

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 94-1937 FOR THE PURPOSE OF AMENDING THE FY 1994 METRO TRANSPORTATION IMPROVEMENT PROGRAM TO ALLOCATE FUNDS TO SUPPORT THE EXTENSION OF WESTSIDE LIGHT RAIL TO THE CITY OF HILLSBORO

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Date: March 22, 1994

Presented by: Andrew Cotugno

#### PROPOSED ACTION

Adoption of this resolution would amend the FY 1994 Metro Transportation Improvement Program (TIP) to increase funding authority for the Hillsboro Extension of the Westside Light Rail System by \$8 million of additional Section 9 revenue for obligation in FY 96, resulting in a \$30 million total Section 9 commitment. This authorization would require delay of \$8 million of a planned \$13.5 million bus purchase project until FY 97. This resolution would also allocate \$75 million of Section 3 Discretionary funding authority for the extension project (\$15 million in FY 95 and \$60 million in FY 96). The Section 3 authorization anticipates Congressional appropriation and Federal Transit Administration (FTA) approval of these funds for this use.

#### FACTUAL BACKGROUND AND ANALYSIS

Metro Resolution No. 92-1598 endorsed a Full-Funding Grant Agreement with the Federal Transit Administration to construct a light rail extension from downtown Portland to SW 185th Avenue in Washington County. Section 7B of that Agreement specified that an amendment would be permitted to add an extension of the light rail line to the city of Hillsboro upon approval of a Final Environmental Impact Statement (FEIS) and appropriation of federal Discretionary funds.

Metro has submitted the Hillsboro FEIS for FTA approval and Tri-Met has written a letter to Metro, included as Exhibit A of this resolution, that notifies Metro of Tri-Met's intent to request Congressional appropriation and FTA approval of \$75 million of Section 3 Discretionary funding for the Hillsboro Extension project.

In this same letter, Tri-Met has identified a package of federal, state and local revenue sources to finance the extension project which totals \$225 million. A key component of this funding package includes \$8 million of new Section 9 authority in FY 96 and \$75 million of Section 3 Discretionary funds. Metro's endorsement of this funding plan is required and will be demonstrated by amendment of the Metro TIP, together with a request to amend the State TIP in similar fashion.

The FY 94 TIP currently reflects programming of \$13.5 million of Section 9 funds in FY 96 for a large bus purchase and a \$14.9 million reserve fund programmed in FY 97. To free \$8 million for use by the Hillsboro Extension in FY 96, \$8 million of the bus purchase authority will be delayed to FY 97 which is the earliest that the unallocated reserve funds can be "accessed."

Other changes to the Section 9 program are anticipated as part of development of the FY 95 TIP which will occur in early summer. At that time, changes will also be made to both Regional and State STP fund programming which concern transit funding issues. However, the current amendment is a stand-alone action that accommodates the region's Hillsboro Extension funding proposal while maintaining a balance of regional revenues to anticipated resources as required by ISTEA and FTA.

The Section 3 funds have still to be appropriated by Congress. Additionally, Tri-Met will have to negotiate a Hillsboro amendment of the Westside FFGA and then submit an application for award of the funds. These programming changes are shown in Attachment A of this staff report.

#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 94-1937.

94-1937.RES  
3-22-94  
TW:lmk

METRO  
Transportation Improvement Program

Portland Urbanized Area

Fiscal Years 1994 to Post 1997

In Federal Dollars

Effective October 1, 1993

Federal Transit Administration Program

Project Description

Estimated Grant Award by Federal Fiscal Year  
Obligated Anticipated

1994

1995

1996

1997

Post 1997

Authorized

FEDERAL TRANSIT ADMINISTRATION-SEC 3 WSLR

**17 WESTSIDE LIGHT RAIL EXTENSION TO SW 185 AVE*****206 *****00000**TRA*03-0043*****								
Non-Hwy Cp	81,795,000	0	104,000,000	104,000,000	108,000,000	118,200,000	0	515,995,000
Total	81,795,000	0	104,000,000	104,000,000	108,000,000	118,200,000	0	515,995,000
**18 WESTSIDE LIGHT RAIL EXTENSION TO HILLSBORO*****246 *****06595**TRA*00-0000*****								
Non-Hwy Cp	0	0	0	15,000,000	60,000,000	0	0	75,000,000
Total	0	0	0	15,000,000	60,000,000	0	0	75,000,000
Total FEDERAL TRANSIT ADMINISTRATION-SEC 3 WSLR	81,795,000	0	104,000,000	119,000,000	168,000,000	118,200,000	0	590,995,000

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Approved Program Years

METRO  
Transportation Improvement Program  
In Federal Dollars  
Portland Urbanized Area

Fiscal Years 1994 to Post 1997  
Effective October 1, 1993  
Federal Transit Administration Program

Project Description	Estimated Grant Award by Federal Fiscal Year	1994	1995	1996	1997	Post 1997	Authorized
	Obligated    Anticipated						
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Federal Transit Administration-Sect 9							
***6 Finald Vouchered Projects*****							
Pre Eng	597,664	0	0	0	0	0	597,664
Rt-of-Way	1,304,846	0	0	0	0	0	1,304,846
Constr	7,738,311	0	0	0	0	0	7,738,311
Non-Hwy Cp	9,177,692	0	0	0	0	0	9,177,692
Other	6,052,273	0	0	0	0	0	6,052,273
Total	24,870,786	0	0	0	0	0	24,870,786
***7 BUS PURCHASES*****							
Non-Hwy Cp	12,865,149	0	0	5,530,000	8,000,000	0	26,395,149
Total	12,865,149	0	0	5,530,000	8,000,000	0	26,395,149
***8 BUS DISPATCH CENTER REPLACEMENT*****							
Non-Hwy Cp	5,326,836	0	0	0	0	0	5,326,836
Total	5,326,836	0	0	0	0	0	5,326,836
***9 WESTSIDE LIGHT RAIL EXTENSION TO HILLSBORO*****							
Pre Eng	0	550,000	871,520	0	0	0	1,421,520
Non-Hwy Cp	0	0	10,128,480	11,000,000	8,000,000	0	29,128,480
Total	0	550,000	11,000,000	11,000,000	8,000,000	0	30,550,000
***10 BANFIELD PARK-AND-RIDES*****							
Other	0	0	0	0	800,000	0	800,000
Total	0	0	0	0	800,000	0	800,000
***11 LIGHT RAIL VEHICLE PURCHASE (T)*****							
Non-Hwy Cp	16,011,872	0	0	0	0	0	16,011,872
Total	16,011,872	0	0	0	0	0	16,011,872
***12 PARTS AND EQUIPMENT...MAINT VEHICLES/SHELTERS/ACCESS STOPS/ETC*****							
Non-Hwy Cp	11,148,491	0	0	0	0	0	11,148,491
Total	11,148,491	0	0	0	0	0	11,148,491
***13 HILLSBORO ALTERNATIVES ANALYSIS/DEIS (UWP)*****							
Pre Eng	0	0	0	0	0	0	0
Alt Anal	1,625,504	0	0	0	0	0	1,625,504
Total	1,625,504	0	0	0	0	0	1,625,504
***14 SECTION 9 CAPITAL RESERVE*****							
Reserve	0	0	0	0	6,917,000	0	6,917,000
Total	0	0	0	0	6,917,000	0	6,917,000
***15 SECTION 9 OPERATING PROGRAM*****							
Operating	41,323,316	4,396,000	4,396,000	4,396,000	4,396,000	0	58,907,316
Total	41,323,316	4,396,000	4,396,000	4,396,000	4,396,000	0	58,907,316
***16 LIGHT RAIL VEHICLES - AIR CONDITIONING RETROFIT*****							
Non-Hwy Cp	0	0	0	400,000	3,520,000	0	3,920,000
Total	0	0	0	400,000	3,520,000	0	3,920,000
Total Federal Transit Administration-Sect 9							
	113,171,954	4,946,000	15,396,000	15,396,000	18,326,000	19,237,000	0 186,472,954

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Approved Program Years

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE ) Resolution No. 94-1937  
FY 1994 METRO TRANSPORTATION )  
IMPROVEMENT PROGRAM TO ALLOCATE )  
FUNDS TO SUPPORT THE EXTENSION OF )  
WESTSIDE LIGHT RAIL TO THE CITY ) Introduced by  
OF HILLSBORO )

WHEREAS, Metro Resolution No. 92-1598 endorsed a Full-Funding Grant Agreement with the Federal Transit Administration (FTA) to construct a light rail extension from downtown Portland to SW 185th Avenue in Washington County; and

WHEREAS, Section 7B of that Agreement specified that amendment of the Agreement would be permitted to add an extension of the light rail line to the city of Hillsboro upon completion of a Final Environmental Impact Statement (FEIS) and appropriation of federal Discretionary funds; and

WHEREAS, The Hillsboro FEIS has been submitted for FTA approval; and

WHEREAS, Tri-Met has written a letter to Metro, included as Exhibit A of this Resolution, that notifies Metro of Tri-Met's intent to request Congressional appropriation and FTA approval of \$75 million of Section 3 Discretionary funding for the Hillsboro Extension project; and

WHEREAS, Metro must approve Tri-Met's allocation of an additional \$8 million of Section 9 Reserve funds to construct the Hillsboro Extension; and

WHEREAS, Tri-Met has identified other local funding sources shown in Exhibit A sufficient to complete construction of the Extension; now therefore

BE IT RESOLVED:

1. That the FY 1994 Metro Transportation Improvement Program (TIP) be amended to allocate an additional \$8 million of Section 9 funding authority in FY 96 (total of \$30 million) and \$75 million of Section 3 funds to the Hillsboro Extension.

2. That the FY 94 TIP be amended to delay \$8 million of Section 9 bus purchase authority currently programmed for FY 96 to FY 97 to be met with allocation of \$8 million of FY 97 Section 9 Reserve funds.

3. That Metro requests amendment of the State Transportation Improvement Program to reflect this amendment.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_, 1994.

Judith Wyers, Presiding Officer

TW:lmk  
94-1937.RES  
TPAC Recommendation



**TRI-MET**

4012 S.E. 17TH AVENUE  
PORTLAND, OREGON 97202



MAR 14 1994

March 9, 1994

Mr. Andrew Cotugno  
Planning Director  
Metro  
600 NE Grand Avenue  
Portland, OR 97232-2736

**Subject: TIP Notification for Grant Application OR-03-0043 Amendment No. 3  
Requesting Incorporation of the Hillsboro Extension into the Westside Project  
Full Funding Grant Agreement (FFGA)**

Dear Andy:

Tri-Met plans to submit an application to FTA approximately March 31 requesting funding for final design and construction of the Hillsboro extension to the Westside light rail project.

