

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RECOMMENDING) RESOLUTION NO. 95-2219A
FUNDING FOR THE ODOT/DLCD)
TRANSPORTATION AND GROWTH) Introduced by Mike Burton,
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 1995 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 in implementing the TPR; and

WHEREAS, The TGM Program includes three categories and totals \$2,124,000 for ODOT Region 1, which includes the Metro area; and

WHEREAS, The TGM Program requires a Metro funding recommendation 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 \$1,626,900 for ODOT Region 1; and

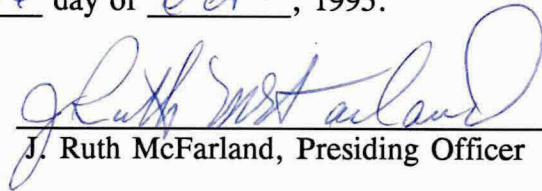
WHEREAS, Metro has consulted with ODOT and DLCD in the development of the TGM Program and in the review of project proposals; now, therefore,

BE IT RESOLVED,

1. That within the targeted amount of TGM funds for the Metro area, the Joint Policy Advisory Committee on Transportation, the Metro Policy Advisory Committee and the Metro Council recommend for funding under the ODOT/DLCD TGM Program those projects within the Metro boundary or those associated with Metro area planning activities as shown in Exhibit A to this resolution.


2. That JPACT, MPAC and the Metro Council recommend that as ODOT and DLCD finalize a statewide TGM Program, those projects shown in Exhibit B to this resolution also be considered for funding.

ADOPTED by the Metro Council this 24 day of Oct., 1995.



J. Ruth McFarland, Presiding Officer

Approved as to Form:



Daniel B. Cooper, General Counsel

95-2219A.RES
10-18-95
MH:lmk

**Transportation Growth Management Program
Grant Application Summary
Preliminary Funding Decisions
September 1995**

Grant Code	Jurisdiction	Project	Fund Decision ¹	Requested Amount ²	Revised Category ³
1.03	Portland	Pedestrian Plan Project Development	Y	\$ 20,000.00	1
1.04	Portland	Model Bicycle and Walk to School Plan	Y	35,000.00	1
1.09	Portland	TPR Parking Plan Phase II	Y	13,459.50	1
1.15	Multnomah County	Design Standards Revision	Y	47,000.00	1
1.17	Portland	Lents Town Center: Strategy for Transition	Y	50,000.00	2&3
1.20	Milwaukie	Lake Road Multi-modal Connection Plan	Y	15,700.00	1
1.27	Clackamas County	Damascus Urban Reserve Study, Phase II	Y	60,000.00	1&2
1.29	Clackamas County	Local Streets Traffic Calming and Skinny Standards for Clackamas County	Y	50,000.00	1
1.30	Clackamas County	TPR Design Guidelines	Y	48,310.00	1
1.31	Beaverton	Property Redevelopment Alternatives for Beaverton's Automobile-Dependent Downtown	Y	72,150.00	2&3
1.32	Beaverton	Transportation System Plan Update	Y	49,000.00	1
1.40	Troutdale	257th Avenue Enhancement Study	Y	36,500.00	1&2
1.43	Milwaukie	Regional Center Management Plan	Y	119,797.00	1/2/3
1.48	Gresham	Gresham Transportation System Plan	Y	100,000.00	1
1.49	Beaverton	South Tektronix Neighborhood Plan	Y	75,000.00	2&3
1.50	Tri-Met	Primary Transit Network, Phase II	Y	41,000.00	1

Grant Code	Jurisdiction	Project	Fund Decision ¹	Requested Amount ²	Revised Category ³
1.55	Happy Valley	Happy Valley Transportation System Plan	Y	\$ 40,000.00	1
1.58	Hillsboro	Tanasbourne/Amberglen Town Center Plan	Y	50,000.00	2&3
1.59	Hillsboro	Hillsboro Transportation System Plan	Y	50,000.00	1
1.61	Metro	Bicycle Use Forecasting Improvements	Y	50,000.00	1
1.63	Metro	Regional Street Design Study	Y	94,846.00	1
1.65	North Plains/Metro	North Plains/Metro Neighboring City Study	Y	69,776.00	2&3
1.67	Metro	Shared Parking Project	Y	50,000.00	1&2
1.69	West Linn	Transportation System Plan	Y	49,587.00	1
1.70	Cornelius	Cornelius Main Street District Plan	Y	142,205.00	1&2
1.72	Washington County	Expedited Development Review Procedures for Light Rail Station Areas	Y	23,555.00	2&3
1.75	Washington County	Pedestrian Plan	Y	50,000.00	1
1.79	Troutdale	Troutdale Town Center	Y	68,950.00	1/2/3

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10/03/95

1. Preliminary funding decision - final funding decision based on an approved (ODOT) work plan, timeline and budget.
2. Grant amount requested. Not all grants will be funded at the requested amount.
3. ODOT/DLCD revised funding categories - may be different than grant request application.

**Transportation Growth Management Program
Metro Recommends ODOT Fund, If Additional Funds Are Available
September 1995**

Grant Code	Jurisdiction	Project	Fund Decision ¹	Requested Amount ²	Revised Category ³
1.05	Portland	West Portland Town Center	*	\$50,000.00	1&2
1.06	Portland	2040 Centers Transportation Descriptors and Alternative Mode Planning	*	50,000.00	1
1.12	Wilsonville ⁴	Transportation-Efficient Land Use	*	75,000.00	2&3
1.18	Portland	Gateway Regional Center Vision & Strategy	*	50,000.00	2&3
1.41	Oregon City	Regional Center Management Plan	*	94,092.22	1/2/3
1.60	Hillsboro	Mainstreets/Neighborhood Commercial Implementation Program	*	35,000.00	2&3
1.74	Washington County	Cedar Mill Town Center Plan	*	59,234.00	2&3
1.76	Washington County	Implementation of Narrower Local Street Standards and Neighborhood Traffic Management Techniques	*	17,840.00	1
1.77	Washington County	Urban Collector System Study	*	49,317.00	1

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10/03/95

1. Preliminary funding decision - final funding decision based on an approved (ODOT) work plan, timeline and budget.
2. Grant amount requested. Not all grants will be funded at the requested amount.
3. ODOT/DLCD revised funding categories - may be different than grant request application.
4. Project 1.12 is the highest priority of the Metro Council of the Exhibit B projects.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2219A FOR THE PURPOSE OF RECOMMENDING FUNDING FOR THE ODOT/DLCD TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM

Date: October 4, 1995

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution represents the recommendation of the Metro Council, the Metro Policy Advisory Committee (MPAC), and the Joint Policy Advisory Committee on Transportation (JPACT) to the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) on the 1995-1997 Transportation and Growth Management (TGM) Program. The recommendation does not represent a funding decision. However, as established in the TGM Program guidelines, ODOT and DLCD must consider the recommendation as they finalize the program and make grant awards.

The decision and award process are shown in Attachment A. A joint DLCD/ODOT announcement of grant awards is scheduled for October 28. Actual notice to proceed on any of the grants will be subject to DLCD/ODOT approval of a final work program.

