

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING)
DEMONSTRATION GRANTS FOR)
MANAGEMENT OF TRANSPORTATION)
MOBILITY)

RESOLUTION NO. 91-1440
Introduced by
David Knowles, Chair
Joint Policy Advisory Com-
mittee on Transportation

WHEREAS, the Regional Transportation Plan calls for Transportation Demand Management measures to reduce the need for new transportation facilities and maximize the utilization of existing and planned transportation facilities; and

WHEREAS, The Federal Highway Administration and the Urban Mass Transportation Administration are soliciting proposals for grants to demonstrate innovative urban mobility projects; and


WHEREAS, The Oregon Department of Transportation and Tri-Met are proposing two such demonstration grants with the assistance of Metro, Portland, Washington County, and Hillsboro; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District:

1. Endorses the Multi-Modal Service Delivery System (as described in concept in Exhibit A).
2. Endorses the Areawide Traffic Management System (as described in concept in Exhibit B).
3. Intends to amend the Transportation Improvement Program upon notification that grant proposals will be accepted.

ADOPTED by the Council of the Metropolitan Service District this 23rd day of May, 1991.



Tanya Collier, Presiding Officer

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 91-1440 FOR THE PURPOSE
OF ENDORSING DEMONSTRATION GRANTS FOR MANAGEMENT OF
TRANSPORTATION MOBILITY

Date: April 17, 1991

Presented by: Andrew Cotugno

PROPOSED ACTION

Adopt Resolution No. 91-1440 endorsing two proposed demonstration grants:

1. Multi-Modal Service Delivery System to assist in the formation of carpools and vanpools, provision of consumer information, dispatching of demand-responsive transit services and integration with fixed route transit service. Proposed applicant: Tri-Met with assistance from Metro, Washington County, Hillsboro and Portland.
2. Development of an areawide traffic management system for the freeways and major arterials and an incident-response system. Proposed applicant: ODOT with assistance from the City of Portland.

TPAC and JPACT have reviewed the proposed demonstration grants and recommend endorsement of Resolution No. 91-1440.

FACTUAL BACKGROUND AND ANALYSIS

The Federal Highway Administration (FHWA) and the Urban Mass Transportation Administration (UMTA) are considering applications for demonstration grants for low-cost methods to manage urban transportation systems and improve urban mobility. Indications from FHWA and UMTA are that several categories of urban mobility demonstration programs are being established. This resolution endorses two possible applications in response to these solicitations.

Multi-Modal Service Delivery System

This proposal will develop a regionwide addressed-based system to match specific customers to the most appropriate type of service: carpool, vanpool, demand-responsive transit service or fixed route transit service. The system will be developed based upon an upgraded TIGER file under development by Metro and will be compatible with Metro's Regional Land Information System (RLIS). The result will be detailed information on bus routes and schedules and the ability to match specific addresses to routes

or provide the basis for matching carpools or dispatching demand-responsive transit service (both special needs service to the elderly and handicapped and general public service).

The project will be developed with the assistance of actual implementation of a pilot project in the Sunset Corridor in the region's Westside. Experience from the pilot project will assist in designing the regionwide program. The Sunset Corridor is recommended for the pilot project because it includes the following pertinent applications:

- The need to serve a growth area;
- Provision of service to a diverse market consistent with the findings of Tri-Met's Suburban Transit Study, including intra-suburban work and non-work travel, inner-city neighborhood to suburban job commute, and suburban resident to downtown Portland commute; and
- Initiation of service to an area where a broader corridor application will be needed to mitigate construction of the Westside LRT and highway project.

Areawide Traffic Management System

This will develop a system for the region's freeways and major arterials to be implemented over the next several years. One component will be to manage daily traffic movements through "real-time" monitoring of traffic conditions and optimization of ramp meters and traffic controls to balance the traffic flow with available capacity. This has proved effective with the existing downtown Portland traffic control system and on freeways elsewhere in the country.

The second component is to develop an incident-response system to quickly target responses to accidents and other traffic impediments. In doing so, the facility can be restored to normal flow.

Both programs will rely on further implementation by the sponsoring jurisdictions.

At the April 26 TPAC meeting, interest was expressed on the part of the Port of Portland representative to include closed-circuit television surveillance of the I-84 and I-205 freeways to maintain reliability for these routes to Portland International Airport.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 91-1440.