The expected final cost of the proposed extension is \$225,000,000 in the year of expenditure. This budget is comprised of one-third FTA Section 3, one-third formula funds (STP and Section 9), and one-third local resources. To simplify financial obligations and cost tracking, a match ratio of 66.67/33.33 will be used as FTA Region X staff has advised. Federal funds requested in this initial application include the \$75,000,000 in Section 3 assistance and \$11,000,000 in regional FY94 funding available through the ISTEA Surface Transportation Program. A summary of anticipated revenues is shown below:

<u>Source</u>	<u>\$ Millions/YOE</u>
FTA Section 3	75.0
State Lottery Contribution	27.6
Local Government	15.0
Regional STP	22.0
(11 in FY94; 11 in FY95)	
State STP	22.0
(all in FY96)	
FTA Section 9	30.0
Regional GO Bonds	30.0
Interest Earnings	<u>3.4</u>
<b>TOTAL</b>	<b>225.0</b>

3/9/94, A. Cotugno, Metro  
Hillsboro Ext. TIP Notification  
Page 2

The \$75,000,000 in Section 3 discretionary resources is already programmed in the regional TIP. The entry is split between FY95 (at 15,000,000) and FY96 (60,000,000). Tri-Met is currently pursuing Congressional authorization of the full \$75,000,000 needed for the project. However, the actual amount to be appropriated in future years remains uncertain. Tri-Met will request Letter of No Prejudice authority concurrently with submittal of the grant application for the purpose of "accessing" whatever level of appropriation is obtained in FY95. The \$11,000,000 in regional STP funding for the Hillsboro project is also programmed in the present TIP.

The Hillsboro light rail extension is approximately 6.2 miles long and will connect the present terminus of the Westside Project located at SW 185th Avenue in Washington County with the Hillsboro Park & Ride station located at the intersection of SW Adams and Washington Street in downtown Hillsboro. The light rail route follows the present Burlington Northern railroad alignment west from 185th Avenue to 216th Avenue, where the Burlington Northern turns northward. The light rail route continues westward from 216th into downtown Hillsboro occupying right-of-way previously owned by the Oregon Electric Railway Co. In downtown Hillsboro, light rail will occupy Washington Street from 12th Avenue to the terminus at SW Adams Avenue. The extension will have eight stations including four park & ride lots.

Initial project expenditures will support consulting contracts for final design of the light rail facilities, acquisition of real property for right-of-way, first payments for purchase of light rail vehicles, and project management.

The final Environmental Impact Statement for the Hillsboro extension will be submitted to FTA about March 18. As you recall, the Westside FFGA, in section 7B, provided for amendment of the contract to incorporate Hillsboro pursuant to compliance with certain federal requirements and Congressional authorization of funds.

The Tri-Met Board of Directors will hold a public hearing on the project application on March 30. Copies of the public hearing announcement have been sent to private transportation providers. The notice of public hearing is also scheduled for publication in three areawide newspapers during the month of March.

Please contact Kim Manley at 238-5849 if you have questions about the grant application.

Sincerely,



Bruce Harder

Exec. Dir., Finance & Administration

cc: Terry Whisler, Metro

Marty Andersen, ODOT Region 1



## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 94-1949 FOR THE PURPOSE OF ENDORING THE ODOT/DLCD FUNDING RECOMMENDATIONS FOR THE TRANSPORTATION AND GROWTH MANAGEMENT GRANT PROGRAM

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Date: April 5, 1994

Presented by Mike Hogle

#### PROPOSED ACTION

The Metro Technical Advisory Committee (MTAC) and the Transportation Policy Advisory Committee (TPAC) request Metro Council consider approval of Resolution No. 94-1949 for the purpose of endorsing the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) funding recommendations for the Transportation and Growth Management (TGM) Grant Program.

Metro is responsible for reviewing ODOT and DLCD funding recommendations in the Portland area for two of the three categories of grants, Category 1, Transportation System Plan projects and Category 2, land use planning projects. Metro's Unified Work Program will be revised to reflect the specifics of the TGM Grant Program.

#### MTAC and TPAC Recommendations

MTAC (Metro's technical advisory committee on land use issues) met on March 24, 1994, and reviewed the grant recommendations proposed by ODOT and DLCD. MTAC agreed with the DLCD and ODOT recommendations as outlined in this memorandum. The comments on the recommendations were:

- support funding for planning work for the development of the Primary Transit Network;
- concern regarding funding long-range planning for Canby and Sandy prior to a Region 2040 decision; and
- important that the planning for regional bike and pedestrian networks be a coordinated effort to avoid duplication of programs.

TPAC (Metro's technical advisory committee to JPACT on transportation issues) discussed the grant recommendation at their April 1, 1994, meeting. TPAC recommends approval of the TGM Program Resolution No. 94-1949 with the following comments:

- combine Sandy/Metro Satellite City Plan (project IUU) and Canby Alternative Plan (project IE) and fund up to \$195,000 for work elements which support the growth concept adopted at the conclusion of Region 2040. The work elements should focus on the inter-urban relationships of these areas with the Portland area; and

important to have extensive coordination and integration of Metro regional studies with local jurisdiction's projects, specifically, the regional bicycle and pedestrian studies, transit system planning and regional parking.

## FACTUAL BACKGROUND AND ANALYSIS

The 1993 Legislature approved the funding of the joint ODOT and the DLCD, TGM Grant Program. The TGM Grant Program includes approximately \$2,052,300 in Region 1, for work by local governments to better integrate transportation and land use planning and develop new ways to manage growth to achieve compact pedestrian, bicycle and transit-friendly urban development.

Metro is assisting ODOT and DLCD in reviewing Portland area grant applications in two of the three categories of grants, Category 1, Transportation System Plan projects and Category 2, land use planning projects. Since Metro is an applicant for Category 1 and Category 2 Grants, DLCD and ODOT staff took the lead role in evaluating the applications against the grant criteria. This should assure scoring consistency, and remove questions of bias or preference in favor of Metro proposals on the part of other applicants. Consequently, Metro staff's role in reviewing the proposals was to comment on and provide background information on the applicability of local grant projects to regional projects, such as Region 2040 and the Regional Transportation Plan.

ODOT and DLCD's joint recommendations for funding of TGM Grants in Region 1 are listed on Attachment A. Attachment B provides a synopsis of the different proposals. Since the program delegates decisions on Category 1 and 2 Grants to Metro, this memo constitutes DLCD/ODOT's recommendations to Metro for those grants. DLCD will make decisions on Category 3 Grants in coordination with ODOT and in consideration of Metro's comments.

Generally, DLCD and ODOT's recommendations for funding follow the criteria listed below for ranking grant proposals:

The work will result in specific products (e.g., plan or ordinance objectives).	0-20 points
The application demonstrates likelihood of success in achieving its stated objectives.	0-20 points
Complements and is coordinated with periodic review, ODOT-sponsored corridor planning and other activities related to the project.	0-10 points
Clearly addresses a demonstrated transportation problem or opportunity of community, regional and state importance related to the TPR.	0-30 points
Clearly contributes to development patterns that enhance opportunities for use of bicycles, walking and transit.	0-10 points
The application demonstrates special merit (e.g., collaborative process; innovative approach; joint project, volunteers, models, such as plans, ordinances and agreements, etc.).	10 points

Proposals were scored individually by ODOT and DLCD staff prior to joint meetings with Metro staff to discuss and compare ratings and details of the grant applications. In general, the

recommendations flow directly from the resulting ranking. However, in making final funding recommendations, several other factors were considered by ODOT and DLCD:

- Whether funding was available from other sources. For example, ODOT has corridor planning funding available for some system planning projects in the region.
- Whether the project is timely, considering other planning efforts in the metropolitan area. Some projects would appear to be premature and depend upon planning decisions which have not yet been made.
- Achieving some balance in the distribution of grant funds across the region and providing funding to smaller jurisdictions.

Major reasons projects ranked low and are not recommended included the following:

- The application included only a very general work program or the work program did not clearly address specific transportation problems or issues in a way which would achieve Transportation Planning Rule (TPR) objectives.
- The application did not clearly describe how the work was related to other ongoing work or their appeared to be duplication with other work.

### **Funding Recommendations**

Grant proposals recommended for funding are listed in Exhibit A attached to Resolution No. 94-1949 at the back of this packet. A full listing of grant proposals submitted under all the grant categories, are summarized in Attachment A of this staff report. Attachment B of this report provides a synopsis of the different proposals.

The focus of this staff report is to outline the reasons why specific grant proposals were not recommended for funding. Also included is a discussion of proposals recommended for funding for amounts less than requested.

### ***Category 1 Grants***

Category 1 Grants are for preparation or amendment of Transportation System Plans to comply with the TPR. A total of \$934,000 is allocated to Region 1 for funding of Category 1 Grants. Applications for \$1.21 million were received. Recommended funding is \$840,139. All grant awards are subject to approval by ODOT of detailed work plan, including coordination between related projects, as applicable.

### **Category 1 Proposals Not Recommended for Funding**

The majority of planning proposals are recommended for funding. The following list focuses on those projects not funded or projects that will be funded at an amount less than requested.

- **1B Beaverton Transportation System Plan**

The work program provided by the city is very general. It is unclear what specific objectives in the TPR or local problems that the city is attempting to address. The work program would have to be considerably more detailed to justify funding. DLCD and ODOT do not recommend this project for funding given the limited level of information on local issues or needs to be addressed and the very general level of the work program with respect to implementation of the TPR.

- **1L Clackamas County Sunnyside Road Corridor Design Plan**

This project appears directed primarily at designing a road improvement to provide additional vehicular capacity. Although alternative modes (bike, pedestrian and transit) are mentioned, the work program does not describe what planning related to these modes will be done. Consequently, it is unclear how this project advances or achieves the objectives of the TPR, especially with respect to increasing use of alternative modes.

- **1F Canby Transportation System Plan**

- **1N Clatskanie Transportation Network Plan**

Other funds are available.

- **1RR Rainier Transportation System Plan**

Other funds are available.

- **1SS Sandy Urban Growth Strategy**

- **1GGG Scappoose Comprehensive Transportation Plan**

Other funds are available.

### **Category 1 Proposals with Reduced Funding**

Listed below are grant proposals which will be funded at an amount less than requested.

- **1NN Portland Parking Management Plan**

Originally, ODOT and DLCD did not recommend funding this grant proposal. The reasons were that the city's proposed work program appeared to call primarily for staff participation in regional discussions regarding development of a parking plan. Although the program also calls for the development of city strategies, this is limited to the last two months of the schedule. Consequently, it is unclear what specific products will result from this project. ODOT and DLCD requested clarification of the proposal. Subsequently, partial funding, of \$20,000, has been recommended. The grant proposal was for \$50,000.

The eight grant proposal listed below represent a total funding request of \$379,000. All of these applications cover similar work and are intended to be coordinated with one another.

The work programs, however, are somewhat different and could benefit from clarification. For example, the areas to be covered are not clear and the relationship between Metro's regional plan policy and the local plans is not clear. DLCD and ODOT support funding of these projects, but at a slightly lower total level. DLCD and ODOT propose to reserve \$313,000 for these projects in total and negotiate more detailed work programs which clarify the products to be created and how the efforts between Metro and counties will be coordinated.

- **1I Clackamas County - Pedestrian Plan**
- **1K Clackamas County - Regional Bicycle Plan**
- **1W Metro Regional Bicycle Program**
- **1X Metro Regional Pedestrian System Plan**
- **1CC Multnomah County - Pedestrian Plan for East Multnomah County**
- **100 Portland - TSP Pedestrian Element**
- **1PP Portland - Bicycle Master Plan**
- **1AAA Washington County Bicycle Plan Update**

### ***Category 2 Grants***

Category 2 Grants are for consideration of land use alternatives which evaluate increased densities and mixing of uses to reduce dependence on the automobile and increase use of alternative modes (i.e., biking, walking and transit).