FACTUAL BACKGROUND AND ANALYSIS

Program Background

The 1995 Oregon Legislature approved a second round of funding for the joint ODOT/DLCD TGM Program for the 1995-1997 biennium. Program funds are allocated by ODOT region. Region 1, which includes the Metro area, has been allocated \$2,124,000. About \$160,000 will be awarded to jurisdictions outside Metro boundaries but still inside Region 1. Eligible grant categories and their purpose are as follows:

1. Category 1, Transportation Planning Rule Implementation. These are grants to help local governments implement the Transportation Planning Rule.
2. Category 2, Land Use Alternatives. These grants are intended to help local governments develop plans or tools which will help alter land uses in order to meet transportation needs.
3. Category 3, Urban Growth Management. Grants in this category are intended to help local governments develop, use, and implement growth management tools such as annexation plans, urban service agreements, development standards, infill strategies, and other general plans and agreements.

As established by the TGM program guidelines, all grant requests are generally limited to \$50,000 for "typical" projects. Projects having special merit or meeting special needs, particularly where results may be transferable to another agency or jurisdiction, may receive more than \$50,000.

Review and Selection Process

As approved by the Legislature, the TGM program includes a provision that the established Metropolitan Planning Organization (MPO) in each of Oregon's four metropolitan areas would provide a recommendation on funding for grant Categories 1 and 2. For the Metro area, it has been established that the recommendation will be in the form of a joint Metro Council, MPAC, and JPACT resolution to ODOT and DLCD. The funding decision for Category 3 grants is the sole responsibility of ODOT and DLCD. No formal recommendation is requested from the Metro area as part of the TGM program guidelines.

To begin the recommendation process for grant Categories 1 and 2, Metro staff assisted ODOT and DLCD staff in reviewing almost 60 applications. (A summary of each project is included in Attachment B.) 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. Since Metro is an applicant for Category 1 and Category 2 grants, only DLCD and ODOT staff evaluated Metro's applications against the grant criteria. This was to ensure scoring consistency and to remove any bias or preference in favor of Metro proposals.

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

Applicant Qualifications (maximum of 10 points)

Demonstration of Success in Prior TGM/UGM Grant Projects
Project Manager/Personnel Qualifications and Abilities
Involvement of Local Governments/Districts

Quality of Application (maximum of 20 points)

Clear Objectives
Work Program and Schedule
Budget
Pre-Application

Community Support/Coordination (maximum of 15 points)

Support from Other Entities
Public Participation/Collaboration
General Collaboration/Coordination

Work Products (maximum of 20 points)

Specific Products

Likelihood of Adoption/Implementation

Transferability

Special Merit (maximum of 10 points)

Clear Solution to Transportation Problem, Opportunity, Need or Issue
(maximum of 15 points)

Enhancement of Other Transportation Modes (maximum of 10 points)

When reviewing the grant applications, Metro staff's interpretation of the above criteria was to score high those projects that work toward implementation of the goals in the Region 2040 Growth Concept, both land use and transportation. As a result, certain requests scored higher on specific criteria than just Transportation Planning Rule-related projects. Specifically, within the framework of the TGM program guidelines, Metro staff made the following interpretations:

- **Specific Work Products.** Metro awarded high points for projects that involve changes to comprehensive plans or lead to the creation of new or refined ordinances relating to regional growth management. These include ordinances to facilitate shared parking, encourage mixed use and redevelopment projects, establish parking maximums and reduce minimums, or establish minimum densities in centers, station areas, main streets and corridors.
- **Transferability.** Metro generally awarded high points to projects that will result in transferable products such as ordinances in the areas of mixed use, minimums and maximums for parking and density that could be adopted by other jurisdictions. Projects that refine the densities in the Region 2040 allocations and develop strategies to achieve those densities were also seen as transferable.

Metro staff also awarded points for an application showing "special merit." Metro's interpretation of this criteria was to give priority to projects that use an innovative, collaborative approach and result in tools or products that would be useful to jurisdictions regionwide.

Finally, there are two additional criteria for Category 1 and 2 applications. These criteria give points for a "clear solution to a transportation problem, opportunity, need or issue and for the enhancement of other transportation modes." Metro favored applications that address current problematic issues that jurisdictions regionwide are struggling with, such as how to implement the TPR requirements for reduction of VMT and parking spaces per capita. Metro also scored higher those projects oriented towards densification of corridors and centers while maintaining or enhancing multi-modal access. Similarly, transportation plans for improving multi-modal access to and within centers, station areas, main streets, and corridors were scored higher.

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. Major reasons that grant proposals scored low and have not been recommended for funding include 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 TPR objectives.
- . The application did not clearly describe how the work was related to other previous or ongoing work or there appeared to be a duplication with other work.
- . The application was not clear in products.
- . Implementation or follow-up on a round one TGM project was insufficient.

DLCD and ODOT staff generally had a similar interpretation of how to apply the scoring criteria. However, they tended to score highly those projects which identified a unique problem or issue within their community and clearly laid out an approach to address that issue by developing an appropriate implementation method, tool, or plan.

DLCD and ODOT staff tended to score lower those projects which merely lifted language out of the Transportation Planning Rule and failed to tie it to a local issue or problem. As a result, certain applications for transportation system plans or components of a system plan scored lower for that reason. ODOT and DLCD staff also tended to score lower those projects which were second phases to round one TGM projects, particularly if they were finishing work that was identified in the first phase. Finally, ODOT and DLCD staff also scored low those projects which seemed to duplicate recent planning efforts within certain jurisdictions; for example, a street system plan.

Recommendation

The proposed Metro (Metro Council, MPAC, JPACT) recommendation for grant funding under the 1995-1997 Joint ODOT/DLCD TGM Program is included in Resolution 95-2219A in two pieces:

1. Metro recommends that the projects identified in Exhibit A to the resolution receive funding. These are the projects that generally scored the highest in the ranking process. The total combined amount for these projects approximately equals the allocated amount for Categories 1 and 2 for the Metro area.
2. Metro also recommends that as ODOT and DLCD finalize the statewide TGM program, they consider funding for those projects identified in Exhibit B. Potential funding sources for those projects could include Category 3 funds, unallocated funds from other regions, or other ODOT funds such as corridor

planning funds. ODOT has cautioned that it is not likely going to be possible to fund all the requests shown in Exhibit B.

Given the funding constraints, the recommendation does not include any funding endorsement for those projects identified in Attachment C to this staff report. Those projects generally scored low for one or more of the reasons mentioned above.

The Transportation Policy Alternatives Committee (TPAC) endorsed the recommendation at their September 29 meeting. The Metro Technical Advisory Committee (MTAC) took no endorsement action, deferring to MPAC.

ODOT and Metro staff will be available at all discussion and decision points involving the Metro Council, MPAC, and JPACT and can address issues related to individual grants requests.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2219A.

