

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING)	RESOLUTION NO. 93-1825
THE FY 94 UNIFIED WORK PROGRAM)	
TO INCLUDE THE SINGLE CORRIDOR)	Introduced by
SOUTH/NORTH ALTERNATIVES ANALYSIS/)		Councilor Van Bergen
DRAFT ENVIRONMENTAL IMPACT)	
STATEMENT WORK ELEMENT AND AMEND-)	
ING THE FY 93 TIP ACCORDINGLY)	

WHEREAS, The Unified Work Program (UWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 1994; and

WHEREAS, The FY 1994 Unified Work Program indicates federal funding sources for transportation planning activities carried out by Metro, the Southwest Washington Regional Transportation Council, the Oregon Department of Transportation, Tri-Met and the local jurisdictions; and

WHEREAS, The FY 1994 Unified Work Program was adopted by Metro Council on March 25, 1993 under Resolution No. 93-1769; and

WHEREAS, The adopted FY 1994 Unified Work Program includes separate work elements for South Corridor and North Corridor Alternatives Analysis/Draft Environmental Impact Statements; and

WHEREAS, Metro Council adopted Resolution No. 93-1784 that adopted as regional policy "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;"

WHEREAS, Metro Council further directed staff through Resolution No. 93-1784 to seek to prepare Alternatives Analysis

and the Draft Environmental Impact Statement on the South/North Corridor; and

WHEREAS, The South/North Corridor Project Management Group has directed Metro and participating jurisdictional staff to prepare and submit an application to the Federal Transit Administration for authorization to advance the South/North Corridor into Alternatives Analysis and the preparation of a Draft Environmental Impact Statement; and

WHEREAS, The South/North Corridor Project Management Group has approved the application to advance the South/North Corridor into Alternatives Analysis/Draft Environmental Impact Statement, and has approved a federal grant request for \$987,950 in Interstate Transfer Transit funds, including a total revenue budget for the South/North Corridor into Alternatives Analysis of \$8.25 million to be funded from State of Washington, Local Washington, State of Oregon, Local Oregon and Federal sources; and

WHEREAS, The adopted FY 93 Transportation Improvement Program has designated \$987,950 of Interstate Transfer Program funds to a McLoughlin Boulevard AA/DEIS in FY 94 and the TIP must be amended to program these funds in FY 93; and

WHEREAS, the Federal Transit Administration has required that Metro amend the FY 1994 Unified Work Program to reflect the adoption of the single South/North Corridor and identify the proposed funding sources prior to approval of the application to advance into Alternatives Analysis and the Interstate Transfer Transit Funds grant request; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby declares:

1. That the 1994 Unified Work Program is amended to replace the South and North Corridor Alternatives Analysis/Draft Environmental Impact Statement elements with the South/North Corridor Alternatives Analysis/Draft Environmental Impact Statement element as reflected in Exhibit A.

2. The proposed revenue budget of \$8.25 million for the South/North Corridor Alternatives Analysis/Draft Environmental Impact Statement is endorsed with revenues from the State of Washington, Local Washington, State of Oregon, Local Oregon and Federal sources as identified in Exhibit A.

3. That the Transportation Improvement Program is amended to program \$987,950 of Interstate Transfer funds to the South/North Transit Corridor Study and be available in FY 93.

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

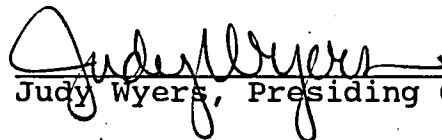

Judy Wyers, Presiding Officer

EXHIBIT A

SOUTH/NORTH AA/DEIS

PROGRAM DESCRIPTION

The purpose of the South/North Alternatives Analysis (AA)/Draft Environmental Impact Statement (DEIS) is to select a Locally Preferred Alternative (LPA) from a variety of mode and alignment alternatives to be studied within the South/North Transit Corridor Study. If the LPA is a build alternative, then it could advance into PE/FEIS, Final Design and Construction. The AA/DEIS will identify the significant environmental impacts, the costs and effectiveness and the financial feasibility of the alternatives providing the public and decision-makers with the information necessary to make the LPA choice. The decision-making process and the work plan for the South/North AA/DEIS work program would be divided into two tiers described below in more detail. (The complete work plan for the South/North Transit Corridor Study has been submitted to FTA under separate cover and is available upon request.)

RELATION TO PREVIOUS WORK

Work Program Prior to FY 93-94

In 1992, Metro and participating jurisdictions initiated the I-205/Milwaukie and I-5/I-205 Portland/Vancouver Preliminary AAs. The first phase of the Pre-AAs concluded with the adoption of Metro Resolution No. 93-1784 that selected the Milwaukie segment to the south and the I-5 segment to the north, connected through the Portland Central Business District (CBD) as the single South/North Priority Corridor.

Phase II of the Pre-AA has concentrated on identifying the wide range of mode and alignment alternatives that would advance into consideration under Tier I AA. The Pre-AA Phase II will conclude in July 1993 allowing Tier I AA to be initiated in July 1993.