A total of \$652,800 is allocated to the Metro area for Category 2 projects and applications totaling \$869,359 were received. In addition, cities near, but outside the Metro area, are eligible for these funds at Metro's discretion. Recommended proposals for funding in this category total \$537,462. All grant awards are subject to approval by ODOT of a detailed work plan including coordination between related projects, as applicable.

### **Category 2 Proposals Not Recommended for Funding**

Proposals not recommended for funding in this category either did not clearly address the objectives of Category 2 (i.e., to consider increases in density or changes in land use design or mix of uses) or were more appropriate for funding under other categories.

- **1A Beaverton LRT Station Area Plan**

This project appears to be a design plan for a specific project rather than a planning study to evaluate land use plan changes which would increase density, mix uses or otherwise change the existing land use plan to further encourage alternative modes. The site is already designed as a station area and has been the subject of station area planning efforts by Tri-Met and the city. Further site planning would appear to be appropriate as part of station area planning.

DLCD and ODOT also evaluated the project as a specific development plan under Category 3. It was not recommended for funding under this Category because the site includes only a single ownership and the purpose of specific development plans is to do subdivision level planning for multiple ownerships to address broader than single parcel issues.

- **1EE North Plains Westside Urban Growth Boundary Plan**

The city has provided only a very general work program addressing possible satellite city issues.

- **1JJ Eastbank Integrated Master Plan**

This project does not appear to result in specific plan or ordinance changes nor does it clearly address the objectives of Category 2 to evaluate land use plan amendments to increase densities or mix uses to reduce travel. The product of this work is a strategy and a work program for subsequent planning and intergovernmental coordination to address admittedly complex and important transportation issues on the Eastbank of the Willamette River. While these issues are important, they are not addressed through the proposed application in a way which would justify Category 2 funding for this project.

### **Category 2 Proposals with Reduced Funding**

Listed below are grant proposals which will be funded at an amount less than requested.

- **1E Canby - Evaluation of 2040 and IUU Sandy/Metro Satellite City Plan**

DLCD and ODOT recommend funding these proposal up to a total grant award of \$195,000 contingent on successful negotiation of the work plans.

### **Category 3 Grants**

For information regarding grants, contact DLCDC.

### **Projects Recommended for Funding in Other Categories**

Listed below are proposals recommended for funding under other categories. All grant awards are subject to approval by ODOT of a detailed work plan.

- **1H Clackamas County - Sunnyside Village Center Design Plan**

This project is principally a detailed site plan for the public plaza and transit stop at the proposed Sunnyside Village Center. The project implements the existing plan rather than as Category 2 is intended to do, consider changes to land use which increase density or mix uses. DLCDC and ODOT support this work, but do not believe that it is eligible for Category 2 funding. DLCDC and ODOT also evaluated this project for funding under Category 3 and support funding the proposal.

- **1MM Portland SE Main Streets Study**

This project would identify and address building and development code barriers to accomplishing higher density residential development and infill in the southeast Portland area. Most of the project appears directed at building and structural code issues rather than consideration of changes to land use plans which would increase planned densities or change the mix of land uses from current planning designations. Consequently, ODOT and DLCDC feel

that most of this work does not qualify for Category 2 funding. Nonetheless, DLCD and ODOT do support funding for all or most of this project as a Category 3 Infill and Redevelopment project.

- **1YY Tri-Met Primary Transit Network**

DLCD and ODOT support this work and recommend funding. However, Tri-Met is not an eligible applicant and the work is not eligible for funding under Category 2. Funding is contingent on successful negotiations with Metro and Tri-Met and approval by the TGM Management Committee.

#### **EXECUTIVE OFFICER'S RECOMMENDATION**

The Executive Officer recommends adoption of Resolution No. 94-1949.

MW/erb  
e:\pd\res&ord\94-1949  
04/05/94

## ATTACHMENT A

Transportation Growth Management Program  
Summary Grant Applications

March 1994

File Code	Jurisdiction	Project Title	Category 1 Amount	Category 2 Amount	Category 3 Amount
1A	Beaverton	Central LRT Station Specific Plan		\$75,000	
1B	Beaverton	Transportation	\$40,000		
1C	Beaverton	Infill			\$33,400
1D	Canby	99E Access Management Plan	49,000		
1E	Canby	Metro Preferred Alternative - 2040		70,000	
1F	Canby	Transportation System Plan	20,000		
1G	Canby	Application of Tools			30,000
1H	Clackamas County	Sunnyside Village Center Design Plan		50,000	
1I	Clackamas County	Pedestrian Plan	48,994		
1J	Clackamas County	Oak Grove Community Plan		34,962	
1K	Clackamas County	Regional Bicycle System Plan	30,000		
1L	Clackamas County	Sunnyside Road Corridor Design Plan	48,910		
1M	Clackamas County	Public Investment Area			50,000
1N	Clatskanie	Transportation Network Plan	21,250		
1O	Forest Grove	Pedestrian Bicycle Network Plan	12,000		
1P	Gladstone	Transportation System Plan	17,000		
1Q	Gresham	Rockwood Center Mixed-Use Plan			40,000
1R	Gresham	Land Use Alternatives Study		50,000	
1S	Gresham	Long-Range Transit Plan	50,000		
1T	Hood River	Urban Area Transportation System Plan	48,850		
1U	Hood River County	Multi-modal Transportation Services Fac.			80,000
1V	Lake Oswego and Clackamas County	Waluga Triangle Transportation/Land Use Study	47,650		
1W	Metro	Regional Bicycle/Pedestrian Program	50,000		
1X	Metro	Regional Pedestrian System Plan	50,000		
1Y	Metro	Parking Area Inventory	80,000		
1Z	Metro	Regional Main Streets		75,000	
1AA	Metro	TOD Implementation Program		60,000	
1BB	Milwaukie	Transportation System Plan	42,245		
1CC	Multnomah County	Pedestrian Plan for East Multnomah County	50,000		
1DD	Multnomah County	Suburban Street Design Charette		22,500	
1EE	North Plains	Westside UGB Plan		17,000	



File	Jurisdiction	Project Title	Category 1 Amount	Category 2 Amount	Category 3 Amount
1FF	Oak Lodge Sanitation District	Model Process for Urban Services Agreement			40,000
1GG	Oregon City	Transportation Master Plan Update	37,500		
1HH	Oregon City	Clackamette Cove Development Plan			40,000
1II	Portland	Knott Street/Martin Luther King Jr. Boulevard Mixed Use Project			39,500
1JJ	Portland	Eastbank Integrated Master Plan		50,000	
1KK	Portland	Hollywood Pilot Project			40,000
1LL	Portland	Livable City Target Sites			40,000
1MM	Portland	SE Main Streets Study		40,000	
1NN	Portland	Parking Management Plan	50,000		
1OO	Portland	TSP - Pedestrian Element	50,000		
1PP	Portland	Bicycle Master Plan	50,000		
1QQ	Portland	Banfield Light Rail Development Opportunity Site			40,000
1RR	Rainier	Transportation System Plan	20,000		
1SS	Sandy	Urban Growth Strategy	25,063		41,230
1TT	Sandy	Downtown Transportation Design	19,956		
1UU	Sandy	Sandy/Metro Satellite City Plan		174,897	
1VV	Sherwood	Transportation Rule Implementation	20,000		
1WW	St. Helens	Access Management Highway 30	17,000		
1XX	Tigard	Multi-Model Connections/Pathways	25,500		
1YY	Tri-Met	Primary Transit Network		50,000	
1ZZ	Troutdale	Transportation System Plan	30,000		
1AAA	Washington County	Bicycle Plan Update	50,000		
1BBB	Washington County	SD Cooperative/Urban Services Agreement			40,000
1CCC	Washington County	Transit Supportive Corridor Project		50,000	
1DDD	Washington County	Revise Local Street Standards	42,500		
1EEE	Washington County	Additional Neighborhood Commercial		50,000	
1FFF	Wilsonville	Bicycle and Pedestrian Ordinance	21,500		
1GGG	Scappoose	Comprehensive Transportation Plan	50,000		
		TOTAL APPLICATIONS	\$1,218,418	\$869,359	\$554,130
		Amount Available	\$934,200	\$652,800	\$465,300
		Amount Funded	934,195	607,462	452,900

Attachment B

**TRANSPORTATION/GROWTH MANAGEMENT PROGRAM  
APPLICATION DESCRIPTION  
MARCH 1994**

**Within Metro Boundaries**

**Applicant:** City of Beaverton  
**File Code:** 1A  
**Amount:** 75,000  
**Grant Type:** LUA  
**Project Title:** Beaverton Central LRT Station Specific Plan  
**Description:** The project will be to prepare a specific plan on City-owned property adjacent to the planned Beaverton Central Light Rail Station, to implement the Civic Center concept of the adopted Downtown Development Plan to better integrate transportation and land use to achieve compact pedestrian, and transit-friendly urban development.

**Applicant:** City of Beaverton  
**File Code:** 1B  
**Amount:** 40,000  
**Grant Type:** TPR  
**Project Title:** Transportation  
**Description:** This project involves updating the Plan and Development Code standards for local, collector, and arterial streets to meet the changing needs of the community and the Transportation Rule.

**Applicant:** City of Beaverton  
**File Code:** 1C  
**Amount:** 33,400  
**Grant Type:** UGM  
**Project Title:** Infill  
**Description:** This project involves evaluating the issues surrounding infill development and developing a method to overcome these controversial issues. A community education program will be developed for dealing with public concerns. Amendments to the Plan and Code will result.

**Applicant:** City of Canby  
**File Code:** 1E  
**Amount:** 70,000  
**Grant Type:** LUA  
**Project Title:** METRO Preferred Alternative 2040 Plan - Applied to Canby  
**Description:** METRO will adopt a preferred alternative for their 2040 plan. This proposed project will evaluate such a plan for its impact upon Canby. So far, the published information assumes Canby will have minimal growth while, in recent years, growth has been at about 4%, and 5.4% within the last year. The impact analysis would show what changes are needed to implement the selected alternative in Canby. Canby has been described in numerous public meetings as one of the satellite cities.

**Applicant:** Clackamas County  
**Code:** 1H  
**Amount:** 50,000  
**Grant Type:** LUA  
**Project Title:** Sunnyside Village Center Design Plan, Funding Study & Ordinance Update  
**Description:** There are three major components to the project for which we are seeking funding: 1) A detailed Design Plan for Village Green and Transit Plaza; 2) Funding alternatives for implementing unfunded aspects of Sunnyside Village; 3) Monitoring, evaluation and revision of Sunnyside Village Plan and Zoning Ordinance.

**Applicant:** Clackamas County  
**File Code:** 1I  
**Amount:** 48,994  
**Grant Type:** TPR  
**Project Title:** Pedestrian Plan  
**Description:** This project will consist of an inventory of existing pedestrian paths and sidewalks, review policies for pedestrian facilities as part of our transportation system planning effort, and set priorities for construction and repair of substandard facilities. New segments are expected to link activity centers such as schools and commercial developments to neighborhoods. Safety and convenience are major concerns.

**Applicant:** Clackamas County  
**File Code:** 1J  
**Amount:** 34,962  
**Grant Type:** LUA  
**Project Title:** Oak Grove Community Plan  
**Description:** This plan provide a strategy for redevelopment to integrate transportation as land use more effectively. Through a process of examining current land use densities and borrowing from the neo-traditional concept, the Oak Grove Community Plan will enhance this community's historic development patterns and provide for desirable uses within a pedestrian/bicycle-friendly and transit-supportive environment.

