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Meeting Notes 1994-04-14

Joint Policy Advisory Committee on Transportation

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METRO

Meeting: **JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**

Date: APRIL 14, 1994

Day: THURSDAY

Time: 7:15 a.m.

Place: METRO, CONFERENCE ROOM 440

- *1. MEETING REPORT OF MARCH 10, 1994 - APPROVAL REQUESTED.
- *2. RESOLUTION NO. 94-1937 - AMENDING THE FY 1994 METRO TIP TO ALLOCATE FUNDS TO SUPPORT THE EXTENSION OF WESTSIDE LIGHT RAIL TO THE CITY OF HILLSBORO - APPROVAL REQUESTED - Andy Cotugno.
- *3. RESOLUTION NO. 94-1949 - ENDORSING THE ODOT/DLCD FUNDING RECOMMENDATIONS FOR THE TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM - APPROVAL REQUESTED - Mike Hoglund/Mary Weber.
- *4. REGIONAL TRANSPORTATION PLAN UPDATE - WORK PROGRAM AND PUBLIC INVOLVEMENT EFFORT - INFORMATIONAL - Mike Hoglund.

*Material enclosed.

PLEASE NOTE: Overflow parking is available at the City Center parking locations on the attached map and may be validated at the meeting. Parking on Metro premises in any space other than those marked "Visitors" will result in towing of vehicles.

MEETING REPORT

DATE OF MEETING: March 10, 1994

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Chair Rod Monroe, Susan McLain and Jon Kvistad, Metro Council; Earl Blumenauer, City of Portland; John Kowalczyk (alt.), DEQ; Tanya Collier, Multnomah County; Jim Ebert (alt.), Cities of Clackamas County; Bruce Hagensen, City of Vancouver; Bonnie Hays (alt.), Washington County; Dave Lohman (alt.), Port of Portland; Tom Walsh, Tri-Met; Rob Drake, Cities of Washington County; and Gerry Smith, WSDOT

Guests: Steve Dotterer and Kate Deane, City of Portland; Dave Williams and John Rist, ODOT; Jerry Parmenter, Washington County; Molly O'Reilly, Citizen; Kathy Busse, Multnomah County; G.B. Arrington and Bernie Bottomly, Tri-Met; Susie Lahsene, Port of Portland; Royce Pollard, City of Vancouver; Dean Lookingbill, Southwest Washington RTC; Jim Beard, Oregon Environmental Council; Keith Ahola and Mary Legry, WSDOT; Rod Sandoz, Clackamas County; and Bob Akers and Bob Bothman, 40-Mile Loop

Staff: Andrew Cotugno, Richard Brandman, Gail Ryder and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

The meeting was called to order and a quorum declared by Chair Rod Monroe. He reminded everyone that meetings would adhere to the 7:15 a.m. timeslot as approved at the February 10 JPACT meeting.

MEETING REPORT

The February 10 JPACT Meeting Report was approved as written.

40-MILE LOOP TRAIL MAP

Bob Bothman, former ODOT Executive Director and Vice-President of the 40-Mile Loop Land Trust, introduced Bob Akers, President of the Trust. He reported that, over a year ago, they set out to develop a map that would be used by pedestrians, hikers and bikers

in the metropolitan area. The map was presented and distributed in appreciation of regional cooperation toward this effort.

The 40-Mile Loop Land Trust was formed for the purpose of coordinating land acquisitions and conservation of recreation easements along the 40-mile loop.

Bob commented that the region has a great highway system and is adding a transit system. He noted the need for a corresponding, viable bike/pedestrian program that is as great as the Highway Plan. He emphasized developing a bike/pedestrian plan that would encourage walking, such as the Springwater Corridor and Eastside Esplanade projects. He noted that, two years ago, there were 17 bike/pedestrian projects; this year there are 78.

When originally conceived, the loop was to be 40 miles long and circle the city. When complete, it will actually be 140 miles long, connecting 30 parks in the metro area.

