

FINANCIAL IMPACT STATEMENT

For Council Action Items

1. Name of Initiator Jay Sugnet	2. Telephone No. 823-5869	3. Bureau/Office/Dept. Planning and Sustainability						
4a. To be filed (date) Feb. 9, 2011	4b. Calendar (Check One) <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">Regular</td> <td style="text-align: center;">Consent</td> <td style="text-align: center;">4/5ths</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table>	Regular	Consent	4/5ths	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	5. Date Submitted to FPD Budget Analyst: February 9, 2011
Regular	Consent	4/5ths						
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>						

1) Legislation Title:

*Authorize a Grant Intergovernmental Agreement to accept \$700,000 from the Metro Regional Government for City staff to create a concept plan for the Barbur corridor as part of the Construction Excise Tax Planning Grant Program (Ordinance)

2) Purpose of the Proposed Legislation:

The City was awarded a grant from Metro to create a land use concept plan for Barbur Boulevard in advance of the regional planning effort for High Capacity Transit in the southwest corridor. The planning process will evaluate existing land use, circulation, urban watershed and accessibility patterns within a public-involvement framework to determine the locations of potential station areas with the greatest capacity for development, connectivity, ridership and responsiveness to watershed health. In recognition of the importance of the City leading the land use planning effort along Barbur Boulevard, Metro and the City propose to equally share the risk of a possible appeal (see the agreement for more details).

3) Revenue:

Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If new revenue is generated please identify the source.

New revenue will be \$700,000 from Metro's Construction Excise Tax Planning Grant Program and has been appropriated in the FY 2011-12 Requested Budget.

4) Expense:

What are the costs to the City as a result of this legislation? What is the source of funding for the expense? (Please include costs in the current fiscal year as well as costs in future years) (If the action is related to a grant or contract please include the local contribution or match required)

There is a match requirement of \$330,517 for the 18 month project. This expenditure is covered by the requested FY 2011-12 budget.

Staffing Requirements:

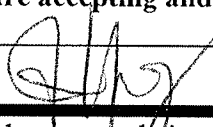
5) Will any positions be created, eliminated or re-classified in the current year as a result of this legislation? (If new positions are created please include whether they will be part-time, full-time, limited term or permanent positions. If the position is limited term please indicate the end of the term.)

Yes. Senior City Planner – Transportation; a limited term position ending 18 months from July 1, 2011. City Planner II – Land Use; a limited term position ending 18 months from July 1, 2011.

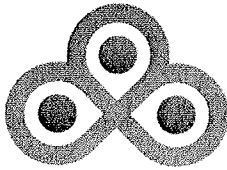
6) Will positions be created or eliminated in future years as a result of this legislation?

Yes. At the conclusion of the grant funding, the two positions will be eliminated.

Complete the following section if you are accepting and appropriating a grant via ordinance. Not applicable.

ssica Yang, Senior Financial Analyst 

APPROPRIATION UNIT HEAD (Typed name and signature)



184409

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

MEMORANDUM

To: Mayor Sam Adams
From: Susan Anderson, Director
Date: February 9, 2011

1. *Authorize a Grant Intergovernmental Agreement to accept \$700,000 from the Metro Regional Government for City staff to create a concept plan for the Barbur corridor as part of the Construction Excise Tax Planning Grant Program (Ordinance)
2. Contact: Jay Sugnet, 823-5869
3. Requested Council Date: **February 16, 2011**

Consent Agenda Item: ☒ or Regular Agenda Item: ☐

Emergency Item (answer below): ☒ or Non- Emergency Item: ☐

4. History of Agenda Item/Background:

In 2010, the City applied for and received a grant through Metro's Construction Excise Tax (CET) Planning Grant Program to create a concept plan for Barbur Boulevard. The focus of the plan is threefold:

1. Identify potential transit station areas with the greatest development and placemaking opportunities;
2. Develop a vision for Barbur Boulevard, a highway 'orphaned' when I-5 was built; and
3. Evaluate alternative transit station areas against watershed health goals and existing investment strategies.

The project will evaluate existing land use, circulation, urban watershed and accessibility patterns within a public-involvement framework to determine the locations of potential station areas with the greatest capacity for development, connectivity, ridership and responsiveness to watershed health. The purpose is to optimize urban land use patterns and engage the community within a multi-agency long-term planning process.

Creating a vision for Barbur prior to the multi-modal transportation and transit infrastructure planning is crucial in ensuring the success of two regional projects: the Southwest Corridor Refinement Plan and the High Capacity Transit (HCT) Alternatives Analysis. The corridor refinement plan is tentatively scheduled to begin in this spring and the Alternatives Analysis in the fall. The Concept Plan sets the framework for



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future comprehensive and zoning map amendments, transportation infrastructure improvements, and watershed management strategies.

5. Purpose of Agenda Item:

Enter into an Agreement with Metro to receive a \$700,000 grant for the 18 month planning process.

6. Legal Issues:

The City is sharing equally with Metro the risk of a successful appeal of Construction Excise Tax (CET) grant program. OMF and the City Attorney's Office reviewed and approved of the proposal.

7. What individuals or groups are or would be opposed to this Ordinance?

None anticipated.

8. How Does This Relate to Current City Policies?

The plan is consistent with current City policies because the Barbur Boulevard corridor is the primary access from Portland's Central City to neighborhoods and commercial areas in the inner southwest quadrant of the region. It is a regional mobility corridor and a priority High Capacity Transit (HCT) expansion corridor. A major transit investment that can significantly influence corridor land uses would solidify and improve its role as the spine for activity and mobility for the entire southwest quadrant of the region. It is also envisioned to function as a high quality bicycle, pedestrian, truck, and motor vehicle corridor.

The plan would identify areas where transit-oriented development should be located so that it can best support the regional investment in transportation and provide HCT access to the I-5 corridor's employment base. Barbur Boulevard continues through the City of Tigard and beyond, so a successful Portland Central Business District – Southwest Neighborhood – City of Tigard segment is critical for the rest of the corridor's success.

9. Community Participation:

The Bureau of Planning and Sustainability will lead a robust community participation effort for the 18-month process. The community was supportive of the grant application to Metro (Council received a letter of support from Southwest Neighborhoods, Inc.)

10. Other Government Participation:

Metro, ODOT, Trimet, the cities of Tigard, Tualatin, King City, and Sherwood will all be invited to participate in the City's planning process for Barbur. In turn, the City is participating in the regional planning process (SW Corridor Refinement Plan and Alternatives Analysis) and the Tigard High Capacity Transit Land Use Plan.

11. Financial Impact:

The impact is positive. There is a match requirement of \$330,517 for the 18 month project. The portion BPS is responsible for is covered by the FY 2011-12 requested budget. The remaining match is from Trimet and the Bureau of Environmental Services.

