



**METRO**

**Agenda**

MEETING: METRO COUNCIL WORK SESSION  
DATE: April 22, 2008  
DAY: Tuesday  
TIME: 2:00 PM  
PLACE: Metro Council Chamber

**CALL TO ORDER AND ROLL CALL**

- |                |           |   |               |
|----------------|-----------|---|---------------|
| <b>2:00 PM</b> | <b>1.</b> | <b>DISCUSSION OF AGENDA FOR COUNCIL REGULAR MEETING, APRIL 24, 2008/ADMINISTRATIVE/CHIEF OPERATING OFFICER COMMUNICATIONS</b> |               |
| <b>2:15 PM</b> | <b>2.</b> | <b>TRANSPORTATION FINANCING</b>   | Shaw/Brandman |
| <b>3:15 PM</b> | <b>3.</b> | <b>BREAK</b>  |               |
| <b>3:20 PM</b> | <b>4.</b> | <b>OREGON DEPARTMENT OF TRANSPORTATION (ODOT) GRANT APPLICATION FOR BIKE PED BRIDGE</b>                                       | Hart          |
| <b>4:20 PM</b> | <b>5.</b> | <b>COUNCIL BRIEFINGS/COMMUNICATION</b>  |               |

**ADJOURN**

**TRANSPORTATION FINANCING**

Metro Council Work Session  
Tuesday, April 22, 2008  
Metro Council Chamber

# METRO COUNCIL

## Work Session Worksheet

Presentation Date: April 22, 2008 Time: 2:15 pm Length: 60 min.

Presentation Title: Transportation Financing

Department: Planning

Presenters: Andy Cotugno / Andy Shaw / Randy Tucker

### ISSUE & BACKGROUND

In February 2008, JPACT requested that a subgroup meet to discuss the possibility of creating a regional transportation authority. Those discussions evolved into consideration of regional and state transportation financing scenarios. This work session is intended to provide:

- An update on the discussions to date and conceptual state and regional funding proposals being examined.
- An opportunity to discuss approaches to developing state and regional funding proposals.

### OPTIONS AVAILABLE

Council may wish to provide direction to staff regarding the development of regional and state transportation financing scenarios and/or proposals.

### IMPLICATIONS AND SUGGESTIONS

### QUESTION(S) PRESENTED FOR CONSIDERATION

In discussions with other jurisdictions, what are the principles that should be applied to the definition of regional and state transportation funding proposals?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION \_\_Yes XNo  
DRAFT IS ATTACHED \_\_Yes XNo

**OREGON DEPARTMENT OF TRANSPORTATION  
(ODOT) GRANT APPLICATION  
FOR BIKE PED BRIDGE**

Metro Council Work Session  
Tuesday, April 22, 2008  
Metro Council Chamber

# METRO COUNCIL

## Work Session Worksheet

Presentation Date: April 22, 2008 Time: 3:00 pm Length: 15 minutes

Presentation Title: ODOT Grant for Bike/Pedestrian Bridge in North Portland

Department: Regional Parks and Greenspaces Department

Presenters: Jane Hart

### **ISSUE & BACKGROUND**

In December 2005 Metro Council passed resolution #05-3592B approving the Smith and Bybee Trails Feasibility Study. The resolution also recommended a preferred alignment and directed staff to conduct further feasibility studies of segments of the preferred alignment and to take immediate actions to implement the neighborhood connection between the St. Johns landfill and Peninsula Crossing trail.

Studies are underway to provide Council with adequate information to determine feasibility of :

- 1) a bike/pedestrian bridge over the North Slough in the vicinity of the northwest corner of the St. Johns landfill.
- 2) locating the trail across private property along the south side of the South Slough.

In February, 2008 Metro Parks submitted a Notice of Intent to ODOT apply for an \$1.5 million grant to design and build a bike/pedestrian bridge between Pier Park and Chimney Park (see 'Project Area' on attached figure). If the grant is awarded, the bridge will be the first component of the neighborhood connection, and an important gap will be completed for two of the Connecting Green trails packages: the Willamette River Greenway (North Reach) and the 40-Mile Loop trail. In the short term the bridge will provide a multi-modal connection for bicyclists and pedestrians to access Chimney Park, an under-used green space that until this time has only been accessible by automobile. In the longer term, the bridge is an essential component of connecting St. Johns town center and neighborhoods with Chimney Park and eventually to the Smith and Bybee Natural Area, the Columbia River and an extensive network of regional, local and neighborhood trails.

A complete grant application requires supporting documentation including:

- a show of support (worksession endorsement) from the Metro Council to apply for the grant;
- Signed commitment by City of Portland to provide local cash match (\$220,000);
- Signed Commitment by City of Portland to maintain and operate the bridge when built.

Portland Parks & Recreation has given their verbal agreement to provide the match funds from their Park SDC account, and to maintain and operate the bridge. They are working with Metro staff to provide a written commitment to include in the grant application.

## **OPTIONS AVAILABLE**

1. Metro Council could recommend that Metro staff apply for the grant. Metro will carry out this project if the grant is awarded. It is anticipated that it would take approximately 0.25 FTE of a staff principal or senior planner over a 2-year period (500 hours or \$29,937) to design and build the bridge. Funding would need to be available for this work during FY 09-10 and FY 10-11, and the work will be part of the Department's work plan for those FY's. In-house staff will be supported by outside consultants; funding for the consultants will be covered by the grant.
2. Metro Council could recommend that Metro staff does not apply for the grant. Metro will lose opportunity to apply for \$1.5 million of funding to complete an important missing link in two Connecting Green trails. This option will not be consistent with Metro's public policy regarding this project or with an IGA between Metro and Portland Parks for the development of the trail system in this area.

