Cathy Ross

AGENDA

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METRO

Monroe
Kvistad
Morissette
Absent

MEETING: METRO COUNCIL REGULAR MEETING
DATE: October 26, 1995
DAY: Thursday
TIME: 7:00 p.m.
PLACE: Council Chamber

Approx. Time *			Presenter
7:00 PM		**CALL TO ORDER AND ROLL CALL**	
(5 min.)	**1.**	**INTRODUCTIONS**	
(5 min.)	**2.**	**CITIZEN COMMUNICATIONS**	
(5 min.)	**3.**	**EXECUTIVE OFFICER COMMUNICATIONS**	
	4.	**CONSENT AGENDA**	
7:15 PM (5 min.)	4.1	Consideration of Minutes for the October 19, 1995 Metro Council Meeting.	Adopted.
	5.	**INFORMATIONAL ITEMS**	
7:20 PM (30 Min.)	5.1	Report from Sherwin Davidson, Dean of Extended Studies, Portland State University. Higher Education and Regional Impact.	Washington
7:50 PM (40 Min.)	5.2	Preliminary Water Supply Plan: Staff Report and Public Testimony	Furfey
	6.	**RESOLUTIONS**	Monroe, Kvistad, Morissette Absent
8:30 PM (5 Min.)	6.1	**Resolution No. 95-2225,** For the Purpose of Approving a Multi-Year Contract with Harding Lawson and Associates for Design of a Landfill Gas Pipe Line and Compressor Station and Authorizing the Executive Officer to Execute a Contract	McLain 4/0 Yes
8:35 PM (5 Min.)	6.2	**Resolution No. 95-2219A** For the Purpose of Recommending Funding for the ODOT/DLCD Transportation and Growth Management Program	Monroe, Kvistad, Morissette Absent Monroe 4/0 Yes
8:40 PM (10 Min.)	**7.**	**COUNCILOR COMMUNICATIONS**	
8:50 PM		**ADJOURN**	

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* All times listed on the agenda are approximate; items may not be considered in the exact order listed.

AGENDA ITEM 4.1
Meeting Date: October 26, 1995

Consideration of Minutes for the October 19, 1995 Metro Council Meeting.

AGENDA ITEM 5.1
Meeting Date: October 26, 1995

Report from Sherwin Davidson, Dean of Extended Studies, Portland State University. Higher Education and Regional Impact.

AGENDA ITEM 5.2
Meeting Date: October 26, 1995

Preliminary Water Supply Plan: Staff Report and Public Testimony

STAFF REPORT

EVALUATION AND COMMENTS ON PRELIMINARY REGIONAL WATER SUPPLY PLAN AND RESPONSE TO QUESTIONS BEING ASKED OF ALL PARTICIPANTS IN THE STUDY

Date: October 19, 1995 Presented by: Rosemary Furfey, Growth Management

PURPOSE OF THIS REPORT

The purpose of this report is to evaluate and comment on the preliminary draft of the ***Regional Water Supply Plan*** that was issued on September 6, 1995. In addition, this report answers four questions that each of the participating agencies in the study are being asked to answer. This report includes the comments from staff in the Growth Management Services Department and Parks and Greenspaces Department.

BACKGROUND

The Metro Charter mandates that Metro adopt elements of the Regional Framework Plan that address regional water supply and storage, particularly as it relates to growth management and land use planning. Metro formally joined the Regional Water Supply Planning Study (RWSPS) on July 28, 1994, with adoption of Resolution No. 94-2010A. Metro provided Region 2040 population data to the RWSPS so that water demand scenarios could be modeled based on Metro's population growth projections.

As one of the study's sponsors, Metro is participating in the plan adoption process by evaluating the plan and holding a public hearing to solicit public comment on the plan. In addition, Metro has provided information about this study in coordination with its Region 2040 public involvement activities. The Metro Council will use the relevant portions of the ***Regional Water Supply Plan*** for the Urban Water Supply element of Metro's Regional Framework Plan.

This report and resolution from the Metro Council, together with comments and recommendations from each of the other participating entities and results of public involvement workshops, will be used by the study's consultant team, project staff and steering committee to revise the plan. Based on these revisions, a draft final plan will be produced in December 1995. The draft final plan will be reviewed again by the study's participants and the public, producing recommendations for the final plan adoption. The final ***Regional Water Supply Plan*** is tentatively scheduled for adoption in February 1996.

ANSWERS TO QUESTIONS FOR STUDY PARTICIPANTS

Introduction

The preliminary ***Regional Water Supply Plan*** is the culmination of a five-year multi-jurisdictional planning effort. The plan is comprehensive, regional in scope and far reaching in its technical analyses and recommendations. Water providers have shown exceptional leadership by organizing themselves and funding a regional water supply study that addresses issues that are vital to the future of the Portland metropolitan region. The study identifies specific policy objectives,

investigates selected water source options and supply strategies. It identifies the trade-offs associated with each strategy and recommends a preferred strategy to meet future water supply demands. There are no easy answers to the questions of how to meet future water supply needs. Each strategy has positive and negative aspects. There are also many unknowns. For example, we will not know how much water citizens and industry can conserve until an aggressive regional water conservation programs are initiated. Most importantly, however, this planning effort is focusing public attention on water supply issues, stimulating public debate about source options and how water resources should be managed. This study is raising these issues to the important level it deserves.

The Metro Council strongly supports the regional scope of this plan, the plan's analyses and the regional nature of its proposed strategies. The ***Regional Water Supply Plan*** is being issued at a time when the citizens of this region are participating in Metro's Region 2040 project to determine how the region will grow in the next 50 years. The region's future urban form must complement and protect natural resources as the region grows. Water-supply planning is a crucial part of this debate. Urban density, land use and growth patterns affect water demands and options for future sources. Urban form and land use will dictate near term and future infrastructure needs. One of the cornerstones of Region 2040 is resource conservation. Therefore, water conservation must be the most important part of any source option strategy. Metro's land use decisions should complement and protect future water supply options. Metro has a responsibility and important role to play in these future decisions. Regional water supply planning and the Region 2040 growth management planning program must continue to be coordinated since it is critical to the future livability of this region.

The scope and implications of this plan require an aggressive, regionally comprehensive public education and conservation program. The study's public opinion survey reveals that a significant portion of the respondents to the survey are unaware of their drinking water source or the implications for the sources being considered. This illustrates the need for public education to make citizens aware that their personal actions have direct implications on the region's water resources and future drinking water options. It is imperative that a broad-based, comprehensive and regional public education strategy be initiated as one of the first steps in implementing the region's water supply plan. Finally, this study highlights the need to ensure water supplies for in stream uses as well as coordinating all out-of-stream water uses (e.g., irrigation, industrial, water supply and hydro-power) on a comprehensive watershed basis to ensure the protection of water resources for the future.

1. **The Regional Water Supply Study has identified policy values. Which of these key policy values are most important to you in meeting your future water needs? Are there other policy values that are equally or more important to you, if so what are they?**

   In September 1994, the Metro Council Planning Committee reviewed the study's draft policy objectives and provided specific comments to the study's steering committee regarding Metro's policy interests in a letter dated October 20, 1994. The policy issues of highest concern identified by the Metro Council are:

Efficient Use of Water

The Council strongly supports the efficient use of water resources with particular emphasis on water conservation and making the best use of existing supplies. It also stated its support for the current effort to investigate the potential efficiencies gained by the selective reuse of wastewater.

Reliability

The Council believes the issue of planning for curtailment during drought should be addressed. It encouraged the study's steering committee to examine the cost of continuing to provide water with high reliability versus curtailment of use during periods of drought. The Council believes that the public should be educated and involved in managing demand and that higher reliability can be obtained through different strategies (e.g., conservation).

Water Quality

The Council strongly supports watershed protection to enhance and protect water quality and ensure future water quality. In addition, it wants to stress the need to protect and ensure high water quality standards while ensuring the ability to mix water sources across the region.

Staff want to add that it is equally important to ensure surface water quality is protected after water supply needs are met, rather than only considering raw water quality for drinking purposes. The plan should avoid surface water quality degradation before and after water withdrawals.

Environmental Impacts

The Council emphasizes the need to avoid environmental impacts, not just to minimize or mitigate them. These impacts must be evaluated on a watershed basis in order to characterize the cumulative and downstream impacts of water supply facility development and operation. This includes evaluation of impacts on adjacent as well as watershed-wide land uses and natural resources. Metro will evaluate any supply planning option from an integrated multi-objective viewpoint. This includes consideration of the multiple functions and benefits of fish and wildlife habitat, open space, natural areas and wetlands. Retention of natural systems should be a priority goal.

Growth

The Council strongly supports the coordination between the water supply planning study and the Region 2040 project. In addition, the Council emphasizes the need for continued active cooperation between Metro and the region's water providers to determine where future growth should occur. Future urban form and growth will have an impact on future water supply demands and opportunities for water efficiencies.

2. Do you agree with the recommended strategies contained in the Preliminary Regional Water Supply Plan? If so, why? What strategies specifically do you not support and why?

Overview of the Recommended Strategies

All five strategies address the range of policy issues of concern to the Metro Council. All five address reliability, water quality, environmental impacts and water efficiency (see Table X1-3, below). These strategies are flexible and adaptive to changing conditions, and can be reassessed at periodic intervals during implementation of the plan. The strategies include incentives for water conservation and land use controls to protect water quality and future source options. The importance of land use decisions is a critical factor in each strategy with regard to protecting groundwater, surface water quality and land use patterns that reduce water demand. The incremental nature of these strategies incorporate strong incentives for reducing environmental impacts and conserving water while implementing the plan. The five strategies allow the public to understand the range of policy options, the trade-offs with different supply sources and the phasing of different sources as demand changes over time or as new information becomes available about source options.

