

Portland, Oregon

FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT For Council Action Items

(Deliver original to Financial Planning Division. Retain copy.)

1. Name of Initiator Paul Smith		2. Telephone No. 823-7736	3. Bureau/Office/Dept. PBOT/OTD /TRP
4a. To be filed (hearing date): August 31, 2011	4b. Calendar (Check One) <div style="display: flex; justify-content: space-around;"> Regular <input checked="" type="checkbox"/> Consent <input type="checkbox"/> 4/5ths <input type="checkbox"/> </div>		5. Date Submitted to Commissioner's office and FPD Budget Analyst: August 25, 2011
6a. Financial Impact Section: <input checked="" type="checkbox"/> Financial impact section completed		6b. Public Involvement Section: <input checked="" type="checkbox"/> Public involvement section completed	

1) Legislation Title: Implement selected provisions of Resolution No. 36856, adopted by City Council April 20, 2011 to analyze specified fiscal and construction impacts of the proposed Lake Oswego to Portland Transit Project. (Ordinance)

2) Purpose of the Proposed Legislation:

Authorize the Mayor and Auditor to enter into an Intergovernmental Agreement with TriMet for the purpose of conducting project refinement as called for by Portland City Council in Resolution 36856, which was adopted on April 20, 2011.

3) Which area(s) of the city are affected by this Council item? (Check all that apply—areas are based on formal neighborhood coalition boundaries)?

- | | | | |
|--|------------------------------------|---|--------------------------------|
| <input type="checkbox"/> City-wide/Regional | <input type="checkbox"/> Northeast | <input type="checkbox"/> Northwest | <input type="checkbox"/> North |
| <input type="checkbox"/> Central Northeast | <input type="checkbox"/> Southeast | <input checked="" type="checkbox"/> Southwest | <input type="checkbox"/> East |
| <input checked="" type="checkbox"/> Central City | | | |

FINANCIAL IMPACT

Revenue and/or Expense:

Is ALL the Revenue and/or Expense a part of the current year's budget or 5-yr CIP? Yes

SAP COST OBJECT No(s): T00066

All Revenue and Expense financial questions must be completed regardless of the current year's budget. Documents may be returned where the FIS portion has not been sufficiently completed.

4) Revenue: Will this legislation generate or reduce current or future revenue coming to the City? No
If so, by how much? If so, please identify the source.

5) Expense: What are the costs to the City as a result of this legislation? \$335,000 payment to TriMet
What is the source of funding for the expense? GTR allocation in the FY 2011-12 CIP & Adopted Budget of the Bureau of Transportation.

6) Staffing Requirements:

- Will any positions be created, eliminated or re-classified in the current year as a result of this legislation? No
- Will positions be created or eliminated in *future years* as a result of this legislation? No

(Complete the following section only if an amendment to the budget is proposed.)

7) Change in Appropriations (If the accompanying ordinance amends the budget please reflect the dollar amount to be appropriated by this legislation. Include the appropriate cost elements that are to be loaded by accounting. Indicate "new" in Fund Center column if new center needs to be created. Use additional space if needed.)

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

[Proceed to Public Involvement Section — REQUIRED as of July 1, 2011]

Version updated as of May 19, 2011

PUBLIC INVOLVEMENT

8) Was public involvement included in the development of this Council item (e.g. ordinance, resolution, or report)? Please check the appropriate box below:

- ☒ **YES:** Please proceed to Question #9.
☐ **NO:** Please, explain why below; and proceed to Question #10.

9) If "YES," please answer the following questions:

- a) What impacts are anticipated in the community from this proposed Council item? None
- b) Which community and business groups, under-represented groups, organizations, external government entities, and other interested parties were involved in this effort, and when and how were they involved? Metro has conducted extensive public involvement as part of the preparation of the Draft Environmental Impact Statement for this project. Residents and businesses in the Johns Landing community and from the South Portland Neighborhood Association have served on the Citizen Advisory Committee and have participated in public meetings and workshops.
- c) How did public involvement shape the outcome of this Council item? On April 20, 2011 City Council received testimony on Resolution No. 36856. The project refinement, which would be authorized and funded under this Intergovernmental Agreement, was called for by City Council in part to address concerns that were expressed in that testimony.
- d) Who designed and implemented the public involvement related to this Council item? Metro
- e) Primary contact for more information on this public involvement process (name, title, phone, email): Paul Smith, Transportation Planning Manager, 823-6320, paul.smith@portlandoregon.gov

10) Is any future public involvement anticipated or necessary for this Council item? No
Please describe why or why not.