91-1440.RES
4-29-91

EXHIBIT A

FHWA/UMTA Action Program for Improving Mobility

Introduction

The Portland metropolitan area proposes to develop a multi-modal service delivery system for determining the most appropriate carpool, vanpool, demand-responsive or fixed route transit service to deliver and to aid in delivering the selected service to the targeted market. The approach will be to develop a region-wide geographic information system (GIS) with the capability to match requesting riders and targeted markets to the most appropriate mode and to dispatch the information and/or the service to meet the need. The system will be designed through a pilot application in the region's Sunset Corridor. Experience will be gained through the application of this pilot project in an actual service application, thereby assisting in designing the GIS for application at a broader regional scale.

The final result will be direct delivery of service in an area of recent high growth now lacking in service plus the availability of a regionwide tool for improving response to requests for carpool information and for determining the most appropriate type of transit service for different parts of the region.

Overview

The regionwide GIS will be designed to integrate the following major functions into a "real time" planning, analysis, trip planning, matching and dispatching tool:

- A. Carpool matching - Using an enhanced TIGER map, carpool matching information services will be improved to respond to address-specific requests more quickly, more accurately and for a broader potential service area (such as along the travel route).
- B. Transit Trip Planning - Using a route planning system designed to be linked to the TIGER address information, requests for route and schedule information will be improved to respond to requests more quickly and accurately. In addition, both transit and carpool information will be supplied when appropriate.
- C. Special Needs Demand Responsive Service Dispatch - The system for dispatching demand responsive vehicles will be automated

and integrated with the TIGER address information for locating desired origins and destinations and will be integrated with the fixed route information system to facilitate routing of connecting trips to the fixed route transit system. Connecting rides to the fixed route system will be in accordance with the availability of wheelchair equipped buses on the connecting fixed route service. This will shorten the lead time required to request rides, hopefully to a "real time" application. The addition of automatic vehicle locator (AVL) devices to the demand responsive vehicles will aid in revising the trip itinerary en route as trip requests are received.

- D. General Demand Responsive Dispatch - The Special Needs Dispatching System will be extended to provision of demand responsive transit services to the general public. Although selected group rides will be dispatched strictly to certain client groups, the special needs and general public service will generally be integrated.

Analysis of demand-responsive rider patterns will assist in determining areas to deploy full or partial fixed route service and where to form privately operated vanpools or subscription bus services.

- E. Guaranteed Ride Home - In areas where full time transit service (whether fixed route or demand responsive) cannot be supported, a guaranteed ride home program will be established to supplement carpool, vanpool and partial transit service.
- F. Vanpool Program - Existing and potential riders will be matched to form vanpools where feasible. Consideration will be given to provision of vehicles and addition of AVL equipment to allow use for occasional demand responsive service.
- G. Travel Time Information - With the aid of AVL equipped demand responsive and fixed route buses, data collection of actual transit and highway system operating characteristics will be facilitated. This information will feed back to upgrade data regarding the performance of the system, modify trip planning and dispatching databases and input requirements for forecasting future travel demands.

This GIS tool will be developed with the aid of a pilot project in the Sunset Corridor on the region's Westside. Although existing experience with fixed route trip planning and special needs demand responsive dispatch will aid in guiding the development of these parts of the system, further experience in the Portland region is needed in the areas of real time carpool matching, carpool matching for en route origins and destinations, vanpool formation, general public demand responsive transit service and integration of demand responsive with fixed route transit service. The Sunset Corridor provides an area of recent growth

in residential and large new employers in close proximity to timed transfer connections to the fixed route system. In addition, its location on the westside will provide valuable experience in designing and implementing a broader system to mitigate the lengthy Westside LRT and highway construction period and to aid in implementing restructured feeder bus service with the inauguration of LRT service in 1998.

The benefits of this project are as follows:

- delivery of innovative transit service in a growing suburban market;
- development of a westside prototype system for extension during westside LRT and highway construction;
- immediate improvement of Special Needs demand responsive transit dispatch regionwide;
- immediate capability to connect Special Needs demand responsive trips to the fixed route system regionwide;
- immediate improvement of trip planning information and carpool matching services to customers regionwide;
- availability of a tool to expand demand-responsive service to the general public regionwide.
- availability of a tool for vanpool formation.