CHANGE IN JPACT MEMBERSHIP

Mayor Hagensen reported that changes were taking place in the City of Vancouver that would direct that Royce Pollard, Mayor pro tem, serve in his place on JPACT. He introduced Mr. Pollard to committee members, commenting that he also serves on the Bi-State Committee and chairs the Southwest Washington RTC board.

OREGON TRANSPORTATION FINANCE STUDY

Kate Deane, Chair of the Oregon Transportation Finance Committee, stated that the mission of her group is to seek successful legislation of a balanced transportation finance package toward implementation of the Oregon Transportation Plan. An organizational chart was distributed of the Policy Committee and its corresponding Steering Committee, which she reviewed. Kate described the committee as a multi-modal transportation committee with representation from ODOT, the counties, the cities, the Port and the Oregon Transit Association.

In the past, the Oregon Transportation Finance Committee was concerned with obtaining technical data; it is now focused on public education and outreach of transportation needs. Kate noted that technical analysis will be happening but will not be the major focus. There will be a Weight-Mile Study conducted by ODOT in conjunction with the State Revenue Committee that will include truckers. She emphasized that all technical efforts will be coordinated.

Kate indicated that the package to be developed will build upon the strength of the House package that was based on roads. She

JPACT

March 10, 1994

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noted that she looked forward to working with JPACT on this package in the future.

CONGESTION PRICING PROJECT

Copies of the second "rejection" letter received from FHWA for the proposed Congestion Pricing Pilot Program were distributed. Andy Cotugno reported that four applications were received and reviewed by FHWA and an interagency review group, but no grants were awarded. FHWA would like to discuss Portland's application further and indicated that pre-project funds may be available toward implementation of a congestion pricing program. ODOT is writing a reply to FHWA indicating the region's willingness to discuss a revised Phase I study.

UPCOMING JPACT MEETINGS

Andy Cotugno cited the need for another joint JPACT/MPAC meeting which has been scheduled for April 6 at 5:00 p.m. He noted it is time to move forward with 2040 in evaluating Concepts A, B and C. Region 2040 is now directed toward its public outreach phase.

Andy reported that ODOT/LCDC have announced the availability of some grants for land use and transportation planning which are to be reviewed by JPACT and MPAC.

Also reported was Multnomah County's request that the JPACT Finance Committee address concerns raised over Willamette River bridges. An assessment by their Auditor has found a number of the bridges to be in bad shape. Commissioner Collier encouraged JPACT members to read the audit.

RESOLUTION NO. 94-1902 - AMENDING THE TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC) BYLAWS

Andy Cotugno explained that it has been 10 years since the TPAC bylaws were adopted. Metro Council's Planning Committee has recommended an update. Andy reviewed the proposed changes, noting that they are largely of a housekeeping nature with exception of a request that there be an additional member appointed to TPAC, with non-voting status, by Metro's Presiding Officer. He clarified that their request is for a Council staff person who works directly with Metro Council.

Commissioner Blumenauer expressed concern over the proposed addition to TPAC. He felt that one of Metro's strengths has been its staff work and the neutrality the committee offers in coming together. He cited good communication and the fact that he has

never recognized whether staff works for Council or the Executive Officer. Symbolically, he felt it would send the wrong message and was reluctant to endorse the change in membership.

Councilor McLain responded that Council staff need to relay that information to other Councilors who aren't there. She felt that the proposed addition on TPAC represented a unified effort to see that all pieces fit together rather than to demonstrate division within the agency. She also commented that the two staffs, Executive and Council, do work together.

Councilor Kvistad didn't have a problem with it and felt it would offer an opportunity to present another perspective at the table, but without voting status. Chair Monroe commented on differences that have occurred during the budget process and that it would be a plus to have both sides represented at the table.

Action Taken: Councilor Kvistad moved, seconded by Mayor Drake, to recommend approval of Resolution No. 94-1902, amending the Transportation Policy Alternatives Committee (TPAC) bylaws.

