

IMPACT STATEMENT

Legislation title: *Authorize Intergovernmental Agreement with TriMet to track Bureau of Planning and Sustainability and Bureau of Transportation match contributions for the Federal Transit Administration Pilot Program for Transit Oriented Development to activate under-developed station areas along the Red Line MAX corridor (Ordinance)

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Purpose of proposed legislation and background information: TriMet has received a grant from the Federal Transit Administration (FTA) for \$700,000. The grant is intended to fund a two-year consultant-lead planning project to activate under-developed light rail station areas along the western extension of the MAX Red Line and the east portion of the Red Line corridor (“TOD Planning Project”). This includes the 82nd Ave, Gateway, and Parkrose MAX Stations in Portland. In addition to the \$700,000 awarded through the FTA, the TriMet application identified another \$350,000 in non-federal in-kind staff matching contributions from local partners, for a total budget of \$1,050,000. Included in this was an in-kind contribution of City of Portland planning staff time valued at \$130,000, through the Bureau of Planning and Sustainability and the Bureau of Transportation. This ordinance authorizes an IGA between the City and TriMet to memorialize the in-kind contribution and track the City staff time spent on the project. City staff will participate to ensure the recommendations align with City objectives, to assist with community engagement, and to coordinate this project with other City initiatives in the same geographies.

Financial and budgetary impacts:

Accepting the grant has the following financial and budgetary impacts:

- This legislation will not create new City staff positions and does not involve any change to appropriations or new revenue. The federal grant resources are being used to pay consultants managed by TriMet.
- The City (through BPS and PBOT) would be providing a combined match of \$130,000 in staff time, spread out over two years. The staff involved is work would be primarily from the Comprehensive & Strategic Planning Program (General Fund) in BPS, and from the Planning, Safety and Vision Zero, and Active Transportation Programs in PBOT (General Transportation Revenue).
- Accounting for overhead and benefits, this commitment equates to roughly 600-650 hours of time per year at the City Planner 2 level. It is expected that most of this work will occur at BPS. PBOT will provide some support dependent on staff availability and the specific recommendations that emerge. The two bureaus have different overhead rates, which will also impact the actual impact. Some of the commitment may be met through higher-or lower-level staff time (Associate Planners, Sr. Planners, Supervising Planners) – the City Planner 2 estimate is made simply to illustrate the rough scale of the expected work.

Community impacts and community involvement:

- The impact of the work funded by this grant will be focused around three MAX light rail stations in East Portland: 82nd Ave, Gateway, and Parkrose.
- TriMet has hired a consultant team lead by Eco Northwest, which includes resources for community engagement. Some of the BPS staff time being spent on this will be focused on community engagement, to help ensure the recommendations are rooted in community priorities.
- The geography of focus for the Red Line TOD Planning Project overlaps with and complements several other City initiatives, including planning work surrounding 82nd Avenue Jurisdictional Transfer, ongoing community development work with Prosper Portland implementing the Gateway Urban Renewal District, and an ODOT-funded community development project in partnership with Historic Parkrose. Each of these City initiatives also include community engagement. The City's participation in this FTA-funded TriMet project can leverage federal funds for community engagement, which can benefit City efforts in the same geographies.

100% Renewable Goal:

This project does not contribute to, or detract from, the City's goal of meeting 100 percent of community-wide energy needs with renewable energy by 2050.

Budgetary Impact Worksheet

Does this action change appropriations?

- YES:** Please complete the information below.
- NO:** Skip this section