TABLE XI-3

Key Policy Objectives
Addressed by Level 1 Resource Sequences

Sequence	Natural Environment	Water Use Efficiency	Raw Water Quality	Costs	Catastrophic Events
1.1	✔	✔			
1.2		✔	✔		
1.3		✔	✔	✔	
1.4		✔			✔
1.5	✔	✔		✔	✔

Staff strongly supports water conservation as the first action taken in each strategy, in conjunction with bringing on the currently committed base case sources. Water conservation should start immediately. It must be the cornerstone to any regional water supply strategy because it can delay the need to develop new sources, while putting off unavoidable environmental impacts and costly public works projects. Most importantly, this preliminary plan helps to identify the key research needs and questions that must be answered before future water supply options are initiated. This planning process must necessarily be iterative and the source options must be continually re-evaluated as new data and information become available.

Policy options and combination of sources in the five proposed strategies are reasonable. The five strategies allow the public to evaluate the trade-offs and implications of achieving different combinations of policy objectives. There are critical decision points in each strategy where water supply choices must be made. There are many unresolved issues regarding each strategy. Research and aggressive water conservation programs are essential to meet the goals of whatever strategy is finally adopted.

Evaluation of the Recommended Strategy

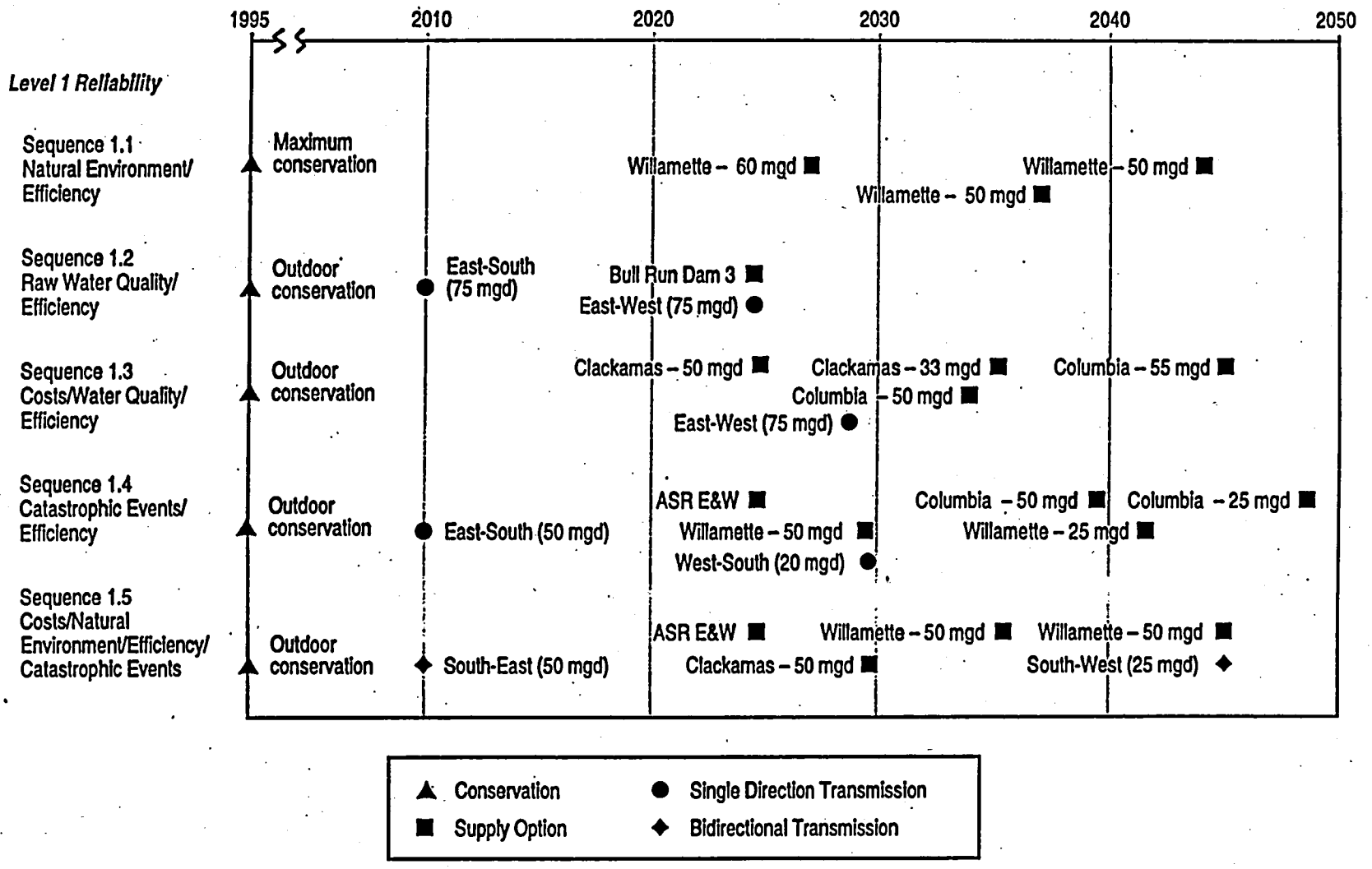
The recommended strategy to meet the region's future drinking water needs is Sequence 1.5 as illustrated in Figure XI-6. These source options are: outdoor water conservation, aquifer storage and recovery (ASR), use of Willamette River water and designated regional water transmission interconnections. These options must be considered in the context of naturally occurring conservation (mandated through legislation) and existing base case commitments.

The recommended strategy has many advantages including: relatively low costs, relatively low environmental impacts, emphasis on water conservation, relatively low vulnerability to catastrophic events and flexibility to deal with future uncertainty. These advantages address the policy issues of concern to the Metro Council.

Staff supports the selection of conservation as the first action to be taken to implement this strategy. It is recommended, however, that maximum conservation be implemented rather than just outdoor conservation. Conservation must be comprehensive rather than compartmentalized into different sectors (i.e. outdoor versus indoor). To avoid bringing future sources on line, maximum conservation will have to be used eventually, and it is recommended to implement maximum conservation as soon as possible. Conservation must be seen as a long-term strategy that fundamentally changes human behavior and the public's understanding of how personal actions affect water supply and water quality. Based on Metro's success with regional solid waste recycling, staff believe there is tremendous potential for the public to similarly conserve water.

The Willamette River option is controversial. Public distaste for the Willamette River option is a strong incentive for maximum conservation and land use planning to comprehensively protect and manage water quality in the watershed. There is public concern about the risk associated with varying levels of treatment technologies to treat raw water from the Willamette River. The Oregon Department of Environmental Quality's (DEQ) recent report entitled ***Willamette River Basin Water Quality Study*** identifies the Willamette River watershed as imperiled by environmental deterioration if action is not taken now to reverse current water quality and land use trends. Ultimately, the public must decide how much risk it is willing to accept regarding potential health affects of using the Willamette River as a source of drinking water. According to the recommended strategy, however, the Willamette River would not be used until after 2020, thereby allowing research to be conducted to better understand the water quality of the Willamette River and how it can be treated most effectively. In addition, a watershed land use action plan must be developed and implemented to protect and enhance the river's water

Figure XI–6
Level 1 Resource Sequences–High Demand



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quality. Citizens, industry and agricultural land mangers will have to change their current practices and personal actions in order to improve water quality.

Aquifer storage and recovery is another component of the recommended strategy which raises several unanswered questions. For example, this strategy has not been fully tested in Oregon, particularly in the three-country metropolitan region. New laws are only now being promulgated to regulate aquifer storage and recovery. The issue of how existing and future land uses (e.g. intensive agriculture in the aquifer storage and recovery (ASR)-designated areas) will affect water stored in aquifers needs to be investigated. In addition, how will stored drinking water be protected from unauthorized uses or co-mingling with other groundwater which may be contaminated? How is the zone of influence of the injected water determined to identify if water is being withdrawn for unauthorized uses? What are the impacts of increased withdrawals? These questions highlight the need to ensure that land use controls and wellhead protection programs are in place before ASR is implemented. Key research questions must be identified and action taken to protect future ASR lands.

The recommended strategy also includes withdrawal on the Clackamas River. The Clackamas River's cold water fishery is significant in the Pacific Northwest. The watershed is experiencing rapid growth pressures, as well as projected future growth based on the Region 2040 project. It is recommended that an instream flow incremental methodology (IFIM) study be conducted as soon as possible before additional withdrawals are initiated on the Clackamas River to investigate key questions about the Clackamas fishery and other questions regarding in-stream priorities. Land use that protects water resources is essential. There is also an opportunity to manage large portions of the upper watershed which is in federal land ownership. It is, therefore, critical that all jurisdictions, including Metro, coordinate their actions to achieve resource protection goals in the Clackamas watershed. Finally, the Clackamas River source is less susceptible to catastrophic events because it is not in as close proximity to Mt. Hood as the Bull Run watershed.

Comments on Other Strategies

Strategy 1.2 includes the construction of a third dam on the Bull Run River. Staff have many concerns and questions about pursuing this option. A third dam will have significant impact on in-stream flows and aquatic resources within the watershed. Because this dam will be higher in the watershed, it can be assumed to have higher proportional damage to aquatic and terrestrial systems. Therefore, staff do not recommend this option for the following reasons: 1) the dam will have high, and as yet not fully determined, environmental impacts; 2) there is high risk related to catastrophic impacts; 3) there would be impacts to old growth habitat; 4) there is high uncertainty of regulatory permitting within the context of the Clinton Forest Plan; and 5) it serves as a disincentive for water conservation by making a large volume of high quality water available.

