

MSD CONTRACTS SPECIFIED IN THE FY 1980 UNIFIED WORK PROGRAM
WHICH ARE TO BE EFFECTIVE JULY 1, 1979

<u>CONTRACT WITH</u>	<u>TYPE OF CONTRACT</u>	<u>AMOUNT OF CONTRACT</u>	<u>TYPE OF FUNDS</u>	<u>MSD MATCHING FUNDS</u>
ODOT	Receive Funds	\$ 65,000	Federal PL Funds ¹	\$ 0
		68,593	Federal TQX Funds ¹	0
			State Matching Funds ¹	0
		17,200	Federal TQX Funds to be Passed Through to Tri-Met	0
UMTA	Receive Funds	104,000	Federal Sect. 8 Funds	26,000
		87,200	Federal Sect. 8 Funds to be Passed Through to Tri-Met	0
		9,605	Interstate Transfer Funds	1,695
		21,250	Interstate Transfer Funds to be Passed Through to Clackamas County	0
Clark Co.	Receive Funds	13,750	Federal Sect. 8 Funds	0
RPC		20,000	Federal Sect. 175 Funds	0
		2,250	Federal PL Funds	0
		10,250	Federal HPR Funds	0
		8,750	RPC Matching Funds	0
Tri-Met	Receive Funds	17,200	Federal TQX Funds	0

MEETING REPORT

DATE OF MEETING: June 14, 1979

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation

PERSONS IN ATTENDANCE: MSD Councilors Williamson, Miller, Stuhr and Schedeen, Dick Carroll, Com. Connie Kearney, Councilman Larry Cole, Lloyd Anderson

Ted Spence, Connie Cleaton, Ken Rose, Ken Johnson, Dick Arenz, Frank Angelo, Lynn Dingler

MSD staff members Bill Ockert, Terry Waldele, Keith Lawton, Gary Spanovich, and Karen Thackston

MEDIA: None

SUMMARY:

General Announcements:

Coun. Williamson has received numerous letters requesting a traffic signal at Marylhurst College. Staff should have a recommendation in July.

1. Candidate Problems for MSD Reserve

The candidate problem list was prepared at JPACT's request. Staff has worked with jurisdictional staffs to identify problems. JPACT felt that elected officials should be notified of the process. The staff agreed to notify the chief elected officials of each jurisdiction.

2. Recommended Criteria for Establishing Problem and Project Priorities for the MSD Reserve

Lloyd Anderson expanded on his letter to Charlie Williamson. He felt that emphasis should be given to projects which:

- (1) protect the mobility of regional facilities through roadway design standards, control adjacent land use, access control and other measures
- (2) are sponsored by local jurisdictions that are financing road improvements through local revenue sources, and
- (3) are sponsored by local jurisdictions that can demonstrate that local developers contribute to the financing of roadway improvements.

Mr. Anderson moved and was seconded to include these three items in the criteria. Motion PASSED unanimously.

The Committee discussed the need for more incentive to promote transit improvements. Coun. Miller moved and was seconded to add a policy stating that special consideration would be given to solutions involving alternatives to the single occupant automobile. PASSED unanimously.

Lloyd Anderson moved and was seconded to amend Policy IV -- Environmental Goals by adding projects which reduce noise and visual problems. PASSED unanimously.

Councilman Cole moved and was seconded to adopt the amended criteria (including the amendments recommended by TPAC) and forward to the Council. Motion PASSED unanimously.

3. TIP Quarterly Report

The report describing MSD funding authorization through December 31, 1978, was distributed. No discussion.

4. Transportation Related Energy Planning Activities in the MSD Region

This report was requested by JPACT. Bill Ockert explained the content and the staff recommendation. Dick Arenz, FHWA, stated that the Intermodal Planning Group will require some energy planning be included in the UWP. Caroline Miller moved and was seconded to recommend that the Council request Rick Gustafson, Mike Burton and Charles Williamson to meet with the state to discuss MSD's role in energy planning. Motion PASSED unanimously. Staff will report back in July.

5. Water Transportation

Ken Rose, president of Rose City Water Transit, asked that JPACT recommend the Council prepare a letter endorsing his efforts to undertake water transportation studies. He explained that his feasibility study will be done in conjunction with PCC.

Com. Kearney stated that she has been receiving letters and reports from Mr. Rose for several years and felt in view of Clark County's major transportation problems the study of water transportation was out of the question. She felt it is time to tell him no.