Problem Definition (Expand)

Suburban travel market difficult for transit to serve.
Inner city access to suburban jobs insufficient due to lack of transit access to suburban job sites.
Need for faster, more reliable address-based trip planning and dispatch (existing manual system inadequate).
Complicated to connect demand-responsive service to fixed route service.
Need to tailor service most appropriate to the market to encourage evolution of markets as they grow to different types of service.
Need to deliver complex variety of services to a complex travel market throughout the region.
Need to prepare for chaos during LRT construction.

Project Participation (to be completed)

Metro, Tri-Met, Hillsboro, PDC, employers (TMA), Portland, Washington County, ODOT

Project Description

A. System Design

B. Pilot Project

C. Relationship to other projects

1. Metro GIS
2. Metro Travel Forecasting system (EMME-2)
3. Tri-Met Elderly & Handicapped Demand Responsive Dispatch
4. Tri-Met Automatic Vehicle Locator Devices
5. Tri/Met/ODOT Westside Corridor Project construction mitigation
6. Tri-Met transit service restructuring and expansion upon opening Westside LRT
7. ODOT Areawide Traffic Management System
8. Tri-Met FOCCS System
9. PDC Jobnet Program

Estimated Cost

Implementation Time Frame



OREGON STATE HIGHWAY DIVISION
Freeway Management Program

PROPOSAL

**For a Planning Study of an
AREA-WIDE TRAFFIC MANAGEMENT SYSTEM
IN THE
PORTLAND METROPOLITAN AREA**

by

**Gary McNeel
Freeway Management Facilitator
Oregon State Highway Division
Oregon Department of Transportation
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222**

**A Proposal Submitted to
Federal Highway Administration
U.S. Department of Transportation**

March 12, 1991

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**PROPOSAL FOR DESIGN OF TRAFFIC MANAGEMENT SYSTEM
AND
DEVELOPMENT OF INCIDENT RESPONSE PROGRAM**

THE PROBLEM

Congestion on the Freeway System within the Portland Metropolitan Area is escalating at an alarming rate. By the year 2005, traffic in the Portland area is expected to be 45 percent greater than it is today. This reflects a 32 percent growth in population and a 43 percent growth in employment during the same period.¹

Most of Portland's Interstate freeways are carrying nearly all of the traffic they were designed to carry. Much of this freeway system was designed and built more than 15 years ago. Total freeway travel has grown by 140 percent over the last 18 years while the number of freeway miles has grown by only 16 percent and the number of lane miles by only 41 percent. Portland is not anticipating any new freeway links at this time. A map of Portland's freeway system is shown on Fig. 1.