## **IMPLICATIONS AND SUGGESTIONS**

Assuming that written commitment is received from the City of Portland to provide the local cash match and to maintain and operate the bridge, staff recommends that Metro Council endorse staff's request to apply for this grant.

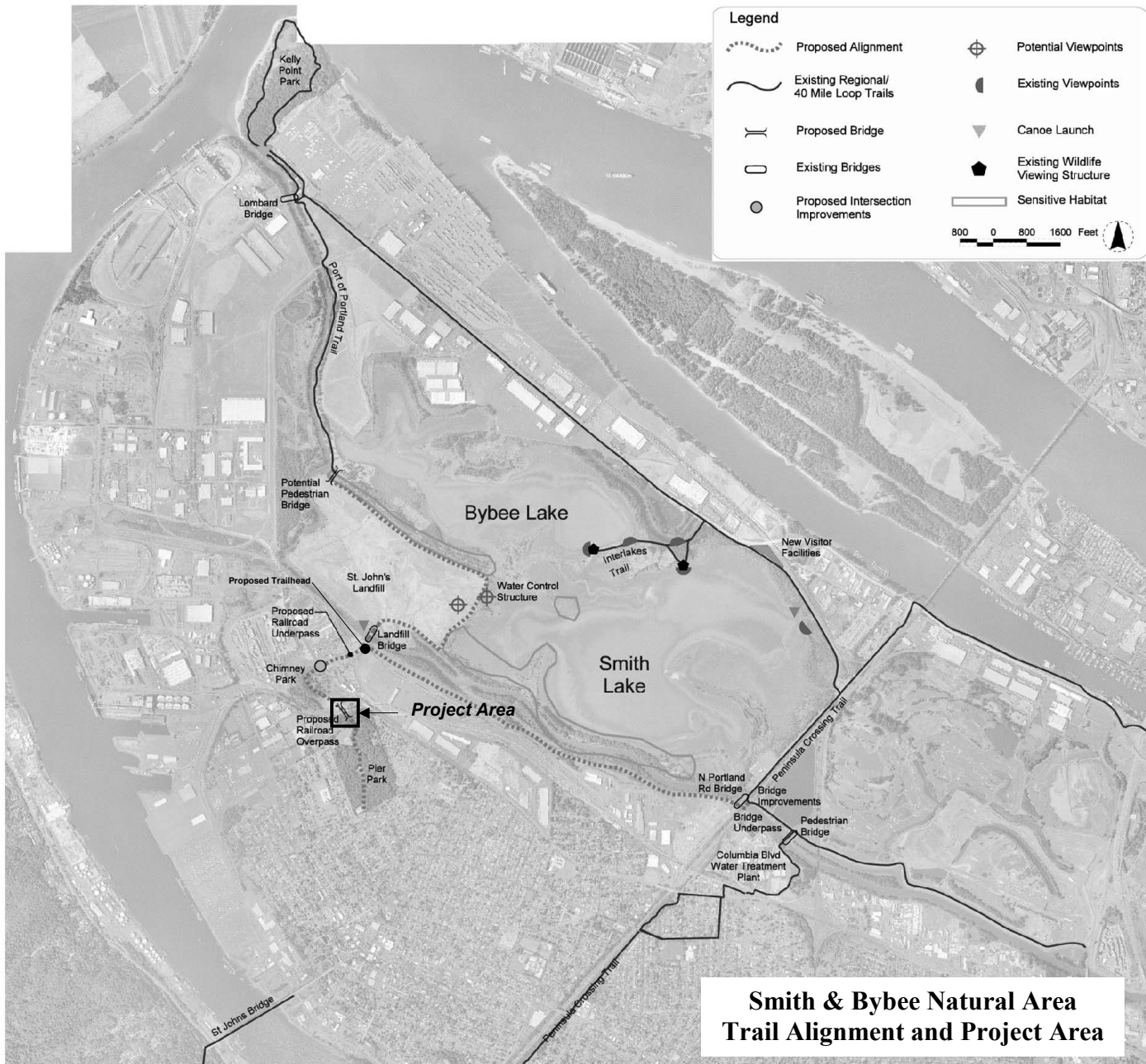
Assuming the grant is received, Metro will enter into an Intergovernmental Agreement with the City of Portland for use of the City's land to build the bridge and for other agreements as needed. Having worked successfully and in close partnership with Portland Parks over the last several years on trail projects in this vicinity, Staff does not anticipate any problems working with the City on this project.

If Metro Council does not endorse staff's application for this grant, an opportunity to be eligible for funding to complete an important missing link in the regional trail system will be lost. The trail advocates, citizen volunteers and organizations that Metro has worked with over the last several years to move this project forward will be disappointed. Metro will not incur costs of staff salary to administer the grant which has been approximated at \$29,937 over a two year period.

## **QUESTION(S) PRESENTED FOR CONSIDERATION**

Does Metro Council endorse staff's request to apply for this grant?

**LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION** \_\_Yes \_\_X\_No  
**DRAFT IS ATTACHED** \_\_Yes \_\_No



**Smith & Bybee Natural Area  
Trail Alignment and Project Area**