Coun. Miller felt there was no reason not to give him the endorsement as long as it did not require staff time or MSD

money. Mr. Ockert said that the staff felt that the potential of water transportation should be pursued. He, however, felt it was premature to endorse a feasibility study. Instead, the MSD should review the findings of the City of Portland study and then make a judgment as to whether such a study is warranted. Coun. Miller moved and was seconded to recommend to the Council that a letter of endorsement be given to Mr. Rose. A roll call vote was taken. Couns. Miller, Williamson, and Schedeen, and Mr. Carroll voted yes. Coun. Stuhr, Com. Kearney and Mr. Anderson voted no. The motion PASSED 4 to 3.

6. Description of Travel Simulation Techniques

Information item. No discussion.

7. TIP AND ITP Amendment -- I-505 Alternative

Mr. Anderson moved and was seconded to approve and forward the amendments to the Council. Motion PASSED.

8. Air Quality Progress Report

Terry Waldele explained the action taken by the Environmental Quality Commission to uphold the state ozone standard of .08 and place it in the SIP's.

Mr. Anderson expressed a concern that the EQC action would paralyze the metropolitan area. Dean Cole moved and was seconded to recommend the Council approve a resolution at its meeting on June 14 reaffirming the past Council action that the .12 standard be included in the SIP.

9. Contracts:

Mr. Anderson moved to table. Motion PASSED.

REPORT WRITTEN BY: Karen Thackston

COPIES TO: JPACT Members

KT:bc
4047A
D/3

MEETING REPORT

DATE OF MEETING: June 14, 1979

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation

PERSONS IN ATTENDANCE: MSD Councilors Williamson, Miller, Stuhr and Schedeen, Dick Carroll, Com. Connie Kearney, Councilman Larry Cole, Lloyd Anderson

Ted Spence, Connie Cleaton, Ken Rose, Ken Johnson, Dick Arenz, Frank Angelo, Lynn Dingler

MSD staff members Bill Ockert, Terry Waldele, Keith Lawton, Gary Spanovich, and Karen Thackston

MEDIA: None

SUMMARY:

General Announcements:

Coun. Williamson has received numerous letters requesting a traffic signal at Marylhurst College. Staff should have a recommendation in July.

1. Candidate Problems for MSD Reserve

The candidate problem list was prepared at JPACT's request. Staff has worked with jurisdictional staffs to identify problems. JPACT felt that elected officials should be notified of the process. The staff agreed to notify the chief elected officials of each jurisdiction.

2. Recommended Criteria for Establishing Problem and Project Priorities for the MSD Reserve

Lloyd Anderson expanded on his letter to Charlie Williamson. He felt that emphasis should be given to projects which:

- (1) protect the mobility of regional facilities through roadway design standards, control adjacent land use, access control and other measures
- (2) are sponsored by local jurisdictions that are financing road improvements through local revenue sources, and
- (3) are sponsored by local jurisdictions that can demonstrate that local developers contribute to the financing of roadway improvements.

Mr. Anderson moved and was seconded to include these three items in the criteria. Motion PASSED unanimously.

The Committee discussed the need for more incentive to promote transit improvements. Coun. Miller moved and was seconded to add a policy stating that special consideration would be given to solutions involving alternatives to the single occupant automobile. PASSED unanimously.

Lloyd Anderson moved and was seconded to amend Policy IV -- Environmental Goals by adding projects which reduce noise and visual problems. PASSED unanimously.

Councilman Cole moved and was seconded to adopt the amended criteria (including the amendments recommended by TPAC) and forward to the Council. Motion PASSED unanimously.

3. TIP Quarterly Report

The report describing MSD funding authorization through December 31, 1978, was distributed. No discussion.

4. Transportation Related Energy Planning Activities in the MSD Region

This report was requested by JPACT. Bill Ockert explained the content and the staff recommendation. Dick Arenz, FHWA, stated that the Intermodal Planning Group will require some energy planning be included in the UWP. Caroline Miller moved and was seconded to recommend that the Council request Rick Gustafson, Mike Burton and Charles Williamson to meet with the state to discuss MSD's role in energy planning. Motion PASSED unanimously. Staff will report back in July.

5. Water Transportation

Ken Rose, president of Rose City Water Transit, asked that JPACT recommend the Council prepare a letter endorsing his efforts to undertake water transportation studies. He explained that his feasibility study will be done in conjunction with PCC.