Discussion followed on the issue of division between executive and policy-makers and that, at a time when there is need to work together, the emphasis should be on integration rather than division. Some members felt the need for distinction between the two groups for clarification of issues. Commissioner Blumenauer requested that the Metro Council think about ways to strengthen that link as we enter a new era at Metro.

On the issue of separation of powers, Commissioner Collier noted that the hat she wears represents that of the Multnomah County Board.

In calling for the question, the motion PASSED unanimously.

POSITION PAPER ON CONGRESSIONAL AUTHORIZATION OF THE NATIONAL HIGHWAY SYSTEM

Andy Cotugno explained the need to develop a common statewide position on authorization issues under ISTEA. He noted that Congress has to adopt a map that includes the National Highway System (NHS). If it's not adopted by Congress, the source of funds dries up. Andy introduced John Rist, representative from ODOT on this project. The position paper will be submitted to the Oregon Transportation Commission for approval on March 16.

ODOT has solicited regional input and support of all jurisdictions in the state as well as interest groups. These funds provide for maintenance, preservation and modernization projects

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on NHS routes. Andy Cotugno explained that the funds can also be spent on routes or facilities parallel to the NHS and can be flexed into STP funds.

Andy then reviewed the Oregon NHS policy priorities. He noted that some interest groups across the United States advocate having suballocation of NHS funds. The region is opposed to that position. He also noted the flexibility offered by ISTEA for investment of those funds. Andy emphasized that there has to be a process whereby the state and region can cooperatively determine how much funds come to each region. This position paper supports how ODOT presently does business.

Commissioner Blumenauer asked whether it would be an advantage to some states to have those funds dedicated for suballocation, particularly in cases where the state and MPOs do not have a good working relationship. He questioned whether it wouldn't be a problem for states that don't have a cooperative arrangement and he didn't wish to pose problems on a national level. He suggested adding language in the first paragraph on page 4 under "Metropolitan Suballocation of Funds" to read as follows: "but would not oppose allowing states this flexibility." In response, John Rist indicated that adding that kind of language would require meeting once again with the same jurisdictions with the risk of losing some support in the process. He noted that national organizations are opposed to suballocation of NHS funds and it appears to be a uniform position nationwide. Commissioner Blumenauer pointed out that some states don't have the cohesive relationship we enjoy with our state, suggesting there may be need to provide some flexibility for those states. He felt we could protect Oregon's interest and yet allow others to have some flexibility. He wanted Oregon to be identified as a leader nationally in this effort.

Dave Lohman acknowledged that there's a short timeline before consideration by the OTC but wanted clarification on whether or not the Port should proceed with a minority report on the NHS position. Andy noted that if a "donor" state wishes to take advantage of ISTEA's flexibility provisions and flex NHS funds to STP funds, it gets penalized and is not eligible for Discretionary funds. John Rist commented that Oregon is a "donor" state which means that it receives less than what it puts into gas taxes.

Andy reviewed the proposed language change regarding project funding flexibility and the subsequent penalty. He supported removing that kind of penalty but suggested that we not include it at this time, that JPACT support the complete NHS position paper, and that these third-category issues be flagged in the transmittal letter to the position paper for later resolve.

JPACT

March 10, 1994

Page 6

During discussion, it was noted that there have been suggestions across the country for a set-aside for preservation. Andy commented that he felt it was inappropriate and that too many categories create too much inflexibility.

There have been some nationwide suggestions for intermodal projects. John Rist noted that ODOT feels the issue is important but in a minimum requirement. Dave Lohman commented that the Port has a problem with that, that they have enlisted other ports to lobby that issue, and indicated it was his understanding that the national requirements have no set-asides. He noted that a lot of ports around the country are having trouble getting on the agenda with regard to Transportation Enhancement, CMAQ and bridge funds. He questioned whether the second to last paragraph should be deleted.

