

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING)	RESOLUTION NO. 84-486
FY 1983 UNIFIED WORK PROGRAM AND)	
APPROVING IN CONCEPT THE DEVELOP-)	Introduced by the Joint
MENT OF THE OREGON CITY TRANSIT)	Policy Advisory Committee
CENTER)	on Transportation

WHEREAS, The FY 1983 Unified Work Program (UWP) was amended in April 1984 by Resolution No. 84-461; and

WHEREAS, The UWP as an ongoing planning instrument must, from time to time, be revised to reflect changing task priorities and funding availability; and

WHEREAS, Funding for the preliminary planning of the Oregon City Transit Center needs to be increased to allow development as a joint development project in conjunction with the Oregon City urban renewal district; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District (Metro) endorses the principle of developing the Oregon City transit station in conjunction with the urban renewal plan and recognizes that increased UMTA Section 3 funds from the McLoughlin Transit Improvement Reserve will be necessary.

2. That the Metro Council approves the amendment to increase the FY 1983 UWP task budget (federal) for the Transit Center and TSM Development from \$15,392 to \$37,392.

3. That these actions are consistent with the continuing

cooperative and comprehensive planning process and are hereby given Affirmative Intergovernmental Project Review Approval.

ADOPTED by the Council of the Metropolitan Service District this 23rd day of August, 1984.

Cortez Kirkpatrick

Presiding Officer

BP/srb
1653C/382
08/09/84

CONSIDERATION OF RESOLUTION NO. 84-486 FOR THE
PURPOSE OF AMENDING FY 1983 UNIFIED WORK PROGRAM
AND APPROVING IN CONCEPT THE DEVELOPMENT OF THE
OREGON CITY TRANSIT CENTER

Date: July 17, 1984

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Clackamas County, the city of Oregon City and Tri-Met are currently undertaking a joint planning program to site a parking garage, transit center, and county offices in the downtown Oregon City area. To support the overall redevelopment effort, an urban renewal district has been established.

Total development of this major downtown improvement program has been planned as a concurrent undertaking in order to fully integrate the three major elements. Local match for the transit center will be provided as part of the urban renewal district funding program.

To resolve this and other problems associated with the downtown improvement, the participants have developed a plan of action consisting of the following:

1. Clackamas County is to be the lead agency in overall project development of the downtown improvement. Oregon City and Tri-Met will participate in a support capacity.
2. Preliminary planning and site facility analysis of the transit center will be coordinated by Tri-Met using Section 9 funds programmed under the FY 1983 Unified Work Program (UWP) funds (Resolution No. 84-461).
3. Feasibility analysis, environmental documentation, design, right-of-way and construction of the transit center are to utilize Section 3 "Trade" funds, with the urban renewal district providing the local match.
4. If funding is required for the transit center over and above the currently granted Section 3 "Trade" amount of \$840,140, it will be drawn from the McLoughlin Corridor Transit Improvements Reserve (currently \$1.5 million).

5. Tri-Met is to continue as grant applicant and recipient of UMTA funds for transit center development.

The immediate need addressed by this Resolution is to increase the budget for the Transit Center and TSM Development task in the UWP. This increase is necessary to cover costs for preliminary planning and site selection of the Oregon City Transit Center and changes the UWP task budget (federal) from \$15,392 to \$37,392. This revision, accomplished without changing the UWP total budget, is offset by reductions of other task budgets within the UWP.

Secondary considerations addressed by the Resolution are the endorsement of: 1) the principle of development of the Oregon City Transit Station as a joint development project in conjunction with other elements of the Oregon City urban renewal district, 2) increased funding for project implementation, and 3) use of the McLoughlin Corridor Transit Improvements Reserve (Section 3 "Trade") for the transit center if required.

TPAC and JPACT have reviewed this project and unanimously recommend approval of Resolution No. 84-486.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 84-486.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On August 6, 1984, the Regional Development Committee voted to forward this Resolution to the Metro Council without a recommendation. Concerns were expressed about the specific details of the downtown Oregon City urban renewal plan and the Committee requested the attendance of a local representative to respond to questions at the Council meeting.

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