Com. Kearney stated that she has been receiving letters and reports from Mr. Rose for several years and felt in view of Clark County's major transportation problems the study of water transportation was out of the question. She felt it is time to tell him no.

Coun. Miller felt there was no reason not to give him the endorsement as long as it did not require staff time or MSD

money. Mr. Ockert said that the staff felt that the potential of water transportation should be pursued. He, however, felt it was premature to endorse a feasibility study. Instead, the MSD should review the findings of the City of Portland study and then make a judgment as to whether such a study is warranted. Coun. Miller moved and was seconded to recommend to the Council that a letter of endorsement be given to Mr. Rose. A role call vote was taken. Couns. Miller, Williamson, and Schedeen, and Mr. Carroll voted yes. Coun. Stuhr, Com. Kearney and Mr. Anderson voted no. The motion PASSED 4 to 3.

6. Description of Travel Simulation Techniques

Information item. No discussion.

7. TIP AND ITP Amendment -- I-505 Alternative

Mr. Anderson moved and was seconded to approve and forward the amendments to the Council. Motion PASSED.

8. Air Quality Progress Report

Terry Waldele explained the action taken by the Environmental Quality Commission to uphold the state ozone standard of .08 and place it in the SIP's.

Mr. Anderson expressed a concern that the EQC action would paralyze the metropolitan area. Dean Cole moved and was seconded to recommend the Council approve a resolution at its meeting on June 14 reaffirming the past Council action that the .12 standard be included in the SIP.

9. Contracts:

Mr. Anderson moved to table. Motion PASSED.

REPORT WRITTEN BY: Karen Thackston

COPIES TO: JPACT Members

KT:bc
4047A
D/3

246-3308

Metropolitan Service District
527 SW Hall Portland, Oregon 97201 503/221-1646

Agenda

Date: June 14, 1979

Day: Thursday

Time: 7:30 a.m.

Place: Conference Room "D"

1. CANDIDATE PROBLEMS FOR MSD RESERVE

This is an informational item requested by JPACT. TPAC had no comment or recommendation. Staff intends to firm up a list of candidate problem areas by June 22, 1979.

2. RECOMMENDED CRITERIA FOR ESTABLISHING PROBLEM AND PROJECT PRIORITIES FOR THE MSD RESERVE

Major Issues:

What policies are to be used to screen a large number of problem areas to a smaller group and determine which projects should be funded with the MSD Reserve.

TPAC Concerns:

- A. What funds are available for projects serving only local circulation needs?

Staff Response: Traditional FAU funds (or Interstate Transfer funds replacing FAU funds) or Title II Safety funds are available for these types of projects.

- B. Why shouldn't cost overruns on previously funded projects be eligible?

Staff Response: Contingency funds have been established to cover such overruns. Information on the extent of overruns (which projects and how much cost) won't be available for some time.

- C. What is the definition of regional travel movements?

Staff Response: Included are major travel flows between cities, counties and other large-scale

activities (such as regional shopping centers, large industrial complexes, or regionally significant cultural centers).

D. What kind of citizen involvement is planned?

Staff Response: The approved study process describes a citizen involvement process including public hearings (meetings may also be called by sponsoring jurisdictions).

E. Will an assessment of the likely implementation schedule be made when a project is funded to ensure correspondence with the availability of federal funds?

Staff Response: This type of check is needed to ensure funds are only spent on preliminary engineering on projects which can be implemented within the federal timeframes.

TPAC Recommendation:

Approve the criteria subject to the following qualifiers:

- A. Staff Report #44, p. 6, Policy II, Criteria 2 - add "residential areas."
- B. Staff will review the proposed "measures of effectiveness" for each criteria with local jurisdictional staff before applying the policies and criteria to the 15-20 high priority problems.
- C. A schedule for obligating PE funds be set when projects are funded.

Staff Recommendation:

Approve with TPAC changes and forward for Council Adoption

3. QUARTERLY REPORT

This information report shows the status of MSD funding authorizations.

4. TRANSPORTATION RELATED ENERGY PLANNING ACTIVITIES IN THE MSD REGION

Major Issues:

What has been done for energy planning and what are other agencies doing? What should MSD be doing?

TPAC Concerns:

If additional energy planning becomes a priority, which work item would be dropped?

TPAC Recommendation:

None.

Staff Recommendation: The recommendations are included in the forwarding memo.

5. STATUS REPORT ON WATER TRANSPORTATION PROPOSALS

An oral information report will be given.