**Transportation Growth Management Planning Grants
Region 1
Metro Decision Process 1995**

September 5, 1995 to September 20, 1995	Metro/DLCD/ODOT Staff Review and Recommendations on Grant Awards
September 21, 1995	Action by Executive Officer Recommendation on Grant Awards
September 28, 1995	Action by MTAC Recommendation on Grant Awards
September 29, 1995	Action by TPAC Recommendation on Grant Awards
October 5, 1995	Briefing for Metro Council Cotugno/Fregonese/ODOT/DLCD
October 11, 1995	Action by MPAC Fregonese/ODOT/DLCD
October 12, 1995	Action by JPACT Cotugno/ODOT/DLCD
to be determined	Action by Metro Land Use/Planning Committee Recommendation on Grant Awards Cotugno/Fregonese/DLCD/ODOT
October 26, 1995	Action by Metro Council Endorsement of Grant Awards
October 28, 1995	DLCD/ODOT Announcement of Grant Awards

1995 - 1997 TGM Grant Applications

Applicant: City of Beaverton

Project Title: Property Redevelopment Alternatives for Beaverton's Automobile-Dependent Downtown

Category: 1,2,3

Summary: This is a City of Beaverton-Metro joint proposal to investigate transportation, land use alternatives, and growth management solutions to a downtown area devoted to a preponderance of automobile-oriented activities and land uses. Metro's 2040 designates downtown Beaverton as one of six Regional Centers which are to "focus on compact development, redevelopment, and transit and highway improvements", to grow over time three times greater than the current density. The only feasible way for such densities to be achieved in central Beaverton is to find and implement public and private solutions for converting predominant auto oriented land uses into redevelopment opportunities which will create an urban form of increased densities and intensities.

Applicant: City of Beaverton

Project Title: South Tektronix Neighborhood Plan

Category: 2,3

Summary: This is a proposal to develop and implement a neighborhood plan for the South Tektronix Neighborhood as part of the LRT station area planning process. The City will coordinate this process with the Tek Station Management Committee, citizens who live in the area, and area businesses. The neighborhood plan will be used to develop needed changes to the City's Comprehensive Plan.

Applicant: City of Beaverton

Project Title: Transportation System Plan Update

Category: 1

Summary: This grant application is for assistance in funding the work for three products the City needs to complete to encourage pedestrian and bicycle travel, and to comply with the Transportation Planning Rule: 1) Local street network plans for undeveloped and underdeveloped areas of the city and the urban reserve; 2) Revised street standards for arterial and major collectors to include bike lanes; 3) A revised functional classification map reflecting the new road standards; and 4) A comprehensive public involvement program addressing all three products.

Applicant: City of Cascade Locks

Project Title: Cascade Locks Comprehensive Street & Transportation Plan

Category: 1

Summary: The City proposes to develop a detailed master street plan, street construction details in a handbook. It also proposes to update its Comprehensive Plan Transportation Element. The City would hire a firm with engineering and planning capacities. It would also make use of a coordinated effort with ODOT and the Old Columbia River Hwy Committee on various ISTEA and ODOT funded projects.

Applicant: City of Cornelius and Metro

Project Title: Cornelius Main Street District Plan

Category: 1,2,3

Summary: The focus of this grant is to generate a coordinated Special District Plan, including a transportation system and land use design theme, to create a Main Street in the Cornelius Core Area. The project will also formulate a street, sidewalk, bike path, and utilities master plan, including essential public improvements needed to create and support the Main Street District.

Applicant: City of Estacada
Project Title: City of Estacada's Transportation System Plan Update

Category: 1

Summary: Estacada is applying for a category one TGM grant to update the city's twenty year old Street Master Plan and incorporate this plan into a Transportation System Master Plan which includes a pedestrian and bicycle movement plan, street network plan within our UGB, link the local school district transportation needs to the city's plan. The Master Plan would also provide standard street design criteria, a master parking plan, revise ordinances as needed, interface with county and regional Transportation System Plans and update our Capital Improvement Program.

Applicant: City of Forest Grove
Project Title: Transportation System Plan

Category: 1

Summary: The preparation of a local Transportation System Plan in order to comply with the provisions of the Transportation Planning Rule.

Applicant: City of Forest Grove
Project Title: Forest Grove Town Center Development Plan

Category: 1,2,3

Summary: This is a project to produce a master plan for the Downtown Core area of Forest Grove into a traditional town center as envisioned in the Metro Region 2040 Plan. The planning approach would use a public involvement process to engage community stakeholders to study alternatives and develop strategies to transform a Main Street/Downtown in decline to an active, economically vibrant town center with increased employment opportunities, local shopping, a balanced pedestrian oriented transportation system and a unique regional specialization.

Applicant: City of Gresham
Project Title: Gresham Transportation System Plan

Category: 1

Summary: These grant funds will provide assistance to the City of Gresham to prepare and adopt an efficient Transportation System Plan that meets the needs of the Community and also complies with the Transportation Planning Rule (TPR). Local transportation plans consistent with regional and State plans will be incorporated into our comprehensive plans to link provisions of transportation facilities and services and land use planning.

Applicant: City of Gresham
Project Title: Land Use Alternatives Public Outreach

Category: 2

Summary: This project will provide for a coordinated program of public outreach and involvement to accompany implementation of a recently completed Land Use Alternatives Study. This program will include production of newsletters, public workshops, media releases, and other techniques to promote public awareness of, and support for, alternative land use proposals.

Applicant: City of Gresham
Project Title: Central Rockwood Focused Public Investment Plan

Category: 3, (tool#'(s) 11

Summary: This project will provide a Focused Public Investment Plan for the Central Rockwood district of Gresham. This plan will build on the recently completed Rockwood Center Mixed-Use Plan, which proposes a variety of projects requiring significant public investment as a catalyst to redevelopment.

Applicant: City of Gresham
Project Title: Downtown Gresham Central Rockwood Parking Master Plan
Category: 3
Summary: The 1996 Downtown/Central Rockwood Parking Master Plan will identify the current and future supply and demand, analyze program alternatives and feasibility, finance, and administration. by 1997, the Master Plan will lead to direct capital and administrative implementation of a new parking management program.

Applicant: City of Happy Valley
Project Title: Happy Valley Transportation System Plan
Category: 1
Summary: The development of a Transportation system Plan for the City of Happy Valley which addresses bicycles, pedestrian, transit and vehicle needs. Street design standards and a street network plan for local streets will be included.

Applicant: City of Hillsboro
Project Title: Hillsboro Transportation System Plan
Category: 1
Summary: Preparation of Hillsboro Transportation System Plan in compliance with the State Transportation Planning Rule and in accordance with the Region 2040 Growth Concept.

Applicant: City of Hillsboro
Project Title: Downtown Hillsboro Station Community Plan (Regional Center) Traffic and Circulation Analysis
Category: 2
Summary: The Downtown Hillsboro Station Community Plan is a strategy for creating a development framework for the central Hillsboro area and those neighborhoods in close proximity to the new light rail line and the four downtown stations. Implementation will create a "Regional Center" as defined in the Metro 2040 Plan. However, prior to adoption, a key element must be tested to determine whether the densities of a "Regional Center" can be supported by the existing street system and circulation plan.

This Project will conduct the traffic analysis called for in the Transportation Planning Rule to determine the impacts of these land use changes on the city street and ODOT highway system. The second component of the study will test whether the conversion of the existing one-way grid system in the central business district to two-way flow is feasible from a traffic flow and capacity point of view. Such a conversion is highly desirable from an economic/business/ "community" standpoint, but must be tested for any "fatal flaws" prior to implementation.