Motion: Dave Lohman moved to delete the second to last paragraph of the position paper relating to intermodal projects, which read as follows:

"Oregon believes existing ISTEA provisions provide sufficient project funding flexibility. While we support and encourage the funding of NHS alternative projects such as intermodal connections and the need for further clarification regarding usage of program funds for intermodal projects, we oppose recommendations that would establish a priority or a set-aside within the NHS program for particular system segments or projects. We believe NHS project selection and prioritization should be determined through the coordinated planning processes of the State, local governments and MPOs."

The motion failed for lack of a second.

Dave Lohman acknowledged the importance of unanimity behind the NHS position paper.

Bob Bothman testified that, as a citizen, he recognizes the importance of the region taking a unified position and was supportive of Commissioner Blumenauer's comments. He indicated that if the Port goes off in another direction, it would hurt Oregon nationally in dealing with Congress. He spoke of the need to support the common good. He pointed out that the National Highway System is only one tiny piece of funding that deals with major freeways and principal arterials.

Commissioner Collier suggested adopting a position that does not include the recommended change, lend support for the common good, and, in the transmittal letter, express the region's concern about the penalty issue. John Rist noted that there are several issues that need to be addressed including the formula, seismic retrofitting, and increasing Section 3 authorizations. He did

not feel they would find unanimity with all parties on specifics and flexibility. He felt that, although we support the point on suballocation, we should encourage other cities to reinforce the need for states to work with the MPOs.

Action Taken: Commissioner Blumenauer moved, seconded by Commissioner Collier, to endorse the NHS position paper but to recognize in the transmittal letter that there are some policy issues, such as encouraging states to work with the MPOs and the donor state issue, to be addressed by the state in the next round of policy issues.

In discussion on the motion, Dave Lohman wanted the minutes to reflect that the Port has a different perspective with regard to an intermodal set-aside.

The motion PASSED unanimously.

RESOLUTION NO. 94-1916 - APPROVING THE FY 1995 UNIFIED WORK PROGRAM

Andy Cotugno explained that the FY 94-95 Unified Work Program must be approved by Metro Council by the end of March in order to receive grant awards by July 1. Because of the uncertainties of the budget, Andy noted that the UWP may need to be amended later on.

Chair Monroe pointed out that the Metro budget was produced based on known existing resources. In addition, another budget was proposed based on continuation of local dues. Because of timing, we need to adopt the UWP at this time which may require future amendments.

Information was distributed relating to the overall budget process. Andy announced that representatives for the Ad hoc Committee on the budget would include Michael Robinson, TPAC; Dan Bartlett, City Managers Association; Rob Drake, JPACT; and Judie Hammerstad, MPAC. He encouraged attendance at those meetings by any committee members interested in the issues. He indicated that more background information on the budget process is available.

Andy Cotugno reviewed the proposed cuts in the Travel-Forecasting, Data Resource Center (DRC), and Growth Management sections. He noted that revenues have been prioritized toward the Regional Framework Plan as mandated by Metro Charter. The Executive Officer has introduced some "add" packages that would restore some functions described in the DRC and Travel-Forecasting sections. At issue is how to pay for those services.

Also included as a handout were some minor adjustments to the FY

Dave Lohman commented on behalf of one of the "add" packages. He noted that the region and the state have been neglecting the freight system. He spoke of the importance of getting workers to their jobs, making sure companies get their goods to market in time, or the risk you face if those companies choose to move elsewhere. He noted that the planning and data work haven't been done and it won't be done under the proposed UWP. The Port had hoped that ISTEA would provide for it but ODOT's emphasis has been on links between modes.

Dave suggested that the region start work on a commodity flow model, citing the importance of a model that considers truck movements. He commented that the Metro model is over 30 years old.

Action Taken: Dave Lohman moved, seconded by Mayor Hagensen, to recommend approval of the FY 95 UWP and distributed addendum with the following conditions:

- . That \$70,000 be added to the UWP from the existing Regional STP fund reserve for a staff position to work on a commodity flow model; and
- . That some of the \$130,000 identified in the Travel-Forecasting Transportation System Monitoring work element be used to establish a framework for truck count data that would provide information pertaining to type, location and frequency.