**Applicant:** Clackamas County  
**File Code:** 1K  
**Amount:** 30,000  
**Grant Type:** TPR  
**Project Title:** Bike Plan  
**Description:** This TSP work will meet the requirements of the Transportation Planning Rule (RPR). It will include an inventory of existing bikeway facilities, a review and possibly changes to policies for bikeway facilities, inclusion of projects in our CIP, and coordination.

**Applicant:** Clackamas County  
**File Code:** 1L  
**Amount:** 48,910  
**Grant Type:** TPR  
**Project Title:** Sunnyside Road Corridor Design Plan  
**Description:** The project would develop a design plan and implementation strategies for the ultimate design of Sunnyside Road from I-205 to the East Sunnyside Village near 152nd Avenue. This project will: 1) Identify the multimodal needs of Sunnyside Road, and 2) Determine when these improvements are needed.

**Applicant:** Clackamas County  
**File Code:** 1M  
**Amount:** 50,000  
**Grant Type:** UGM  
**Project Title:** Public Investment Area  
**Description:** Phase II of the Public Investment Area (PIA) project will concentrate on refining the information used in the PIA model. The study area is North Clackamas County; this includes the cities of Gladstone, Happy Valley and Milwaukie, along with a number of special districts. The study will test the applicability of the model to regional growth alternatives. It will evaluate the fiscal ability of local jurisdictions to develop as planned.

Phase II of the PIA will increase the accuracy of the financial and demographic data. It also identifies steps needed to incorporate financial impact analysis into the comprehensive planning process.

The result of the Phase II analysis will identify areas of disproportionate fiscal impact resulting from development. Thus, the tool can be used to provide feedback to planners and policy makers on the anticipated financial drain from existing comprehensive plans.

**Applicant:** City of Forest Grove  
**File Code:** 10  
**Amount:** 12,000  
**Grant Type:** TPR  
**Project Title:** Forest Grove Pedestrian/Bicycle Network Plan  
**Description:** A non-auto transportation network plan which a) becomes part of the Comprehensive Plan and the Capital Improvement Program, b) combines and links non-auto transportation routes (pedestrian and bicycle) for a range of purposes including commuter and recreational, c) ranks the routes in order of importance based on safety, projected amount of use, acquisition needs, linkages to outside city routes, and overall economic development potential such as improving downtown access, and d) provides rough estimates of costs for all sections.

**Applicant:** City of Gladstone  
**File Code:** 1P  
**Amount:** 17,000  
**Grant Type:** TPR  
**Project Title:** Transportation Systems Plan  
**Description:** Development of elements of a transportation systems plan including comparing costs and benefits of street improvements to investment in alternate transportation facilities.

**Applicant:** City of Gresham  
**File Code:** 1Q  
**Amount:** 40,000  
**Grant Type:** UGM  
**Project Title:** Rockwood Center Mixed-Use Plan  
**Description:** This is a proposal to create a specific development plan for a sub-area of Gresham known as Rockwood. The plan will emphasize mixed-use development and will incorporate infill strategies, a focused public investment plan, minimum density zoning, and other transportation-efficient land-use strategies.

**Applicant:** City of Gresham  
**File Code:** 1R  
**Amount:** 50,000  
**Grant Type:** LUA  
**Project Title:** Gresham Land Use Alternative Study  
**Description:** The purpose of this project is to evaluate different land use designations, densities and design standards in order to reduce automobile trips and support alternative modes of transportation. This report will provide the basis for new zoning districts, modification to existing districts, and development of new or revised design standards.

**Applicant:** City of Gresham  
**File Code:** 1S  
**Amount:** 50,000  
**Grant Type:** TPR  
**Project Title:** Long Range Transit Plan  
**Description:** This Consultant Study develops a 20-year transit plan for the City of Gresham, which will be used as the transit element for the State-mandated Transportation System Plan. This plan will identify potential transit services and routes, funding and implementation. The key issues are two light rail extensions, the need for feeder bus and shuttle bus systems, vanpool-carpool, intercity and in-city transit, and demand-responsive transit. The plan will leverage services and facility investments and promote transit-supportive land use patterns.

**Applicant:** City of Lake Oswego in conjunction with Clackamas County  
**File Code:** 1V  
**Amount:** 47,650  
**Grant Type:** TPR  
**Project Title:** Transportation Management and Land Use Study for the Waluga Triangle  
**Description:** The City of Lake Oswego and Clackamas County desire to develop a transportation and land use management plan for the Waluga Triangle. This area, roughly in the shape of a triangle, (Exhibit "A") is within the City of Lake Oswego Urban Services Boundary (USB) bounded by Kruse Way to the north, I-5 to the west, and Boones Ferry Road to the east. The area contains both incorporated and unincorporated lands and is about 600 acres in size.

**Applicant:** Metro + Three Counties and City of Portland  
**File Code:** 1W  
**Amount:** 50,000  
**Grant Type:** TPR  
**Project Title:** Regional Bicycle & Pedestrian Program  
**Description:** This program would create a bicycle system element of the Region Transportation Plan (RTP), as required by the State Transportation Planning Rule. The program would also provide guidance for local bike system planning in the Portland region and development of local ordinances.

**Applicant:** Metro + Three Counties and City of Portland  
**File Code:** 1X  
**Amount:** 50,000  
**Grant Type:** TPR  
**Project Title:** Regional Pedestrian System Plan  
**Description:** A Regional Pedestrian System Plan for incorporation into the RTP that includes an inventory of pedestrian facilities or regional significance, prioritizing key pedestrian corridors and improvement needs and developing strategies for improving the pedestrian environment in priority areas.

**Applicant:** Metro  
**Code:** 1AA  
**Amount:** 60,000  
**Grant Type:** LUA  
**Project Title:** TOD Implementation Program - Services  
**Description:** This grant will provide for specific support activities and services to establish a TOD Implementation Program. The work products will include: 1) Legal opinion for TOD Implementation Funding; 2) Report on specific development tool(s) to be utilized; 3) Site selection analysis; 4) Property appraisal report; 5) Environmental scoping; 6) Draft resolutions for enactment by Metro.

**Applicant:** Metro  
**File Code:** 1Y  
**Amount:** 80,000  
**Grant Type:** TPR  
**Project Title:** Parking Area Inventory  
**Description:** The project will estimate total parking area in the Portland Metropolitan Region by land use type for purposes of compliance with the Transportation Planning Rule (TPR) and the Parking Ratio Rule.

**Applicant:** Metro  
**File Code:** 1Z  
**Amount:** 75,000  
**Grant Type:** LUA  
**Project Title:** Regional Main Streets  
**Description:** The Regional Main Streets planning program is the regional planning process for the development of urban design standards and minimum housing densities for key locations in the region. Implementing strategies for pedestrian-oriented development will also be included. The primary products are land use policies to be considered for incorporation into the Transportation System Plan, density and design standards and implementation strategies for the Regional Framework Plan.

**Applicant:** City of Milwaukie  
**File Code:** 1BB  
**Amount:** 42,245  
**Grant Type:** TPR  
**Project Title:** Milwaukie TSP  
**Description:** An adopted Transportation System Plan (TSP) for the City of Milwaukie.

**Applicant:** Multnomah County  
**File Code:** 1CC  
**Amount:** 50,000  
**Grant Type:** TPR  
**Project Title:** Pedestrian Plan for East Multnomah County  
**Description:** Develop a pedestrian plan for East Multnomah County. The plan will identify existing deficiencies, recommend designated pedestrian districts, and develop a pedestrian Capital Improvement Program.

**Applicant:** Multnomah County  
**File Code:** 1DD  
**Amount:** 22,500  
**Grant Type:** LUA  
**Project Title:** Suburban Street Design Charette  
**Description:** The project will analyze the multi-modal function and form of a typical suburban arterial street with a five-lane cross-section and low-density, strip-type development. Street and urban design elements will be analyzed to identify possible improvements for bicycles and pedestrians.

**Applicant:** City of North Plains  
**File Code:** 1EE  
**Amount:** 17,000  
**Grant Type:** TPR LUA UGM  
**Project Title:** Westside Urban Growth Boundary Plan  
**Description:** A mixed category 1, 2, and 3 grant application for implementation of the Transportation Planning Rule, consideration of land use alternatives to be incorporated into plan and ordinance amendments, and demonstration or Urban Planning Area Agreement revisions and new specific development plan, applied to the City's recent approval of a 306-acre UGB expansion, which has been appealed to LUBA by DLCD, ODOT and 1,000 Friends.

**Applicant:** Oak Lodge Sanitary District  
**File Code:** 1FF  
**Amount:** 40,000  
**Grant Type:** UGM  
**Project Title:** Model Process for Urban Service Agreements  
**Description:** Development and implementation of a process resulting in urban service agreements/special district cooperative agreements, for a highly urbanized area consisting of both incorporated and unincorporated territory with a multiplicity of urban service providers.

**Applicant:** City of Oregon City  
**File Code:** 1GG  
**Amount:** 37,500  
**Grant Type:** TPR  
**Project Title:** Transportation Master Plan Update  
**Description:** Update existing Transportation Master Plan. Incorporate Transportation Planning Rule requirements. Establish a model ordinance incorporating the Transportation Rule Requirements. Enlarge public input opportunities.

**Applicant:** City of Oregon City  
**File Code:** 1HH  
**Amount:** 40,000  
**Grant Type:** UGM  
**Project Title:** Clackamette Cove Development Plan  
**Description:** Establish Transportation Element of Development Plan. Establish mixed use zoning ordinance. Establish effects of Regional Transportation Planning efforts on parcel. Establish a developmental guideline for site.

**Applicant:** City of Portland/Portland Development Commission  
**File Code:** 1II  
**Amount:** 39,500  
**Grant Type:** UGM  
**Project Title:** Knott St./MLK Blvd. Mixed Use Project  
**Description:** The Russell Street intersection on Martin Luther King Jr. Blvd. is located in the heart of the Eliot Neighborhood in inner Northeast Portland. The Albina Community Plan and Eliot Neighborhood Plan both recognize this intersection as a strategic "node" that offers the potential for transit-oriented, mixed-use projects that include housing and retail development. At least two sites are located at the Russell St. "node" that are of sufficient size and orientation for significant combination of housing and retail development. The proposed project supported by this grant would allow a full range of site analysis, programming, design and other pre-development activities to prepare one of these sites for construction as transit and pedestrian oriented mixed-use development.

**Applicant:** City of Portland  
**File Code:** 1JJ  
**Amount:** 50,000  
**Grant Type:** LUA  
**Project Title:** Eastbank Integrated Master Plan  
**Description:** This project will develop a land use and transportation strategy as the first phase of an Eastbank integrated master planning process. It will analyze the scope and objectives of the master planning process, identify an affected parties task force, explore funding options, select a consultant, refine the work program and vision statement, and integrate functional plan elements into a public strategy document.

**Applicant:** City of Portland, Bureau of Planning  
**File Code:** 1KK  
**Amount:** 40,000  
**Grant Type:** UGM  
**Project Title:** Hollywood Pilot Project  
**Description:** The Hollywood Pilot Project will help Hollywood Development Corporation (HDC) take the next steps to attract development projects that stimulate development and recreate a transit oriented community of housing, offices and stores. The HDC consultant team will assist HDC to define prototype projects that demonstrate marketable and attractive uses, identify potential sites, and negotiate with developers to build these projects. In addition, the process will provide a model developers to build these projects. In addition, the process will provide a model for other community based groups to create transit oriented development in their neighborhoods.