Applicant: City of Hillsboro
Project Title: Tanasbourne/Amberglen Town Center Plan
Category: 3
Summary: Preparation of a development plan which implements the State Transportation Planning Rule and the Region 2040 Growth Concept "Town Center" designation for the Tanasbourne/Amberglen area located within the northeast portion of the City of Hillsboro.

Applicant: City of Hillsboro
Project Title: Mainstreets/Neighborhood Commercial Implementation Program
Category: 3
Summary: This project will enable the City of Hillsboro to implement the principles and concepts relating to identifying the location of Mainstreets as set forth within the Metro "Regional Mainstreets Implementation Strategy" project which was funded in 1994 by a TGM/UGM grant. To our knowledge, no other jurisdiction has attempted to apply this Strategy. Therefore, this project may serve as a prototype for applying the Strategy in suburban communities.

Applicant: City of Hillsboro
Project Title: Orenco and Quantama LRT Station Area Infrastructure Development
Category: 3

Summary: In recognition of the need for public-private partnership, the City of Hillsboro has entered into planning agreements with several private and institutional property owners in the immediate vicinity of the 185th Avenue, 205th Avenue, and Orenco Stations to develop a master plan for each station area. Alternative Station Area Master Plan will include site specific proposals and recommendations for Comprehensive Plan changes, amendments to the Zoning Ordinance and adequate Public Facilities requirements.

This Project will focus on developing the planning and preliminary engineering studies to ensure that each station area will be served by adequate Public Facilities so that maximum densities (both residential and commercial) can be built near the LRT stations.

Applicant: City of Hood River/County of Hood River
Project Title: Urban Area Transportation System Plan
Category: 3

Summary: To develop an Urban Area Transportation System Plan for the City of Hood River and County of Hood River. The plan would address land within the City limits, land within the urban growth boundary, and a little land outside the urban growth boundary. The plan would implement the State Transportation Planning Rule for both jurisdictions. The plan would complement the ODOT Hwy. 35 Corridor Plan.

Applicant: City of Lake Oswego
Project Title: Transportation System Plan
Category: 1

Summary: The City of Lake Oswego is applying for a Category 1 Grant to enable it to complete a Transportation System (TSP) in fulfillment of the provisions of the Transportation Planning Rule (TPR). The final product will include a bike and pedestrian plan, a public transportation plan and any adjustments to the roadway element of the existing Transportation Plan necessary to improve continuity of movement between modes and to increase choices in transportation modes. Changes will also be made to existing plans if needed to ensure consistency with state and regional transportation plans. The process used will be that outlined in the TPR: a determination of transportation needs, evaluation and selection of transportation system alternatives and development of a transportation financing program. Recommendations for any land use changes necessary to meet local and regional transportation needs shall also be developed to address Metro 2040 goals or state and local land use and transportation goals.

The resulting TSP will be adopted by the City and will be implemented through the City's Public Facility Plans and Capital Improvement Plan as well as land use regulations.

Applicant: City of Milwaukie/Metro
Project Title: Regional Center Management Plan
Category: 1, 2, 3

Summary: This project addresses the beginning components of a Regional Center Management Plan. We will develop mixed use higher density/intensity zoning districts as amendments to the Zoning Ordinance and Comp. Plan. We will develop a framework for public-private partnerships and begin a redevelopment project. We will conduct a detailed inventory of land uses and begin assessment of redevelopment potentials in the Regional Center. We will begin to market development in the Regional Center. We will conduct circulation and parking plan studies to manage transportation system impacts and promote walking, bicycling and transit use in the Regional Center area of Milwaukie.

Applicant: City of Milwaukie
Project Title: Lake Road Multimodal Connection Plan
Category: 1
Summary: A study to identify the necessary improvements to increase multimodal accessibility, safety, and connectivity to nearby school's, transit and other local and regional destinations.

The final product will be a plan with recommendations for multimodal improvements and access management within the Lake Road corridor.

Applicant: City of Milwaukie
Project Title: Riverfront to Springwater Trails Connection Plan
Category: 1
Summary: A feasibility study with recommended alignment and preliminary design option for connectivity of the multimodal trail segment between the City of Milwaukie waterfront to the Springwater Corridor in the City of Portland.

Applicant: City of Oregon City/Metro
Project Title: Regional Center Management Plan
Category: 1,2,3, tool #(s) 5,7,8
Summary: Joint application between the City of Oregon City and Metro to do a Regional Center Management Plan. This project fulfills objectives, and has elements of, all three TGM categories. The RCMP seeks to achieve the type of compact urban form called for by the Region 2040 Growth Concept.

Applicant: City of Portland, Bureau of Planning
Project Title: West Burnside Corridor Study
Category: 2,3, tool #(s) 7,10,11
Summary: The West Burnside Corridor Study will analyze pedestrian and bicycle crossings to develop design standards and implementation strategies for pedestrian and bicycle access across a section of West Burnside Street between the Park Blocks and NW 24th Place. Portland's Bureau of Planning and Office of Transportation will work with the West Burnside Corridor Study Task Force already initiated by representatives for neighborhoods adjoining the street. They will recommend improvements that encourage safe and convenient pedestrian and bicycle usage across West Burnside Street and accessibility to light rail stations. The project will recommend locations and designs of crossings, and standards for design of open spaces, street, sidewalks, set backs, plazas and adjoining development at key nodes.

Applicant: City of Portland
Project Title: TPR Parking Plan Phase II
Category: 1
Summary: Refine strategies from first phase of TPR parking plan. Strategies will include an examination of barriers to shared parking and a survey of Portland employers to determine cost of providing free employee parking. Review with public selected City strategies to comply with TPR parking space reduction requirement and make revisions to City policies and codes. Coordinate with Metro.

Applicant: City of Portland
Project Title: Pedestrian Plan-Project Development
Category: 1

Summary: The Pedestrian Master Plan (developed under a '94-95 TGM grant) identifies possible pedestrian projects, based on system deficiencies and project request from the public. Using the important results of the LUTRAQ study as a starting point, this grant project will develop specific tools for evaluating the potential of these pedestrian projects for increasing pedestrian environmental factors and pedestrian mode share, including a more detailed map of Pedestrian Environmental Factors in the project areas. The methodology developed will serve as a model for other municipalities.

Applicant: City of Portland
Project Title: Model Bicycle and Walk to School Plan
Category: 1

Summary: This project will develop plans to promote bicycling and walking to schools representative of those types found throughout the region. The project will create a transportation profile for fourth grade through high school students, discern the extent to which environments favorable to walking and bicycling correlate with transportation mode split, identify real and perceived barriers to increased bicycling and walking to school, and address these barriers through a combination of treatments. This project will develop site-specific plans for several schools; the schools will be selected in a manner so that the plans can serve as models to promote bicycling and walking to school for schools throughout the region.

Applicant: City of Portland
Project Title: Broadway Weidler Corridor Demonstration Development Projects.
Category: 2

Summary: The Broadway Weidler Corridor Demonstration Projects will provide the feasibility analysis for two/three capital improvement and business development projects recommended by the local business and residential communities through the Broadway Weidler Corridor Vision Plan. This grant project would review these recommendations, prioritize projects, provide site analysis for specific projects, and develop project financing and implementation strategies that will include incentives for developers to invest in the Broadway Weidler Corridor. The project would be a model for identifying capital improvement and business development projects that promote housing and mixed use development, as well as multi-modal access in other regional "main streets."

