clark County] corridor segment which do not include HCT improvements.

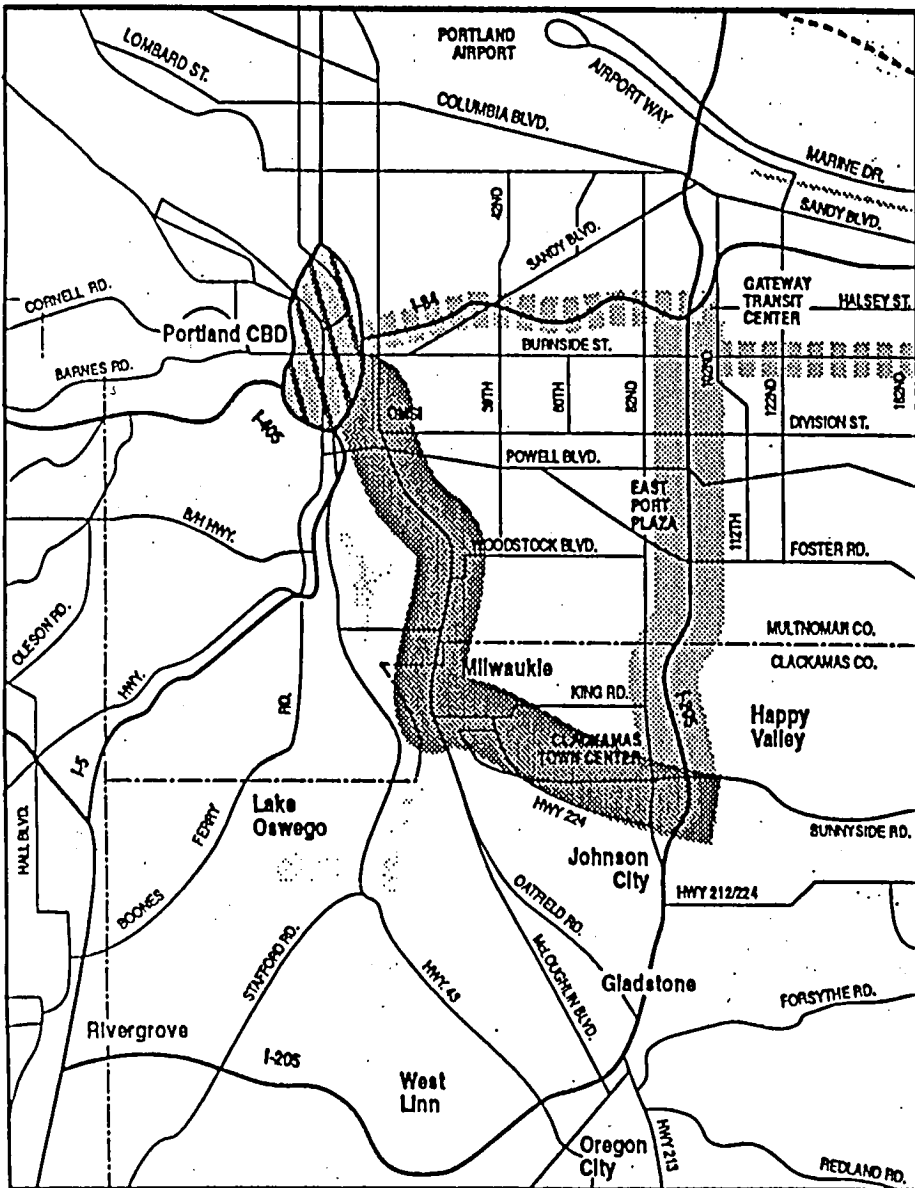
VI. RECOMMENDED ACTION PLAN

Based on the findings summarized in Table ES-4, the following Action Plan is recommended:




- [a] Seek to prepare Alternatives Analysis and a Draft Environmental Impact Statement on alternatives in the Milwaukie/I-5 North HCT corridor.
 1. Request assistance from the Oregon and Washington congressional delegations to

include a provision in the FY 1994 federal Appropriations Bill to permit the preparation of AA/DEIS work in a single corridors.

- [b] Seek to secure financing for an HCT alternative in a single Milwaukie/I-5 North corridor.
1. Take all steps necessary to seek the maximum practical authorization of Section 3 New Start funds for a South/North corridor in the upcoming federal transportation authorization bill. The actual amount of federal funds, matching ratio and distribution of federal funds between corridors is to be determined on the basis of further technical, financial and political analyses.
 2. The acquisition of federal authorization for a South/North corridor must be done in the context of first/concurrently completing the funding for the Westside LRT and the Hillsboro Extension.
 3. Since the possibility exists that a federal transportation authorization bill could occur as early as federal FY 1995, regional funding activities, including the approval of state and local funding sources in both Washington and Oregon, should be completed prior to this date.
 4. The development and implementation of a funding package for the South/North corridor should be done in the context of funding the long-term HCT system.
- [c] In addition to seeking the capital funds for a South/North HCT project, the region should take all steps necessary to secure sufficient funds to operate a North/South HCT project and related bus feeder system.



