

BEFORE THE COUNCIL OF THE  
THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE ) RESOLUTION NO. 89-1119  
FY '90 UNIFIED WORK PROGRAM (UWP) )  
TO INCORPORATE A BI-STATE ) Introduced by Mike  
TRANSPORTATION STUDY ) Ragsdale, Chair, JPACT

WHEREAS, The FY '90 Unified Work Program was adopted by  
Resolution No. 89-1071; and

WHEREAS, A Bi-state Transportation Study Position Paper  
was adopted by Resolution No. 89-1075; and


WHEREAS, A scope of work to implement the Bi-state  
Transportation Study has been defined; now, therefore

BE IT RESOLVED:

1. That the Council of the Metropolitan Service District  
amends the FY '90 Unified Work Program to include the Bi-state  
Transportation Study work element as reflected in Exhibit A.

2. That this amendment is consistent with the  
continuing, cooperative and comprehensive planning process and is  
given positive Intergovernmental Project Review action.

ADOPTED by the Council of the Metropolitan Service  
District this 27<sup>th</sup> day of July, 1989.

  
Mike Ragsdale, Presiding Officer

INTERGOVERNMENTAL RELATIONS  
COMMITTEE REPORT

RESOLUTION NO. 89-1119, AMENDING THE FY '90 UNIFIED WORK PROGRAM (UWP) TO INCORPORATE A BI-STATE TRANSPORTATION STUDY

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Date: July 18, 1989

Presented By: Councilor Gardner

COMMITTEE RECOMMENDATION: At the July 18, 1989 Intergovernmental Relations Committee meeting, members present -- Councilors Collier, DeJardin, Devlin and myself -- voted unanimously to recommend Council adoption of Resolution No. 89-1119. Councilor Bauer was absent.

COMMITTEE DISCUSSION/ISSUES: Metro Transportation Department Director Andy Cotugno presented the staff report and resolution. Resolution No. 89-1119 amends the FY 1990 Unified Work Program (UWP) by adding specific work elements and a funding breakout for conducting the Bi-State Transportation Study. The UWP describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 1990 and approval of the plan is required to receive federal transportation planning funds. The Council approved the UWP April 27, 1989, by Resolution No. 89-1071 which specifically noted . . . "That the FY 1990 Unified Work Program is approved subject to further review and approval of the Bi-State Transportation work program tasks, organization, and budget within 90 days." The recommended Bi-State Study work program is outlined in Exhibit A to Resolution No. 89-1119 and staff emphasized it is consistent with the study scope recommended by JPACT and also adopted by the Council April 27, 1989 (Resolution No. 89-1075).

Staff emphasized the Bi-State Study does not call for identification of additional projects for the Regional Transportation Plan but focuses, per the adopted scope of study, on analyzing existing transportation systems and Light Rail Transit (LRT) and their ability to meet projected Bi-State travel demands.

The Committee discussed the impact of the Bi-State work program on Metro Transportation staff and resources. Metro's in-house portion of the work program has been accounted for in the FY89-90 budget, but staff reported it is still unclear which participating jurisdiction will oversee the contract work. The Bi-State work is anticipated to extend into FY90-91, with the total effort lasting approximately 18 months.

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STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 89-1119 FOR THE PURPOSE  
OF AMENDING THE FY '90 UNIFIED WORK PROGRAM (UWP) TO  
INCORPORATE A BI-STATE TRANSPORTATION STUDY

DATE: July 13, 1989

Presented by: Andrew Cotugno

PROPOSED ACTION

Adopt the resolution to amend the FY '90 Unified Work Program (UWP). The components involving a financial obligation of Metro are consistent with the adopted FY 89-90 Metro budget.

FACTUAL BACKGROUND AND ANALYSIS

A position paper adopted in April 1989 identified the scope of land use and transportation planning activities that should be addressed relative to bi-state transportation. This UWP amendment would initiate the transportation planning activities; the land use planning activities identified in the Bi-state Position Paper are being addressed through the Urban Growth Management Program.

Budgetary impacts of this work program fall largely on C-TRAN (the transit district in Clark County) with minor impacts on WDOT, ODOT, Portland and Tri-Met beyond that already reflected in adopted local budgets.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1119.

## BI-STATE TRANSPORTATION STUDY

### PROGRAM DESCRIPTION

JPACT recently adopted a position paper that called for a Bi-State Transportation Study. The position paper recognized that bi-state travel is an important part of the Portland-Vancouver regional transportation system, and it is in the best interest of the Portland-Vancouver region that this part of the system function properly.

The Metro Regional Transportation Plan identifies a series of transit and highway improvements to serve the bi-state travel movement between Clark County, Washington and Oregon. Metro and Clark County IRC will evaluate the adequacy of the existing system to meet existing travel demands and the adequacy of the planned system to meet projected 2010 travel demands. This will provide the necessary documentation for determining whether or not to proceed with consideration of additional transportation improvements for inclusion in the Regional Transportation Plan.