Mayor Hagensen commented on the importance of providing overall movement in the Metro area, inclusive of Clark County. Andy Cotugno spoke of the existing cooperative relationship with Clark County which includes financial participation.

Councilor Kvistad was supportive of Dave Lohman's comments but expressed caution in moving STP dollars that might be targeted for 2040 analysis.

In further discussion on the motion, Andy stated that Metro has always relied upon jurisdictions for traffic counts and that system needs to be improved. He spoke of the need of the right kind of data. \$130,000 was included for a contractual activity to upgrade traffic counts, including provision of data on truck movements. Andy emphasized the need for cooperation from all jurisdictions in order to pursue that data.

Tom Walsh felt that the budget is underfunded, questioning the impact that a 5-6 FTE reduction would have on staff studies. He spoke of the South/North Study, the 2040 analysis, and being a leader in ISTEA and the fact that we may not be providing the basic infrastructure, citing the importance of spending our funds wisely. Councilor McLain felt that the most important thing is

to come together to support that kind of budget. She felt it won't happen if we criticize each other's budget. She felt there is agreement on the need for planning and transportation dollars and that message needs to be identified to the general public. She cited the importance of gaining the public's general support. To be determined is which funding source should be used. There is need for an excise tax and voluntary dues to be recognized and a decision to be reached on whether other sources should be explored.

In calling for the question, the motion PASSED unanimously.

Chair Monroe asked that Dave Lohman testify before the Budget Committee.

RESOLUTION NO. 94-1917 - CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Andy Cotugno explained that this resolution certifies that Metro is in compliance with various federal requirements and will require consideration by ODOT as well since it is a joint Metro/ODOT resolution.

Action Taken: Commissioner Ebert moved, seconded by Mayor Hagensen, to recommend approval of Resolution No. 94-1917, certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements. The motion PASSED unanimously.

UPCOMING JPACT MEETINGS

Chair Monroe announced that the next joint JPACT/MPAC meeting is scheduled on April 6 at 5:00 p.m. The next regular JPACT meeting will be held on April 14 at 7:15 a.m.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members

STAFF REPORT

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

Date: March 22, 1994

Presented by: Andrew Cotugno

PROPOSED ACTION

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

FACTUAL BACKGROUND AND ANALYSIS

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

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

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

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

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

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

EXECUTIVE OFFICER'S RECOMMENDATION

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

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

METRO
Transportation Improvement Program
In Federal Dollars

Fiscal Years 1994 to Post 1997
Effective October 1, 1993

Portland Urbanized Area

Federal Transit Administration Program

Project Description
Estimated Grant Award by Federal Fiscal Year
Obligated Anticipated 1994 1995 1996 1997 Post 1997 Authorized

FEDERAL TRANSIT ADMINISTRATION-SEC 3 WSLR

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

Approved Program Years

METRO
Transportation Improvement Program
In Federal Dollars
Portland Urbanized Area

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

Project Description	Estimated Grant Award by Federal Fiscal Year	1994	1995	1996	1997	Post 1997	Authorized
	Obligated Anticipated						

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

Approved Program Years

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

BE IT RESOLVED:

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

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

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

ADOPTED by the Metro Council this ____ day of _____, 1994.

Judith Wyers, Presiding Officer

TW:lmk
94-1937.RES
TPAC Recommendation



TRI-MET

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



MAR 14 1994

March 9, 1994

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

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

Dear Andy:

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

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

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

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

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

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

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

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

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

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

Sincerely,



Bruce Harder

Exec. Dir., Finance & Administration

cc: Terry Whisler, Metro

Marty Andersen, ODOT Region 1

STAFF REPORT

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

Date: April 5, 1994

Presented by Mike Hogle

PROPOSED ACTION

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

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

MTAC and TPAC Recommendations

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

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

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

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

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

FACTUAL BACKGROUND AND ANALYSIS

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

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

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

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

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

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

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

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

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

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

Funding Recommendations

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

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

Category 1 Grants

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

Category 1 Proposals Not Recommended for Funding

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

- **1B Beaverton Transportation System Plan**

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

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

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

- **1F Canby Transportation System Plan**

- **1N Clatskanie Transportation Network Plan**

Other funds are available.