**Applicant:** City of Portland, Bureau of Planning  
**File Code:** 1LL  
**Amount:** 40,000  
**Grant Type:** UGM  
**Project Title:** Livable City Housing Initiative - Target Sites  
**Description:** This project will identify, analyze, and inventory potential housing sites of various sizes in the city, for their suitability for use for transit-supportive, neighborhood-compatible, residential and mixed-used development. The results of this project will be an inventory of housing sites, fully researched and available to inform developers of opportunities within Portland, which have been approved by property owners, neighborhood and business associations. The sites will also be approved by the Board of a non-profit corporation funded by a public and private partnership whose goal is to foster construction of significant amounts of new housing within Portland over the next 20 years.

**Applicant:** City of Portland, Bureau of Planning  
**File Code:** 1MM  
**Amount:** 40,000  
**Grant Type:** LUA  
**Project Title:** S.E. Main Streets Study  
**Description:** The S.E. Main Streets Study will study building and zoning code issues (fire and life safety, seismic, ADA, height, setbacks, etc.) from the perspective of market feasibility of adding residential units above existing buildings. Modifications to the zoning and buildings codes that pose unnecessary disincentives to mixed use development will be explored, and proposed if warranted. The study will use specific buildings within 2500 acre target area of close-in SE Portland as test cases for the study.



**Applicant:** City of Portland  
**File Code:** INN  
**Amount:** 50,000  
**Grant Type:** TPR  
**Project Title:** Parking Management Plan  
**Description:** The purpose of this project will be to develop a parking management plan to meet the per capital parking space reduction requirement of the transportation Planning Rule. Efforts of the plan will be two part: 1) to coordinate regional efforts to plan for the TPR parking space reduction requirements and the DEQ parking ratio requirement with other jurisdictions using a consultant, preferably Metro; 2) apply the regional framework to the City of Portland and develop a parking management plan for areas outside of the Central City.

**Applicant:** City of Portland  
**File Code:** 100  
**Amount:** 50,000  
**Grant Type:** TPR  
**Project Title:** TSP - Pedestrian Element  
**Description:** This project will develop the pedestrian element of the Portland Transportation System Plan. The project will establish policies and standards for the pedestrian network; define a network based on the policies and standards; assess network needs, and produce a final pedestrian network plan with implementation and funding strategy.

**Applicant:** City of Portland  
**File Code:** 1PP  
**Amount:** 50,000  
**Grant Type:** TPR  
**Project Title:** Bicycle Master Plan  
**Description:** This project will develop a Bicycle Master Plan through an 18-month public process. The Bicycle Master Plan will update the current bicycle route network, establish a comprehensive network of bikeways (e.g. bicycle lanes, trails, and neighborhood through streets), develop an appropriate policy framework, identify bicycle performance measures or standards, and establish bicycle facilities design and maintenance standards. The Bicycle Master Plan will include a plan for implementing recommended changes, and serve as an element of the City of Portland Transportation System Plan and the Regional Bike Network.

**Applicant:** City of Portland/Portland Development Commission  
**File Code:** 1QQ  
**Amount:** 40,000  
**Grant Type:** UGM  
**Project Title:** Banfield Light Rail Development Opportunity Site - NE 60th & Glisan  
**Description:** One of the major opportunity sites for redevelopment along the Banfield Light Rail Line (LRT) is the 5+-acre site at NE 60th & Glisan. To be able to capture the type of redevelopment which meets public objectives regarding transit ridership and growth management, the City of Portland Development Commission (PDC) proposes to conduct a thorough redevelopment analysis with particular emphasis on: 1) transit-oriented and pedestrian-friendly design and development; 2) appropriate density of housing given adjacency to LRT; 3) a realistic redevelopment program for a mixed-use housing project. The project will also involve continued negotiations with ODOT for site control with the intention of soliciting redevelopment proposals in 1995.

**Applicant:** City of Sandy  
**Code:** IUU  
**Amount:** 174,897  
**Grant Type:** LUA  
**Project Title:** City of Sandy/METRO Satellite City Plan  
**Description:** To revise the Sandy Comprehensive Plan and its supportive documents as a model satellite city and accommodating growth as projected by the METRO 2040. The satellite city Comprehensive Plan will be a refinement of the Peter Calthorpe design created for Sandy in the 2040 project. The plan is to meet the Transportation Rule requirements.

**Applicant:** City of Sherwood  
**File Code:** 1VV  
**Amount:** 20,000  
**Grant Type:** TPR  
**Project Title:** Sherwood Transportation Rule Implementation  
**Description:** 1) Review City of Sherwood Comprehensive Plan and Zoning Community Development Code for compliance with Transportation Planning Rule (TPR) and TPR Implementation Guidelines. 2) Draft Plan and Code Amendments. Known areas for consideration include: Street and right-of-way width standards; bicycle parking standards; transit supportive design standards and incentives; streetscape standards, and pedestrian/bicycle pathway plan. 3) Conduct informational meetings with citizens and the development community. 4) Planning Commission and City Council hearings for adoption of amendments.

**Applicant:** City of Tigard  
**Code:** 1XX  
**Amount:** 25,500  
**Grant Type:** TPR  
**Project Title:** Multi-Modal Connections and Pathways  
**Description:** A study to determine ways to improve transportation system connectivity through two discrete projects: 1) The development of a pedestrian/bike path system plan; 2) A feasibility study of a multimodal connection between Tigard and Tualatin along the Hall Blvd./Tualatin River corridor.

**Applicant:** Tri-County Metropolitan District of Oregon  
**File Code:** 1YY  
**Amount:** 50,000  
**Grant Type:** LUA  
**Project Title:** Primary Transit Network  
**Description:** This project develops the Primary Transit Network within a Metro process to define the Regional Framework Plan. The Primary Transit Network will build on land use decisions from the Region 2040 Process. Tri-Met and Metro will closely coordinate the Primary Transit Network with planning for other elements of the Regional Framework Plan. The overall planning process involves local jurisdictions and other major stakeholders.

**Applicant:** City of Troutdale  
**File Code:** 1ZZ  
**Amount:** 30,000  
**Grant Type:** TSP  
**Project Title:** Transportation System Plan  
**Description:** This project will update the City of Troutdale's Comprehensive Plan in order to comply with provisions of the Transportation Planning Rule as described in OAR 600-12.

**Applicant:** Washington County  
**File Code:** 1AAA  
**Amount:** 50,000  
**Grant Type:** TPR  
**Project Title:** Bicycle Plan Update  
**Description:** This project would update and revise the bicycle element of the 1988 Washington County Transportation Plan, resulting in a planned comprehensive county-wide bikeway network. This plan, upon completion, would become an element of the County's Transportation Systems Plan. The purpose of this bikeway network is to provide a system of bikeways throughout the County providing safe, direct, and convenient bicycle access to major destinations to encourage bicycling.

**Applicant:** Washington County  
**File Code:** 1BBB  
**Amount:** 40,000  
**Grant Type:** UGM  
**Project Title:** Special District Cooperative & Urban Service Agreements  
**Description:** The purpose of this project is to develop special district coordination and urban service agreements for the portion of Washington County within the Regional Urban Growth Boundary. ORS 195.085 requires local governments and special districts to enter into urban service agreements no later than the first periodic review that begins after November 4, 1993. This project responds to that mandate and would bring all affected jurisdictions in Washington County into compliance at the same time in 1995.

**Applicant:** Washington County  
**File Code:** 1CCC  
**Amount:** 50,000  
**Grant Type:** LUA  
**Project Title:** Transit Supportive Corridor Project  
**Description:** The Transit Supportive Corridor Project is intended to be a critical step in fostering transit-supportive development along two or three corridors in Washington County. The focus of the project is to generate alternative development concepts along transit corridors in order to increase transit, walking and bicycle travel.

**Applicant:** Washington County  
**File Code:** 1DDD  
**Amount:** 42,500  
**Grant Type:** TPR  
**Project Title:** Revise Local Street Standards  
**Description:** This project is intended to provide a set of recommended local street design standards for eventual adoption into the County road standards. The project will result in a set of design standards which will bring the County road standards more in line with the Transportation Planning Rule and current practices. Standards to be reviewed will include, but not be limited to, street width, on-street parking, curve and corner radii, sidewalk location, and width of landscape strips.

**Applicant:** Washington County  
**File Code:** 1EEE  
**Amount:** 50,000  
**Grant Type:** LUA  
**Project Title:** Feasibility of Additional Neighborhood Commercial Sites  
**Description:** The purpose of this project is to explore the feasibility of increasing the number of sites in urban unincorporated Washington County designated for the development of neighborhood shopping centers, and to define strategies for appropriately designating sites deemed feasible for such uses.

**Applicant:** City of Wilsonville  
**Code:** 1FFF  
**Amount:** 21,250  
**Grant Type:** TPR  
**Project Title:** Bicycle, Pedestrian and Transit Ordinance  
**Description:** Category 1 grant to revise chapter 4 of the Wilsonville code to include comprehensive development standards for bicycle, pedestrian and transit improvements. This project involves a new ordinance.

**TRANSPORTATION/GROWTH MANAGEMENT PROGRAM  
APPLICATION DESCRIPTION  
MARCH 1994**

**Outside Metro Boundaries**

**Applicant:** City of Canby  
**File Code:** 1D  
**Amount:** 49,000  
**Grant Type:** TPR  
**Project Title:** Highway 99E Access Management Plan for Canby  
**Description:** Develop an Access Management Plan for the entire Highway 99E through the City of Canby and its Urban Growth Boundary area. Will analyze existing and future access requirements, identify access management strategies, and focus on operation of the highway at full development of adjacent lands.

**Applicant:** City of Canby  
**File Code:** 1F  
**Amount:** 20,000  
**Grant Type:** TPR  
**Project Title:** Transportation System Plan Implementation  
**Description:** A Canby Transportation System Plan by Kittelson & Assoc. will be completed by July 1, 1994, and will recommend changes to Canby's policies. This project will translate the Transportation System Plan recommendations into amendments to Canby's current Planning and Development Ordinance and Comprehensive Plan and aid in implementing the Transportation System Plan consistent with the transportation planning rules.

**Applicant:** City of Canby  
**File Code:** 1G  
**Amount:** 30,000  
**Grant Type:** UGM  
**Project Title:** Application of Growth Management Tools  
**Description:** This project will formulate the application of various growth management tools such as Urban Reserves, Delayed Annexation, and County Cooperative Agreements. The actual products will be new and revised ordinances, policies and agreements.

**Applicant:** City of Clatskanie  
**File Code:** 1N  
**Amount:** 21,250  
**Grant Type:** TPR  
**Project Title:** Transportation Network Plan  
**Description:** To develop a plan that integrates pedestrians, cyclists, and motorists in and through the downtown and commercial areas of the city of Clatskanie. The plan should include dedicated routes for safety moving the three types of traffic and the costs and schedules to construct the required facilities.

**Applicant:** City of Hood River  
**File Code:** IT  
**Amount:** 48,850  
**Grant Type:** TPR  
**Project Title:** Urban Area Transportation System Plan  
**Description:** 1. Urban Area Transportation System Plan including: a) street network, b) mass transit c) bicycle network, d) pedestrian network.  
2. Policy recommendations for "The Transportation Rule" and periodic review.  
3. Joint collaborative project between City and County resulting in an agreement for transportation development.