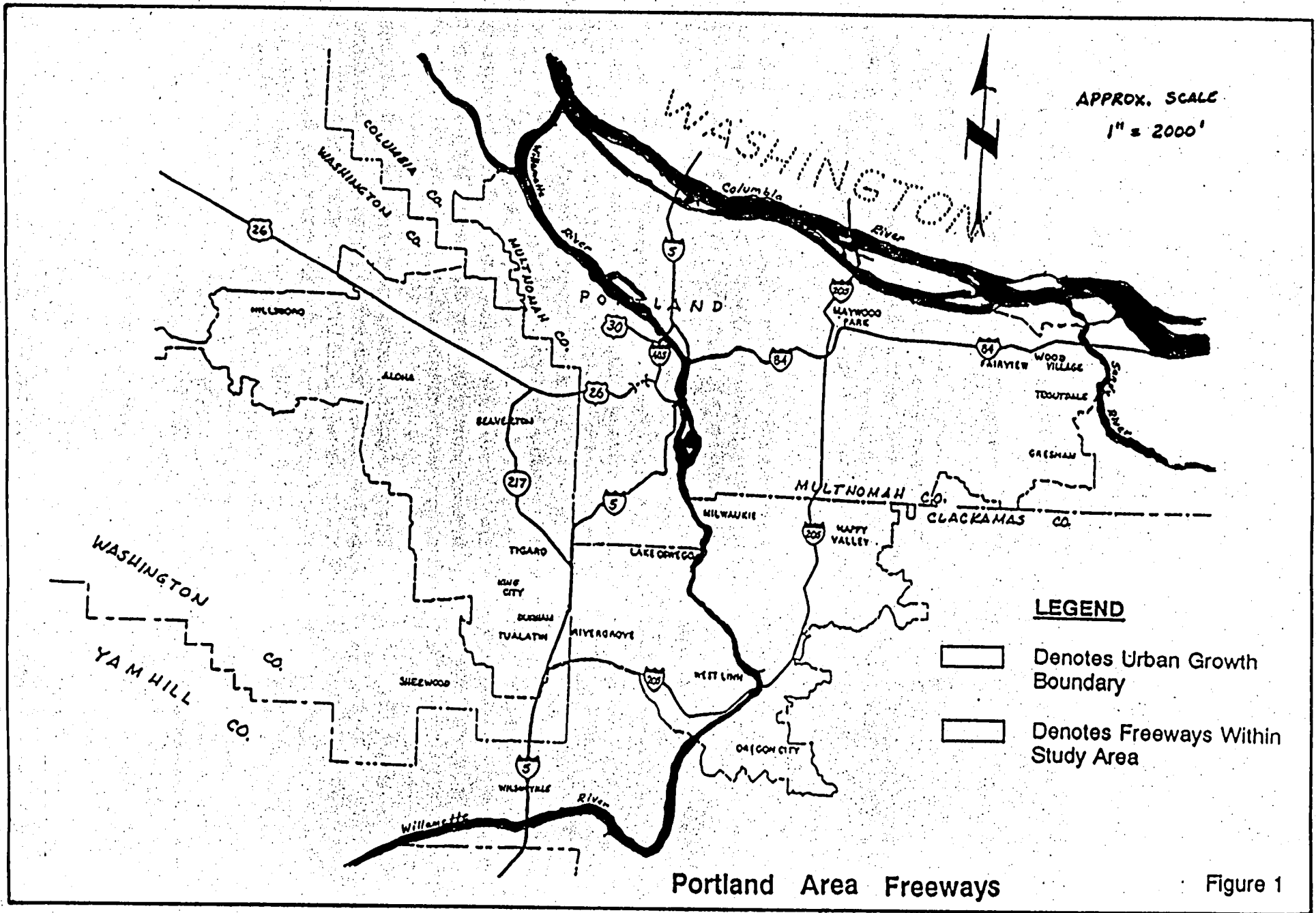
Today's rush-hour congestion affects nearly one-third of the system. Portland's Regional Transportation plan predicts a four fold increase in the total number of vehicle hours of delay over the next 15 years.

In addition to the congestion caused by traffic demand exceeding the available capacity, there is also considerable congestion from non-recurring incidents (accidents, load spills, etc.). These unpredictable events account for nearly all the congestion that occurs during off-peak hours. Of the 1,998 urban freeway accidents in the State of Oregon during 1988, 67% were within the Portland Metropolitan area.² When incidents restrict the freeway, motorists often divert to adjacent arterials or surface streets, which cannot accommodate the additional demand.

Effective traffic management and incident response in the Portland area is impeded by the number of jurisdictions (32) and the "home rule" nature of traffic enforcement. For instance, the Oregon State Police do not patrol the freeways within the Portland city limits. Detection, response, and clearance of roadway incidents is handled by a number of different

¹ Source: 1989 Update of the Regional Transportation Plan
Metropolitan Service District

² Source: 1989 Summary of Reported Accidents
Oregon Department of Motor Vehicles



Portland Area Freeways

Figure 1

agencies using their own procedures and various local policies and ordinances.

BACKGROUND

These congestion and accident problems emphasize the need for improved management of the Portland area freeway/arterial system. The specific areas being addressed by this proposal are:

1. Future freeway/arterial management system design
2. Improvement of incident management
3. Participation in the congestion reduction measures by all the jurisdictions in the area.

For the past 75 years, the focus of the Oregon State Highway Division (OSHD) has been highway construction. As traffic volumes and vehicle miles travelled steadily increased, new highways were built, extended, or widened. Since the 1960's the costs of right-of-way and physical construction have spiraled. Congestion and delay to motorists have steadily increased, as growth within the region out-paced development of the transportation network.