6. DESCRIPTION OF TRAVEL SIMULATION TECHNIQUES

This information report was prepared in response to a request from JPACT members. Staff will present a short oral report.

7. AMEND THE INTERIM TRANSPORTATION PROGRAM AND TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE THE I-505 ALTERNATIVE

Major Issues:

Need to process the I-505 alternative so that the project can be programmed once the I-505 withdrawal is approved.

TPAC Concerns:

None.

TPAC and Staff Recommendations:

Forward to Council recommending adoption of resolutions.

8. AIR QUALITY PROGRESS REPORT

Major Issues:

How should the SIP planning process accommodate the decision of the Environmental Quality Commission to have a state ozone standard which is lower than the federal standard?

TPAC Concerns:

A. What types of controls would need to be examined to achieve the state standard?

- B. Who would fund the additional planning needed to examine and achieve agreement on control measures addressing the state standard?
- C. What happens on the Washington side of the river?
- D. Would it be possible to use .12 as the primary standard and .08 as the secondary?
- E. Could the time frame for meeting the state standard be set beyond the federal compliance dates?

TPAC Recommendation

None.

Staff Recommendation:

Staff should work with DEQ to outline the impacts of the .08 standard and how it should be addressed in the SIP.

9. MSD CONTRACTS

Attached is a list of contracts described in the UWP which are to be signed on or about July 1, 1979. The Council has requested JPACT to review the contracts.

CWO:KT:gh
3975A
D/2

Agenda

Date: June 14, 1979
Day: Thursday
Time: 7:30 am***
Place: MSD Office "Room D"

PROPOSED AGENDA:

1. MSD RESERVE PROBLEM AREA LISTING - INFORMATION
2. RECOMMENDED CRITERIA FOR ESTABLISHING PROBLEM & PROJECT PRIORITIES FOR THE MSD RESERVE - ACTION REQUESTED
3. TIP QUARTERLY REPORT - INFORMATION
4. TRANSPORTATION RELATED ENERGY PLANNING ACTIVITIES IN THE MSD REGION - INFORMATION
5. STATUS REPORT ON WATER TRANSPORTATION PROPOSALS - INFORMATION
6. DESCRIPTION OF TRAVEL SIMULATION TECHNIQUES - INFORMATION
7. TIP AMENDMENT - I-505 ALTERNATIVE - ACTION REQUESTED
8. CORRIDOR ANALYSIS & STRATEGY - INFORMATION

* denotes material enclosed

material available at meeting

***COFFEE AND DONUTS WILL BE PROVIDED

RECEIVED
JUN 12 1979

METRO SERVICE DISTRICT

Box 3529 Portland, OR 97208
503/231-5000
TWX:910-464-6151

Offices also in Hong Kong, Manila, Seoul,
Singapore, Taipei, Tokyo, Sydney,
Chicago, Pasco, Washington D.C.

June 12, 1979

Charles Williamson, Chairman
Joint Policy Advisory Committee
on Transportation
Metropolitan Service District
527 S.W. Hall Street
Portland, OR 97212

Dear Charlie:

We have reviewed the draft MSD Staff Report Number 44: MSD Regional Reserve Planning Process and offer the following comments. The analysis which will accompany the I-505 withdrawal allocation appears to be technically sufficient. We have concerns, however, about whether the process adequately addresses the long-range financing needs of the region's transportation system.

The Mount Hood and I-505 withdrawal actions have represented "windfall" opportunities to greatly extend the use of federal money. There are, however, incentives in the withdrawal process which tend to reduce the total local dollar commitments to transportation. We question whether this make sense given the long-term financing needs of the region. As you know, funding requirements outstrip existing federal programs and money from established local sources.

Given this, it appears that the allocation process should be designed to "stretch" the total federal and local dollars to the greatest extent possible. One method of doing this would be to give preferential withdrawal funding to local jurisdictions that are willing to pledge new money for transportation in excess of their local match for specific projects. By setting aside part of the reserve for this purpose, jurisdictions would have an incentive to develop new transportation funding sources such as gasoline taxes, roadway construction bonds or system development fees.

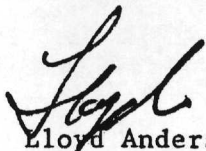
Procedurally, the allocation of the transfer dollars also requires more careful control. The Mount Hood withdrawal projects required a local match "pledge" upon project submission. Many projects have greatly expanded in scope and/or inflated in costs. While there are provisions for inflating the federal contribution, many local match commitments are falling short without a guarantee for increases. The federal money has been effectively "frozen," and new demands are being placed on state funds to make up deficiencies.