The preliminary plan does not identify the downstream impacts on recreation (e.g., on the Sandy River) that would be caused by the third dam. In addition, the plan states that the Oregon Water Resources Department has established "Diack" flows on the Sandy River to meet

the objectives of the State Scenic Waterway legislation. In fact, these flows are often not met during most months. This also highlights the connection between consumption of Bull Run water and its direct effect on the declining salmon in the Sandy River.

Staff also believe the Bull Run option is more restrictive and limits the flexibility of the planning process. Once it is determined to pursue the Bull Run dam option, other options and flexibility about future water sources are eliminated. One does not build one-half a dam. The option of a third dam also takes away the responsibility for regional watershed planning and land use controls to protect future water supply sources. It also takes away the public incentive to conserve water in order to avoid using future water sources. If the public knows that the Bull Run is planned for the future, what incentive is there to conserve water? In fact, this may cause water conservation targets not to be met and the dam may have to be built sooner than scheduled.

3. **What changes would you recommend for consideration in the final RWSP? Why?**

Water Conservation

The range of conservation technologies and strategies analyzed in this report is impressive. The assumptions for projected water savings appear to be realistic, yet it is impossible to know if these savings can be achieved until actual field or pilot testing is conducted. One additional measure that is recommended for consideration is lodging industry showerhead replacements. Based on the number of hotel rooms in the Portland metropolitan area and the high output volume of showerheads in use in the Portland lodging industry, this conservation measure could significantly reduce summertime peak day demand.

The preliminary plan groups conservation measures by sector and in three levels or "bundles." In reviewing these measures, it is recommended to move several of the conservation measures from Level III to Level II. For example, when a water audit is conducted in Level II, it would make sense to include ultra low flush (ULF) toilet rebates at the same time. Customers want to know all the measures which can help them save water. If ULF rebates are included in the water audit program, auditors can verify the need for ULF toilets and inform customers of their availability at the time of the audit. It would be relatively easy to include this measure in Level II programs and less expensive then trying to return to these customers later with the hopes that they will install ULF toilets. Water audits should be geared toward helping the customer save water in every cost effective way. Customers are interested in all measures which help them save water and all measures should be included in the original audit performed for that customer.

Another measure that is recommended to be moved to Level II from Level III is landscape ordinances. Ordinances are relatively inexpensive to implement and can result in substantial water savings. Therefore, it is recommended that it be included in Level II. Given the importance of conservation measures to this plan and the extensive marketing and public education that will be needed to achieve the plan's targets, it makes sense to combine Level II and Level III in a more aggressive conservation strategy.

Successful implementation of the conservation component and achieving or surpassing projected water savings will depend on a well-coordinated comprehensive regional strategy. This must include extensive public education, aggressive marketing to all customer classes, regional pilot programs designed to test incentive levels, participation rates, water savings, customer acceptance and all the other unknown variables inherent in a new program of this scope and magnitude. Staff recognizes that conservation is not easy to implement and it certainly is not free, however, it is clearly less expensive than the alternatives. It is such an important component of this plan, however, that it must be approached as aggressively and seriously as possible. Metro has extensive experience in successful resource conservation and public education through its solid waste recycling programs. There are many parallels that can be drawn between promoting recycling and achieving regional recycling goals and promoting water conservation. Based on Metro's charter mandates, this is an important role Metro should undertake as the plan is implemented. Specific recommendations will be described in the answer to question No. 4.

Finally, in order to maximize the full potential water savings from a conservation program and recognizing its critical role conservation plays in all future water source decisions, staff recommends that each strategy include a maximum conservation component. Currently, only Strategy 1.1 includes maximum conservation and all the others include outdoor conservation. One of the main reasons for advocating maximum conservation is that the conservation program must look at all customer water use and help them reduce water use in all possible ways and reduce their total water bills. Promoting outdoor conservation only may not gain total customer commitment and may send a message to customers that the water conservation strategy is not comprehensive.

Aquifer Storage and Recovery

Several issues have already been raised regarding aquifer storage and recovery (ASR). These include: 1) contamination of stored water by adjacent land uses; 2) contamination of stored drinking water by contaminated groundwater; 3) contamination of existing groundwater with treated drinking water; 4) impact of future urban growth boundary changes and land use in urban reserves; 5) surface water impacts due to injected groundwater; and 6) unauthorized withdrawal of groundwater for adjacent land use activities.

ASR has not been adequately tested in Oregon, though it is being used in other parts of the country. The ASR pilot testing that is occurring in Salem needs to be closely monitored. Identification of research needs and pilot testing in the Portland region needs to be initiated immediately. The experiences of municipalities around the country with ASR must also be investigated.

Regional Water Pricing

Conservation programs must be linked to conservation pricing policies across the region. Regionwide water pricing must be implemented if water conservation is going to be successful. Price signals must be put in place as soon as an aggressive water conservation program is

initiated. The price structure will encourage conservation program participation and conservation programs can help customers lower their bills. If new rates cause higher bills, which in turn spur conservation program participation, reducing water bills, a clear path has been established for a successful demand side water management program.

Several providers in the region have already implemented some form of conservation pricing. It is recommended that all providers in the region implement an aggressive conservation rate program, monitor its impact and adjust rates to maximize as large a water savings as possible. This issue needs considerable follow-up to coordinate, design and implement a regional pricing system.

Wastewater Reuse

Staff agrees with the plan's conclusion that there are potential markets for cost-effective wastewater reuse. Staff recommends that further investigation focus on institutional level reuse, rather than residential or business level development. This has the potential of being a very cost effective substitute for additional sources being brought on line. We recommend additional investigation and public education about the advantages of wastewater reuse. Public information should include data about experiences of wastewater reuse in other parts of the country, particularly California.

High Technology Water Demands

The recent publicity about the water requirements of new high technology firms in the region has focused attention on this sector of the economy that can have a significant impact on regional and subregional water demands. Staff recommends that this issue be closely monitored and the results factored into the water demand calculations as the plan is periodically updated. An aggressive industrial water reuse and conservation program must be implemented and monitored throughout the region.

Financing Recommendations

Staff recognizes that the preliminary plan seeks to gain consensus about regional water supply strategies, rather than addressing implementation issues. The issue of how to finance implementation of the plan has raised many questions. Staff recommends that the draft final plan identify a basic financing strategy or polices that will guide future financing decisions. Metro is addressing this issue with regard to who will pay for future growth. Local jurisdictions participating in this regional water supply planning study as well as Region 2040 will want guidance and policy directives that identify how financing will be dealt with in the future and who will bear the costs of future development.

The final plan should also address the issue of how to deal with lost revenues to water districts due to successful water conservation programs.

4. Do you support the concept of forming a formal consortium of water providers through the adoption of an intergovernmental agreement when the final RWSP is adopted? What types of functions do you think the region's water providers should carry out in a cooperative approach? If you do not support a formal organization how would you recommend that these functions be carried out?

Staff strongly recommends that the Metro Council support the formation of a formal consortium of water providers when the final RWSP is adopted. Staff recommends that Metro be a full member of this consortium with specific tasks and responsibilities to implement the adopted plan. It may also be advantageous to have other entities, agencies and organizations as members of the consortium to facilitate implementation of the plan based on the plan's adopted strategy.

Formation and Functions of a Consortium

Staff recommends that the functions of this proposed regional water provider consortium include, but not be limited to, the following:

a. setting benchmarks and interim targets to monitor and measure implementation of the plan;
b. coordinating with other agencies, organizations and jurisdictions on all aspects of plan implementation;
c. conducting formal periodic reviews of plan implementation every five years and reporting on progress in achieving the goals of each aspect of the plan (i.e., are regional water conservation targets being met?);
d. identifying interim measures to achieve plan goals based on the results of plan implementation review;
e. sharing information among providers and participants in the consortium;
f. coordinating regional water conservation activities, monitoring progress and revising programs based on pilot testing results;
g. developing and coordinating an aggressive public education campaign regarding all aspects of plan implementation. Keeping public informed about how targets are being met or not met, identifying new strategies to meet conservation targets and ensuring a regionally comprehensive education program;
h. monitoring base case implementation;
i. seeking funding for and coordinate different research projects with relevant agencies/ jurisdictions;
j. identifying financing options for each stage of plan implementation;
k. coordinating with Metro Region 2040 project; and
l. conducting pilot testing of aquifer storage and recovery.

Staff recommends that the Metro Council identify its preliminary role in implementing the plan. This role should evolve over time and continually be evaluated in the context of Region 2040 implementation.

Proposed Metro Role and Responsibilities

Based on Metro's Charter mandate to address regional water supply and storage in its Regional Framework Plan, and based on the fact that water conservation is the first major program to be implemented in each strategy, staff recommends the two roles for Metro in implementing the plan:

a. **Water Conservation and Public Education**

Metro should actively participate and take leadership in the coordination of regional water conservation and public education programs to aggressively achieve water conservation targets outlined in the plan. For example, Metro can expand its highly successful Metro Recycling Hotline to include information about water conservation and refer the public to local water providers and landscape architects. The Metro hotline responded to over 87,000 calls last year. In fact, during the 1992 drought, the hotline received many calls inquiring about water conservation measures. In addition, Metro has extensive experience in public education workshops, working with industry and other regional strategies to achieve resource conservation goals.

b. **Land Use**

Metro should use its land use authority in coordination with local jurisdictions to implement regulations, standards, model codes and incentives for land use, building code and landscaping ordinances to achieve the goals of the ***Regional Water Supply Plan***. Metro should support and encourage watershed planning, wellhead protection and research to address any of the outstanding issues in plan implementation. Metro should also coordinate acquisition of regional Greenspaces with implementation of the water supply plan to ensure compatible land uses and to avoid conflicting land uses wherever possible. Region 2040 land use should also be compatible with and support implementation of the adopted plan.