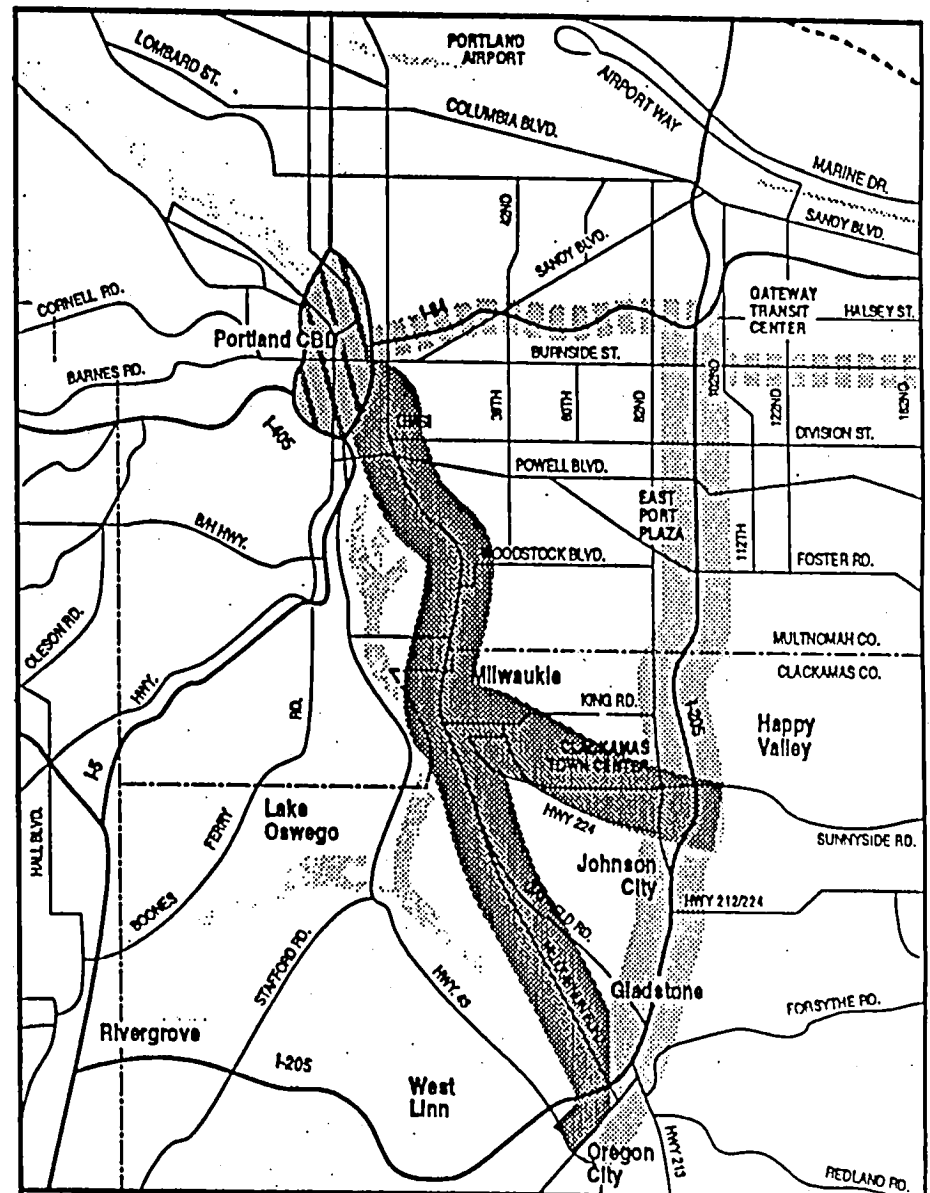
North/South Transit Corridor Study: South Study Area

-  = Milwaukie corridor to Clackamas Town Center
-  = I-205 South corridor to Clackamas Town Center
-  = Existing light rail