Public involvement will focus primarily on the LRT aspects of the study, to be undertaken by Portland for the Oregon portion of the route and by Clark County IRC for the possible extensions into Clark County, Washington. Additional public involvement will be required if this study concludes that improvements beyond those identified in the RTP are needed.

### RELATIONSHIP TO OTHER WORK

The analysis of existing travel, future travel demand and present/future transportation system adequacy will utilize information produced by the following work activities:

- (1) updated forecasts produced in the model refinement tasks;
- (2) update LRT ridership forecasts and evaluation of I-5 North LRT produced in the Regional LRT study task; and
- (3) technical input on highway operating levels from WSDOT and ODOT.

In addition to this transportation system evaluation, Metro is coordinating the development of an Urban Growth Management Plan to guide future urban expansion in the Oregon portion of the metropolitan area. This activity is being done as a cooperative effort of the land use planning interests in the region under the supervision of the Urban Growth Management Policy and Technical Advisory Committees. Initial discussions have been undertaken to coordinate with and expand this activity into Clark County.

If at the conclusion of this analysis it is determined that the planned transportation system is inadequate, and upon completion of the long range land use planning

activities described above, consideration will be given to undertaking an assessment of additional transportation improvements in the I-5/I-205 corridors. Consideration of new highway bridges will not be undertaken until other alternatives have been thoroughly considered and a long-range urban growth policy for the region has been developed.

## OBJECTIVES

- A. Provide for policy, technical and public input to the Bi-State Transportation Study.
  - 1. Metro and IRC staffs will individually report results to JPACT and the IRC Board of Directors and jointly report results to the Bi-State Policy Advisory Committee.
  - 2. Metro and IRC staffs will jointly convene a technical advisory committee.
  - 3. IRC staff will within Clark County develop a broad-based community information program on high capacity transit and under separate funding, Portland will develop a community information program within North Portland.
- B. Evaluate and define existing bi-state travel needs and traffic impacts on I-5 and I-205.
  - 1. Conduct a detailed capacity analysis and facility needs analysis based upon today's traffic volumes and roadway capacities.
  - 2. Identify, segment and evaluate existing needs in terms of trucks, autos, transit and intraregional versus interregional.
- C. Identify transportation system management (TSM) strategies needed to address the immediate and short-term I-5 and I-205 corridor needs.
- D. Update and refine the travel forecasting models.
  - 1. Incorporate the results of the external cordon traffic survey into the regional travel models.
  - 2. Re-calibrate the models using 1987/88 land use data and traffic count data.
  - 3. Use the updated and calibrated models to produce region-wide travel forecasts for 2010 that are based on the "new" 2010 growth forecasts.

- E. Develop a methodology for assessing the impacts of bi-state accessibility on economic development to the region as a whole, to the Clark County region, and to the Portland region. This methodology will be provided to the land use planning jurisdictions for consideration.
- F. Evaluate the ability of the 2010 "committed" and "RTP" transportation system to meet the future year travel demands.
  - 1. Conduct a detailed capacity analysis of both the "committed facility improvements" and the "RTP" transportation system improvements.
- G. Update I-5 and I-205 LRT ridership data and cost data.
  - 1. Review 1988 bus ridership calibration using the most recent land use data and transit system data.
  - 2. Produce 2010 bus versus LRT ridership estimates given the "new" 2010 land use and revised transit/LRT network in both Portland and Vancouver.
  - 3. Update capital and operating costs.
- H. Examine alternative LRT options including a King Boulevard alternative and LRT extensions in Clark County.

## PRODUCTS

Develop a report documenting the analysis and findings of the Bi-State Transportation Study to include the following:

- A. Existing bi-state travel and capacity needs.
- B. Identification of TSM strategies for immediate implementation.
- C. Model calibration for bi-state travel, including the results of the external travel survey.
- D. 2010 travel forecasts and costs for I-5 North LRT.
- E. Evaluation of adequacy of RTP system to meet 2010 travel demands.
- F. Evaluation of feasibility of I-5 North LRT extensions into Clark County.

EXPENSES:

IRC	\$104,150
C-TRAN	\$ 21,400
WSDOT	\$ 14,700
METRO	\$ 59,750
ODOT	\$ 9,500
Tri-Met	\$ 8,500
Portland	\$100,000
Consultant	\$125,000

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Total	\$443,000
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REVENUES:

IRC	\$ 37,300
C-TRAN	\$165,000
WSDOT	\$ 14,700
METRO	\$ 28,000
ODOT	\$ 9,500
Tri-Met	\$ 3,500
Portland	\$100,000
Bi-State	\$ 85,000 <sup>1</sup>

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Total	\$443,000
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<sup>1</sup>Bi-State Funding Pool:

Tri-Met	\$ 25,000
C-TRAN/WSDOT	\$ 42,500
ODOT/Portland	\$ 17,500

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\$ 85,000
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