Applicant: City of Portland
Project Title: Lents Town Center: Strategy for Transition
Category: 2,3

Summary: The Outer Southeast Community Plan dovetails with Metro's 2040 Plan by making Lents a Town Center. The Outer Southeast Business Coalition has spent almost a year holding public meetings, hiring a consultant, and preparing a generalized vision for Lents area. The Lents Town Center: Strategy for Transition will collaborate with the Business Coalition to complete that vision and prepare an implementation strategy of transition for the area. The Lents Town Center: Strategy for Transition project will assess market conditions in Lents and evaluate opportunities to create transit/bike/pedestrian-friendly development. It will establish a collaborative relationship with the property and business owners. It will graphically and narratively describe land uses, street designs, utilities, institutional and civic uses and design standards. The strategy will develop through workshops and other interaction with residents, business and property owners.

Applicant: City of Portland

Project Title: Gateway Regional Center Vision & Strategy

Category: 3

Summary: Vision Plan for Gateway - How to redevelop an area with existing low-density development into a thriving regional center. The Outer Southeast Community Plan and Metro's 2040 Concept Plan designates Gateway a Regional Center. The Outer Southeast Community Plan establishes zoning in keeping with Regional Center designation. The area has great potential for transportation-efficient land use. The community planning process has generated interest in visualizing how the area may look in 2040 and how the transition might occur. The project would entail property owner contact, workshops, designs of development scenarios, and a market analysis. It would also include a strategy for achieving the development goal.

Applicant: City of Portland

Project Title: West Portland Town Center

Category: 1,3

Summary: Develop a detailed plan for West Portland that will help guide public and private investment and achieve Metro's 2040 requirements as a designated Town Center. The area is a Metro 2040 designated Town Center and a focal point in the Southwest Community Plan (SWCP). The first phase of the grant project will analyze transportation policies and multi-modal systems; review existing street and transit designations; review regional and State priorities for the Interstate-5 ramp and light rail designation on SW Barbur Boulevard; explore right-of-way improvements for pedestrians and bicycles; and define market forces which affect the area. Phase two of the grant project will utilize the research to develop a preferred concept plan and produce a detailed implementation schedule. This plan will identify land use and transportation improvements needed to support the goals and objectives of the Town Center concept.

The planning process and timeline for the SWCP will work in concert with this grant-funded project. In October 1995 the SWCP team will print a tabloid and distributed to all households in southwest which describes alternative map designations. The tabloid will provide various land use patterns for the Town Center, which meet the Metro housing and employment targets. With citizen comments, the SWCP team will develop a proposed plan. This will be the first step. However, a greater level of research and design is needed to realize the Town Center designation. This grant is needed to fully analyze the transportation.

Applicant: City of Portland (PDC)

Project Title: Transit Supportive Development Resource Manual

Category: 2,3

Summary: Identify key opportunity sites near station areas along Eastside and Westside Light Rail alignments within the City of Portland for transit oriented development (TOD). Working with community partners, prioritize sites for transit supportive developments. Prepare case studies on successful TOD local projects. Develop prototypes for medium and higher density residential and mixed-use projects. Identify public financing tools and incentives available to transit supportive developments. Evaluate transit overlay zoning regulations to apply consistent design and development standards at LRT station. Prepare a handbook available to the community, property owners and developers to summarize transit-supportive opportunities and market the TOD concept. Develop and present a seminar for public and private partners to promote the development of TODs at transit station areas.

Applicant: City of Portland (PDC)
Project Title: Collins Circle Redevelopment Strategy: Goose Hollow
Category: 3 (tool #(s) 5)
Summary: Prepare a redevelopment strategy for the four blocks surrounding Collins Circle in Goose Hollow near the 18th and Jefferson light rail station. The area was identified as a "mixed use development opportunity zone" during the Westside Station Area Planning effort, capable of supporting a mix of high density uses that could support light rail and help achieve the region's livability goals. The strategy will identify a mix of uses which support each other, and reflect transit-oriented design principles. Included in the strategy will be recommendations for transportation improvements that promote bike and pedestrian access and circulation in the neighborhood, support the projects and link them to potential Collins Circle plaza improvements.

Applicant: City of Portland (PDC)
Project Title: Collins Circle Redevelopment Strategy: Goose Hollow
Category: 3 (tool #(s) 5)
Summary: Prepare a redevelopment strategy for the four blocks surrounding Collins Circle in Goose Hollow near the 18th and Jefferson light rail station. The area was identified as a "mixed use development opportunity zone" during the Westside Station Area Planning effort, capable of supporting a mix of high density uses that could support light rail and help achieve the region's livability goals. The strategy will identify a mix of uses which support each other, and reflect transit-oriented design principles. Included in the strategy will be recommendations for transportation improvements that promote bike and pedestrian access and circulation in the neighborhood, support the projects and link them to potential Collins Circle plaza improvements.

Applicant: City of Portland (PDC)
Project Title: Albina Mixed-Use Project Handbook
Category: 3 (tool #(s) 5)
Summary: Prepare a working developer's handbook to promote implementation of density housing and mixed-use projects within existing transit corridors of Northeast Portland to support the Region 2040 Plan and Livable City Initiative. The handbook would inventory available RH (mixed-use) zoned property, evaluate current and projected market supply/demand conditions, prepare feasibility studies for 8-10 prototypical sites, and provide a marketing strategy - including recommendations for zoning code changes and public investment - to attract project implementors.

Applicant: City of Portland
Project Title: 2040 Centers Transportation Descriptors and Alternative Mode Planning
Category: 1
Summary: Describe the 2040 centers, main streets, and station areas using attributes that effect alternate mode travel behavior in order to identify needed improvements with the system. The study would catalog these centers with the data in map and spreadsheet format. The data would be constructed in a Map Info data base that can be used for analyzing these areas for the City Transportation System Plan inventory and needs assessment and alternatives. The study would also include the development of a planning technique to assist in analyzing these center areas for alternate mode travel. The analysis would determine the areas potential for shifting trips to alternate modes, and what improvements are needed (sidewalks, bikelanes, etc.)

Applicant: City of Sandy
Project Title: City of Sandy Public Facility Policies and Capital Improvement Plan
Category: 3
Summary: Proposes follow-up activities for the Sandy 2040 Town Plan including: Adequate public Facilities Requirements to support a jobs-to-housing balance and the development of "villages"; Focused public investment plans to support strategic public funding to support the Sandy 2040 Town Plan and Neighborhood Plans.

Applicant: City of St. Helens
Project Title: St. Helens Transportation Plan
Category: 1

Summary: Develop a local transportation system plan (TSP) that includes a street inventory, traffic studies, intermodal relationships, land use inventory, transportation funding strategy, capital improvement program, and growth potential study. The final TSP will correlate long range growth plans with the transportation system to meet Oregon Transportation Planning Rule and the City's long range needs as shown in the City's Comprehensive Plan.