In January of 1981, OSHD installed the state's first ramp control signals, which were intended to balance demand with available capacity during peak periods. This ramp control program has been expanded to include 37 metered ramps on four segments of the Portland freeway system.

In 1989, the Oregon Transportation Commission approved the formation of a freeway management program. The Commission also approved a series of projects to be funded and constructed as part of the 1991-96 Six Year Highway Improvement Program. (Portions of which are included in Appendix C). The projects programmed include variable message signs, additional ramp meters, connection of all ramp meters to central monitoring, an incident "hot line", and closed-circuit television cameras. In addition, OSHD will expend capital improvement funds to construct a freeway management operations center (FMOC) and form an incident management program.

As a first step in implementing the freeway management program, the position of Freeway Management Facilitator was established by OSHD for the Portland metropolitan area in March of 1990. This position's duties include development of plans for the FMOC, and guiding the progress of the series of programmed

freeway management projects in the Six Year Highway Improvement Program.

Other duties include coordinating and overseeing consultant contracts for those tasks requiring specialized or technical expertise. A recent example of this is the contract OSHD signed with DKS Associates to prepare a study of the ultimate communications network for the freeway management program, and an interim, compatible design of four subsystems to interconnect the existing ramp meters to the FMOC.

As further evidence of their commitment to a coordinated, multi-modal effort to manage urban congestion, the Department also created a position of Demand Management/Rideshare Program Manager in July of 1990. While the manager works primarily in the Portland metropolitan area, the scope of this program is statewide. The principal objectives of this position are to assess existing demand management/rideshare activities in Oregon, and to develop a statewide program of fundable projects consistent with Regional Transportation Plans (by June 1991).

The OSHD has aggressively undertaken the task of managing the growing problems caused by congestion on the Portland area freeway system. The Department has a vision for how optimization of traffic flow will be developed. Their support of the Freeway Management and Demand Management programs demonstrates commitment toward achieving this vision.

A Portland Traffic Operations Team has been meeting regularly since 1989 to discuss traffic management issues in the Portland metropolitan area. Regularly participating members of that team include persons from ODOT, Portland City Bureaus of Traffic Management, Police, Fire, and FHWA. The OSHD freeway management facilitator has been a regular participant in these team meetings since his appointment.

The City of Portland has demonstrated their commitment to relieving congestion on their surface street system by installation of a state-of-the-art computerized signal control system. Nearly all of the signals in the central business district are now being centrally controlled, and the city is expanding the number of interconnected intersections, utilizing the institutional network portion of the local cable television company.

There remain some unanswered questions in the effort to implement the best program for the Portland area. Additional funds from the Federal Highway Administration will enhance and

accelerate the identification of alternatives and recommendations to help answer those questions.

OBJECTIVES

One objective of this study is to **provide direction for the design of an area-wide advanced traffic management system (ATMS)** which can be implemented by OSHD within the next few years. Operation of the system would include multi-jurisdictional cooperation among participating agencies inside the "area of influence" shown on Fig. 1. The system will coordinate traffic flow on Portland area freeways and adjacent arterials while optimizing the efficiency of the roadway facilities. The system will be responsive to the impacts of any mainline adjustment (freeway or arterial) on adjacent arterial or surface streets.

Another objective is to **develop an incident management program which can be rapidly implemented within the framework of each agency.** This study will document existing practices, identify improvements in procedures, policies, and regulations that will reduce time needed for detection, response, and clearance of incidents in the Portland area. As part of this study, one of the work elements will identify one or more demonstration corridors. Plans for incident response strategies within these corridors will be developed, incidents and the responses will be documented, analyzed, and evaluated. The safety of both the travelling public and the personnel managing the incidents will be enhanced by a well organized program.

The third objective of the study will be **improved working relationships between area jurisdictions.** This will be accomplished by identifying, prioritizing, and recommending solutions for inter- and intra-jurisdictional issues and necessary agreements to establish a clear and concise structure.

BENEFITS

The design of an area-wide traffic management system and development of an incident management program will provide significant benefits to the motoring public. The primary goal of these efforts is to reduce motorists delay and congestion, which will decrease gasoline consumption, air pollution, and accident frequency. This study will provide plans which can be implemented in stages over several years. Each component will be compatible with the overall system. A comprehensive plan will enable OSHD to identify the appropriate elements and conceptual design of a central control system; the benefits of those elements; and staffing, operating and maintenance costs.