- **1RR Rainier Transportation System Plan**

Other funds are available.

- **1SS Sandy Urban Growth Strategy**

- **1GGG Scappoose Comprehensive Transportation Plan**

Other funds are available.

Category 1 Proposals with Reduced Funding

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

- **1NN Portland Parking Management Plan**

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

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

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

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

Category 2 Grants

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

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

Category 2 Proposals Not Recommended for Funding

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

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

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

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

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

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

- **1JJ Eastbank Integrated Master Plan**

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

Category 2 Proposals with Reduced Funding

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

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

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

Category 3 Grants

For information regarding grants, contact DLCDC.

Projects Recommended for Funding in Other Categories

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

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

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

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

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

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

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

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

EXECUTIVE OFFICER'S RECOMMENDATION

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

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ATTACHMENT A

Transportation Growth Management Program
Summary Grant Applications

March 1994

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

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

Attachment B

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

Within Metro Boundaries

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Outside Metro Boundaries

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

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

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

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

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

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

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

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

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

Applicant: City of Scappoose

File Code: 1GGG

Amount: 50,000

Grant Type: TPR

Project Title: Comprehensive Transportation Plan

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

Applicant: City of St. Helens

File Code: 1WW

Amount: 17,000

Grant Type: TPR

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

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

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

BE IT RESOLVED,

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

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

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

ADOPTED by the Metro Council this ____ day of _____, 1994.

Judy Wyers, Presiding Officer

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

Transportation Growth Management Program
Projects Recommended by Metro for Funding

April 4, 1994

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

Notes:

Projects underlined are recommended for less than funding requested.

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



METRO

DATE: April 14, 1994

TO: Joint Policy Advisory Committee on Transportation

FROM: Michael Hogleund, Transportation Planning Manager ^{MH}
Tom Kloster, Senior Transportation Planner ^{TK}