Applicant: City of Tigard
Project Title: Urban Service Provision Plan
Category: 3

Summary: The City of Tigard is seeking a grant to prepare an urban service provision plan for its unincorporated urban planning area. The plan will serve as the guide by which Tigard provides full urban services to this area, after annexation, under current comprehensive plan and Region 2040 Concept Plan build-out scenarios. The project will be coordinated with Washington County's effort to implement SB122, including the sharing of study information and results to help meet the requirements of the law. The project may also serve as a model for other jurisdictions and service providers for use in performing similar studies and assessments.

Applicant: City of Troutdale
Project Title: 257th Avenue Enhancement Study
Category: 1,2

Summary: The project is a transit pedestrian and bicycle enhancement study of 257th Ave. within the City of Troutdale. Metro's 2040 growth concept map designates this five-lane suburban arterial as a transit corridor. Current design of the road creates a barrier effect for pedestrians and transit users and conflicts with 2040 corridor development strategies. This study will identify urban design features to make the street more transit, pedestrian and bicycle friendly. The study will have applicability region-wide.

Applicant: City of Troutdale
Project Title: Troutdale Edgefield Station
Category: 1,2,3

Summary: The City of Troutdale is seeking a combination grant in Category 1,2 and 3. The project will evaluate existing available data for the purpose of planning alternative transportation modes, and to coordinate efforts to:

- Create efficient transportation system designs.
- Design transportation systems and land use patterns to increase "trip linking".
- Develop a focused Public Investment Plan (FPIP) and a Capital Improvement Plan (CIP)
- Coordinate, unify and prioritize the investments necessary to implement this project.
- Reduce traffic congestion within the Region.
- Implement transportation and growth management concepts in Troutdale and the Region consistent with the Metro 20 Plan and the ISTEPA.

Applicant: City of Troutdale
Project Title: Troutdale Town Center Plan
Category: 1,2,3

Summary: The City of Troutdale is seeking a combination grant in Category 1,2 and 3 to prepare a land use strategy, implementing ordinances and a focused public investment plan for the Troutdale Town Center. This project will evaluate data and transportation relationships affecting lands and land uses within the City of Troutdale which make up the Town Center. Products developed as part of this project will be prepared to be incorporated into the City's Comprehensive Plan and implementing ordinances. These amendments will be used as tools to implement transportation and growth management concepts in Troutdale, consistent with the Metro 2040 Plan and the ISTEPA.

Applicant: City of West Linn Department of Planning and Development
Project Title: Transportation System Plan
Category: 1

Summary: Prepare a comprehensive Transportation System Plan (TSP) that integrates existing work in progress in coordination with ODOT, the City of Lake Oswego, and Metro, and establishes the framework for future planning activities. The TSP Project will also integrate compliance requirements and standards consistent with the Americans with Disabilities Act (ADA) in providing transportation networks that serve the disabled community.

Applicant: City of Wilsonville
Project Title: Transportation Efficient Visual Design Standards
Category: 2,3, (tool#(s) 7

Summary: The City of Wilsonville is seeking to revise its zoning code to promote transportation efficient development patterns in an illustrated, user friendly format. This revised code will reflect a publicly developed vision of the community's future.

Applicant: City of Wilsonville
Project Title: Transportation Efficient Land Use Strategies-Dammasch Study Area
Category: 2,3, (tool#(s) 7

Summary: The City of Wilsonville seeks to develop and implement a Transportation-Efficient Land Use Master Plan for the former Dammasch Hospital site and the surrounding area. The intent is to complete a planning process which will create a master plan with supporting ordinances, urban design illustrations and architectural renderings, and implementation strategies. Also the project seeks to increase transit use, walking and bicycling. Finally, in so far as possible with the budget, a specific development plan will also be produced for the recommended land use scenario.

Applicant: City of Wilsonville
Project Title: Transportation Master Plan Update
Category: 1

Summary: The City of Wilsonville intends to update its Transportation Master Plan and develop implementing ordinances to comply with Goal 12 Administrative Rule, OAR 660-12. this project will integrate all existing plans and studies; analyze policies and land use regulations; develop alternatives that redress deficiencies; and develop a comprehensive multi-modal Transportation Master Plan and implementing ordinances.

Applicant: Clackamas County
Project Title: Damascus Urban Reserve Study, Phase II
Category: 1,2

Summary: The Phase 2 study for the Damascus area is to develop a comprehensive plan for those urban reserve places that will be the first to be brought into the urban growth boundary through the Region 2040 process. The goal is to develop recommendations for a transportation system and land uses to meet the requirements of the region 2040 concepts, Transportation Planning Rule and the County Comprehensive Plan. The area's transportation plan, coordinated with the County's TSP, and land use plan will be required before the area is annexed into the urban growth boundary. The study proposes an advisory committee of residents, property owners, business owners, and representatives from agencies and service districts. Surveys and focus include open house meetings, and presentations to CPOs, civic and social groups, and schools. A news bulletin with study updates will be mailed to all interested parties.

Applicant: Clackamas County
Project Title: Local Streets Traffic Calming and Skinny Street Standards for Clackamas County
Category: 1

Summary: Clackamas County is applying for a category 1 project grant that contains a number of components that will lead to the implementation of a neighborhood traffic calming program. Clackamas County has developed a general process for a local streets traffic calming program. The vision of this project is to carry this program forward and broaden its scope to include skinny street design along with the typical traffic calming devices. Steps included in this project are as follows:

1. Develop standards and criteria for application of skinny streets including development of criteria for their application.
2. Incorporate skinny street design issues into a more comprehensive traffic calming program process.
3. Combine steps 1 and 2 and amend preliminary "Neighborhood Transportation Management Process for Clackamas County" to include criteria for narrow streets as well as other devices. Incorporate documents into Clackamas County Roadway Design Standards document.
4. Form a Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) and hold a series of three to five meetings to make necessary modifications and approve.

Applicant: Clackamas County
Project Title: TPR Design Guidelines
Category: 1

Summary: Prepare Zoning and Development Ordinance amendments addressing aesthetics of the streetscape to encourage pedestrian activity along Major Transit Routes. Also, prepare a handbook illustrating different ways to meet the County's pedestrian friendly requirements, both those already in place as well as those prepared through this project. The need for addressing aesthetics was identified in our earlier TPR zoning ordinance amendment process.

Applicant: Clackamas County
Project Title: Clackamas County Transportation System Plan
Category: 1

Summary: County completed the bicycle and pedestrian elements last fiscal year (95/95). This study will update the other elements required by the Transportation Planning Rule (TPR). Elements that will be analyzed include but are not limited to roads, transit, TDM, land use (region 2040), freight and a financial analysis. Project will be coordinated with the Metro's RTP update.

Applicant: Clackamas County
Project Title: North Clackamas Urban Service Agreement Project Phase II
Category: 3

Summary: This proposal is to continue the North Clackamas Urban Service Agreement Project, a TGM grant funded project, that was completed in June, 1995. Clackamas County, the cities in Clackamas County and the special districts that provide the urban services are seeking a category three grant to prepare a series of urban service agreements to meet the requirements of the Senate Bill 122 and to prepare the framework for an annexation plan in the County. Senate Bill 122 requires urban service agreements to be signed by all relevant parties no later than the time of each local government's state-mandated Comprehensive Plan periodic review. SB 122 requires urban services agreements for the following services: sanitary sewer; water; fire protection; parks; open space; recreation; and streets, roads and mass transit.

