

Portland, Oregon

**FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT
For Council Action Items**

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

1. Name of Initiator Dan Bower		2. Telephone No. 503-823-5667	3. Bureau/Office/Dept. PBOT/Active Transportation
4a. To be filed (date): February 20, 2013	4b. Calendar (Check One) Regular <input type="checkbox"/> Consent <input checked="" type="checkbox"/> 4/5ths <input type="checkbox"/>		5. Date Submitted to Commissioner's office and FPD Budget Analyst: February 6, 2013
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:

* Authorize application to Metro Regional Travel Options for a grant up to the amount of \$700,000 for transportation demand management projects (Ordinance)

2) Purpose of the Proposed Legislation:

Approve grant application to Metro for transportation demand management programs.

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)?

- City-wide/Regional
- Northeast
- Northwest
- North
- Central Northeast
- Southeast
- Southwest
- East
- Central City
- Internal City Government Services

FINANCIAL IMPACT

<p>Revenue and/or Expense: Is ALL the Revenue and/or Expense a part of the current year's budget? or 5-yr CIP? No _____ SAP COST OBJECT No(s): _____ All Revenue and Expense financial questions must be completed regardless of the current year's budget. Documents may be returned where the FIPIS portion has not been sufficiently completed.</p>

4) Revenue: Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If so, please identify the source.

This legislation authorizes a grant application; if awarded the grant could provide up to \$700,000 in funding for the City through the Regional Travel Options programs administered by Metro.

5) Expense: What are the costs to the City related to this legislation? What is the source of funding for the expense?

The cost associated with this legislation are limited to the required match of 10.27%, or roughly \$70,000 over two fiscal years if the full grant is funded. The source of match is a combination of Traffic Safety Account funding, sponsorships, and Business Energy Tax Credits.

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

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

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?

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?

c) How did public involvement shape the outcome of this Council item?

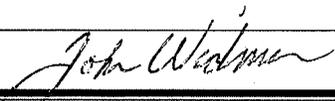
d) Who designed and implemented the public involvement related to this Council item?

e) Primary contact for more information on this public involvement process (name, title, phone, email):

10) Is any future public involvement anticipated or necessary for this Council item? Please describe why or why not.

To the degree the projects and programs funded through this grant source are specific to using public outreach and involvement to encourage the use of travel options, the projects and programs that will be implemented will have a large public involvement component. The projects we're pursuing are consistent with the recently adopted Regional Travel Options Strategic Plan which enjoyed robust public comment during its development.

KK 01-30-13



BUREAU DIRECTOR

JOHN WIDMER, Bureau of Transportation