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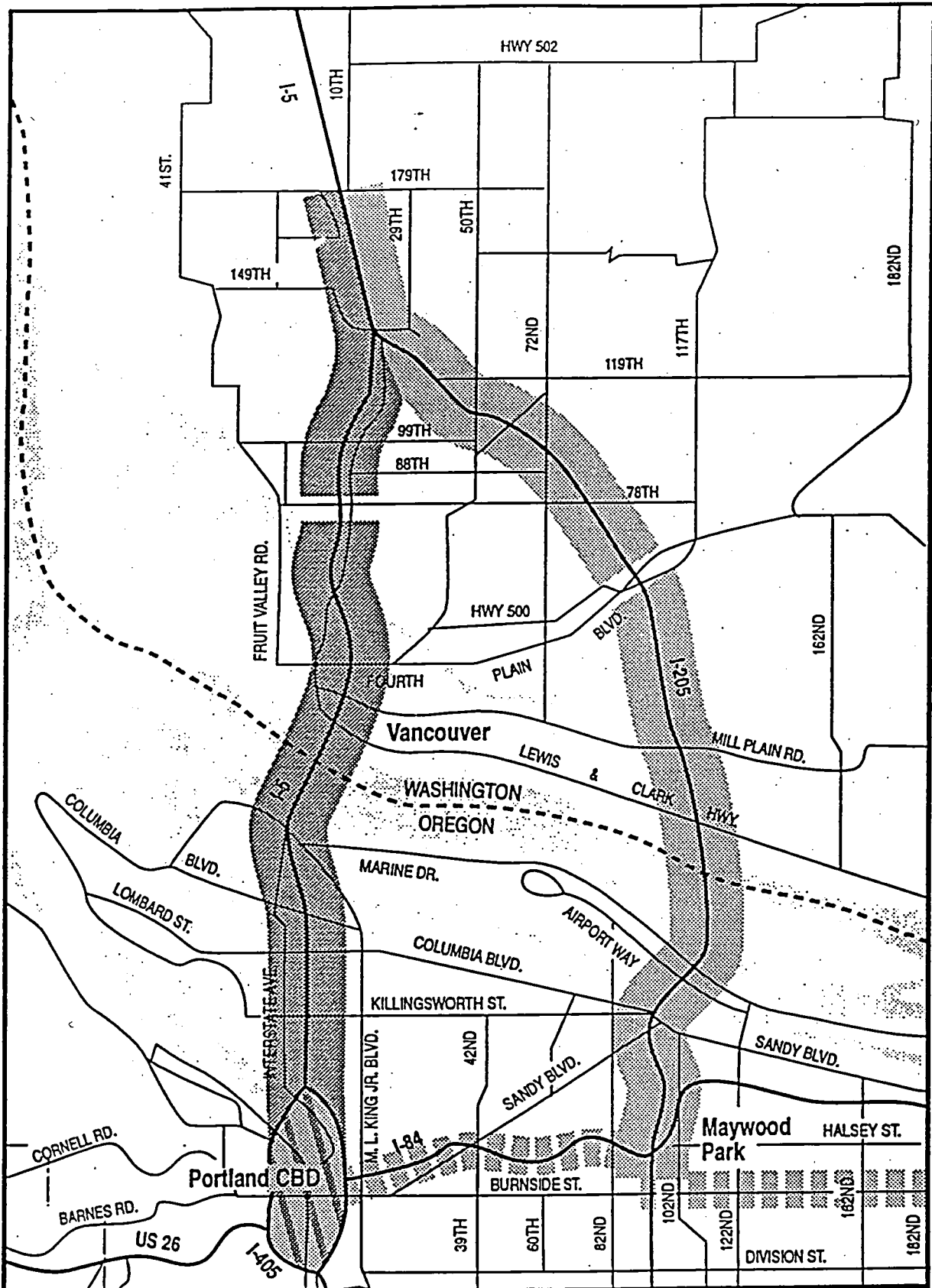
North/South Transit Corridor Study: South Study Area

-  = Milwaukie corridor to Oregon City
-  = I-205 South corridor to Oregon City
-  = Existing light rail




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North/South Transit Corridor Study: North Study Area