OBJECTIVES

Work Program for FY 93-94

The objectives for the South/North AA/DEIS are divided by Tier I and Tier II.

Tier I

Purpose: To select a mode and study terminus to advance into Tier II AA. Alignment options will be narrowed and used to make the mode choice, and station location criteria, land use analysis and station siting options will be initiated.

- Prepare methodologies for evaluation measures and list of mode and terminus options for Tier I;

- Refine draft Financial Plan (consistency with RHCT System Plan for 1994 local funding vote);
- Prepare and implement a public involvement program;
- Develop and narrow HCT Alignment Alternatives;
- Develop HCT performance and design criteria, station siting criteria and station siting options;
- Refine LRT, Busway, River Transit, Commuter Rail and other mode alternatives;
- Define No-Build and TSM Alternative;
- Prepare Tier I Evaluation Methodology, Criteria and Measures, including the adoption of study Goals and Objectives;
- Prepare comparative costs for the alternatives;
- Prepare and document the data and measures to be used to make the mode, alignment narrowing and study terminus decisions in Tier I;
- Select mode and study terminus;
- Select Consultant for Tier II, including the preparation of consultant selection materials (e.g. Request for Proposals);
- Refine Scope, Schedule and Budget for Tier II;
- Prepare Tier II Social, Economic and Environmental Impact Methodologies; and
- Prepare a conceptual definition of the alternatives that will advance into Tier II, and prepare the necessary base maps for those alternatives.

Tier II

Purpose: To publish a DEIS and to select a Locally Preferred Alternative.

- Prepare the Detailed Definition of the Alternatives, including the station locations, other transit facilities and fixed guideway and bus operations plans;
- Prepare and implement a public involvement program.

Following are the objectives of Tier II of the South/North AA/DEIS that will be accomplished after FY 93-94:

- Prepare the Analysis and Refinement of the Alternatives Including:

Final Definition of the Alternatives and Conceptual
Engineering
Costing
Environmental Impacts
Travel Demand
Transportation Impacts

- Prepare a Financial Plan and Analysis for the Alternatives being considered;
- Prepare and Publish a Draft Environmental Impact Statement;
- Select a Locally Preferred Alternative; and
- Prepare a Locally Preferred Alternative Report and application to advance the corridor into Preliminary engineering, if a build alternative is selected.

It is anticipated that the South/North AA/DEIS will conclude with the selection of an LPA by September 1995.

EXPENDITURE

REVENUES

FY 93-94

Personal Services:	\$ 512,895	State of Washington:	\$ 954,575
(FTE 9.5)		Washington Local:	\$ 238,644
Materials & Svcs.:	\$2,372,883	State of Oregon:	\$1,515,198
Computer (M&S):	\$ 23,899	Federal E-4:	\$ 326,024
Capital Outlay:	\$ 0	Oregon Local:	\$ 42,444
Transfers:	\$ 167,208	Total:	\$3,076,885
Contingency:	\$ 0		
Total:	\$3,076,885		

Total Project Budget FY 93-94 through FY 95-96

Personal Services:	\$1,375,215	State of Washington:	\$2,520,000
(FTE)		Washington Local:	\$ 630,000
Materials & Svcs.:	\$6,362,371	State of Oregon:	\$4,000,000
Computer (M&S):	\$ 64,081	Federal E-4:	\$ 987,950
Capital Outlay:	\$ 0	Oregon Local:	\$ 112,050
Transfers:	\$ 448,333	Total:	\$8,250,000
Contingency:	\$ 0		
Total:	\$8,250,000		

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1825 FOR THE PURPOSE OF AMENDING THE FY 94 UNIFIED WORK PROGRAM TO INCLUDE THE SINGLE CORRIDOR SOUTH/NORTH ALTERNATIVES ANALYSIS/DRAFT ENVIRONMENTAL IMPACT STATEMENT WORK ELEMENT AND AMENDING THE FY 93 TIP ACCORDINGLY

Date: July 2, 1993

Presented by: Leon Skiles

PROPOSED ACTION

This resolution would amend the FY 1994 Unified Work Program (UWP) to consolidate the South and North Corridor Alternatives Analysis (AA)/Draft Environmental Impact Statement (DEIS) UWP Work Elements into a single South/North AA/DEIS UWP Work Element and to identify the funding sources for the study. The resolution would also amend the Transportation Improvement Program (TIP) to program Interstate Transfer Program funds in FY 93 to partially fund the effort.

FACTUAL BACKGROUND AND ANALYSIS

On March 25, 1993, Metro Council adopted Resolution No. 93-1710 for the purpose of approving the 1994 Unified Work Program (UWP). The 1994 UWP, as approved, included work elements for separate South and North AA/DEISs. While the work elements included estimates that each work element would require from \$4-5 million to complete, specific revenue sources for the studies were not identified.

