10-11-1984

Meeting Notes 1984-10-11

Joint Policy Advisory Committee on Transportation

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Date: October 11, 1984

Day: Thursday

Time: 7:30 a.m.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Place: Metro, Conference Room A1/A2

*1. AMENDING THE TIP TO INCLUDE A FREEWAY ILLUMINATION PROJECT IN THE CITY OF PORTLAND (ODOT-SPONSORED) - APPROVAL REQUESTED - Andy Cotugno.


3. REGIONAL TRANSPORTATION PLAN UPDATE - INFORMATIONAL - Andy Cotugno.

*Material Enclosed.
DATE OF MEETING: September 13, 1984

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)


Guests: Bebe Rucker, Multnomah County; Brian Campbell, Port of Portland; Grace Crunican and Steve Dotterrer, City of Portland; Elton Chang, FHWA; Lee Hames, Tri-Met; and Peter Fry, Central Eastside Industrial Council

Staff: Andrew Cotugno, Bill Pettis, Keith Lawton, Dick Bolen, Karen Thackston, Peg Henwood, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

Following an introduction of newcomer George Van Bergen to JPACT and a welcome-back to Commissioner Blumenauer from his trip to Europe, a quorum was declared and the meeting commenced.


Andy Cotugno reviewed the various funds comprising the Transportation Improvement Program for FY 1985. The primary importance of the annual TIP is to consolidate all past actions into an updated document and set forth the anticipated program for FY 85. Priorities will then be set later in the year based upon the actual amount of revenue received.

Under the Section 3 "Trade" section, Andy noted a new project added to the TIP -- the North Terminal facility, to be funded from the Downtown Portland Reserve -- and an increase in funding to the Tigard transit station. With regard to Section 9 funding, the question was raised as to whether Tri-Met will continue to follow the practice of trading capital funds for federal operating assistance with the resultant penalty of $644,000. In response, Mr. Frewing related that the 1980 Transit Development Program is in the process of revision and that, until the TDP is updated, he felt such transactions would occur. He also revealed that there is a proposal for some change in funding to the extent that local funding for operations can be advanced and that other options for funding are being explored.
Action Taken: It was moved and seconded to recommend approval of Resolution No. 84-498 adopting the FY 1985 to post-1988 Transportation Improvement Program and the FY 1985 Annual Element. Motion CARRIED unanimously.

2. ADOPTING THE YEAR 2005 FORECAST OF POPULATION AND EMPLOYMENT FOR USE IN METRO’S FUNCTIONAL PLANS

Keith Lawton explained that this forecast, if approved, would serve as the basis for Metro's infrastructure planning needs. He reviewed the role of the Regional Growth Forum and its composition and emphasized that the representation at the Growth Allocation workshops involved planners and administrators from every jurisdiction in the region. Their task was to review the 2005 forecast and allocate the data down to 20 districts. A summary report of the regional growth forecast (1983 to 2005) that resulted was distributed at the meeting showing the forecasts arrived at by the workshops.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 84-497 for adoption of the year 2005 forecast of population and employment for use in Metro's functional plans. Motion CARRIED unanimously.

3. STATUS OF STATE GAS TAX ACTIVITIES

Andy related that, at the last JPACT meeting, endorsement was given to a 1¢-state/2¢-city/county gas tax measure. He indicated further that AOC and LOC representatives from the region are stressing the significance and need for the 2-cent increase for the locals; however, the Legislative Council was asked by the House Task Force on State and Local Road Funding to draft legislation for a 1¢-state/1¢-local tax measure.

Studies proposed or underway at this time include: 1) a bridge study undertaken by ODOT; 2) an update of the needs assessment statewide providing a change in the apportionment factor that would affect all cities and counties; and 3) developing a long-term strategy and financing plan to meet the needs in question. ODOT/AOC/LOC are developing the scope for such a study to be initiated this fall, which will be reviewed by the Task Force at its next meeting. Two committees will be established -- a Policy Committee of elected officials to set policy direction -- and a Steering Committee composed of technical management-type individuals to serve in an advisory capacity. The study itself will be conducted by an independent consultant. Andy asked that everyone monitor the study closely and pursue appointments to the Policy Committee. Chairman Williamson also emphasized the need for JPACT support and willingness to serve on the committee.
A discussion followed on how the long-range financial plan will affect the Regional Transportation Plan. Andy indicated that eighteen months will be devoted to the study beginning in January.

Action Taken: There was unanimous agreement that JPACT support Andy Cotugno's appointment to the management Steering Committee, and that this be conveyed to ODOT.

4. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members
Rick Gustafson
Don Carlson
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<td>Vern T. Vergen</td>
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<td>Peter Z. Fury</td>
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<td>Andrew Catigno</td>
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STAFF REPORT

Date: September 18, 1984  Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

This action will amend the Transportation Improvement Program to include a new project: Freeway illumination, Oregon Department of Transportation. This project will upgrade the freeway lighting systems on I-5 and I-405 in the City of Portland.

Federal-Aid Interstate 4R Funds

Conversion to High Pressure Sodium Vapor Lamp (Fed) $245,000
City of Portland Match 21,304
$266,304

Background and Analysis

This project would convert 1,070 mercury vapor and incandescent freeway lights within the City of Portland to high pressure sodium vapor. This will reduce power costs (currently paid by the City of Portland) by up to 50 percent and maintenance costs (currently paid by the state) by 30 percent. Most conversions will be made on an equal lumen output basis. In addition, the project is intended to improve public safety by installing appropriate lamp/luminare wattages to conform to appropriate illumination standards where necessary. The project does not include replacement of metal halide or fluorescent fixtures.

The project will be matched with the City of Portland street lighting funds and will be completed prior to July 1985. After this time, the City levy, which funds street lighting, will expire and not make it possible for the City to further commit local funding support.

TPAC has reviewed this project and recommends approval of the Resolution.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. AC/BP/g1/2030C/392-4 10/01/84
BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE ) RESOLUTION NO.
TRANSPORTATION IMPROVEMENT PROGRAM ) Introduced by the Joint
TO INCLUDE A FREeway ILLUMINATION ) Policy Advisory Committee
PROJECT IN THE CITY OF PORTLAND ) on Transportation

WHEREAS, Through Resolution No. , the Council of the Metropolitan Service District (Metro) adopted the Transportation Improvement Program (TIP) and its FY 1985 Annual Element; and

WHEREAS, The Oregon Department of Transportation has requested that a new project utilizing Federal-Aid Interstate 4R funds matched by the City be added to the TIP; and

WHEREAS, This project will upgrade the freeway lighting systems on I-5 and I-405 in the City of Portland; and

WHEREAS, This project was approved by the Oregon Transportation Commission in August 1984; and

WHEREAS, It is necessary that projects utilizing the noted funds be included in the TIP in order to receive federal funds; now, therefore,

BE IT RESOLVED,

1. That Federal-Aid Interstate 4R funds be authorized for the freeway illumination project. Federal $245,000 Match 21,304 $266,304

2. That the TIP and its Annual Element be amended to reflect this authorization.

3. That the Metro Council finds the project in accordance with the Regional Transportation Plan and gives Affirmative
Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of ________, 1984.

_____________________________________
Presiding Officer

AC/BP/g1
2030C/392-3
09/28/84
STAFF REPORT

CONSIDERATION OF RESOLUTION NO. FOR THE PURPOSE OF AMENDING THE FY 1984 UNIFIED WORK PROGRAM TO INCLUDE TWO NEW PLANNING STUDIES AND AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM ACCORDINGLY

Date: September 19, 1984
Presented by: Andy Cotugno

PROPOSED ACTION

Recommend adoption of the attached resolution amending the FY 1984 Unified Work Program (UWP). This action would:

1. Amend the FY 1984 UWP to reflect the addition of two new planning studies outlined in Attachment A.
   - Station Area Development Planning - Gresham
     Section 9 $ 80,000
     Local Match 20,000
     $100,000
   - Final Packaging Reports - Banfield
     Section 9 $37,940
     Tri-Met 9,485
     $47,425

2. Amend the Transportation Improvement Program (TIP) to reduce Tri-Met's Section 9 Parts and Equipment project by $117,940 ($80,000 + $37,940), and transfer this authority into the Section 9 UWP project to cover the planning studies.

   The transfer of funds is offsetting, thus keeping intact the Section 9 budget for FY 1984.

FACTUAL BACKGROUND AND ANALYSIS

The descriptions of the planning studies for the UWP amendment appear in Attachment A.