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10/18/95

AGENDA ITEM 6.1
Meeting Date: October 26, 1995

Resolution No. 95-2225, For the Purpose of Approving a Multi-Year Contract with Harding Lawson and Associates for Design of a Landfill Gas Pipe Line and Compressor Station and Authorizing the Executive Officer to Execute a Contract

REGIONAL ENVIRONMENTAL MANAGEMENT COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 95-2225, FOR THE PURPOSE OF APPROVING A MULTI-YEAR CONTRACT WITH HARDING LAWSON AND ASSOCIATES FOR DESIGN OF A LANDFILL GAS PIPELINE AND COMPRESSOR STATION AND AUTHORIZING THE EXECUTIVE OFFICER TO EXECUTE A CONTRACT

Date: October 18, 1995 Presented by: Councilor McLain

Committee Recommendation: At the October 17 meeting, the Committee voted unanimously to recommend Council adoption of Resolution No. 95-2225. Voting in favor: Councilors Kvistad, McFarland and McLain.

Committee Issues/Discussion: Jim Watkins, Regional Environmental Management Engineering and Analysis Manager, presented the staff report and explained the intent of the proposed resolution. He noted that staff had begun an RFP process in February to obtain design and construction management services for a pipeline and compressor station to transport gas from the St. Johns Landfill to a nearby cement manufacturer.

Watkins indicated that seven proposals had been reviewed in response to the RFP. He noted that originally this work was scheduled for completion in June 1996, but that during review of the RFP proposals, staff determined that the work could not be completed before October 1996. The resulting multi-year contract must be brought to the Council for approval.

An evaluation team reviewed the proposals and is recommending that Harding Lawson Associates receive the proposed contract. Watkins indicated that Harding Lawson was recommended based on their significant work in the development of pipelines in railroad rights-of-way and the design of landfill compressor station facilities. In addition, the bid for the contract ($216,438) was significantly less than the amount budgeted ($300,000).

Watkins explained that the contract would include the development of a preliminary cost estimate which would be used to verify the very preliminary estimate of $1.2 million. This estimate was used in negotiating a tenative contract with Ash Grove Cement to purchase the gas. If the Harding Lawson estimate indicates that the project is economically feasible, then staff would proceed to finalize the Ash Grove contract and develop a construction contract. Both of these contracts would be submitted for Council approval.

Subject to Council approval, construction would begin in Spring 1996 and be completed by Fall 1996.

Councilor McFarland asked a series of questions related to the economic viability of the project. In response, Watkins noted that

staff now estimates that there will be commercially recoverable gas from the landfill for about the next 10 to 15 years. Staff further estimates that construction and ongoing operational and maintenance costs would be recaptured within the first five to six years (early 2002). This would leave about 4+ years of profitable operation for Metro. Councilor McFarland responded that she would be concerned about funding a project that might cost more than it produced in revenue.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING A MULTI-YEAR CONTRACT WITH HARDING LAWSON ASSOCIATES FOR DESIGN OF A LANDFILL GAS PIPE LINE AND COMPRESSOR STATION AND AUTHORIZING THE EXECUTIVE OFFICER TO EXECUTE A CONTRACT	) RESOLUTION NO. 95-2225)))) Introduced by: Mike Burton) Executive Officer))	

WHEREAS, Metro is in the process of closing the St. Johns Landfill; and

WHEREAS, The collection and disposal of landfill gas is a required part of the closure plan; and

WHEREAS, Metro wishes to sell the landfill gas available at the St. Johns Landfill to a nearby industrial customer; and

WHEREAS, Prior to entering into an agreement for sale of the gas Metro wishes to verify cost estimates for construction of the pipeline required for sale of the gas and to obtain the services of a firm for design and construction management services for the project; and

WHEREAS, Metro issued a request for proposals for firms to develop such cost estimates and provide design and construction management services should Metro proceed with the project to sell the gas available at the St. Johns Landfill; and

WHEREAS, Metro has selected Harding Lawson Associates (HLA) as the preferred firm in response to its request for proposals; and

WHEREAS, Metro has successfully negotiated an agreement with HLA for design services for a landfill gas pipeline and compressor station attached as Exhibit A; and,

WHEREAS, The resolution was submitted to the Executive Officer for consideration and was forwarded to the Council for approval; now therefore,

BE IT RESOLVED,

The Metro Council authorizes the Executive Officer to enter into the Multi-year Design Services Agreement with Harding Lawson Associates attached as Exhibit A.

ADOPTED by the Metro Council this _____ day of _____, 1995

_____

J. Ruth McFarland, Presiding Officer

Approved as to Form:

_____

Daniel B. Cooper, General Counsel

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STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 95-2225 FOR THE PURPOSE OF APPROVING A MULTI-YEAR CONTRACT WITH HARDING LAWSON ASSOCIATES FOR DESIGN OF A LANDFILL GAS PIPELINE AND COMPRESSOR STATION AND AUTHORIZING THE EXECUTIVE OFFICER TO EXECUTE A CONTRACT

Date: October 5, 1995 Presented by: Jim Watkins

PROPOSED ACTION

Adopt Resolution No. 95-2225

FACTUAL BACKGROUND AND ANALYSIS

When this RFP for Design Services for a Landfill Gas Pipeline and Compressor Station was issued in August, 1995, staff expected that the resulting contract would be completed by June, 1996. During the review and analysis of proposals and related matters, as more particularly described below, staff determined that the resulting contract should not terminate until October, 1996. Thus, the contract is now a multi-year contract requiring Council approval under Metro code section 2.04.033(a)(1).

The RFP for Design Services for a Landfill Gas Pipeline and Compressor Station, described in Attachment #1 was presented to the Council Regional Environmental Committee in February of this year. The pipeline would take gas generated at the St. Johns Landfill to the Ash Grove Cement Company for use as a fuel. The compressor station is needed to pressurize the gas for transmittal through the pipeline.

Seven proposals were received in response to the RFP. An evaluation committee evaluated the proposals based on the following criteria: Project Work Plan and Approach, Experience of the Staff assigned to the project and the firm's experience on similar projects. Firms were assigned scores in each of these three areas. The three firms receiving the highest ratings were interviewed to obtain additional data. Harding Lawson Associates received the highest ranking based on their written proposal and oral interview. The selection committee determined that their team had the best understanding of Metro's needs, and that they had particularly strong expertise in designing facilities to be located within railroad rights-of-way and in the design of facilities for processing landfill gas. The negotiated contract with Harding Lawson Associates is attached to Resolution No. 95-2225 as Exhibit #1.

The contract specifies that the firm will initially develop a preliminary cost estimate for construction of the pipeline project. This estimate will be used to verify a cost estimate of $1.2 million which was developed during Metro's efforts to develop a joint project with the City of Portland. This estimate has been the basis for negotiating a contract with Ash Grove Cement for

use of the gas. Before finalizing this contract and bringing before the Council for consideration, staff wishes to verify the cost to Metro of developing the project. The contract for design services will be terminated at the completion of this preliminary feasibility phase if the contract with Ash Grove is not feasible. If the preliminary cost estimates indicate that Metro should proceed with the project, staff will finalize the contract with Ash Grove Cement to be forwarded to the Metro Council for approval and proceed with the pipeline design and right-of-way investigations. If the Ash Grove contract is approved, construction of the pipeline would begin in the Spring of 1996 with the sale of gas to begin by the Fall of 1996.

When staff submitted the RFP for this project to the Council it was anticipated that the design contract would be an "A" contract since it was expected to be completed prior to July 1, 1996. Based on information received during the proposal process, it was determined that additional assistance during the construction and start-up of the facilities would be desirable. The additional services also include start-up assistance and preparation of an operation and maintenance manual for the facility. Since construction of the pipeline will take place in FY 1996-97, the contract with Harding Lawson Associates will be a multi-year contract which requires Council approval.

BUDGET IMPACT

The negotiated fee for this contract is $216,438. Adequate funds are available in the current budget.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2225.

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Contract No: 904562

PERSONAL SERVICES AGREEMENT

THIS AGREEMENT is between Metro, a metropolitan service district organized under the laws of the State of Oregon and the 1992 Metro Charter, located at 600 NE Grand Avenue, Portland, Oregon 97232, and Harding Lawson Associates, referred to herein as "Contractor," located at 227 S.W. Pine Street, 3rd Floor, Portland, Oregon 97204.

In exchange for the promises and other consideration set forth below, the parties agree as follows:

1. Duration. This personal services agreement shall be effective on the last signature date below and shall remain in effect until and including December 31, 1996, unless terminated or extended as provided in this Agreement.

2. Scope of Work. Contractor shall provide all services and materials specified in the attached "Exhibit A -- Scope of Work," which is incorporated into this Agreement by reference. All services and materials shall be provided by Contractor in accordance with the Scope of Work, in a competent and professional manner. To the extent that the Scope of Work contains additional contract provisions or waives any provision in the body of this Agreement, the Scope of Work shall control.

3. Payment. Metro shall pay Contractor for services performed and materials delivered in the amount(s), manner and at the time(s) specified in the Scope of Work for a maximum sum not to exceed Two Hundred Sixteen Thousand Four Hundred and Thirty Eight Dollars ($216,438.00).