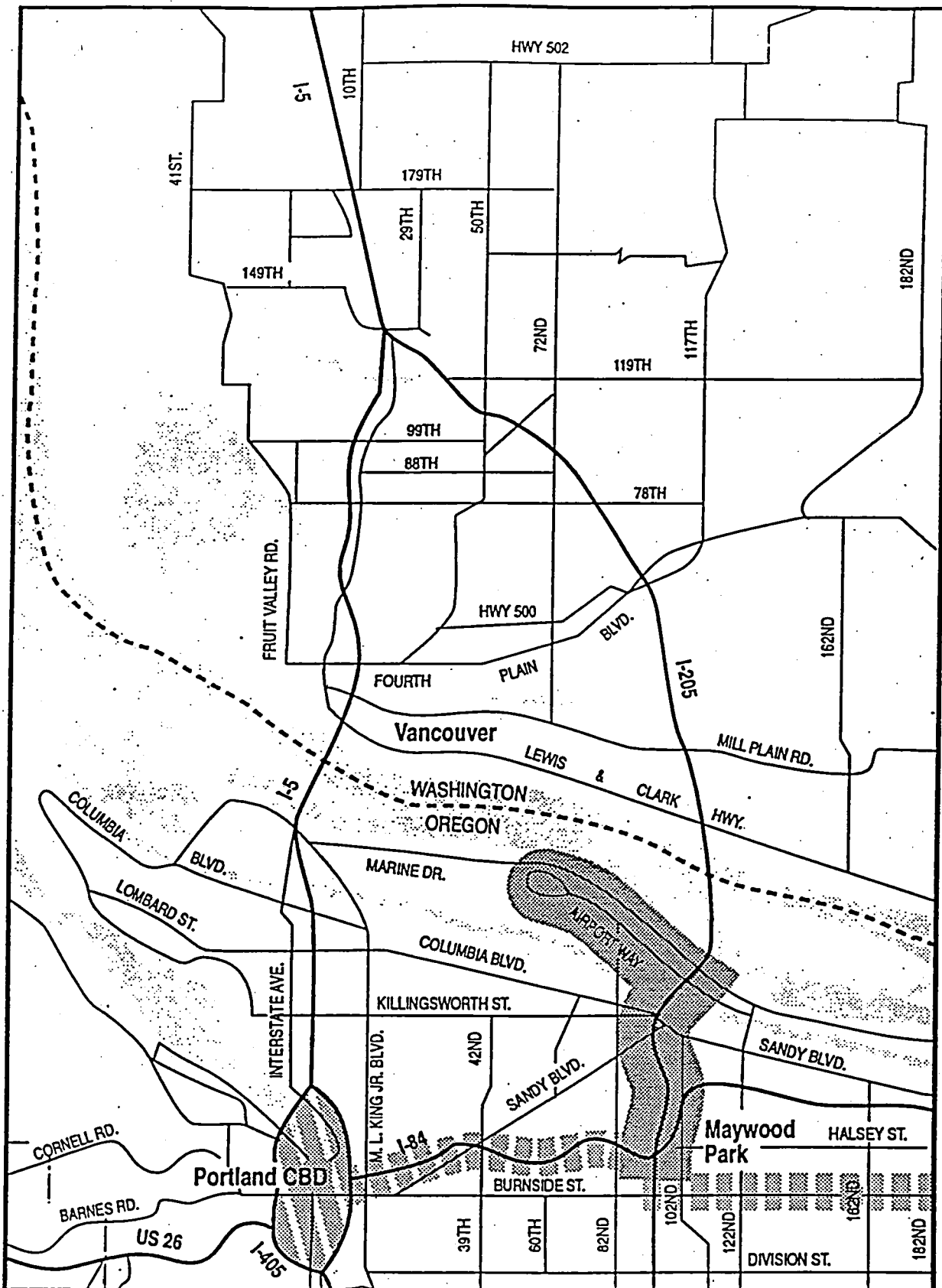
 = I-5 North corridor

 = I-205 North corridor



 = existing light rail



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North/South Transit Corridor Study: North Study Area

-  = Airport High Capacity Transit study area
-  = existing light rail



**TABLE ES-1
SOUTH STUDY AREA FINDINGS**

Population and Employment

1. The Milwaukie Corridor contains more existing and year 2010 population and employment than the I-205 South Corridor.
2. The Milwaukie Corridor, due to its longer length, contains more developable and redevelopable land than the I-205 South Corridor.

Traffic and Transit Ridership

3. McLoughlin Boulevard is currently and will continue to be more congested than I-205. All of the representative highway segments analyzed on McLoughlin Boulevard are at Level of Service E, or worse, while all of the representative segments on I-205 are well below capacity.
4. The Milwaukie Corridor is projected to attract over twice as many HCT daily riders, in the year 2010, as the I-205 South Corridor.
5. P.M. peak-hour, peak direction riders in the Milwaukie Corridor are projected to be 2.3 - 5.0 [depending on the location] times greater, in the year 2010, than in the I-205 South Corridor.

Environmental Sensitivity

6. In overall terms, the Milwaukie Corridor has a greater potential for environmental risks than does the I-205 South Corridor.

Equity

7. The Milwaukie Corridor serves a larger population of minority, poor, youth and elderly than does the I-205 South Corridor.

Operating Costs and Efficiencies

8. The Milwaukie Corridor is projected to exhibit almost twice the Farebox Recovery Rate of that in the I-205 South Corridor.
9. The Milwaukie Corridor provides greater long-term HCT capacity than does the I-205 South Corridor.

Capital Costs

10. The capital cost of the full-length [Clackamas Town Center and Oregon City] system is 22 percent higher in the Milwaukie Corridor than in the I-205 South Corridor. For the \$157 million premium, the Milwaukie Corridor serves Milwaukie directly while the I-205 South Corridor does not.

Cost Effectiveness

11. The total annualized cost-per-HCT rider in the Milwaukie Corridor is almost 60 percent better than in the I-205 South Corridor.

Public Opinion

12. Correspondence recieved during and following an extensive public review process supported the selection of the Milwaukie Corridor as the priority HCT corridor to Clackamas County.

**TABLE ES-1 (b)
SUMMARY STATISTICS FOR THE SOUTH CORRIDOR**

FACTOR/TERMINUS OPTION	MILWAUKIE CORRIDOR	I-205 SOUTH CORRIDOR
NUMBER OF HOUSEHOLDS [2010]		
Full ¹	31,300	21,200
Short ²	23,600	14,100
CORRIDOR EMPLOYMENT [2010]		
Full	65,800	50,900
Short	58,200	30,600
CORRIDOR CONGESTION: 2010-NO BUILD PEAK HOUR V/C RATIOS IN CORRIDOR	0.91 - 1.40	0.54 - 0.88
CORRIDOR HCT RIDERSHIP [2010]		
Full	19,100	9,500
Short	16,800	6,700
CAPITAL COST: WITH DOWNTOWN IMPVTS. \$1993, Millions		
Full	\$ 864	\$ 707
Short	\$ 599	\$ 467
NET ANNUAL OPERATING COST [2010]		
Full	\$ 6.51	\$ 7.33
Short	\$ 3.95	\$ 3.63
FAREBOX RECOVERY RATIO [2010]		
Full	29.4%	15.5%
Short	39.1%	20.7%
COST-EFFECTIVENESS³		
Full	\$13.21	\$30.41
Short	\$10.35	\$25.73

¹ HCT line between Downtown Portland, Clackamas Town Center and Oregon City

² HCT line between Downtown Portland and Clackamas Town Center

³ A local cost effectiveness measure was used in this analysis

**TABLE ES-2
NORTH STUDY AREA FINDINGS**

Population and Employment

1. The I-5 North Corridor contains more existing and year 2010 population and employment than the I-205 North Corridor.
2. The I-205 North Corridor contains more developable and redevelopable land than the I-5 North Corridor.

