

IMPACT STATEMENT

Legislation title: * Authorize an Intergovernmental Agreement (IGA) with Metro for transit-oriented development planning for NW Portland and Inner East Portland streetcar corridors in the amount of \$630,202 (Ordinance)

Contact name: Eric Engstrom, Bureau of Planning and Sustainability

Contact phone: 503-823-3329

Presenter name: Eric Engstrom, Mauricio Leclerc, Dan Bower

Purpose of proposed legislation and background information:

In 2018 Metro applied for and received a grant of \$1,076,000 from the Federal Transit Administration (FTA) to support land use and Transit Oriented Development (TOD) planning for potential Montgomery Park and Hollywood streetcar extensions. The City of Portland Bureaus of Planning and Sustainability (BPS) and Transportation (PBOT) were identified as entities that could perform some of the proposed work. Metro has requested that the City enter into an Intergovernmental Agreement to perform some of the grant-funded planning work, with funds in an amount totaling \$630,202. The Bureau of Planning and Sustainability will act as the City's project lead, and will be distributing some tasks and funds to the Bureau of Transportation and to Prosper Portland. In fiscal year 2018/2019 the Council provided \$370,000 to the Bureau of Transportation and the Bureau of Planning and Sustainability to begin planning for a potential streetcar extension to Montgomery Park (FY 18/19 Decision Package TR-5). This IGA with Metro will build on the Council-funded work. Metro will retain some funds for overhead and for manage consultant contracts.

Financial and budgetary impacts:

The proposed IGA will result in a planning study and does not commit the City to build additional streetcar line. Future streetcar extensions to Montgomery Park or Hollywood are identified in the City's Transportation System Plan as desired capital projects, but they are on the unconstrained portion of the project list (which means funds have not been identified). If the City choses to extend streetcar in the future capital funds would have to be identified. In addition, the City has an operating agreement with TriMet through which it shares operating costs of the streetcar. A new line would also impact those costs. The IGA-funded planning work would be complete by 2021, and a decision to move a capital project forward could occur on that timeframe. The planning funded by this IGA would inform that decision.

This IGA provides total funds of \$304,000 for BPS and \$253,202 for PBOT for FY19-20 through FY20-21, and commits the bureaus to an associated work plan, in collaboration with Metro and Portland Streetcar. Total fund of \$73,000 would also be directed to Prosper Portland via a secondary IGA. Of the total funding \$558,202 for FY19-20, \$200,000 was appropriated in the BPS proposed budget for FY19-20, the remaining amount of \$358,202 will be appropriated in Fall BMP 2019. The total distribution of fund is described below.

Fiscal Year	BPS	PBOT	Prosper Portland	Total IGA Amount
FY 19-20	\$281,500	\$230,702	\$46,000	\$558,202
FY 20-21	\$22,500	\$22,500	\$27,000	\$72,000
Total	\$304,000	\$253,202	\$73,000	\$630,202

The project will take two years to complete. In FY19-20, the project involves just over 2 FTE in both BPS and PBOT (each, including match), which BPS proposed 0.5 FTE new Analyst position with this IGA funding. Prosper is devoting about 0.5 FTE. In FY20-21, the project involves about 0.5 FTE in both BPS and PBOT (each, including match). All other funds are going to support existing staffs.

The IGA also requires match amount of \$139,500 from BPS and \$129,500 from PBOT in the form of staffs' salaries and benefits for FY19-20 through FY20-21 as described below. The BPS match is coming from the Comprehensive and Strategic Planning program, and the Housing and Economic Development program. The PBOT match is coming from the Planning program. Prosper Portland is not required to provide match.

Fiscal Year	BPS	PBOT	Total Match
FY 19-20	\$117,000	\$121,000	\$238,000
FY 20-21	\$22,500	\$8,500	\$31,000
Total	\$139,500	\$129,500	\$269,000

Community impacts and community involvement:

The IGA adopted with this ordinance commits BPS to develop a community engagement plan for the funded planning activities. This plan will include identification of impacted communities, with an emphasis on engagement of low-income communities of color. The IGA includes funding for small grants to community-based organizations to assist in identifying impacts and developing proposals to enhance project benefit to impacted communities.

100% Renewable Goal:

The streetcar system is electrically-powered. Expansion of the system supports movement towards a more sustainable transit vehicle fleet.

Budgetary Impact Worksheet

Does this action change appropriations?

YES: Please complete the information below.

☒ **NO:** Skip this section