TPAC has reviewed these amendments and recommends approval of the Resolution.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. AC/BP/g1/2046C/392-4

10/01/84
BEFORE THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE FY 1984 UNIFIED WORK PROGRAM TO INCLUDE TWO NEW PLANNING STUDIES AND AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM ACCORDINGLY ) RESOLUTION NO. Introduced by the Joint Policy Advisory Committee on Transportation

WHEREAS, The FY 1984 Unified Work Program (UWP) was amended by Resolution No. 84-461; and

WHEREAS, The UWP as an ongoing planning instrument must, from time to time, be revised to reflect changing task priorities and funding availability; and

WHEREAS, Tri-Met proposes to initiate two new planning studies in the UWP utilizing Section 9 funds; and

WHEREAS, UWP funding for these studies will be offset by an equal reduction in Section 9 Capital funding; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District (Metro) approves the amendment increasing the FY 1984 UWP by $117,940 to cover the tasks described in Attachment A:

   - Station Area Development Planning - Gresham
     
     Section 9 $80,000
     Local Match 20,000
     $100,000

   - Final Packaging Reports - Banfield
     
     Section 9 $37,940
     Tri-Met 9,485
     $47,425
2. That the Transportation Improvement Program (TIP) be amended by reducing the Section 9 Parts and Equipment project by $117,940 and transferring this amount to the UWP project.

3. That these actions are consistent with the continuing cooperative and comprehensive planning process and are hereby given Affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District this _____ day of __________, 1984.

Presiding Officer

AC/BP/g1
2046C/392-2
09/20/84
Station Area Development Planning - Gresham

Program Objectives:

To complete the Gresham Station Area Planning Program to assure that maximum transit compatibility is reinforced as the City revitalizes and redevelops the land uses in its central commercial and residential districts, paying particular attention to the Gresham Central Station Area.

Relationship to Previous Work:

Under UMTA Project No. OR-29-9005, the Transit Station Area Planning Program (TSAPP) preliminary station area planning was undertaken. This work included data collection, market and implementation analysis, and preparation and review of alternative station area master plans. However, due to significant shifts in the economy and practices within the financial community, the previous market and implementation analysis is in need of review. This program will first review and update, as necessary, the market work done in fall of 1980 and then finalize an implementation and marketing strategy. The program will also complete final transportation plans for the Central Station Area, addressing needs identified in the earlier conceptual work. A citizen task force representative of local business and citizen interests will review and comment on all reports and recommendations.

Products:

1. Identification of short term market changes which have occurred since 1980
2. Refined standards for development
3. Development of a traffic circulation and improvement program
4. Development of a parking management program
5. Preparation of development and implementation strategy

Budget:

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<td>Local Match $20,000</td>
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Final Packaging Reports - Banfield

Program Objectives:

To encourage public/private partnerships consistent with local plans and UMTA policies with the private sector on the Banfield LRT and at major transfer stations by utilizing incidental surface and air rights. To increase transit ridership by implementing key private development and services in close proximity to the transit station. To leverage transit and other public improvements with private investment. To lessen operating costs to transit by maintenance agreements with the private sector as a part of an overall public/private partnership. To improve the quality of the transit environment with public and private amenities.

Relationship to Previous Work:

The original EIS for the Banfield LRT contained reference to joint development in the Land Use Technical Report, which discusses implementation mechanisms including special zoning districts, transit station development districts, joint development/value capture and others. The TSAPP program previously received funding to do a station area analysis. The region obtained an UMTA grant (OR-09-0026) to establish joint development with the Banfield with the initial effort directed to the Gateway transit station area. Multnomah County has established a special planned area for Gateway including the Banfield LRT property. Technical studies in the 1982-83 Unified Work Program (UWP) included a program for "transit station joint development projects." The work scope included "to promote and negotiate transit related development involving developers and private entities... This project will provide the capability to Tri-Met to assist in implementing development projects with local approval which are consistent with conceptual plans evolving from the Banfield transit station..." The conclusion of that program and other work resulted in the successful negotiation of a new $7.5 million youth and family center at Gateway, which has been approved by Tri-Met, the YMCA and UMTA.

Products:

The final packaging reports will determine the optimum footprint for the YMCA and other private development at Gateway and other stations on the LRT for incidental surface and air rights to be developed consistent with local plans and UMTA policies with the private sector. These packaging reports will consist of:

- Land utilization analysis
- Alternative schematic site plans of sufficient detail to make offering to developers
- Transit modal split analysis of various alternative configurations
- Cost analysis of public improvements and cost penalty, if any, of proposed development
- Pro forma
- Lease revenue stream/transit modal split scenarios
- Prepared offering document
- Prepared implementation plan
Tri-Met will assist in negotiating joint development and shared use agreements at Gateway and at other stations on the Banfield LRT where market conditions are favorable and at key timed transfer stations and park and ride lots where market conditions are favorable.

Budget:

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