Traffic and Transit Ridership

3. I-5 is currently and will continue to be more congested than I-205. By the year 2010, almost all of the representative highway segments analyzed on I-5 are approaching or exceeding Level of Service [LOS] E, while almost all of the representative segments on I-205 are at LOS D or better.
4. The I-5 North Corridor is projected to attract twice as many HCT daily riders, in the year 2010, as the I-205 North Corridor.
5. Year 2010 p.m. peak-hour, peak direction riders in the I-5 North Corridor are projected to be 85 percent more than in the I-205 North Corridor.

Environmental Sensitivity

6. In overall terms, the I-5 North Corridor has a greater number of environmentally sensitive sites than the I-205 North Corridor, although the I-205 North Corridor has greater ecosystem risks.

Equity

7. The I-5 North Corridor serves a larger population of minority, poor and elderly than does the I-205 North Corridor. The amount of "youth" in both full-length corridors is roughly the same.

Operating Costs and Efficiencies

8. LRT in the I-5 North Corridor is projected to exhibit a 10 percent better Farebox Recovery Rate than a Busway in the I-205 North Corridor.
9. The I-5 North Corridor provides greater long-term HCT capacity than does the I-205 North Corridor.

Capital Costs

10. The capital cost of the full-length I-5 North LRT is substantially higher than the I-205 North Busway. This difference is due to the different mode assumed for the I-205 North Corridor, not the location, configuration or characteristics of the corridor itself.

Cost Effectiveness

11. In spite of its higher capital cost, the total annualized cost-per-HCT rider in the full-length I-5 North Corridor is almost 20 percent less than in the I-205 North Corridor. The difference is even greater with a North Vancouver terminus option.

Public Opinion

12. Correspondence received during and following an extensive public review process supported the selection of the I-5 North Corridor as the priority HCT corridor to Clark County.

**TABLE ES-2 (b)
SUMMARY STATISTICS FOR THE NORTH CORRIDOR**

FACTOR/TERMINUS OPTION	I-5 NORTH CORRIDOR	I-205 NORTH CORRIDOR
NUMBER OF HOUSEHOLDS [2010]		
Full ¹	35,700	33,000
Short ²	24,900	19,200
CORRIDOR EMPLOYMENT [2010]		
Full	74,400	30,700
Short	67,700	23,000
CORRIDOR CONGESTION: 2010 NO-BUILD PEAK HOUR V/C RATIOS IN CORRIDOR	0.77 - 1.21	0.69 - 0.85
CORRIDOR HCT RIDERSHIP [2010]		
Full	21,800	10,900
Short	19,300	9,300
CAPITAL COST:WITH DOWNTOWN IMPVTS. \$1993, Millions	LRT	BUSWAY
Full	\$ 914	\$ 383
Short	\$ 709	\$ 288
NET ANNUAL OPERATING COST [2010]	LRT	BUSWAY
Full	\$ 7.00	\$ 4.13
Short	\$ 4.33	\$ 3.64
FAREBOX RECOVERY RATIO [2010]		
Full	31 %	27 %
Short	39 %	27 %
COST-EFFECTIVENESS		
Full	\$10.82	\$13.28
Short	\$ 8.02	\$11.35

¹ HCT line between Downtown Portland and 179th Street in Clark County

² HCT line between Downtown Portland and North Vancouver [78th Street/Vancouver Mall]

**TABLE ES-3
AIRPORT STUDY AREA FINDINGS**

Population and Employment

1. Under the Metro forecasts, year 2010 employment in the Airport Study Area is projected to be 22,600. PDX and PIC combined represent about 9,500 employees. The forecasted employment is lower than the other Study Areas, this Area is smaller and much more concentrated.
2. The Port of Portland, based on the Master Plans for the Portland International Center and the Airport, forecasts that year 2012 employment at PDX and PIC will be about 18,400, almost twice the amount in the Metro forecasts.
3. PDX is a unique trip attractor in that the major reason for considering an HCT connection to PDX is to serve passenger trips, not work trips. The PDX Master Plan projected the number of annual passengers to grow from about 8 million today to about 16 million in the year 2012 [35,500/day].

Traffic and Transit Ridership

4. The level of service on I-205 in the Airport Study Area is currently at acceptable levels, and expected to generally remain below capacity.
5. Using the Metro model, year 2010 daily HCT ridership in the Airport Study Area is forecasted to be about 4,600, lower than in the other Study Areas. A 1988 study by Peat Marwick found that transit mode splits to airports in the U.S. with a rail connection ranged between 4 and 15 percent. Using the high end of the range found by Peat Marwick and the Port of Portland employment and passenger projections, the number of transit riders in the Airport Study Area would be almost twice that projected by the Metro model.

Environmental Sensitivity/Equity

6. The environmental risks are low.
7. Because the Airport Study Area does not have a large population base, there are relatively small amounts of "disadvantaged" and "transit dependent" sub-groups in the Study Area.

Operating Costs and Efficiency/Capital Cost

8. The Net Annual HCT Operating Cost of the Airport Corridor is \$2.15 million, significantly less than the other corridors examined. The projected Farebox Recovery Rate is about 23 percent. This rate could double if the Port of Portland and/or Peat Marwick assumptions prove out.
9. The capital cost of an Airport LRT to be \$214.5 million, much lower than the other corridors examined. Tri-Met engineers have indicated that this estimate includes costs which may not be needed with a "starter" line or can be deferred. This lower cost option will be estimated in Phase II.