RE: RTP Update Work Program and Public Involvement Effort

* * * * *

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

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

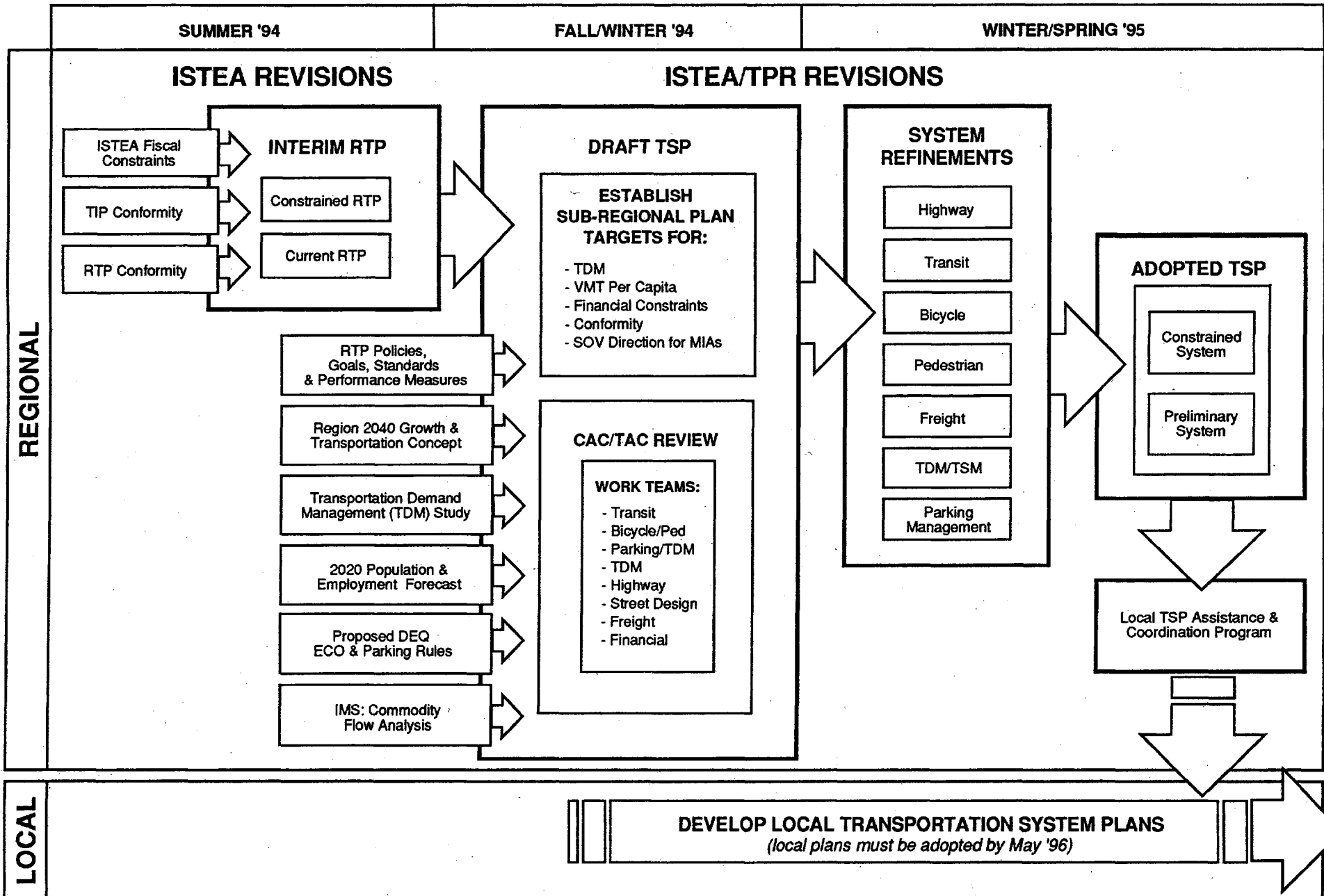
As part of the public review process, these subcommittees will coordinate with local CACs in the region involved in developing local transportation system plans. TPAC may also have several technical subcommittees that will work jointly with the Regional CAC subgroups. The technical subcommittees are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

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



METRO

REGIONAL TRANSPORTATION PLAN ISTEA & TPR UPDATE COMPONENTS





METRO

Key Tasks in Updating the Regional Transportation Plan (RTP)

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA):

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

TRANSPORTATION PLANNING RULE:

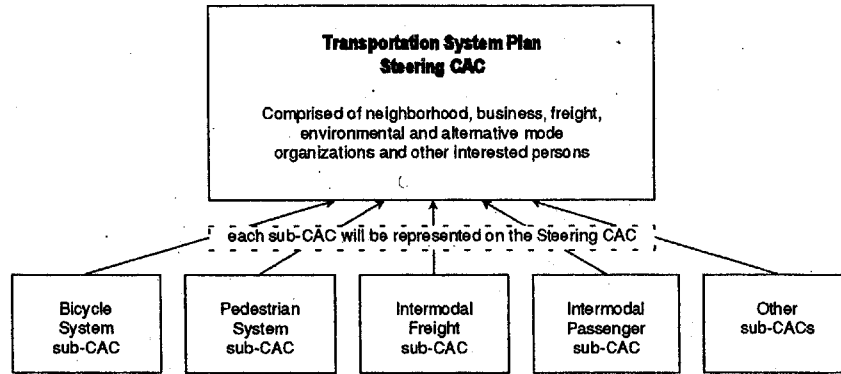
1. Develop an RTP policy framework:
 - Define goals & objectives
 - Establish performance measures
 - Create functional classification by mode
2. Complete base case analysis.
3. Prepare forecast analysis based on adopted regional growth concept.
4. Define system plans and standards:
 - Transit
 - Highway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