KK 07-22-11

APPROPRIATION UNIT HEAD TOM MILLER, Director, Bureau of Transportation

Resolution 36856 approved by City Council on April 20, 2011 called for:

1) A report to Council will be made by staff in January 2012 to report on the following tasks:

- Further engineering studies to narrow alignment options;
- Developing the work plan for the next few years;
- Updating the project schedule;
- Refining the capital cost estimate, including an updated appraisal of the Willamette Shore Line right-of-way; and
- Developing a conceptual finance plan.

(from Resolution 36856, Exhibit C, page3)

The Scope of Services of the proposed Intergovernmental Agreement (pages 8-9) includes the following Project Refinement Tasks:

1. Reduce and refine options
2. Identify construction cost and potential savings
3. Refine project soft costs
4. Review/minimize right-of-way acquisitions
5. Quantify contributions from/to ancillary projects/improvements
6. Produce an operating plan
7. Produce a phasing plan
8. Produce a finance plan
9. Produce an implementation plan
10. Community outreach, including support for completion of the LPA process

WORK PRODUCTS

Final report by January 31, 2012

Presentation to Lake Oswego City Council and Portland City Council in January 2012

Other work to be completed as called for in *Resolution 36856, Exhibit C, pages 1-2*

1. Complete due diligence on Lake Oswego's Foothills redevelopment: analyze feasibility, benefits, and contribution to LOPT costs.

- a) Before agreeing to move into Preliminary Engineering (late 2012), Council recognizes that the City of Lake Oswego's Foothills District planning process must be well enough advanced to determine that the development is viable and will financially anchor the southern terminus of the LOPT project.
- b) Before moving into Final Design (2014), a development plan for the Foothills District must be completed.

2. Complete development opportunity analysis in Johns Landing area

- a) Before agreeing to move into Preliminary Engineering (late 2012), Council needs greater certainty that the John's Landing neighborhood will be in a position to leverage a streetcar investment to realize transit-oriented mixed-use projects that are compatible with the neighborhood, support a diversity of housing options, and help revitalize the Macadam commercial district.

Amendment submitted by Mayor Adams
Agenda Item #926

Section 2. The Council declares that an emergency exists to ensure that analysis work on the project will move forward in a timely manner to inform the required report back to Council on January 31, 2012; *therefore, this ordinance shall be in full force and effect from and after its passage by the Council.*

Submitted by Mayor
Adams
8/30/11

ORDINANCE No.

(Amended)

Implement selected provisions of Resolution No. 36856, adopted by City Council April 20, 2011 by authorizing an Intergovernmental Agreement with TriMet to analyze specified fiscal and construction impacts of the proposed Lake Oswego to Portland Transit Project (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. TriMet, in cooperation with Portland, Lake Oswego, Metro and other regional partners, is currently conducting the National Environmental Policy Act (NEPA) process for the Lake Oswego to Portland Transit Project, which is located between Lake Oswego and Portland along the Highway 43 transit corridor.
2. Resolution No. 36856 "...directs PBOT to collaborate with the Lake Oswego Project Team (LOPT) project to work through technical issues..." as part of prior to preliminary engineering. To fulfill this directive a workplan has been prepared and incorporated in an Intergovernmental Agreement between TriMet, the City of Portland and the Lake Oswego Redevelopment Authority.
3. Included in FY 2011-12 Adopted Budget for the Portland Bureau of Transportation (PBOT), is \$335,000 to fund this work.
4. The attached proposed Intergovernmental Governmental Agreement (IGA) has already been approved by the Tri-Met Board of Directors and Lake Oswego City Council.

NOW, THEREFORE, the Council directs:

- a. That the Mayor and the Auditor are authorized to enter into an Intergovernmental Agreement with TriMet, substantially in accordance with the Intergovernmental Agreement attached to the original of this ordinance and, by reference, made a part hereof.
- b. The City's Project Manager is hereby authorized to agree and execute, on behalf of the City, any amendment that does not increase the amount of the Intergovernmental Agreement.

Passed by the Council,

Mayor Sam Adams
Prepared by: Paul Smith
Date Prepared: July 29, 2011

LaVonne Griffin-Valade
Auditor of the City of Portland
By

Deputy