The project will address all of these services except transit (currently provided by Tri-Met, the regional transit authority). The project will also address surface water management, emergency medical services, law enforcement and planning.

The project will continue building consensus agreement on if and how to incorporate the urban and urbanizable portions of the North Clackamas area. A framework for annexation plan for at least some portions of the affected areas will be developed and a comprehensive analysis will be completed to examine the strengths and weaknesses of this approach.

Applicant: Columbia County
Project Title: Transportation System Plan Development
Category: 1
Summary:

Applicant: Metro
Project Title: Shared Parking Project
Category: 2, 3

Summary: Metro is seeking a grant for \$50,000 to develop model ordinances and publicize practical, how-to information on shared parking. Shared parking refers to two or more land uses jointly sharing the same parking spaces, thus significantly reducing the amount of space devoted to parking. It is a strategy that will allow jurisdictions and business people to use a finite land supply more efficiently, promote higher densities, increase non-auto modes, decrease vehicle trips and comply with the Transportation Planning Rule. The project will result in a handbook that planners, developers and private industry can use to initiate shared parking arrangements and adopt clear, effective ordinances.

Applicant: Metro
Project Title: Regional Street Design Study
Category: 1, 2

Summary: Metro is seeking a combination of category land 2 TGM grants to study new approaches to street design as functional classification that more closely link land use and transportation. This study will be a major element in the development of the Portland region TSP, and subsequent development and evaluations of local TSP's.

Applicant: Metro

Project Title: Accessibility Measures Project

Category: 1, 2

Summary: To develop a set of objective transportation performance measures, known as accessibility measures, to apply to the Portland region. These are to measure accessibility from both transportation and land use actions.

Applicant: Metro

Project Title: TOD Implementation - Phase II, Continuing Program Definition

Category: 2, 3

Summary: This request for a TGM grant is to provide continuing program definition for a TOD Implementation Program. Last year, TGM grant funds were provided for support services and activities for this TOD program. As a direct result of that grant effort and a parallel effort by Metro for other actions, a landmark TOD Program is being forged in the Portland region.

A TOD is more dense development with strong pedestrian connections at a transit station that induces significantly more transit trips than conventional development. This then improves the efficiency of the existing transit system, reduces congestion and improves air quality. As a result of the Metro effort, important national policies were set in place that recognize the value of land use/transit implementation and encourage such *joint development projects* and provide eligibility for capital expenditures. These policies are in the form of letters and legal opinions from FTA headquarters in Washington, D.C. and notice in the Federal Register. In addition, the Region, through JPACT and Metro Council with participation of ODOT, approved \$3 million funding for a Regional Revolving Fund to acquire TOD sites. This program represents the first of its kind in the country under ISTEA.

Applicant: Metro

Project Title: Regional Parking Management Program - Phase II

Category: 1

Summary: Metro is seeking a TGM grant for \$37,250 to develop policies for reducing parking spaces per capita by 10 percent over the next 20 years. The 10 percent reduction is required by the TPR. Strategies to achieve the reduction must be incorporated in the RTP by May 1996 and in local TSPs by May 1997. This grant will be used to refine the reduction strategies developed in the Phase I parking grant and assess where reductions in parking spaces are the most feasible from a political and technical view.

Applicant: Metro

Project Title: Growth Management and Schools

Category: 3

Summary: To understand the implications of school land needs on the Metro Urban Growth Boundary and to improve coordination between school districts, local governments and Metro.

Applicant: Multnomah County

Project Title: Design Standards Revision

Category: 1

Summary: Multnomah County is requesting a Transportation Planning Rule (Category 1) grant to revise the *Street Standards - Code and Rules* document. The project will address system functions classifications, street widths, design speeds, intersection treatments and traffic control, driveway spacing and design, sidewalk provisions, bicycle provisions and traffic calming techniques for arterial, collector and local streets within Multnomah County's jurisdiction.

Applicant: Multnomah County
Project Title: Bikeways Master Plan Update
Category: 1

Summary: Multnomah County is requesting a Transportation Planning Rule (Category 1) grant to update the Bicycle Master Plan. The project will address current conditions and deficiencies of the County bikeway system and further develop a bicycle network as part of the multi-modal transportation policy of Multnomah County. Facility design will be reviewed and updated to be consistent with the State Bicycle and Pedestrian Plan and current AASHTO Bicycle Guidelines. The list of bikeway improvements required to complete the network will be revised based on current roadway responsibilities. The Bikeway Plan Map for Multnomah County will also be updated based on current roadway responsibilities.

The Bicycle Master Plan Update will fulfill TPR requirements. Following adoption of the Bicycle Master Plan, the Comprehensive Framework Plan will be amended to reflect the revised policies, implementation strategies and map from the Bicycle Master Plan.

Applicant: Multnomah County
Project Title: UGM Grant Project for Rockwood Water PUD et al
Category: 3

Summary: This proposal is to develop a water urban services and cooperative agreement in East Multnomah County between applicant and the Cities of Fairview, Gresham, Troutdale and Wood Village, and Powell Valley Road Water District. This product will be a model for all multiple jurisdictional cooperative agreements and will prepare the several jurisdictions for eventual adoption of the urban services and cooperative agreements.

Applicant: North Plains, Metro
Project Title: North Plains/Metro Neighboring City Study
Category: 3

Summary: To understand how growth management of two urban growth boundaries (North Plains and Metro) can be coordinated with these entices as well as Washington County to minimize the negative impacts of future growth.

Applicant: Port of Portland
Project Title: PDX Transportation Management Association Feasibility Assessment and Implementation Plan
Category: 1

Summary: This project will assess the value of forming a transportation management association (TMA) at the Portland International Airport (PDX) as an effective tool for managing travel demand. The work effort will develop a work plan to form and operate a TMA, and develop a recommendation on the formation of a TMA.

The airport appears to have a number of qualities that contribute to a successful/TMA) a large employment center, b) a concentrated geographical area, c) limited and managed parking, and d)mandate to reduce employee trips.

Applicant: Tri-Met
Project Title: Primary Transit Network/Phase II
Category: 1

Summary: The Primary Transit Network (PTN) is the transit component of the Regional Transportation Plan. The PTN consists of bus and rail transit services with 15 minute or better all day service by 2015. The PTN is designed to support the intensification of regional centers, town centers, station communities and corridors as designated in the Region 2040 Growth Concept. A draft PTN was developed in Phase I under a TGM grant.

In Phase II the draft transit network will be refined as part of the update of the Regional Transportation Plan. Major tasks in Phase II include: (a) evaluation of new growth projections using the methodology developed in Phase I; (b) cost effectiveness analysis of PTN using ridership numbers from Metro's models; (c) study of the suburban vs. Urban equity issue; and (d) ongoing refinement of preferred and constrained transit networks. As in Phase I the PTN will be developed under the guidance of the RTP Transit Work Team.

Applicant: Washington County
Project Title: Design Criteria for Park, Recreation, and Open Space Areas in Light Rail Station Area Communities

Category: 1, 3
Summary: Case studies will be made of existing transit-based and transit-oriented communities, and public workshops will be held, for the purpose of creating criteria for the number, shape, size and type of park, recreation, open space and plaza areas within light rail station areas in Washington County's jurisdiction. The criteria will be used to generate a set of design guidelines for application to the existing light rail station areas and to future station areas and transit-oriented communities and developments.