4. Insurance.

a. Contractor shall purchase and maintain at the Contractor's expense, the following types of insurance, covering the Contractor, its employees, and agents:

(1) Broad form comprehensive general liability insurance covering bodily injury and property damage, with automatic coverage for premises, operations, and product liability. The policy must be endorsed with contractual liability coverage; and

(2) Automobile bodily injury and property damage liability insurance.

b. Insurance coverage shall be a minimum of $500,000 per occurrence. If coverage is written with an annual aggregate limit, the aggregate limit shall not be less than $1,000,000.

c. Metro, its elected officials, departments, employees, and agents shall be named as ADDITIONAL INSUREDS. Notice of any material change or policy cancellation shall be provided to Metro 30 days prior to the change or cancellation.

d. Contractor, its subcontractors, if any, and all employers working under this Agreement that are subject employers under the Oregon Workers' Compensation Law shall comply with ORS 656.017, which requires them to provide Workers' Compensation coverage for all their subject workers. Contractor shall provide Metro with certification of Workers' Compensation insurance including employer's liability. If Contractor has no employees and will perform the work without the assistance of others, a certificate to that effect may be attached, as Exhibit B, in lieu of the certificate showing current Workers' Compensation.

e. If required by the Scope of Work, Contractor shall maintain for the duration of this Agreement professional liability insurance covering personal injury and property damage arising from errors, omissions, or malpractice. Coverage shall be in the minimum amount of $500,000. Contractor shall provide to Metro a certificate of this insurance, and 30 days' advance notice of material change or cancellation.

5. Indemnification. Contractor shall indemnify and hold Metro, its agents, employees and elected officials harmless from any and all claims, demands, damages, actions, losses and expenses, including attorney's fees, arising out of or in any way connected with its performance of this Agreement, or with any patent infringement or copyright claims arising out of the use of Contractor's designs or other materials by Metro and for any claims or disputes involving subcontractors.

6. Maintenance of Records. Contractor shall maintain all of its records relating to the Scope of Work on a generally recognized accounting basis and allow Metro the opportunity to inspect and/or copy such records at a convenient place during normal business hours. All required records shall be maintained by Contractor for three years after Metro makes final payment and all other pending matters are closed.

7. Ownership of Documents. All documents of any nature including, but not limited to, reports, drawings, works of art and photographs, produced by Contractor pursuant to this Agreement are the property of Metro, and it is agreed by the parties that such documents are works made for hire. Contractor hereby

conveys, transfers, and grants to Metro all rights of reproduction and the copyright to all such documents.

8. Project Information. Contractor shall share all project information and fully cooperate with Metro, informing Metro of all aspects of the project including actual or potential problems or defects. Contractor shall abstain from releasing any information or project news without the prior and specific written approval of Metro.

9. Independent Contractor Status. Contractor shall be an independent contractor for all purposes and shall be entitled only to the compensation provided for in this Agreement. Under no circumstances shall Contractor be considered an employee of Metro. Contractor shall provide all tools or equipment necessary to carry out this Agreement, and shall exercise complete control in achieving the results specified in the Scope of Work. Contractor is solely responsible for its performance under this Agreement and the quality of its work; for obtaining and maintaining all licenses and certifications necessary to carry out this Agreement; for payment of any fees, taxes, royalties, or other expenses necessary to complete the work except as otherwise specified in the Scope of Work; and for meeting all other requirements of law in carrying out this Agreement. Contractor shall identify and certify tax status and identification number through execution of IRS form W-9 prior to submitting any request for payment to Metro.

10. Right to Withhold Payments. Metro shall have the right to withhold from payments due to Contractor such sums as necessary, in Metro's sole opinion, to protect Metro against any loss, damage, or claim which may result from Contractor's performance or failure to perform under this Agreement or the failure of Contractor to make proper payment to any suppliers or subcontractors.

11. State and Federal Law Constraints. Both parties shall comply with the public contracting provisions of ORS chapter 279, and the recycling provisions of ORS 279.545 - 279.650, to the extent those provisions apply to this Agreement. All such provisions required to be included in this Agreement are incorporated herein by reference. Contractor shall comply with all applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations including those of the Americans with Disabilities Act.

12. Situs. The situs of this Agreement is Portland, Oregon. Any litigation over this agreement shall be governed by the laws of the state of Oregon and shall be conducted in the circuit court of the state of Oregon, for Multnomah County, or, if jurisdiction is proper, in the U.S. District Court for the District of Oregon.

13. Assignment. This Agreement is binding on each party, its successors, assigns, and legal representatives and may not, under any circumstance, be assigned or transferred by either party.

14. Termination. This Agreement may be terminated by mutual consent of the parties. In addition, Metro may terminate this Agreement by giving Contractor five days prior written notice of intent to terminate, without waiving any claims or remedies it may have against Contractor. Termination shall not excuse payment for expenses properly incurred prior to notice of termination, but neither party shall be liable for indirect or consequential damages arising from termination under this section.

15. No Waiver of Claims. The failure to enforce any provision of this Agreement shall not constitute a waiver by Metro of that or any other provision.

16. Modification. Notwithstanding any and all prior agreements or practices, this Agreement constitutes the entire Agreement between the parties, and may only be modified in a writing signed by both parties.

HARDING LAWSON ASSOCIATES	METRO
_____	_____
Signature	Signature
_____	_____
Print name and title	Print name and title
_____	_____
Date	Date

Contract No. 904562

Exhibit A

Scope of Work

1. **Statement of Work.**

Contractor shall provide engineering services for the design of a landfill gas pipeline and compressor station. These services will include: feasibility studies, design, construction assistance, surveying and assistance in obtaining permits and right of way.

These services are described in Metro RFP #95R-32-REM which is included in this Agreement by reference. The basic services associated with the price shown below under Section 2 of this Exhibit are described in Contractor's Scope of Services which was developed during negotiation and is attached to this Agreement as Exhibit B. The work shall be performed according to the schedule as described in Exhibit B. The dates on the schedule shall be extended so that the starting date is coincident with the date of execution of this Agreement.The Contractor's proposal dated September 7, 1995, is included in this agreement by reference.

All determinations of the precedence of the Contract documents shall be made by Metro, but in general, precedence will be in accordance with the following list with the highest precedence item at the top:

1. Metro Personal Services Agreement
2. Exhibit A, Scope of Work
3. Exhibit B and attached schedules and exhibits
4. Metro Request for Proposals
5. Contractor's Proposal

Contractor shall maintain Professional Liability Insurance as described in Article 4 of this Agreement.

2. **Payment and Billing.**

Contractor shall provide the above services at the hourly rates shown on the attached Schedule of Charges for a price not to exceed Two Hundred Sixteen Thousand Four Hundred Thirty Eight Dollars ($216,438.00), which is detailed in the Contractor's project budget in Exhibit C. All the charges, fees

and rates set forth in the Schedule of charges and attached tables shall not be increased during the term of this Contract. In the event Metro wishes for Contractor to provide services beyond those which can be accomplished for the price noted above, Contractor shall provide such services as authorized in writing by Metro, at the rates shown in Exhibit C, Schedule of Charges. The price of the work described above and any additional services requested in writing, shall not exceed the maximum price shown in Section 3 of this Agreement, without written amendment.

The maximum price includes all fees, costs and expenses of whatever nature. Each of Metro's payments to Contractor shall be based on the hourly rates for the work performed and the expenses incurred by the Contractor during the billing period. Contractor's billing statements will include an itemized statement of work done and expenses incurred during the billing period, will not be submitted more frequently than once a month, and will be sent to Metro, Attention Regional Environmental Management. Metro will pay Contractor within 30 days of receipt of an approved billing statement. Metro will not pay any late fees or charges, or interest, of any kind or description.

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EXHIBIT B

CONTRACTOR'S SCOPE OF SERVICES

DESIGN SERVICES FOR ST. JOHNS LANDFILL GAS PIPELINE AND COMPRESSOR STATION

This scope of work provides the engineering services necessary for the design of the St. Johns Landfill gas (LFG) pipeline and compressor station. Included in these services is a feasibility study to determine if the sale of LFG is cost effective under the current market conditions, a preliminary and final design of both the LFG pipeline and compressor station, assistance in permitting and right-of-way acquisition, and assistance during construction and start-up.

Listed in the paragraphs that follow are descriptions of the services that will be provided by the project team under this scope of work.

Task 1 - Site Evaluation/Feasibility Study

Under this task, the project team will meet with Metro personnel to establish the design criteria, requirements, and milestones. The primary goal of this task is to evaluate the feasibility of this project. For that, the project team will develop an order of magnitude construction cost estimate (±30 %) for the project. Preliminary equipment sizing and specifications from the data base available on previous projects and prior experience, will be used for budget prices from vendors. Construction cost will be developed using standard factors from prior experience. Similarly, the pipeline costs will be developed based on preliminary sizing and a route analysis. The estimate (feasibility study) will be submitted to Metro. The cost estimate will be revised in Task 2.C by correcting for the final sizing and selection of equipment, pipeline layout and compressor station layout.

1A - Scope Meeting and Project Definition

Key personnel of the project team will meet with the Metro project management staff to confirm the project definition and goals. The primary objectives of the meeting will be as follows:

- Understand the status including terms and conditions of the sales gas contract with the LFG end user.
- Identify potential technical, environmental, and economic concerns.
- Discuss Metro's requirements, expectations and preferences in the design of the compressor station and pipeline.
- Agree on the project schedule and milestones.
- Gather available reports, site drawings, history of operating data and other relevant documents.

1B - Site Inspections

Under this task, the project team will review the flare operation and historic field data to develop a typical gas analysis and identify inlet gas conditions for the compressor station design.

A meeting will be held with Ash Grove Cement Co., the LFG end user to review the site conditions and to understand their mode of operations. This information will be used to define the sales gas requirements at the boundary of the end user site.

Formal contacts with the Union Pacific Railroad will be established. Our technical staff will present the proposed pipeline route to them and will propose design criteria. Union Pacific Railroad concerns will be identified so that they can be incorporated in the pipeline design analysis.