**Applicant:** Hood River County  
**File Code:** 1U  
**Amount:** 80,000  
**Grant Type:** UGM  
**Project Title:** Multimodal Transportation Services Facility  
**Description:** Construct a 3000-square-foot transportation facility to serve as a coordinating point for multimodal transportation services in Hood River. This facility will support the integration of existing bike, pedestrian, intercity bus, public transit, excursion rail, highway, helicopter air tour and cruise ship activity in Hood River. Further, this project will provide maximum efficiency of land use with minimum public costs.

**Applicant:** City of Rainier  
**File Code:** 1RR  
**Amount:** 20,000  
**Grant Type:** TPR  
**Project Title:** Transportation System Plan Elements  
**Description:** This project will help Rainier to implement the Transportation Planning Rule by 1) recommending physical improvements to US Hwy. 30, and to the local street system that will better separate through and local traffic and improve local circulation for all modes, and by 2) recommending amendments to the City's land use and land subdivision regulations that will help to enhance US 30 as an Access Oregon Highway.

**Applicant:** City of Sandy  
**File Code:** 1SS  
**Amount:** 25,063 41,230  
**Grant Type:** TPR + UGM  
**Project Title:** Sandy Urban Growth Strategy  
**Description:** The City of Sandy and Clackamas County will jointly prepare a comprehensive urban growth management strategy for the Sandy urban area. Work products will include a transportation network plan, urban service agreements, and annexation plan, and an urban growth management agreement.

**Applicant:** City of Sandy  
**File Code:** 1TT  
**Amount:** 19,956  
**Grant Type:** TPR  
**Project Title:** Sandy Downtown Transportation Design  
**Description:** To create a transportation plan for downtown Sandy which addresses requirements for the Transportation Rule and Hwy. 26 as an Access Oregon Highway. The task work program will include revising land uses to meet TSP projections and facilitate access for the community and visitors to the Mt. Hood Corridor.

**Applicant:** City of Scappoose

**File Code:** 1GGG

**Amount:** 50,000

**Grant Type:** TPR

**Project Title:** Comprehensive Transportation Plan

**Description:** A Comprehensive Transportation Plan is proposed to assist the City in achieving an adequate road network that takes local trips off Highway 30, and provides an adequate bicycle and pedestrian circulation system, and alternatives to single-occupancy vehicle commuter trips to Portland along Hwy. 30. The existing transportation system for all modes will be evaluated and assessed in terms of existing deficiencies and future projected needs based on land use development over the next 20 years. A future transportation system plan will be developed for all modes, improvements prioritized, and alternative funding sources identified.

**Applicant:** City of St. Helens

**File Code:** 1WW

**Amount:** 17,000

**Grant Type:** TPR

**Project Title:** Access Management Hwy. 30/St. Helens UFB

**Description:** Develop access management implementation measures for adoption by the City and County in conjunction with the widening of US Hwy. 30 through the St. Helens area.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE ) RESOLUTION NO. 94-1949  
ODOT/DLCD FUNDING RECOMMENDATIONS )  
FOR THE TRANSPORTATION AND GROWTH ) Introduced by Rena Cusma,  
MANAGEMENT GRANT PROGRAM ) Executive Officer

WHEREAS, The Land Conservation and Development Commission (LCDC) adopted the Transportation Planning Rule (TPR) on April 26, 1991; and

WHEREAS, The TPR, in part, directs urban areas to develop balanced, multi-modal transportation system plans, and in the Portland metropolitan area, to consider land use alternatives in order to better coordinate the provision of transportation services and reduce reliance on single occupant vehicles; and

WHEREAS, The 1993 Oregon Legislature approved funding of a joint Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD) Transportation and Growth Management Program (TGM) to assist local jurisdictions and metropolitan areas implement the TPR; and

WHEREAS, The TGM Program includes three categories and totals \$2,052,300 for ODOT Region 1, which includes the Metro area; and

WHEREAS, The TGM Program requires Metro endorsement for Category 1 projects to implement the TPR and for Category 2 projects to evaluate land use alternatives; and

WHEREAS, Category 1 and 2 Grants generally total up to \$1,587,000 for ODOT Region 1; and

WHEREAS, Metro has consulted with ODOT and DLCD in the development of the TGM Program and in the review of project proposals; now, therefore,

BE IT RESOLVED,

1. That the Joint Policy Advisory Committee on Transportation, the Metro Policy Advisory Committee and the Metro Council endorses for funding under the ODOT/DLCD



Transportation and Growth Management Program those projects within the Metro boundary or those associated with Metro area planning activities as shown in Exhibit A to this resolution; and

2. That Metro staff is directed to lead regional/local coordination efforts on program elements of mutual concern; in particular those related to transit, bicycle and pedestrian systems, and parking inventory and management.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_, 1994.

---

Judy Wyers, Presiding Officer

MH/erb  
s:\pd\res&ord\94-1949  
04/05/94

Transportation Growth Management Program  
Projects Recommended by Metro for Funding

April 4, 1994

File Code	Jurisdiction	Project Title	Category 1 Amount	Category 2 Amount
1I	Clackamas County	Pedestrian Plan	\$48,994	
1J	Clackamas County	Oak Grove Community Plan		\$34,962
1K	Clackamas County	Regional Bicycle System Plan	30,000	
1O	Forest Grove	Pedestrian Bicycle Network Plan	16,500	
1P	Gladstone	Transportation System Plan	17,000	
1R	Gresham	Land Use Alternatives Study		50,000
1S	Gresham	Long-Range Transit Plan	50,000	
1V	Lake Oswego and Clackamas County	Waluga Triangle Transportation/Land Use Study	47,650	
1W	Metro	Regional Bicycle/Pedestrian Program	50,000	
<u>1X</u>	<u>Metro</u>	<u>Regional Pedestrian System Plan</u>	31,000	
1Y	Metro	Parking Area Inventory	80,000	
1Z	Metro	Regional Main Streets		75,000
1AA	Metro	TOD Implementation Program		60,000
1BB	Milwaukie	Transportation System Plan	42,245	
1CC	Multnomah County	Pedestrian Plan for East Multnomah Co.	50,000	
1DD	Multnomah County	Suburban Street Design Charette		22,500
1GG	Oregon City	Transportation Master Plan Update	37,500	
<u>1NN</u>	<u>Portland</u>	<u>Parking Management Plan</u>	20,000	
1OO	Portland	TSP - Pedestrian Element	50,000	
<u>1PP</u>	<u>Portland</u>	<u>Bicycle Master Plan</u>	30,000	
<u>1UU</u>	<u>Sandy, Canby and Metro</u>	<u>Metro Preferred Alternative - 2040</u>		195,000
1VV	Sherwood	Transportation Rule Implementation	20,000	
1XX	Tigard	Multi-Model Connections/Pathways	25,500	
1YY	Tri-Met and Metro	Primary Transit Network	50,000	
1ZZ	Troutdale	Transportation System Plan	30,000	
1AAA	Washington County	Bicycle Plan Update	50,000	
1CCC	Washington County	Transit Supportive Corridor Project		50,000
1DDD	Washington County	Revise Local Street Standards	42,500	
1EEE	Washington County	Additional Neighborhood Commercial		50,000
1FFF	Wilsonville	Bicycle and Pedestrian Ordinance	21,250	
<b>TOTAL FUNDING RECOMMENDATION</b>			<b>\$840,139</b>	<b>\$537,462</b>

Notes:

Projects underlined are recommended for less than funding requested.

All projects are subject to approval of detailed scope of work, including coordination between related projects, as applicable.



## METRO

DATE: April 14, 1994

TO: Joint Policy Advisory Committee on Transportation

FROM: Michael Hogleund, Transportation Planning Manager <sup>MH</sup>  
Tom Kloster, Senior Transportation Planner <sup>TK</sup>

RE: RTP Update Work Program and Public Involvement Effort

\* \* \* \* \*

At the April 14, 1994 JPACT meeting, Metro staff will present a proposed concept for proceeding with an RTP update schedule for meeting both federal and state requirements. Major tasks and activities will be discussed as well as a technical and public involvement proposal. Metro/local coordination will be a key issue in this discussion. Attached please find the following:

1. A draft work program for the ISTEA and Transportation Planning Rule updates to the Regional Transportation Plan (RTP). This chart outlines target dates for completing major tasks in both updates, and how local transportation planning efforts will be linked to the update process.
2. A draft outline of key tasks in the work program for both updates to the RTP. These tasks will form the skeleton for a more detailed work plan of individual tasks and responsibilities. As part of developing the detailed work plan, Metro will integrate technical assistance available from other agencies and advocacy groups in the region.
3. A proposed structure and review process for the Citizen Advisory Committee (CAC) that will oversee the RTP update process. This chart shows a general time frame for the CAC review and the subcommittees of the CAC that will address key topics.

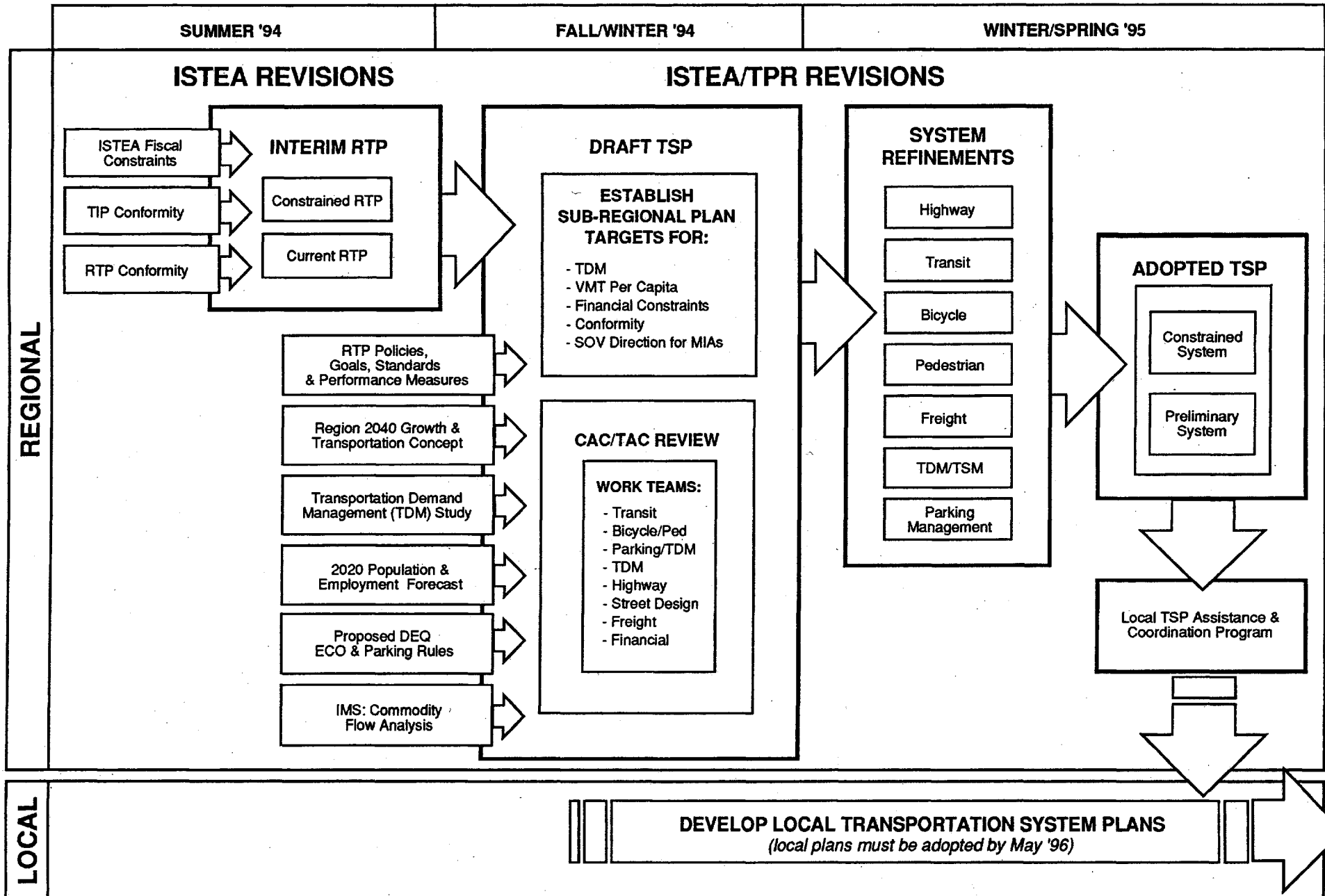
As part of the public review process, these subcommittees will coordinate with local CACs in the region involved in developing local transportation system plans. TPAC may also have several technical subcommittees that will work jointly with the Regional CAC subgroups. The technical subcommittees are proposed to address distinct system elements such as transit, bicycle, pedestrian and parking.