Applicant: Washington County Planning Division
Project Title: Implementation of Narrower Local Street Standards and Neighborhood Traffic Management Techniques

Category: 1, 3
Summary: This project will adopt land use and road standards to implement the recommended road standards for narrower local street widths and traffic management techniques developed through a prior TGM grant entitled "Washington County Local Road Standards Revision". The project will result in land use and road standards that will build upon standards adopted by Ordinance 432 (implements OAR 660-12-055(3)), resulting in standards consistent with the Transportation Planning Rule.

Applicant: Washington County
Project Title: Expedited Development Review Procedures for Light Rail Station Areas

Category: 1, 2, 3
Summary: This project will develop and adopt implementing regulations for expedited development review procedures for development actions in the light rail station areas within unincorporated Washington County. The development and adoption of these implementing regulations will be done in conjunction with the work the County is doing to develop land use and transportation systems plans and development/design concepts for the station areas.

Applicant: Washington County/Metro
Project Title: Cedar Mill Town Center Plan

Category: 2, 3
Summary: Cedar Mill Town Center Plan will provide a detailed development concept for the Town Center area on Cornell Road. This project will also develop a program to carry out the development concept.

Applicant: Washington County

Project Title: Pedestrian Plan

Category: 1

Summary: The purpose of this project is to update the pedestrian element of the 1988 Washington County Transportation Plan resulting in a comprehensive Countywide Pedestrian Plan. Included in this Plan will be pedestrian facilities associated with County roadways within incorporated areas of the County and State highways. This Plan, upon completion, will become an element of the County's Transportation Plan Update. Design standards to implement portions of the Plan will be adopted. The Pedestrian Plan will include policies, implementing strategies and specific improvement recommendations consistent with the Transportation Planning Rule, Regional Transportation Planning and Station Area Plans.

Applicant: Washington County DLUT

Project Title: Neighborhood Commercial Implementation Plan

Category: 1, 2

Summary: The purpose of the proposed project is to build on a previous Neighborhood Commercial TGM grant and make applicable Comprehensive Framework Plan, Community Plan and Community Development Code changes to implement strategies identified in the 94-95 Neighborhood Commercial TGM Grant.

Applicant: Washington County DLUT

Project Title: Parking Standards for Light Rail Station Area

Category: 1, 2

Summary: Make applicable Community Plan and Community Development Code changes to implement parking strategies in light rail station areas in urban unincorporated Washington County.

Applicant: Washington County DLUT

Project Title: Consideration of New Landscaping Standards in Transit Corridors and Station Areas

Category: 2, 3

Summary: The intent of this project is to evaluate the effect of Washington County's present landscaping requirements on the ability of developers to achieve transit-supportive densities, and to prepare new standards for the amount, location and design of landscaping on development sites in transit corridors and station areas that will allow for the achievement of increasing densities.

Applicant: Washington County DLUT

Project Title: Implementation of HB 3133

Category: 2, 3

Summary: The purpose of this project is to prepare an ordinance that would implement HB 3133 (which allows a property tax abatement for transit-supportive, multiple-unit housing and mixed use projects) through a public process involving interested and affected jurisdictions and citizens. This process would address a number of issues related to implementation of HB 3133.

Applicant: Washington County DLUT

Project Title: Urban Collector System Study

Category: 1

Summary: This project will identify and assess a range of urban collector systems and facility characteristics and develop recommendations for modifications to Washington County's urban collector system. The product of this project will help significantly in the update of Washington County and other local jurisdictions transportation plans to be conducted in the near future to comply with the State Transportation Planning Rule.

Applicant: Washington County DLUT
Project Title: SB 122 Public Involvement Work
Category: 3

Summary: The purpose of this project is to conduct the extensive public involvement program to complete the mandates of SB 122. This project would be one in conjunction with a second grant which will conduct the technical work that must be completed to fulfill the requirements of SB 122. 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 into compliance by July, 1997.

Applicant: Washington County DLUT
Project Title: SB 122 Technical Work
Category: 3

Summary: 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 agreement no later than the first periodic review that begin 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.

Applicant: Tualatin Hills Park & Recreation District, Tualatin Valley Fire & Rescue District, Tualatin Valley Water District, Unified Sewerage Agency
Project Title: Negotiation of Urban Services Agreements for the Special Districts Serving Urban Washington County
Category: 3

Summary: This is a proposal for the development of data and analyses to aid Washington County jurisdictions in negotiating and drafting urban services agreements between the four special districts, Washington County and the cities of Beaverton, Portland and Hillsboro. These agreements will be used as models for the development of urban services agreements with the cities of Tigard, Tualatin, Durham, King City, Sherwood and Wilsonville.

**Transportation Growth Management Program
Metro Recommends ODOT Not Fund These Grant Projects
September 1995**

Grant Code	Jurisdiction	Project	Fund Decision ¹	Requested Amount ²	Revised Category ³
1.02	Lake Oswego	Transportation System Plan	N	\$ 49,925.50	1
1.10	Portland	Broadway Weidler Corridor Demonstration Development Projects	N	47,000.00	2
1.12	Wilsonville	Transportation-Efficient Land Use	N	75,000.00	2&3
1.13	Wilsonville	Transportation Master Plan Update	N	50,000.00	1
1.14	Wilsonville	Transportation Efficient Visual Design Standards	N	50,000.00	2&3
1.16	Multnomah County	Bikeways Master Plan Update	N	29,600.00	1
1.19	Portland	West Burnside Corridor Study	N	29,000.00	2
1.21	Milwaukie	Riverfront to Springwater Trails Connection Plan	N	17,448.00	1
1.22	Gresham	Downtown Gresham Central Rockwood Parking Master Plan	N	48,000.00	1
1.28	Clackamas County	Clackamas County Transportation System Plan	N	70,000.00	1
1.35	Washington County	Neighborhood Commercial Implementation Plan	N	19,650.00	2
1.37	Washington County	Consideration of New Landscaping Standards in Transit Corridors and Station Areas	N	43,386.00	2
1.39	Gresham	Land Use Alternatives Public Outreach	N	25,025.00	2
1.42	Forest Grove	Transportation System Plan	N	41,175.00	1
1.46	Port of Portland	PDX Transportation Management Association Feasibility Assessment and Implementation Plan	N	41,365.53	1
1.56	Hillsboro	Downtown Hillsboro Station Community Plan (Regional Center) Traffic and Circulation Analysis	N	30,000.00	1

Grant Code	Jurisdiction	Project	Fund Decision ¹	Requested Amount ²	Revised Category ³
1.62	Metro	Regional Parking Management Program, Phase II	N	\$ 37,243.00	1
1.64	Metro	Accessibility Measures Project	N	47,494.00	1&2
1.68	Metro	TOD Implementation, Phase II -- Continuing Program Definition	N	60,000.00	2&3
1.78	Washington County	Parking Standards for Light Rail Station Area	N	22,305.00	1&2

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10/03/95

1. Preliminary funding decision - final funding decision based on an approved (ODOT) work plan, timeline and budget.
2. Grant amount requested. Not all grants will be funded at the requested amount.
3. ODOT/DLCD revised funding categories - may be different than grant request application.