1C - Compressor Station Feasibility Study

Following the site evaluations, the project team will estimate the equipment and vessel sizing for the compressor station based on previously developed data from other projects and local conditions. Vendors will be contacted by phone for the budget prices of major equipment. The construction cost will be estimated from the preliminary layout schematic, which was shown in the proposal, and equipment cost. The schematic and an order of magnitude cost estimate (±30%) will be presented in a technical memorandum.

1D - Pipeline Route Alternatives Analysis

The project team will identify pipeline route alternatives and prepare conceptual level cost estimates for the pipeline. It is anticipated that a route along the Union Pacific Railroad right-of-way will be identified and evaluated. In addition, two alternative alignments will be evaluated.

A technical memorandum will be prepared that describes the route analysis. Included in the memorandum for each alternative will be a map showing their alignment; a listing of the permits and agreements that would be required for their implementation, along with the procedure and schedule required for their acquisition; and an order of magnitude (±30 %) cost estimate.

Task 2 - Preliminary Design

Under this task, the project team will prepare the preliminary design for the new facilities. The primary goal will be to establish the design criteria for the compressor station and pipeline. The design criteria will identify design standards that will meet the requirements of Metro, the LFG end user (Ash Grove Cement Co.), the Union Pacific Railroad, and local codes and ordinances. As a part of this design task, the project team will develop design criteria and generate a heat and material balance for sizing and specifying equipment. The process flow diagram will show process operating conditions, equipment and line sizes, and critical process controls.

A cursory technical evaluation will be performed to determine the type of compressor for the site. It is our opinion, based on prior experience, that a reciprocating compressor will be cost effective for this application. This assumption will be verified in the limited time budgeted for the compressor evaluation. A technical memorandum will be prepared that describes the characteristics of the compressor selected and the number of units required.

Based on our previous experience, it is anticipated that a chilled water system will be utilized for gas dew point control. The fee estimate assumes that analysis of other types of systems will not be required.

The project team will develop a process flow diagram for the compressor station that will identify key components of the system. Capital and operating costs will be estimated based on the preliminary design of the compressor station and pipeline.

2A - Compressor Station Preliminary Design

The work under this task will include the development of a process flow diagram (PFD) for the compressor station. The PFD will identify major equipment, critical controls, and the interface between the flare and the compressor system. The PFD will also identify the normal process conditions and preliminary line sizing. Once the process scheme is defined, the project team will perform the process simulation and develop a heat and material balance for the compressor station.

In addition, the project team will perform a cursory engineering and economic evaluation to determine the type of compressor(s) to be used for the compressor station. The project team will include in the design a chilled water system for the dew point control of landfill gas.

The project team will prepare a facility plan showing equipment layout and a plot plan requirement for the compressor station. A floor plan for the compressor building will be developed detailing layout of major equipment and other systems that will be housed in the building.

The compressor building will be placed on the landfill and will require a methane barrier and a methane monitoring system for alarm and shutdown of the facility on detection of methane gas.

It is anticipated that the compressor building will be designed as a floating foundation based on previous geotechnical investigations in the area. Settlement is expected to occur in the area that has been set aside for the compressor station due to the decomposition of refuse. Provisions will be made within the design for the re-leveling of equipment and flexible connecting joints for piping, tubing, conduits, etc. to

accommodate minor subsidence of the compressor station slab due to differential settlement.

2B - LFG Pipeline Preliminary Design

The optimum size of the pipeline will be determined after performing an engineering and economic evaluation of line size as a function of pressure drop, cost of pipe, and compressor horsepower. We will also verify our preliminary estimate of the SDR rating of HDPE pipe.

Based on the results of Tasks 1B and 1C, a preliminary design for the preferred alternative will be developed utilizing existing maps and aerial photos that are available. Details showing the method of installation proposed for the bridge crossing will be included in the preliminary design.

For the purposes of the fee estimate, it is anticipated that up to one day of survey crew time will be required to develop mapping in critical areas.

2C - Construction and Operating Cost Estimate

After preparing preliminary design criteria and specifications for the compressor station and pipeline, the project team will review the order of magnitude cost that was developed previously under Task 1. The order of magnitude cost estimate will be estimated to a class II construction cost estimate (±20 %). Operating and maintenance cost will be based on estimated utility consumption, prior experience with similar sites, and the maintenance history of the proposed equipment.

2D - Preliminary Design Report

Under this task, the project team will prepare a preliminary design report that will summarize the findings of this phase of the work. Ten copies will be submitted to Metro for distribution. The preliminary design report will include:

- Design criteria
- Process flow diagram and facility description
- Compressor evaluation and pipeline sizing
- Preliminary specifications of major equipment
- Material and heat balance, including process conditions of major process streams
- A proposed horizontal alignment for the pipeline
- Railroad and bridge crossing details

Task 3 - Final Design

After securing approval of the preliminary design, the project team will proceed with the final engineering design, technical specifications, and construction drawings. Technical specifications will be prepared for the construction contractor to purchase and fabricate the skid-mounted units such as the refrigeration system, dehydration skid, and compressor skid. The construction contractor will be required to provide all shop drawings, including but not limited to the control wiring on the skid and the design and fabrication of respective control panels.

3A - Base Map Preparation

Under this task, the project team will prepare the base maps for the pipeline and compressor station design. The base map will include major features along the pipeline route, including the bridge crossing, overhead utility/transmission lines and towers, underground utilities, railroad trackage, sideslope pilings, road crossings, edges of water bodies, and steep slope areas. The bridge crossing details will show the location of the roadway and existing hanger locations.

A survey will be performed that will identify x, y, and z coordinate information that is suitable to establish 1-foot contour intervals along the selected route width of 25 feet and 2-foot contour levels for an additional 12.5 feet on each side of the 25-foot strip, or as necessary for final design. The location of available Union Pacific Railroad monumentation and stationing relative to the final route alignment and available monumentation of the North Lombard and Rivergate Boulevard crossings and end user property will be identified.

For the purposes of the fee estimate, it is assumed that the pipeline route will be up to 10,500 feet long and that no major brush cutting will be required.

3B - Process Design

Under this task, process and instrument diagrams and technical specifications for instruments, equipment, and vessels will be developed. The work will also include line sizing and sizing and specification for control valves and relief valves.

3C - Mechanical Design

The project team will prepare overall piping plans with sections and elevations of interconnecting skid piping. The plans will also include instrumentation details and equipment layout.

It is not the intent to provide final piping, structural, instrumentation, and electrical drawings of the vendor-supplied skids. The vendor shall be responsible for these drawings. The project team will review all vendor drawings for conformance to the preliminary drawings, process flow diagrams, and specifications under Task 5.

3D - Electrical Design

The project team will prepare technical specifications for the electrical switch gear, transformers, compressor motor starters, and motor control center. They will perform electrical load calculations and develop wiring and conduit schedules. Drawings will include:

- Single line diagram
- Electrical area classification
- Electrical control schematics
- Wiring and conduit layout
- Grounding plan
- Lighting details
- Control panel details
- Switch gear and motor control center layout details

For the purposes of the fee estimate, it is assumed that 4160, 440 and 110 volt power supplies are available at the site. It is assumed that negotiations with the power company will be performed by Metro personnel.

3E - Civil and Structural Design

The project team will prepare a final grading and drainage plan, foundation design for all equipment and skids, pipe support details, and a compressor building structural plan and details under this task. A methane gas barrier system and a compressor building gas monitoring system will be incorporated into the design.

It is anticipated that the foundation for the compressor building will utilize a floating slab type of design. For the purposes of the fee estimate, it is assumed that no additional geotechnical investigations will be required.

3F - Pipeline Design

Utilizing the base maps prepared under Task 3A, the project team will prepare the design for the LFG pipeline. Technical specifications for the pipe, bridge hangers, and underground rail crossings will be developed. Union Pacific requirements that the construction contractor will need to adhere to will be specified.

Test pits will be excavated and logged along the pipeline route at 1000 foot intervals. For the purposes of the fee estimate, it is assumed that two days of a backhoe with operator will be required.

Drawings will include the following:

- Plan and profile sheets
- Bridge crossing details
- Condensate return system details
- Rail crossing plans and cross-sections
- Geotechnical boring and test pit logs

For the purposes of the fee estimate, it is assumed that up to 11 drawings will be required for the pipeline design.

3G - Preparation of Contract Documents

The project team will compile all the work completed under this phase into a set of plans and specifications that are suitable for bidding. It is anticipated that the documents will be reviewed at

the 35 and 80 percent review stages under this task. Five sets of prints will be provided for each review.

Upon completion, the specifications for the improvements will be provided in Microsoft Word 6.0. Camera-ready mylar originals of the drawings will also be provided.

The bid documents will be set up so that the cost of improvements on the end user's site can be clearly identified.

Task 4 - Right-of-Way Assistance

The project team will assist in the identification of existing real property owners, agencies, or utilities requiring permits or easements to cross or encumber their property or right-of-way under this task. Potential agency or property owners affected may include but are not limited to Union Pacific Railroad, the City of Portland, the Port of Portland, Oregon Department of Transportation, Metro, and telephone, gas, electric, water, and sewer utilities. The project team will assist in the preparation of descriptions, plans, attachments, and permits as they relate to the location of the LFG pipe alignment.

The route alignment, the number of property owners, the number or types of agreements or permits that will be required will not be known until after Task 1D has been completed. For the purposes of the fee estimate, the following time has been allocated to complete this task:

Project Manager	40 hours
Senior Engineer	24 hours
Staff Engineer	24 hours
CAD Drafter	40 hours
Word Processor	8 hours

Preparation of easement descriptions and surveys; wetland surveys; and other environmental field studies; are not part of this scope of work and, if required, will be performed under a separate work authorization.