Cost Effectiveness

10. The cost-effectiveness index is \$19.83, better than the I-205 South Corridor, but not as good as the others. This cost-per-rider would be substantially less if the Port of Portland, Peat Marwick and/or Engineering Staff assumptions prove out.

**TABLE ES-4
FUNDING OPTION FINDINGS**

1. Given the estimated capital costs of a North/South HCT project, it is likely that federal funds will be necessary if funding for both projects is concurrently pursued in the next few years.
2. To have a reasonable chance of securing Section 3 New Start funds, it is necessary to secure an earmarked authorization for the project(s) in the next federal authorization bill. Whether these funds should be for a South Corridor Project or a combination North/South Corridor depends on technical, financial and political analyses that must be undertaken.
3. While the ISTEA is authorized through federal FY 1997, a mini-authorization bill or an extension of the ISTEA is anticipated for federal FY 1995 at the time Congress designates the National Highway System.
4. The acquisition of federal authorization for a North/South corridor must be done in the context of first/concurrently completing the funding of the Westside LRT project and the Hillsboro extension.
5. To maximize the likelihood of securing federal authorization, two principles should be followed:
 - [a] The further a project proceeds through the FTA AA/DEIS process, the more likely it is that a substantial federal authorization can be achieved. Accordingly, the region should take steps to complete AA/DEIS work as expeditiously as possible. It may not be realistic to have this work complete in time for a FY 1995 mini-authorization bill [if one happens], but this work is certainly able to be completed in time for FY 1998 authorization bill [if this one happens].
 - [b] The closer the region is to having secured commitments for all of its state and local funding, the more likely it is that a substantial federal authorization can be achieved. Accordingly, the region should take all steps to secure these commitments prior to federal FY 1995.
6. The HCT funding requirements and procedures in the State of Washington are in a state of flux. It is likely critical that C-TRAN secure approval of a substantial amount of state HCT funding no later than the 1994 legislative session.
7. Local [C-TRAN] funding will likely also be necessary. To obtain local funding, C-TRAN will have to seek voter approval of the project and, under existing law, the funding source. Possible local funding sources include a local option Sales and Use Tax and/or Motor Vehicle Excise Tax and/or Employer Tax in Clark County.
8. Assuming a FY 1995 mini-authorization bill, it may be desirable to have the local vote in 1994.
9. The funding possibilities in the State of Oregon are also in flux. It would be extremely helpful to gain approval of the state transit funding options in the current legislative session. This includes a constitutional amendment, emissions fee [or an equivalent] and the STP fund transfer to transit. If any one of these options fail in the 1993 session, it will be essential that they, or an equivalent, be approved in the 1995 session.
10. Local [Tri-Met] funding will also likely be necessary. Assuming that voter approval of one or more sources may be necessary, it may be desirable to have the local vote in 1994.

EXHIBIT B

Action Plan
Preparation of Alternatives Analyses and Funding Plans
South/North High-Capacity Transit Corridor

- (1) Seek to prepare Alternatives Analysis and the Draft Environmental Impact Statement on both the Milwaukie Corridor and I-5 North Corridor HCT segments. To accomplish this, request assistance from the Oregon and Washington Congressional delegations to include a provision in the FY 1994 federal Appropriations Bill to permit the preparation of AA/DEIS work in the entire South/North Corridor.
- (2) Seek to secure financing for an HCT alternative in the South/North Corridor. To accomplish this:
 - a. Take all steps necessary to seek the maximum practical authorization of Section 3 New Start funds for a South/North Corridor in the upcoming federal transportation authorization bill. The actual amount of federal funds, matching ration and distribution of federal funds between corridors should be determined on the basis of further technical, financial and political analyses.
 - b. The acquisition of federal authorization for a South/North Corridor must be done in the context of first completing the funding for the Westside LRT and the Hillsboro extension.
 - c. Since the possibility exists that a federal transportation authorization bill could occur as early as federal FY 1995, regional funding activities, including the approval of state and local funding sources in both Washington and Oregon, should be completed prior to this date.
 - d. The development and implementation of a funding package for the South/North Corridor should be done in the context of funding the long-term HCT system.
- (3) In addition to seeking the capital funds for a South/North HCT project, the region should take all steps necessary to secure sufficient funds to operate a South/North project and related bus feeder system.

THE NORTH/SOUTH TRANSIT CORRIDOR STUDY
Phase 1: Selection of Priority Corridor(s)
Compilation of resolutions and correspondence

MILWAUKIE AND I-5 NORTH CORRIDORS

Resolutions: The City of Milwaukie
The City of Lake Oswego

Letters of recommendation:

The City of Gladstone
The North Clackamas County Chamber of Commerce's Board of Directors
The Milwaukie Downtown Development Association
The Milwaukie Center Community Advisory Board
Ardenwald-Johnson Creek Neighborhood Association
Brooklyn Neighborhood Association
The Sellwood Moreland Improvement League
Red Lion Hotels and Inns, David J. Johnson - President and CEO
Saint Paul Lutheran Church, Pastor John Rosenberg
The Parish of St John the Evangelist, Reverend Richard K. Toll
Bill Griesar: citizen
Clair Kuppenbender: citizen
Barbara McGinnes & family

Informal declarations of support:

Buckman Neighborhood
Central Eastside Industrial Council
Eastmoreland Neighborhood
Hosford-Abernethy Neighborhood
Kerns Neighborhood
Reed Neighborhood
Sunnyside Neighborhood
Woodstock Neighborhood