Citizen Advisory Committee Structure

Metro Transportation System Plan

DRAFT

DRAFT



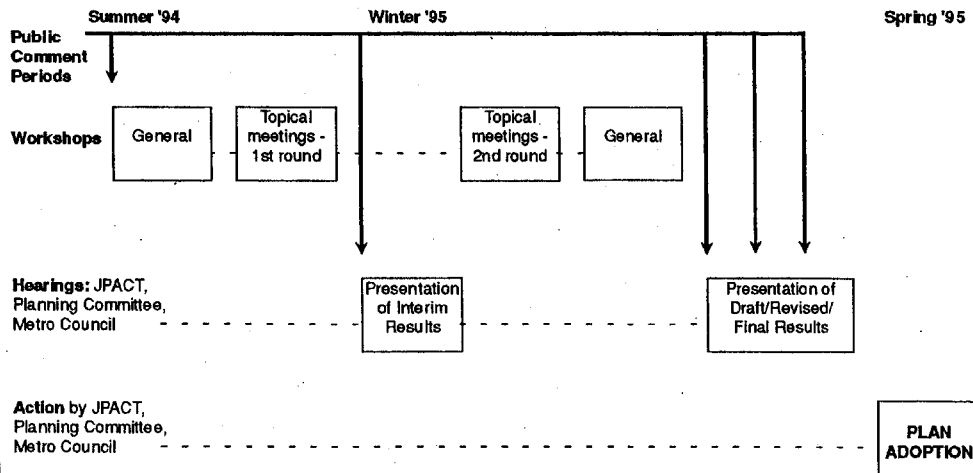
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4/5/94

Structure for General Public Outreach

Metro Transportation System Plan

DRAFT

DRAFT



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METRO ROLE

Public Involvement Plan for Regional Transportation Planning and Programming

GOAL

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

OBJECTIVES

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



135 Icers' Row
Vancouver, Washington
98661

206 / 737-6067
206 / 696-1847 Fax

Member Jurisdictions

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

March 30, 1994

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

Dear Mr. Monroe:

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

Sincerely,

Dean Lookingbill
Transportation Director

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METRO AREA PLANNING DIRECTORS

April 11, 1994

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

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

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

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

Memo to Gussie McRobert
April 11, 1994
Page 2

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

\$892,400 TOTAL ADDITIONAL FUNDING REQUIRED

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

cc: Metro Budget Committee

FY 1994-95 PLANNING FUND - COUNCIL STAFF RECOMMENDATIONS

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

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

* Funded with STP funds

** Private funds

**METRO**

Date: April 8, 1994

To: Metro Budget Committee

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

Re: FY 94-95 Planning Budget

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

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

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

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

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

Metro Budget Committee

April 8, 1994

Page 2

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

ACC:lmk

Attachments

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

Membership:

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

Questions to Answer:

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

Various programs under consideration are reflected on Attachment A.

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

No, insufficient resources have been provided to Planning.

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

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

4. Should the dues be levied?

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

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

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

ATTACHMENT A

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

A. Recommended by Executive Officer

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

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

B. Other Possible Additions

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

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

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

This is critical to meeting new ISTE A requirements.

- *4. Growth Conference \$20,000

If budgeted, target audience should be broadened.

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

6. Contractual

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

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

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

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

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

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

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

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

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

Senior Regional Planner \$53,905**

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

Regional Framework Plan Element
Market Study \$30,000

*14. Regional Framework Plan

Paid Advertising for Adoption \$50,000

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

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

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

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

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

Future Vision Commission

FY 1994-95 Budget Options

I. Executive Officers Proposed Budget

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

II. Possible Additions

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

FY 1994-95 PLANNING FUND - COUNCIL STAFF RECOMMENDATIONS

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

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

* Funded with STP funds

** Funds

COMMITTEE MEETING TITLE

JPACT

DATE

4-14-94

NAME

AFFILIATION

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

