

COMMITTEE MEETING TITLE JPACT - 9-13-84

DATE 9-13-84

	NAME	AFFILIATION
M	<del>Robert [unclear]</del>	CLACKAMAS COUNTY
M	Norm V. Meyers	Clark Co.
M	RICHARD WAKER	METRO
M	George Van Bergen	metro
M	Pharis Williams	"
M	JOHN FREWING	TRI-MET
MA	Ted Spence	ODOT
MA	Carl Humenauer	Multnomah County
M	LARRY COLE	CITIES OF WASHINGTON County
S -	Bill PETTIS	METRO
S	KEITH LANTON	METRO
S	DICK BOLEN	"
S	Karen Shackleton	"
G	Bebe Kuckler	Mult. Co
G	BRIAN CAMPBELL	PORT OF PORTLAND
S	Peg Herwood	METRO
G	Lee Gunn	TRI-MET
G	GRACE CRUICKAN	City of Portland
G -	Steve Dotterer	City of Portland
G -	Elton Chang	FHWA
G	Peter F Fry	CEIC
S	Andrew Cotugno	Metro

STAFF REPORT

Agenda Item No. \_\_\_\_\_

Meeting Date \_\_\_\_\_

CONSIDERATION OF RESOLUTION NO. \_\_\_\_\_ FOR THE  
PURPOSE OF AMENDING THE TRANSPORTATION  
IMPROVEMENT PROGRAM TO INCLUDE A FREEWAY  
ILLUMINATION PROJECT IN THE CITY OF PORTLAND

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
	<u>\$266,304</u>

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.

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE ) RESOLUTION NO.  
TRANSPORTATION IMPROVEMENT PROGRAM )  
TO INCLUDE A FREEWAY ILLUMINATION ) Introduced by the Joint  
PROJECT IN THE CITY OF PORTLAND ) Policy Advisory Committee  
 ) 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	<u>21,304</u>
	\$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/gl  
2030C/392-3  
09/28/84

STAFF REPORT

Agenda Item No. \_\_\_\_\_

Meeting Date \_\_\_\_\_

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	<u>20,000</u>
	\$100,000

- Final Packaging Reports - Banfield

Section 9	\$37,940
Tri-Met	<u>9,485</u>
	\$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.

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO.
FY 1984 UNIFIED WORK PROGRAM TO	)	
INCLUDE TWO NEW PLANNING STUDIES	)	Introduced by the Joint
AND AMENDING THE TRANSPORTATION	)	Policy Advisory Committee
IMPROVEMENT PROGRAM ACCORDINGLY	)	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
	<u>\$100,000</u>

- Final Packaging Reports - Banfield

Section 9	\$37,940
Tri-Met	9,485
	<u>\$47,425</u>

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/gl  
2046C/392-2  
09/20/84

ATTACHMENT A

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:

Expenses

Tri-Met            \$100,000

Resources

OR-90-0003    \$80,000  
Local Match    \$20,000  
                  \$100,000



## 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:

Expenses

Tri-Met            \$47,425

Resources

OR-90-0003       \$37,940  
Tri-Met            9,485  
\$47,425