4. A current draft of goals and objectives for public involvement in the regional transportation planning and programming process. These goals and objectives are a component of the generic public involvement procedures being developed by a joint subcommittee of the Metro Committee for Citizen Involvement (MCCI) and TPAC. The generic framework is initially being developed for Metro's transportation planning efforts, but will be broadened in the future to include all other Metro planning activities. A detailed public involvement plan -- including goals and objectives, standards, process and structure -- for the RTP update will be developed at a later time.



**METRO**

# REGIONAL TRANSPORTATION PLAN ISTEA & TPR UPDATE COMPONENTS





## **METRO**

### **Key Tasks in Updating the Regional Transportation Plan (RTP)**

#### **INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA):**

1. Create a financially constrained RTP:
  - Constrained system
  - Preferred system
2. Demonstrate conformity with requirements of 1990 Federal Clean Air Act Amendments (CAAA).
3. Address the 15 ISTEA planning factors.
4. Submit revised transportation plan to FHWA/FTA.

#### **TRANSPORTATION PLANNING RULE:**

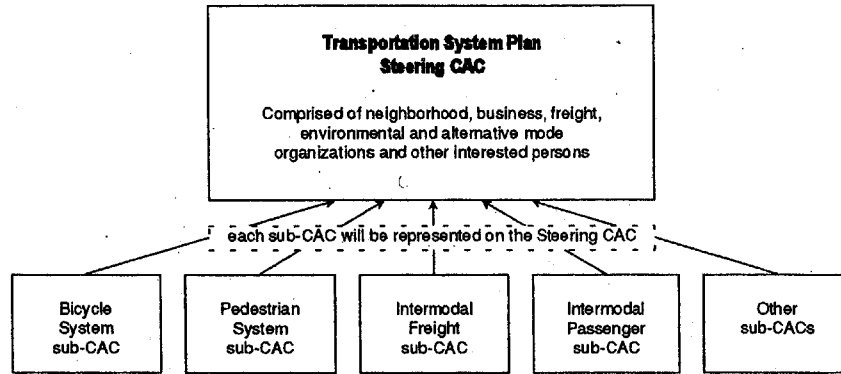
1. Develop an RTP policy framework:
  - Define goals & objectives
  - Establish performance measures
  - Create functional classification by mode
2. Complete base case analysis.
3. Prepare forecast analysis based on adopted regional growth concept.
4. Define system plans and standards:
  - Transit
  - Highway & arterial
  - Bicycle
  - Pedestrian
  - Freight
  - TDM/TSM
  - Parking management
5. Define system needs.
6. Determine specific project elements.
7. Perform analysis of recommended system:
  - Constrained system
  - Preferred system
8. Complete financial and CAAA conformity analyses.
9. Adopt updated transportation plan.

# Citizen Advisory Committee Structure

## Metro Transportation System Plan

DRAFT

DRAFT



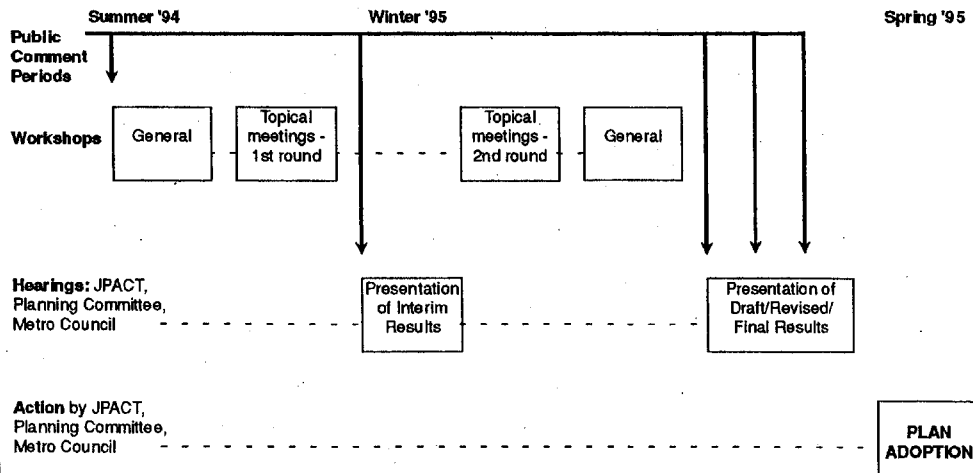
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4/5/94

# Structure for General Public Outreach

## Metro Transportation System Plan

DRAFT

DRAFT



AD:tpcac2.ppt  
4/5/94

# **METRO ROLE**

## **Public Involvement Plan for Regional Transportation Planning and Programming**

### **GOAL**

Provide complete information, timely public notice, full public access to key decisions, and support early and continuing involvement of the public in developing regional transportation plans and programs.

### **OBJECTIVES**

1. Ensure that local review of regional transportation planning issues was conducted according to Metro guidelines for local public involvement.
2. When possible, establish a general framework of clear benchmarks and decision points early in the transportation planning process.
3. Seek out and consider the transportation needs of those traditionally underserved by the existing system.
4. Remove barriers to public participation by those traditionally underrepresented in the transportation planning process.
5. Provide information on regional transportation planning and programming activities in a timely manner to interested parties.
6. Periodically review and update the public involvement process to reflect feedback from participants.
7. Create a record of public comment received and agency response regarding draft regional plans.
8. Provide additional opportunities for public comment if there are significant differences between the draft and final plans.
9. Provide updated summaries of public comment at key decision points.
10. Provide for local government input and recommendations into the regional transportation planning process.



135 Icers' Row  
Vancouver, Washington  
98661

206 / 737-6067  
206 / 696-1847 Fax

**Member Jurisdictions**

Clark County  
City of Vancouver  
City of Camas  
City of Washougal  
City of Battle Ground  
City of Ridgefield  
Town of Yacolt  
Town of La Center  
C-TRAN  
Washington DOT  
Port of Vancouver  
Port of Camas-Washougal  
Port of Ridgefield  
METRO  
Oregon DOT

March 30, 1994

Rod Monroe, Metro Councilor  
and JPACT Chair  
Metro  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

Dear Mr. Monroe:

The Southwest Washington Regional Transportation Council Board of Directors have appointed Councilmember Royce Pollard to represent the City of Vancouver on JPACT. Councilmember Pollard is also the current chair of the RTC Board of Directors. I have been appointed by the Board to be the alternate for Mr. Pollard.

Sincerely,

Dean Lookingbill  
Transportation Director

DASRADLUMONROE3.94



# METRO AREA PLANNING DIRECTORS

April 11, 1994

TO: Gussie McRobert, MPAC Chair  
FROM: *MC* Maggie Collins and Brian Campbell, Metro Area Planning Directors  
Re: Your Letter of March 24, 1994

---

The Metro Area Planning Directors met on Friday, April 8, 1994 and discussed the Metro Planning Department budget at length. Andy Cotugno attended that meeting and provided information on proposals put forth by the Metro Budget Committee and Metro staff.

Our group approached the budget proposals by asking the question: "How much do we need to spend on regional planning to have a viable program?" The following are our recommendations for additional planning funds and work elements over and above the base budget proposal.

- \$272,400 Additional funding as proposed by the Executive Officer. This will help assure maintenance of existing data services and some technical assistance to growth management data needs. The \$70,000 for travel forecasting would come from ISTEAs through STP.
- 225,000 (Future Vision Priorities 1, 2, & 3) Funding for public outreach needed to make the Regional Vision an effective document. \$75,000 will be needed in the following fiscal year to complete this work.
- 50,000 Metro has played an effective role in the region in improving the ways to get at the complexities of water quality planning. This on-going role needs to be supported with an Associate Planner position. This is not a Charter-mandated task, but it is responsible planning.
- 100,000 The design activities supported by Metro through a contract with Calthorpe are playing a key role in improving regional urban design possibilities and in making future planning "real" for many people. This activity needs to be continued, although at a lower funding level.
- 70,000 The printing of the 2040 document should not be left to contributions. This work is critical to the people of this region, and should be fully funded.

Memo to Gussie McRobert  
April 11, 1994  
Page 2

- 50,000 Local coordination efforts by Metro need to be enhanced now. At least one Coordinator should be hired to begin this process. This is particularly important, given the mandate in SB 122 for Metro to play a useful role in coordination of urban services.
- 25,000 Open space plays a major role in the definition of regions, and particularly so in this region. While this work can be scaled back this upcoming fiscal year, it must continue.
- 50,000 The Regional Framework Plan will play a key role in this region's development. There must be funding to explain these issues to the public and to gain public understanding and support.
- 50,000 Housing is an increasingly complex and important issue for this region. Funding to assist and coordinate with on-going efforts locally and regionally is important.