Task 5 - Construction Management

It is our understanding that Metro will provide construction inspection and contract administration. The project team will assist Metro with the submittal review, evaluation of change order requests, and interpretation of the intent of the design during the bidding and construction phases.

It is anticipated that the project manager will attend the prebid conference and pre-construction conference and will visit the site once a month during the construction of the facility to review the progress of construction and to ensure that the work is being completed in conformance with the construction documents.

In addition, the compressor station design engineers will be available for two site visits during construction and will provide two days of engineering assistance during the facility start-up.

For the purposes of the fee estimate, it is assumed that inspection of the compressors and refrigeration system at the factory will be performed by Metro's engineers.

It is anticipated that the equipment suppliers will provide operation and maintenance manuals for their equipment. An O&M manual will be prepared by assembling vendor-supplied O&M manuals and providing overall process description, control strategy, and start-up sequence. A camera-ready copy of the originals will be submitted to Metro upon completion.

EXHIBIT C
LANDFILL GAS PIPELINE AND COMPRESSOR STATION AT JOHNS LANDFILL
SCHEDULE OF CHARGES

Professional Services	Staff Engineer and Scientist	$ 60.00/hour
	Project Engineer and Scientist	75.00/hour
	Senior Engineer and Scientist	95.00/hour
	Associate Engineer and Scientist	105.00/hour
	Principal Engineer and Scientist	125.00/hour
	Consulting Vice President	150.00/hour
Technical Services	Clerical	$40.00/hour
	Technical Word Processor	45.00/hour
	Drafter/CAD Operator	50.00/hour
	Administrator/Coordinator	50.00/hour
	Technical Editor	50.00/hour
	Technician	50.00/hour
	Senior Technician	60.00/hour
Contract Labor	From time to time, Harding Lawson Associates retains outside Professional and Technical labor on a temporary basis to meet peak work load demands. Such contract labor will be charged at regular Schedule of Charges rates.	
Litigation Support	Expert testimony in (and preparation for) depositions, hearings, mediation, and trials will be charged at 200 percent of the above rates.	
Travel Time	Travel time will be charged as regular hourly rates, for actual time involved.	
Equipment	CAD/Microcomputer	$25.00/hour
	Personal Computer	15.00/hour
	Truck and Field Test Equipment	15.00/hour
	4-Wheel Drive Truck	15.00/hour
	1/2- to 1-Ton Pickup Truck	10.00/hour
	Automobile	10.00/hour
	Geophysical Equipment	Separate Schedule
	Geotechnical and Environmental Monitoring Equipment	Separate Schedule
	Other Computer Services	Separate Schedule
Outside Services	Rental of equipment not ordinarily furnished by Harding Lawson Associates and all other costs such as special printing, common photographic work, travel by carrier, subsistence, subcontractors, etc.	cost + 5%
Communication & Reproduction	In-house costs for long distance telephone, telex, telecopier, postage, and printing	project labor charges x 3%
Terms	Billings are payable upon presentation and are past due 30 days from invoice date. A finance charge of 1.5 percent per month, or the maximum amount allowed by law, will be charged on past-due accounts. Harding Lawson Associates makes no warranty, either expressed or implied, as to its findings, recommendations, specifications or professional advice, except that they are prepared and issued in accordance with generally accepted professional practice.	

Harding Lawson Associates reserves the right to revise its Schedule of Charges with changes in its practice.

Project Schedule

ID	Task Name
1	Task 1 - Preliminary Design
2	Project Scoping
3	Site Inspections
4	Route Survey
5	Compressor Station
6	LFG Pipeline
7	Cost Estimates
8	*Metro Review*
9	Design Report Preparation
10	Submittal to Metro
11	*Metro/ Union Pacific Review*
12	Task 2 - Final Design
13	Base Map Preparation
14	35 % Review Drawings Prep
15	*Metro Review*
16	80 % Review Documents Prep
17	*Metro Review*
18	Final Documents Prep
19	Submittal for Bidding
20	Task 3 - Right of Way Assistance
21	Task 4 - Construction Management
22	Bid Advertisement
23	Contract Negotiations
24	Construction
25	Final Inspection
26	Begin LFG Plant Operation

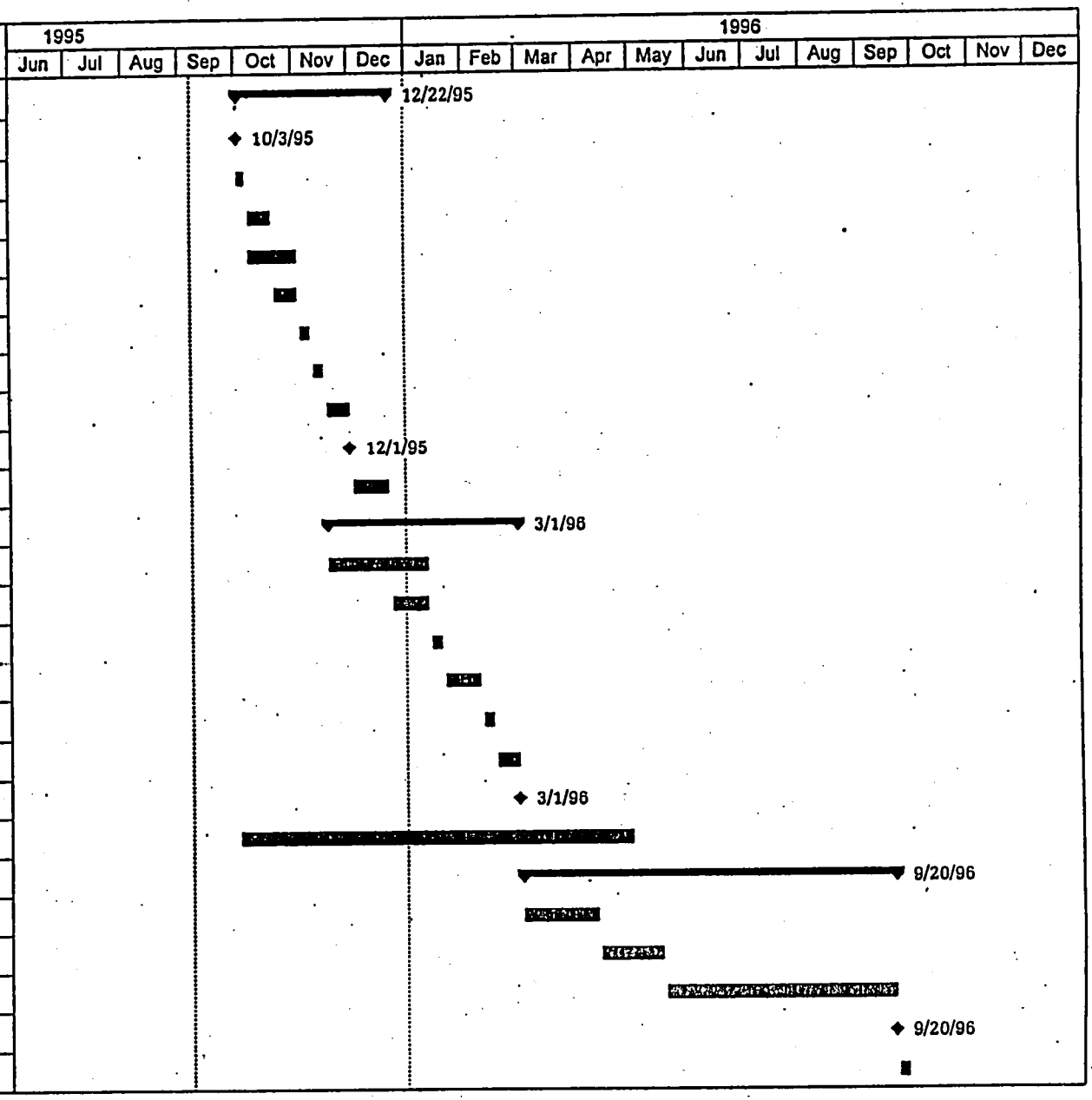

TABLE 1: ESTIMATED HLA HOURS FOR ST. JOHNS LANDFILL GAS PIPELINE AND COMPRESSOR STATION

Description	Vice President	Principal	Associate Engineer	Senior Engineer	Project Engineer	Staff Engineer	Administrator	Technical Editor	CADD Drafter	Word Processor	Total Manhours
Task 1 - Feasibility Studies											
1A - Project Scoping	0	2	16	0	0	0	4	0	0	4	26
1B - Site Inspections	0	0	12	8	0	0	0	0	0	0	20
1C - Compressor Station	0	0	2	4	0	0	0	0	0	0	6
1D - Route Analysis	0	0	16	16	0	40	0	0	24	4	100
Subtotal- Task 1	0	2	46	28	0	40	4	0	24	8	152
Task 2 - Preliminary Design											
2A - Compressor Station	0	1	4	4	16	0	2	0	4	0	31
2B - LFG Pipeline	0	2	24	16	12	60	2	0	40	4	160
2C - Cost Estimates	0	0	2	0	0	8	0	0	0	0	10
2D - Design Report	0	1	16	0	0	8	0	2	8	4	39
Subtotal- Task 2	0	4	46	20	28	76	4	2	52	8	240
Task 3 - Final Design											
3A - Base Map Preparation	0	0	8	0	0	0	2	0	8	0	18
3B - Process Design	0	2	12	0	0	0	2	0	0	0	16
3C - Mechanical Design	0	0	0	0	0	0	0	0	0	0	0
3D - Electrical Design	0	0	0	0	0	0	0	0	0	0	0
3E - Civil/Structural Design	0	0	4	12	24	16	0	0	40	0	96
3F - Pipeline Design	0	0	40	40	0	80	0	0	80	8	248
3G - Contract Document Prep	0	0	24	0	0	24	8	4	24	16	100
Subtotal - Task 2	0	2	88	52	24	120	12	4	152	24	478
Task 4 - Right of Way Assistance	0	0	40	24	0	24	0	0	40	8	136
Task 5 - Construction Management	0	0	60	0	0	16	0	0	16	8	100
TOTAL	0	8	280	124	52	276	20	6	284	56	1106