This study will also help OSHD and other Portland area jurisdictions determine how to plan for and spread the total cost of implementing the programs over several years. It can identify the impact on each department's overall budget, and recommend strategies for funding continuing operations and maintenance without negatively impacting other programs.

Improved interagency cooperation in incident management can be achieved through review of communications, personnel, equipment, and services currently provided by each agency. This analysis would reveal areas of overlapping, redundant, or missing elements in traffic management and incident response. The recommendations which result from this study would clarify each agency's role and foster better understanding of their mission and goals during and after an incident.

SCOPE OF WORK

The priority and magnitude of each task accomplished in this project has been determined utilizing input from the Oregon State Highway Division and the City of Portland. Priorities as we see them are listed on Page 11. The work performed will include three major elements, each containing several tasks and subtasks, which can be developed concurrently as follows:

TASK I. SYSTEM CONFIGURATION

A. Area-Wide Corridor Assessment

1. Inventory: This task will be to review Portland area freeways, adjacent arterials and surface streets (within corridors provided to the consultant by OSHD and other agencies). The review will determine which roadway facilities should be included in an area-wide traffic management and incident response system. As the inventory is developed, existing volumes, capacities (and/or capacity deficiencies) shall be mapped which would help identify areas which should be targeted for traffic flow enhancement projects.

2. Signal Review: This task will examine signal control along major arterials defined in the Portland area system and make specific recommendations on progression and control improvements (flow enhancement techniques) within the objectives of an area-wide traffic management system, which include integration of systems across jurisdictional boundaries.

3. Problem Areas: This task will review known "bottle-necks" (geometric constrictions) and "hot spots" (frequent accident sites), and potential mitigating actions. Products of this task will help identify and prioritize facilities and operational improvements needed as part of an ATMS.

4. Existing Communications and Coordination: This task will identify and document existing traffic management procedures in the Portland area. It will provide the types and limits of signal control, formal and informal methods of communication, and work planning procedures. Interviews will be conducted with appropriate personnel within various agencies responsible for operation, maintenance, and enforcement within major traffic corridors. The summary will then be used to prepare recommendations on the area-wide communications system which may best fit the Portland areas needs, utilizing existing equipment and jurisdictional procedures wherever possible.

B. Centralized Control

1. FMOC Needs Study: This task will include a comparison of other agencies' control centers, an examination of how their hardware and software needs were developed, and their integration with other local control centers. An informal evaluation of the benefits, costs, and operational considerations will be included.

2. FMOC Features: This task will identify which elements of central control are appropriate for the Portland system, and propose a strategy for staging the implementation of the various components. Products of this task will include complete life-cycle costs and benefits analysis of proposed features of the FMOC.

3. Advanced Technology Study: This task will involve evaluating emerging technologies in centralized control, particularly those involving advanced surveillance and detection/verification of incidents; dynamic two-way use of field devices (such as ramp meters) for more than recurrent congestion problems; and their feasibility for inclusion in the Portland program.

C. Detection Techniques Study

1. Technology Review: This task will involve compiling available research and demonstration reports of vehicle detection systems used by other agencies. The spacing, magnitude, service life, operation costs, and maintenance costs of detection systems that would serve Portland's needs will be compared. In addition to inductive loops, current research on radar, microwave, and video imaging techniques will be evaluated. Other detection possibilities such as volunteer observers and dedicated cellular telephone lines will also be evaluated.

2. Cost Effectiveness: This task will include a thorough evaluation of the benefits versus costs of detection systems with a recommendation as to the extent of the ultimate ATMS detection system for Portland along with a plan for staging the imple-

mentation of such a system. Costs listed in the evaluation will be complete life cycle costs including construction, operation, and maintenance.

D. ATMS System Configuration

The summary element in this task will provide a plan for an entire ATMS system in the Portland area with complete staging and life-cycle cost estimates. This will include recommendations of funding options, staffing requirements, facilities, software and equipment needs.

TASK II. INCIDENT MANAGEMENT

A. Existing Incident Management Practices

1. Inventory: This task will identify all response agencies within the defined Portland area traffic corridors which may include: police, fire, hazardous materials teams, rescue, ambulance, tow companies, and roadway maintenance crews. Current procedures for incident detection, response clearance, and driver information will be identified. Key individuals from the various responsible agencies will be interviewed.