On April 22, 1993, Metro Council adopted Resolution No. 93-1784 for the purpose of selecting priority corridors to the south and the north. Within that resolution, Metro Council adopted as regional policy a 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. The Milwaukie segment to the south and the I-5 segment to the north were selected for further analysis as the priority corridor.

Within an Action Plan also adopted through Resolution No. 93-1784, Metro Council directed staff to prepare to advance the single corridor into AA/DEIS. At that time, it was anticipated that Phase II of the Preliminary AA would continue through September 1993 with the selection of a small set of the most promising alternatives for AA and the preparation of a DEIS. Further, it was anticipated that AA/DEIS would be initiated in January 1994.

As Metro staff discussed the project decisions made in Resolution No. 93-1784 with Federal Transit Administration (FTA) staff, FTA agreed to allow the single South/North Corridor to advance into AA/DEIS. FTA staff also suggested that a two-tiered approach to

AA be incorporated into the work plan. FTA also suggested that much of the work identified as Phase II Pre-AA work could be incorporated into the first tier of AA. This approach, subsequently approved by both FTA and the South/North Project Management Group (PMG), would segment the AA decision-making into the two tiers. First, in Tier I AA, the region would select a preferred high-capacity transit mode, narrow the range of alternative alignments to two or three most promising alignments for that mode, and select study termini. The preferred mode and the most promising alignment alternatives, along with the No-Build and Transportation Systems Management (TSM) alternatives, would advance into Tier II AA. Second, in Tier II AA, the region would prepare a DEIS on the alternatives and select a Locally Preferred Alternative that, if it is a build alternative, would advance into Preliminary Engineering.

Metro staff, with the assistance of participating jurisdictions, prepared an application to advance the South/North Corridor into AA/DEIS based upon the approved two-tiered approach. The application and attached *Preliminary Work Plan* were approved by the South/North PMG and were forwarded to FTA on June 29, 1993 for their review and approval.

The *Preliminary Work Plan* includes identification of funding sources for the study, totaling \$8.25 million. Table 1 below summarizes the proposed funding sources for the South/North AA/DEIS as included in the *Preliminary Work Plan*.

Table 1
Proposed South/North AA Funding Sources

Source	Total
State of Washington	\$2,520,000
Washington Local	\$630,000
State of Oregon	\$4,000,000
Federal E-4	\$987,950
Oregon Local	\$112,050
Total	\$8,250,000

Accompanied with the application to advance the corridor into AA/DEIS was also a grant request for the \$987,950 in Federal Interstate Transfer Transit funds under the 103(3)(4) Federal Grant Program. In discussing the application and grant request, FTA indicated that the 1994 UWP would need to be amended to reflect the selection of the single South/North Corridor as the priority corridor and would need to identify the proposed funding sources for the study. While the amendment is not required to submit the application and grant request, it will be necessary in

order for FTA to approve them. The FY 93 TIP must also be amended to allow these funds to be available in FY 93, rather than in FY 94 as they are currently designated.

Exhibit B to the resolution is the work element for the South/North AA/DEIS. This resolution would replace the two South and North AA/DEIS work elements with the single work element in Exhibit B. The proposed Work Element describes a single corridor AA/DEIS study, reflects the two-tiered approach and includes the identification of the funding sources outlined in Table 1 above.

A budget amendment to Metro's budget is still required to undertake and complete the South/North Study in the adopted schedule. That amendment is not part of this action. At a future meeting, following a detailed analysis of staffing requirements, the Metro budget amendment will be requested.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 93-1825.

PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 93-1825, AMENDING THE FY 94 UNIFIED WORK PROGRAM TO INCLUDE THE SINGLE CORRIDOR SOUTH/NORTH ALTERNATIVES ANALYSIS/DRAFT

Date: July 15, 1993

Presented by: Councilor VanBergen

Committee Recommendation: At the July 13 meeting, the Planning Committee voted unanimously to recommend Council adoption of Resolution No. 93-1825. Voting in favor: Councilors Van Bergen, Devlin, Gates, Monroe, and Moore. Absent: Councilor Kvistad.

Committee Issues/Discussion: Richard Brandman, Transportation Manager, presented the staff report. Prior to this resolution, both JPACT and the Council have adopted a single South/North Corridor as the regions recommendation as we enter the Alternatives Analysis (AA)/Environmental Impact Statement (EIS) process on the corridor extending from Clackamas, through downtown Portland, to Clark County, Washington. We have also already adopted the Unified Work Program (UWP) but with two separate corridors; one South, one North. This was adopted six months ago before the two corridors were joined.

This resolution codifies the joining of these two corridors within the UWP and the Transportation Improvement Program (TIP) so that the federal government can program the \$987,000 of federal funds that have been requested to help support this effort.

There was no discussion or comment and the resolution was approved unanimously and suggested for the Consent Agenda.

Following the vote, Andy Cotugno, Planning Director, informed the committee that there will shortly be another action coming before the Council relating to the South/North Corridor. That will be an amendment to the Metro budget that will clarify staffing assignments and dollar allocation to this, now single project.