TABLE 2: ESTIMATED LABOR FEES FOR HARDING LAWSON ASSOCIATES PERSONNEL

Description	Vice President	Principal	Associate Engineer	Senior Engineer	Project Engineer	Staff Engineer	Administrator	Technical Editor	CADD Drafter	Word Processor	Labor Fees
	$150.00	$125.00	$105.00	$95.00	$75.00	$60.00	$50.00	$50.00	$50.00	$45.00	
Task 1 - Feasibility Studies											
1A - Project Scoping	$0	$250	$1,680	$0	$0	$0	$200	$0	$0	$180	$2,310
1B - Site Inspections	$0	$0	$1,260	$760	$0	$0	$0	$0	$0	$0	$2,020
1C - Compressor Station	$0	$0	$210	$380	$0	$0	$0	$0	$0	$0	$590
1D - Route Analysis	$0	$0	$1,680	$1,520	$0	$2,400	$0	$0	$1,200	$180	$6,980
Subtotal- Task 1	$0	$250	$4,830	$2,660	$0	$2,400	$200	$0	$1,200	$360	$11,900
Task 2 - Preliminary Design											
2A - Compressor Station	$0	$125	$420	$380	$1,200	$0	$100	$0	$200	$0	$2,425
2B - LFG Pipeline	$0	$250	$2,520	$1,520	$900	$3,600	$100	$0	$2,000	$180	$11,070
2C - Cost Estimates	$0	$0	$210	$0	$0	$480	$0	$0	$0	$0	$690
2D - Design Report	$0	$125	$1,680	$0	$0	$480	$0	$100	$400	$180	$2,965
Subtotal- Task 2	$0	$500	$4,830	$1,900	$2,100	$4,560	$200	$100	$2,600	$360	$17,150
3A - Base Map Preparation	$0	$0	$840	$0	$0	$0	$100	$0	$400	$0	$1,340
3B - Process Design	$0	$250	$1,260	$0	$0	$0	$100	$0	$0	$0	$1,610
3C - Mechanical Design	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
3D - Electrical Design	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
3E - Civil/Structural Design	$0	$0	$420	$1,140	$1,800	$960	$0	$0	$2,000	$0	$6,320
3F - Pipeline Design	$0	$0	$4,200	$3,800	$0	$4,800	$0	$0	$4,000	$360	$17,160
3G - Contract Document Prep	$0	$0	$2,520	$0	$0	$1,440	$400	$200	$1,200	$720	$6,480
Subtotal - Task 2	$0	$250	$9,240	$4,940	$1,800	$7,200	$600	$200	$7,600	$1,080	$32,910
Task 4 - Right of Way Assistance	$0	$0	$4,200	$2,280	$0	$1,440	$0	$0	$2,000	$360	$10,280
Task 5 - Construction Management	$0	$0	$6,300	$0	$0	$960	$0	$0	$800	$360	$8,420
TOTAL	$0	$1,000	$29,400	$11,780	$3,900	$16,560	$1,000	$300	$14,200	$2,520	$80,660

TABLE 3: SUMMARY OF ESTIMATED FEES FOR ST JOHNS LFG PIPELINE AND COMPRESSOR STATION

Description	HLA Labor			HLA Computer		Subcontractor			# of					Total
	Labor	Fee	Subtotal	Hours	Charges	DPA	TWI	HLA Fee	Trips	Travel	Other	Fee	Subtotal	Fees
		3%						5%				5%		
Task 1 - Feasibility Studies														
1A - Project Scoping	$2,310	$69	$2,379	0	$0	$2,220	$0	$111	0	$0	$50	$3	$53	$4,763
1B - Site Inspections	$2,020	$61	$2,081	0	$0	$1,591	$0	$80	1	$250	$250	$25	$525	$4,276
1C - Compressor Station	$590	$18	$608	0	$0	$3,698	$0	$185	0	$0	$0	$0	$0	$4,491
1D - Route Analysis	$6,980	$209	$7,189	4	$60	$0	$0	$0	1	$250	$100	$18	$368	$7,617
Subtotal- Task 1	$11,900	$357	$12,257	4	$60	$7,509	$0	$375	2	$500	$400	$45	$945	$21,146
Task 2 - Preliminary Design														
2A - Compressor Station	$2,425	$73	$2,498	0	$0	$15,100	$0	$755	0	$0	$0	$0	$0	$18,353
2B - LFG Pipeline	$11,070	$332	$11,402	0	$0	$1,329	$0	$66	1	$250	$100	$18	$368	$13,165
2C - Cost Estimates	$690	$21	$711	4	$60	$2,441	$0	$122	0	$0	$0	$0	$0	$3,334
2D - Design Report	$2,965	$89	$3,054	0	$0	$1,689	$0	$84	0	$0	$300	$15	$315	$5,142
Subtotal- Task 2	$17,150	$515	$17,665	4	$60	$20,559	$0	$1,028	1	$250	$400	$33	$683	$39,994
Task 3 - Final Design														
3A - Base Map Preparation	$1,340	$40	$1,380	0	0	$0	$20,000	$1,000	0	$0	$50	$3	$53	$22,433
3B - Process Design	$1,610	$48	$1,658	0	0	$12,113	$0	$606	0	$0	$0	$0	$0	$14,377
3C - Mechanical Design	$0	$0	$0	0	0	$14,070	$0	$704	0	$0	$0	$0	$0	$14,774
3D - Electrical Design	$0	$0	$0	0	0	$15,079	$0	$754	0	$0	$0	$0	$0	$15,833
3E - Civil/Structural Design	$6,320	$190	$6,510	16	240	$3,502	$0	$175	0	$0	$0	$0	$0	$10,427
3F - Pipeline Design	$17,160	$515	$17,675	24	360	$2,966	$0	$148	0	$0	$3,000	$150	$3,150	$24,299
3G - Contract Document Prep	$6,480	$194	$6,674	8	120	$7,415	$0	$371	0	$0	$500	$25	$525	$15,105
Subtotal - Task 2	$32,910	$987	$33,897	48	$720	$55,145	$20,000	$3,757	0	$0	$3,550	$178	$3,728	$117,247
Task 4 - Right of Way Assistance	$10,280	$308	$10,588	8	120	$0	$0	$0	2	$500	$0	$25	$525	$11,233
Task 5 - Construction Management	$8,420	$253	$8,673	4	60	$17,173	$0	$859	0	$0	$50	$3	$53	$26,817
TOTAL	$80,660	$2,420	$83,080	68	$1,020	$100,386	$20,000	$6,019	5	$1,250	$4,400	$283	$5,933	$216,438

AGENDA ITEM 6.2
Meeting Date: October 26, 1995

Resolution No. 95-2219A, For the Purpose of Recommending Funding for the ODOT/DLCD Transportation and Growth Management Program

TRANSPORTATION PLANNING COMMITTEE REPORT

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

Date: October 18, 1995 Presented by: Councilor Kvistad

Committee Recommendation: At the October 17 meeting, the Committee voted unanimously to recommend Council adoption of Resolution No. 95-2219A. Voting in favor: Councilors Kvistad, Monroe and Washington.

Committee Issues/Discussion: Andy Cotugno, Transprtation Department Director, presented the staff report and reviewed the purpose of the proposed resolution. Cotugno indicated that the proposed resolution provides a joint recommendation from the Metro Council, MPAC, and JPACT to ODOT and DLCD concerning projects to be funded through the 1995-97 state Transportation and Growth Management Program. Funds for the program are allocated by ODOT region and the Portland metropolitan region has been allocated $2,124,000. Cotugno noted that the full Council had been briefed on the proposed recommendation and that the proposed resolution was the same as the recommendation presented at the Council briefing.

Cotugno explained that the projects listed in Exhibit A were being recommended for funding by ODOT and DLCD, as well as by Metro. The projects listed in Exhibit B are supported by Metro, but have not been recommended for funding by ODOT or DLCD. The resolution urges the state to fund these projects should funding become available from other sources. These sources could include funds resulting from projects on the Exhibit A list not being pursued, unallocated funds from other regions or other ODOT funds.

Councilor Kvistad moved that the Project 1.12 (Wilsonville Transportation-Efficient Land Use) be given the highest priority of the projects on the Exhibit B list. Mr. Cotugno indicated that, since the resolution represented only a recommendation to the state, such an amendment could be made without returning the resolution to JPACT for further consideration. Mr. Cotugno offered language as footnote 4 to Exhibit B to prioritize Project 1.12. The committee unanimously approved the amendment language.

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.

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

ATTACHMENT A

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

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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 and 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 ISTEA.

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 ISTEA.

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 form 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 I the RTP by May 1996 and in local TSPs by May 1997. This grant will be used to refine the recution 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.

tgm

ATTACHMENT C

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.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RECOMMENDING FUNDING FOR THE ODOT/DLCD TRANSPORTATION AND GROWTH MANAGEMENT GRANT PROGRAM	))))	RESOLUTION NO. 95-2219A Introduced by Mike Burton, 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 _____ day of _____, 1995.

_____
J. Ruth McFarland, Presiding Officer

Approved as to Form:

_____
Daniel B. Cooper, General Counsel

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

EXHIBIT A

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

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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

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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.