\$892,400 TOTAL ADDITIONAL FUNDING REQUIRED

MAPD representatives will attend the Wednesday MPAC meeting to answer any questions you may have. Thank you for this opportunity to comment.

cc: Metro Budget Committee

**FY 1994-95 PLANNING FUND - COUNCIL STAFF RECOMMENDATIONS**

<b>EXCISE TAX</b>				
<b>ADD PACKAGE PRIORITIES</b>	<b>FTE</b>	<b>PS</b>	<b>MS</b>	<b>TOTAL</b>
1. RLIS Maintenance <i>Yes</i>	2.00	\$89,000		\$89,000
2. Population Employment Socio-Economic Database <i>Yes</i>	1.00	\$64,000		\$64,000
4. Growth Management RFP Assistance <i>Yes</i>	1.00	\$49,400		\$49,400
5. Water Quality <i>Yes</i>	1.00	\$49,950		\$49,950
6. Public Outreach				
a. Future Vision Documentation <del>Yes</del> <i>Yes @ \$25,000</i>			\$41,500	\$41,500
b. Growth Management - General <i>Yes @ \$30,000</i>			\$59,000	\$59,000
c. Region 2040 Documentation <i>Yes</i>			\$35,000	\$35,000
7. Transportation Planning Public Outreach <i>Yes</i>	1.00	\$49,950		\$49,950
8. RFP - Consultant Support <i>Yes @ \$125,000</i>			\$75,000	\$75,000
<b>TOTAL</b>	<b>6.00</b>	<b>\$302,300</b>	<b>\$210,500</b>	<b>\$512,800</b>

<b>OTHER FUNDS</b>				
<b>ADD PACKAGE PRIORITIES</b>	<b>FTE</b>	<b>PS</b>	<b>MS</b>	<b>TOTAL</b>
3. Travel Forecasting Model Upgrade* <i>Yes</i>	1.00	\$70,000		\$70,000
6c. Region 2040 Documentation** <i>Yes</i>			\$25,000	
9. Growth Conference - <del>tie to 4 and 6</del> <i>Yes</i>			\$20,000	\$20,000
<b>TOTAL</b>	<b>1.00</b>	<b>\$70,000</b>	<b>\$45,000</b>	<b>\$90,000</b>

\* Funded with STP funds

\*\* Private funds

**METRO**

Date: April 8, 1994

To: Metro Budget Committee

From: *AC* Andrew C. Cotugno, Planning Director

Re: FY 94-95 Planning Budget

An Ad hoc Dues Committee met three times to review the Metro budget and develop recommendations. Attachment A is a list of the members of the Committee and five questions defined by the Committee to address. Noted in italics are comments from members of the Ad hoc Committee.

On April 6, 1994, MPAC and JPACT in a joint meeting recommended:

- 1) That the Metro Council include local government dues in its 94-95 budget;
- 2) That local governments be asked to pay dues on a voluntary basis;
- 3) That this is the last year that Metro should consider use of local government dues; and
- 4) That Metro should use its General Fund to adequately fund its planning mandates.

On April 7, 1994, the Ad hoc Committee held its final meeting and developed the following recommendations:

- 1) The Draft recommendation of the Council Analyst (Attachment B) is endorsed as the minimum necessary to meet its planning mandates;
- 2) Metro should pay particular attention to obtaining public buy-in to growth management strategies.
- 3) Maximum use of the local government dues should be assigned to gas-tax eligible tasks and Metro should notify local governments which portion of their dues can be paid for with gas tax revenues;

Metro Budget Committee

April 8, 1994

Page 2

- 4) The dues should be referred to as a "local government service fee" to reflect that the funds are for services received rather than a membership;
- 5) The Ad hoc Committee will reconvene when the Metro budget is complete at which time it will develop a recommendation back to MPAC, JPACT and the Metro Managers Association on whether local governments would be advised to pay the local dues; and
- 6) After July 1, a process between Metro and local governments should be convened to find a source of funding for planning on an ongoing basis in order to allow elimination of the dues.

ACC:lmk

Attachments

Ad hoc Dues Committee*(Comments from Ad hoc Dues Committee Noted in Italics)*

## Membership:

Rob Drake, JPACT, City of Beaverton  
 Judie Hammerstad, MPAC, Clackamas County  
 Jim Zehren, MPAC, Citizen  
 Mike Robinson, TPAC, Citizen  
 Dan Bartlett, Metro Managers Association, City of Milwaukie  
 Norm Scott, MTAC, Clackamas County

## Questions to Answer:

1. What does "fully fund" the planning program consist of?

Various programs under consideration are reflected on Attachment A.

2. Has Metro placed a sufficiently high priority on the use of its General Fund for planning?

*No, insufficient resources have been provided to Planning.*

3. How should the unfunded portion of the planning program be paid for?

- . *Dues are already budgeted in the "proposed" budget and should not be increased from the proposed 43¢ per capita level.*
- . *The only option available appears to be the Metro General Fund.*
- . *Metro should provide a higher priority for planning and fund it first. Then the question becomes how to fund shortfalls elsewhere in the agency.*

4. Should the dues be levied?

- . *Yes, for FY 94-95 but, in the long term, they are not a viable source due to growing pressure on local government finances.*
- . *In the long term, local government dues for transportation planning purposes may be appropriate but Metro should fund regional planning, database maintenance and provide data services to local governments through its own sources.*

5. Should Metro treat non-dues paying jurisdictions differently?

- . *Metro should continue to involve all local governments equally in its regional planning activities, including membership in various advisory committees.*
- . *Direct services to local governments (such as access to data and travel forecasts) should be provided non-dues paying members on a fee-for-service basis.*

ATTACHMENT A

FY 1994-95 Planning Department  
Possible Budget Additions  
*(Comments from Ad hoc Dues Committee Noted in Italics)*

A. Recommended by Executive Officer

1. RLIS Maintenance  
Assistant Regional Planners (2) \$89,000\*
2. Population, Employment, Socio-economic database maintenance  
Associate Regional Planner (1) \$64,000\*
3. Travel Forecasting Model Upgrade - needed for ISTE A  
Associate Transportation Planner (1)  
Recommended for funding by JPACT through STP funds \$70,000
4. Growth Management - Regional Framework Plan GIS assistance; open space/housing \$49,400\*  
Assistant Regional Planner (1)

*All four of these "restore packages" should be funded.*

B. Other Possible Additions

- \*1. Growth Management Public Outreach Materials  
Newsletters (2) \$17,500  
Tabloid (1) \$25,000  
Postage 25,000 x 3 x \$0.22 \$16,500

*Funding for more public outreach should be added, although the specific method should be held until further research on new electronic methods, such as cable TV and computer bulletin board access. Metro should continue to explore new, creative methods for public involvement.*

- \*2. Future Vision Priority 1 (see attached) \$57,500
- \*3. Transportation Planning - required for ISTE A not Charter  
Associate Public Involvement Coordinator \$49,950\*\*

*This is critical to meeting new ISTE A requirements.*

- \*4. Growth Conference \$20,000

*If budgeted, target audience should be broadened.*

5. Water Quality Planning - not required by Charter but 5 year work program has been adopted by Council  
Associate Planner \$49,950\*\*

6. Contractual

Specific Area Plans for Elements of  
Regional Framework Plan \$125,000

\*7. Future Vision Priority 2 (see attached) \$105,000

\*8. 2040 Document Printing (\$25,000 private funding in budget) \$70,000

*Other sources of private funding should be sought, such as from AGC, Homebuilders Association, utilities.*

\*9. Slide Shows/Videos \$15,000

10. Local Government Coordinators (2) - could wait until 1997 after Regional Framework Plan is adopted \$99,900\*\*

*Important for integrating development of Metro plans with local plans sooner rather than later.*

\*11. Future Vision Priority 3 (see attached) \$60,000

12. Regional Framework Plan Open Space element - could wait until 1996 after Urban Reserves are adopted

Senior Regional Planner \$53,905\*\*

13. Housing Density - would improve reliability of this element of the Regional Framework Plan

Regional Framework Plan Element  
Market Study \$30,000

\*14. Regional Framework Plan

Paid Advertising for Adoption \$50,000

\*15. Future Vision Priority 4 (see attached) \$75,000

16. Urban Design - begin development of this element of the Regional Framework Plan contractual services \$75,000

*This element is integral to successfully implementing the Housing element which will be underway.*

\*These items all relate to various aspects of public outreach; consideration should be given to the level of funding budgeted for outreach but the method should await consideration of other methods and technologies now under consideration.

\*\*Salary and Fringe only; may require addition of overhead.



Future Vision Commission

FY 1994-95 Budget Options

I. Executive Officers Proposed Budget

Personnel:	FTE
Cotugno	0.05
Fregonese	0.05
Gervais	0.75
Buerhig	0.50
Secretarial	0.26
Data Resource Center	0.395
Oeser	<u>0.333</u>
Total	2.338
Salary	\$102,482
Fringe @ 39 percent	39,968
Overhead @ 36 percent	51,282
Contingency	968
PSU Contract	35,000
Printing	25,000
Meeting Expenses	<u>500</u>
Total	\$255,000
Revenue:	
Transfer from General Fund	\$230,000
Private Contributions	<u>25,000</u>
Total	\$255,000

II. Possible Additions

	Priority	
Document Printing		
Draft - 5,000 @ \$1.00 each	1	\$ 5,000
Final - 15,000 @ \$5.00 each	4	75,000
(Increase budget by \$55,000)		
(Increase revenues by \$80,000)		
(Final document could be budgeted in FY 1995-96.)		
Technical Writer	1	15,000
Tabloid @ 500,000		
Printing	1/2:1 1/2:2	50,000
Distribution	1/2:1 1/2:2	20,000
Postage	1	2,500
Focus Groups (to test Draft Document)	3	10,000
Public Relations Firm (to publicize Draft Document)	2	20,000
Paid Advertising (to publicize Draft Document)	1/2:2 1/2:3	<u>100,000</u>
GRAND TOTAL		\$297,500
Priority 1: \$57,500; Priority 2: \$105,000; Priority 3: \$60,000; Priority 4: \$75,000		

## FY 1994-95 PLANNING FUND - COUNCIL STAFF RECOMMENDATIONS

EX. TAX ADD PACKAGE PRIORITIES	FTE	PS	MS	TOTAL
1. RLIS Maintenance	2.00	\$89,000		\$89,000
2. Population Employment Socio-Economic Database	1.00	\$64,000		\$64,000
4. Growth Management RFP Assistance	1.00	\$49,400		\$49,400
5. Water Quality	1.00	\$49,950		\$49,950
6. Public Outreach				
a. Future Vision Documentation			\$41,500	\$41,500
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7. Transportation Planning Public Outreach	1.00	\$49,950		\$49,950
8. RFP - Consultant Support			\$75,000	\$75,000
TOTAL	6.00	\$302,300	\$210,500	\$512,800

OTHER FUNDS ADD PACKAGE PRIORITIES	FTE	PS	MS	TOTAL
3. Travel Forecasting Model Upgrade*	1.00	\$70,000		\$70,000
6c. Region 2040 Documentation**			\$25,000	\$25,000
TOTAL	1.00	\$70,000	\$25,000	\$95,000

\* Funded with STP funds

\*\* Funds

COMMITTEE MEETING TITLE

JPACT

DATE

4-14-94

NAME

AFFILIATION

NAME	AFFILIATION
✓ Bernie Giusto	Cities of East Multnomah County
✓ Susan McLain	Metro
✓ Keith Ahofel	WSDOT
✓ Jon Kuitad	Metro Council
✓ Tom Walsh	Tri-Met
✓ Bob Bolman	MCCI
Gordon Oliver	Oregonian
✓ Mike Haglund	Metro
✓ Ridwan Rahman	ODOT
✓ Elsa Coleman	PDOT
✓ Kate Deane	City of Portland
✓ Row Bergman	Clark County Public Works
✓ Mary Leary	WSDOT
✓ Les White	C-TRAN
✓ Jean Costingbill	KTC
✓ Richard Ross	CITIES OF MULT. CO.
✓ Bernice Bottomly	Tri-met
✓ Rod Sandor	CLACKAMAS COUNTY
✓ Dick Feeney	Tri-MET
✓ Jim Beard	OEC
✓ Howard Harris	DER
✓ Molly O'Reilly	Citizen member TPAC
✓ Steve Dotterrer	CITY OF PORTLAND STAFF