I-205 NORTH AND I-205 SOUTH CORRIDORS

Letters of recommendation:

The Eighty-Second Avenue Business Association
The Montavilla Business Association
The Citizen's Steering Committee representing the Lents area in the SE
Portland District Planning Process
Joyce Beedle: citizen

Informal declarations of support:

Foster-Powell Neighborhood
Montavilla Neighborhood
Outer SE Coalition of Neighborhoods

* The Richmond Neighborhood supports both south corridor options

CITY OF MILWAUKIE

RESOLUTION NO. 6-1993

A RESOLUTION RECOMMENDING PREFERRED HIGH CAPACITY TRANSIT CORRIDORS FOR FURTHER ANALYSIS.

WHEREAS, on May 19, 1992, the City of Milwaukie entered into an intergovernmental agreement with Metro to examine several high capacity transit corridor options in a Preliminary Alternatives Analysis Study; and

WHEREAS, the Preliminary Alternatives Analysis Phase I evaluates broad corridor options and selects Priority Corridor(s) for further evaluation of a smaller set of modal and alignment options to incorporate into a more detailed Alternatives Analysis and Draft Environmental Impact Statement stage; and

WHEREAS, the City of Milwaukie has participated in the development of methodology, data-gathering, selection of evaluation criteria, conceptual alternatives, and corridor evaluation throughout this Study; and

WHEREAS, the City of Milwaukie has participated in assessing public opinion about the feasibility of several corridor segments under consideration; and


WHEREAS, the technical data and public opinion have indicated that the Milwaukie Corridor and the I-5 North Corridor appear to be the most cost-effective corridors, considering projected transit ridership and cost-effectiveness; and

WHEREAS, on March 9, 1993, the Milwaukie Planning Commission, having reviewed technical data and considered nine decision-making criteria, recommended selection of the Milwaukie/I-5 North Corridors as the preferred corridors to take into the Alternative Analysis phase; and

WHEREAS, the Milwaukie/I-5 North Corridors comply with all policy elements in the Milwaukie Comprehensive Plan;

NOW, THEREFORE, BE IT RESOLVED by the City of Milwaukie, a municipality of the State of Oregon, that Milwaukie hereby endorses and recommends to the Metro Council that the Milwaukie/I-5 North Corridors be selected as the priority and preferred corridors for the Alternatives Analysis stage of the Regional High Capacity Transit Study.


PASSED this 16th day of March, 1993, by the City Council of the City of Milwaukie.


Craig J. Lomnicki, Mayor

Attest:


Pat DuVal, City Recorder

Approved as to form:


City Attorney



RESOLUTION 93-26

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE OSWEGO RECOMMENDING PREFERRED HIGH CAPACITY TRANSIT CORRIDORS FOR FURTHER ANALYSIS.

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OREGON 97034
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FAX (503) 635-0269

WHEREAS, on May 19, 1992, the City of Milwaukie entered into an intergovernmental agreement with METRO to examine several high capacity transit corridor options in a Preliminary Alternatives Analysis Study; and

WHEREAS, the Preliminary Alternatives Analysis Phase I evaluates broad corridor options and selects Priority Corridor(s) for further evaluation of a smaller set of modal and alignment options to incorporate into a more detailed Alternatives Analysis and Draft Environmental Impact Statement stage; and

ALICE L. SCHLENKER,
MAYOR

WHEREAS, the City of Milwaukie has participated in the development of methodology, data-gathering, selection of evaluation criteria, conceptual alternatives, and corridor evaluation throughout this study; and

ES C. (MIKE) ANDERSON,
COUNCILOR

WHEREAS, the City of Milwaukie has participated in assessing public opinion about the feasibility of several corridor segments under consideration; and

HEATHER CHRISMAN,
COUNCILOR

WHEREAS, the technical data and public opinion have indicated that the Milwaukie Corridor and the I-5 North Corridor appear to be the most cost-effective corridors, considering projected transit ridership and cost-effectiveness; and

WILLIAM HOLSTEIN,
COUNCILOR

WHEREAS, on March 9, 1993, the Milwaukie Planning Commission, having reviewed technical data and considered nine decision-making criteria, recommended selection of the Milwaukie/I-5 North Corridors as the preferred corridors to take into the Alternative Analysis phase; and

BILL KLAMMER,
COUNCILOR

ED MARCOTTE,
COUNCILOR

WHEREAS, the Milwaukie/I-5 North Corridors comply with all policy elements in the Milwaukie Comprehensive Plan;

MARY PUSKAS,
COUNCILOR

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lake Oswego, a municipality of the State of Oregon, that the City of Lake Oswego hereby endorses and recommends to the METRO Council that the Milwaukie/I-5 North Corridors be selected as the priority and preferred corridors for the Alternative Analysis stage of the Regional High Capacity Transit Study.


Considered and enacted by the City Council of the City of Lake Oswego at a regular meeting held on the 16th day of March, 1993.