2. Communication processes: This task will examine communication processes during detection and response phases and will document field procedures related to decision-making processes, lines of authority, and field communications. Other incident management issues that this task will address include vehicle clearance policies and procedures, equipment availability, and personnel training.

3. Incident Management Improvements: This task will identify deficiencies and shortcomings and recommend corresponding improvements in the current incident management efforts. Part of this work will include summarizing and evaluating incident data collected by OSHD, which may be useful in supporting benefits of program improvements. Improvement recommendations will be supported with life-cycle cost estimates and benefit/cost evaluations.

B. Incident Documentation

OSHD has been collecting incident data for several years. Data presently recorded include times of incident, response and clearance times. This task will involve a review and evaluation of the current record keeping process with recommendations for improvements. This program can be an effective tool in the evaluation of changes in the incident management program.

Issues to be examined in this task will include type of data collected, means of compiling and utilizing data, measures of

effectiveness for the incident management program, applicability of the program to other jurisdictions and roadway types, and software/hardware requirements.

C. Incident Site Communications

This task will focus on communications between the personnel responding to an incident. A single medium, such as multiple channel hand-held radios, will be studied. The most compatible type will be recommended, and an implementation plan will be prepared that will enable the recommended medium to be available to all agencies for use during incidents. The study will include complete itemized life-cycle cost estimates.

D. "HELP" Signs

OSHD is currently designing a project to install ten signs informing motorists of a central number to call to report "traffic problems" they experience or observe. This task will be to evaluate the effectiveness of this project and recommend future use of such signing (expansion, deletion, relocation, cellular phone use, etc.).

E. Incident Response Corridor Plan

This task will identify one or more corridors where incidents occur frequently and cause significant traffic problems. Specific response plans, including emergency access, signing, diversion routes, nearby resources for dealing with the incident and its aftermath will be developed. The task will also provide recommendations for documenting and evaluating each incident that occurs within the test area. Examining the cause of these incidents rather than simply treating the symptoms may provide us insight toward prevention of similar situations.

TASK III. INTER-JURISDICTIONAL ISSUES

A. ATMS Structure

This task will address issues related to the involvement of numerous agencies and jurisdictions in an ATMS for the Portland area. The issues include but are not limited to: jurisdiction and enforcement boundaries; legal and legislative authority and responsibilities; implementation, operation and maintenance responsibilities; staffing and funding; continuing evaluation; cooperative efforts in public information; and the role of the Metropolitan Service District (local planning organization) in the overall structure of operations. The examination will result in recommended working arrangements or agreements between agencies and a plan for the transition from existing conditions to ultimate system configurations as identified by other tasks in this project.

B. Incident Management Issues

This task is similar to III.A with specific focus on the inter-jurisdictional issues related to incident management. It will include recommendations on incident chain-of-command, which may change depending on the nature and/or magnitude of the incident. It may include agreements on jurisdiction and responsibility, as well as procedures such as selecting towing companies or equipment to be used at the incident.

C. Other Participants

The possibility of including agencies which currently have no operational relationship with OSHD should be explored. This task would identify, for instance, Tri-Met (the regional transit system), taxi cab companies, media organizations, and other private sector involvement which may be utilized to enhance the department's Freeway Management and Incident Response programs.

IMPLEMENTATION

Results of this study will be used to provide guidelines for further development of Portland's Area-wide Advanced Traffic Management System. Remodeling of the building to accommodate the Freeway Management Operations Center (FMOC) will occur over the next two years. The results of this study will provide direction for prioritizing the acquisition of hardware and software for that facility. It will also help OSHD plan and prepare for staffing, operations, and maintenance of the FMOC.

In conjunction with the "start-up" of the FMOC, OSHD will be developing the incident response program. Results of this study will identify potential obstacles such as "turf", staffing, funding, enforcement, maintenance, and communications. Exploring these issues will clarify each agency's role and enable the development of complete and effective agreements.