Charles Williamson, Chairman
Page 2
June 12, 1979

To correct this, more binding initial pledges should be required. A realistic and budgeted source of local match could be identified. Perhaps a system of annual recertification of pledges and a weeding out of projects that no longer have an acceptable match is appropriate. To support this procedure, a list of alternate or substitute projects should be available. It is important to remember that Congress has set deadlines for the use of the federal money. The annual financial checkup insures that funds will actually be spent and not simply "committed."

I realize these suggestions on the MSD allocation criteria are formative and will require more work. I welcome your reactions and look forward to discussions on this matter at the June JPACT meeting.

Sincerely,



Lloyd Anderson
Executive Director

cc: Bill Ockert

PL2F

Metropolitan Service District

527 SW Hall Portland, Oregon 97201 503/221-1646

Memorandum

Date: June 6, 1979
To: TPAC/JPACT
From: MSD Staff
Subject: Energy Planning Activities In The Region

At the May JPACT meeting, a number of members asked for a listing of what MSD was doing in the area of energy planning. Members also wanted to know what activities other agencies were undertaking. The last concern was for a listing of energy activities which are needed and could be undertaken by MSD.

The attached report is a discussion draft whose purpose is to briefly review ongoing transportation-related energy activities in the region. The report suggests possible roles for MSD in energy contingency planning.

There are a number of agencies in the region involved in energy planning. Primarily they are the Oregon Department of Energy, Tri-Met, the City of Portland, the Oregon Department of Transportation, MSD and a number of private concerns. Most of these activities are transportation related although the City of Portland and the Oregon Department of Energy are involved in non-transportation energy conservation measures.

MSD's present involvement in energy planning is in four general areas. These include (1) reviewing local plans to assess how energy considerations are handled, (2) using energy consumption as a criteria in evaluating transportation/land-use alternatives, (3) estimating the energy implications of alternative Transportation Control Measures as detailed in the State Implementation Plan (SIP), and (4) developing and evaluating Transportation System Management (TSM) proposals which could be used to bring about conservation of energy consumed by transportation users.

MSD is currently not doing energy contingency planning. There is no single agency coordinating energy contingency planning nor is this activity being widely pursued by other agencies in the region. Tri-Met has undertaken some analysis of how they would deal with an energy crisis. MSD could pursue two activities in this area. The first involves a coordinating and dissemination of information function. This activity could be

Memorandum
June 6, 1979
Page 2

pursued with existing MSD staff resources under the transportation technical assistance program.

The second activity involves a fuel shortage monitoring and allocation program. This activity would be primarily transportation related and could not be carried out with existing staff resources. The program would take approximately six man-months to develop and would require additional staff resources.

An inventory of possible energy-related activities which MSD could become involved in was prepared by a consultant to CRAG over a year ago. Most of these activities concerned ways to bring about the conservation of energy. Many of those concerned non-transportation users. Some of the activities involved actions which would have long-range implications on energy consumption such as requirements to incorporate energy saving techniques in planning communities. While some interest was expressed by staff from local jurisdictions, the general consensus was that the work proposed by the consultant not be pursued by CRAG. MSD does not have funds allocated to non-transportation energy planning activities in the upcoming budget.

A task force of the City of Portland has identified a number of measures which could be taken to reduce energy consumption within the city. Some of the measures are proposed to be applied regionwide. These proposals are currently undergoing review by citizen groups. The MSD Public Facilities Committee has had a briefing on the city proposal.

Staff recommends that current MSD energy planning activities continue and that energy conservation be given strong consideration in regional transportation/land-use decision-making. In the area of contingency planning for transportation, the staff recommends that MSD take on a coordinating and information dissemination function with funding to come from the technical assistance program already included in the Unified Work Program. The staff suggests that the function of allocating fuel continue to be handled by the Oregon Department of Energy in that they are in the best position to coordinate with federal officials and make the necessary trade-off between urban and rural users and between different types of energy consumers. Lastly, Council may wish to consider MSD actively pursuing federal and state funding to 1) coordinate and plan for non-transportation energy conservation measures at the regional level (significant activities are already underway to plan for transportation conservation measures) and 2) develop a comprehensive energy plan for the region. Care should be taken to ensure that these activities be closely integrated with, and not duplicate, efforts underway by the City of Portland which focus on city users of energy.