AYES: ANDERSON, HOLSTEIN, CHRISMAN, SCHLENKER, MARCOTTE, KLAMMER

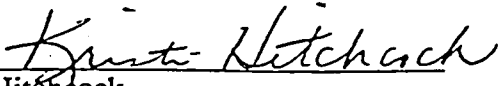
NOES: NONE

EXCUSED: PUSKAS

ABSTAIN: NONE


Alice L. Schlenker
Mayor

ATTEST:



Kristi Hitchcock
City Recorder

APPROVED AS TO FORM:



Jeffrey G. Condit
City Attorney

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1784 FOR THE PURPOSE OF RECOMMENDING PRIORITY HIGH-CAPACITY TRANSIT CORRIDORS TO THE SOUTH AND NORTH AND AN ACTION PLAN FOR PHASE 2 OF THE SOUTH/NORTH PRELIMINARY ALTERNATIVES ANALYSES

Date: March 23, 1993

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution designates certain High-Capacity Transit (HCT) corridor segments as priorities for future study and provides policy direction to project staff regarding preparation for Alternatives Analyses and funding plan.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1993 Unified Work Program identified Preliminary Alternatives Analyses for HCT corridors terminating in Clackamas County and in Clark County, Washington. This work was planned in accordance with Metro Resolution 90-1300 which designated Clackamas County as the next regional priority to receive HCT improvements and Metro/RTC joint resolutions 91-1456 and 92-1549 which established a strategy for integrating the study process for the South and North corridors and provided an oversight structure for the studies.

A Project Management Group (PMG), composed of senior transportation staff from the participating governments and agencies, was formed to oversee the study process. The PMG approved a Work Plan, appointed a Citizen Advisory Committee and Expert Review Panel and reviewed and approved data developed by technical staff.

Four potential corridor segments were identified in the Regional Transportation Plan that serve Clackamas and Clark Counties: the Milwaukie and I-205 segments to the south and the I-5 and I-205 segments to the north. Technical staff developed data on nine subject areas related to the performance and impact of high-capacity transit in each of the corridors (Exhibit A).

The data developed by technical staff was first reviewed by an Expert Review Panel, a group of technical experts from both within the region and throughout the country. The panel recommended modifications and found the data was accurate and adequate for the purposes of local decision-making.

This data was then reviewed by the Project Management Group, the Citizen Advisory Committee and by the general public in several public forums. A summary of correspondence received from the public is attached as Exhibit C. The Citizen Advisory Committee and the Project Management Group made several recommendations regarding further study of High-Capacity Transit in each of the corridors. These recommendations include:

- (1) Select Milwaukie as the priority corridor segment for further analysis of High-Capacity Transit options between Portland and Clackamas County.
- (2) Select I-5 North as the priority corridor segment for further analysis of High-Capacity Transit options between Portland and Clark County.
- (3) Seek to prepare an Alternatives Analysis/Draft Environmental Impact Statement and secure financing on a single South/North HCT corridor incorporating both the Milwaukie and I-5 segments.
- (4) Continue to analyze the design and possible funding sources for constructing and operating an HCT corridor to the Portland International Airport as a non-priority corridor.
- (5) Prepare intermediate-term improvement strategies for the I-205 South and North corridors which do not include HCT improvements.

The Citizen Advisory Committee further clarified that if both the South and North HCT priority corridor segments are not able to be developed as a single corridor, the South Corridor segment HCT improvement terminating in Clackamas County should advance first as the next regional HCT priority corridor in accordance with Metro Resolution No. 90-1300 and the Metro/RTC joint Resolution No. 91-1456.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 93-1784.

TL:lmk:bc
93-1784.RE2
3-31-93

PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 93-1784, RECOMMENDING PRIORITY HIGH CAPACITY TRANSIT CORRIDORS TO THE SOUTH AND NORTH AND AN ACTION PLAN FOR PHASE 2 OF THE NORTH/SOUTH PRELIMINARY ALTERNATIVES ANALYSIS

Date: April 20, 1993

Presented by: Councilor Gates

Committee Recommendation: At the April 13 meeting, the Planning Committee voted unanimously to recommend Council adoption of Resolution No. 93-1784. Voting in favor: Councilors Van Bergen, Kvistad, Devlin, Gates, Monroe, and Moore.

Committee Issues/Discussion: Richard Brandman, Manager, Transportation Planning Division presented the staff report. He explained that this resolution recommends the high capacity corridors in the South and North Corridors as part of the Preliminary Alternatives Analysis (Pre-AA), by unifying them as a single corridor from Clackamas County, Oregon to Vancouver, Washington. This has been an ongoing effort over the past 18 months and the issues have been reviewed several times before this committee.

Since the last update, there was a JPACT meeting on March 30 in which a public hearing was conducted to discuss the I-5 Corridor to the north and Milwaukie Corridor to the south. At that hearing there was considerable support for these choices. The only exception was Representative Frank Shields, who spoke in favor of the I-205 Corridor. The project management group and the Citizens Advisory Committee both unanimously recommended this selection, as did TPAC and JPACT.

Councilor Moore asked if the official name had been changed to the "South/North Corridor". Councilor Van Bergen indicated that that was correct and that he had made the request for the name change.

Councilor Devlin explained that the Council was embarking on a project, jointly with Clark County, Washington, that could ultimately cost upwards of \$1.6 billion. A considerable portion of that amount may be local funds. He asked whether the region was in any way jeopardizing future local funding by this decision. Mr. Brandman indicated no, in fact the next phase of this study has a financial element associated with it that will recommend to the voters, possibly in the spring of 1994, one of several alternatives along these corridors.