PROJECT STAFF

Staff for this project shall come from the Oregon State Highway Division, the City of Portland, and outside consultants. Costs shown in Appendix A are estimated consultant costs only and OSHD and City personnel will be providing in-kind manpower as their local match. OSHD and City of Portland participants and their estimated hours of involvement with this study are:

- Mr. Dwayne Hofstetter, P.E., (OSHD) State Traffic Engineer, will be the Project Principle. His involvement in the project is anticipated to be as Senior Advisor, and as such will be reviewing all work performed as part of this project. Mr. Hofstetter will coordinate any activities which require input from a legal or legislative source.

Estimated hours: 150

- Mr. Thomas Schwab, P.E., (OSHD) Region 1 Transportation Analysis Manager, will be Senior Project Engineer. Mr. Schwab's involvement in the project will be primarily advisory. His research into Portland's freeway management program has been extensive, and he authored the executive summary approved by the Transportation Commission.
Estimated hours: 150
- Mr. William Kloos, P.E., (C.O.P.) Signal System Manager, will be Senior Project Engineer. Mr. Kloos's involvement in the project will be primarily advisory. He will be reviewing all tasks which involve communications and/or integration of systems between the city and the state.
Estimated hours: 100
- Mr. Ronald Failmezger, P.E., (OSHD) Region 1 Traffic Operations Supervisor, will be Project Manager. Mr. Failmezger has over twenty years of experience with traffic engineering in the Portland area. This has provided him with the ability to evaluate local traffic problems and recommend potential solutions.
Estimated hours: 150
- Mr. Michael Bauer, T.E., (C.O.P.) Senior Traffic Engineer, will be Project Engineer. Mr. Bauer has considerable experience with Portland area traffic patterns and conditions, and will be reviewing all analyses and proposals for altering flows, detours and diversions for incidents.
Estimated hours: 100
- Mr. Richard Johnson, (C.O.P.) Communications Engineer III, will be Project Engineer. Mr. Johnson has several years of experience with data and video communications. He will be reviewing all technical tasks, particularly the life cycle cost and recommendation sections.
Estimated hours: 150
- Mr. Gary McNeel, (OSHD) Region 1 Freeway Management Facilitator, will be Project Coordinator. His primary task will be to monitor the progress of the selected consultant(s), provide their firm(s) with any materials or data they need, and to keep them on task and schedule, within their scope of work.
Estimated hours: 300

PRIORITIZATION OF TASKS

<u>PRIORITY</u>	<u>TASK NO.</u>	<u>COST</u>	<u>TASK DESCRIPTION</u>
1	ID*	10,000	ATMS Configuration
2	IA	90,000	Corridor Assessment
3	IIIA	40,000	ATMS Structure
4	IIIB	30,000	Incident Management Issues
5	IIE	10,000	Incident Corridor Plan
6	IIA	40,000	Exist. Incident Management
7	IB*	50,000	Centralized Control
8	IC*	45,000	Detection Techniques
9	IIIC	30,000	Other Participants
10	IIB	15,000	Incident Documentation
11	IIC	20,000	Incident Communications
12	IID	20,000	"HELP" Signs Evaluation
TOTAL 400,000			

*NOTE: Without inclusion of Task IB and IC, Task ID must be increased by 55,000.

**APPENDIX A
SUMMARY OF ESTIMATED TIME AND COSTS OF EACH TASK**

Shown in Hours

Task	Project Admin.	Senior Advisors	Project Engineers	Support Staff	Total	Value
IA1	40	40	220	40	340	\$25,000
IA2	20	25	130	25	200	\$15,000
IA3	40	40	220	40	340	\$25,000
IA4	45	50	200	45	340	\$25,000
IB1	40	40	150	40	270	\$20,000
IB2	35	40	160	40	275	\$20,000
IB3	15	20	80	20	135	\$10,000
IC1	50	60	200	50	360	\$25,000
IC2	35	40	160	40	275	\$20,000
ID	15	20	80	20	135	\$10,000
Task I Total	335	375	1600	360	2670	\$195,000
IIA1	30	30	110	30	200	\$15,000
IIA2	25	25	100	30	180	\$15,000
IIA3	15	15	80	20	130	\$10,000
IIB	30	30	100	40	200	\$15,000
IIC	35	40	160	40	275	\$20,000
IID	35	40	160	40	275	\$20,000
IIE	15	15	85	20	135	\$10,000
Task II Tot.	185	195	795	220	1395	\$105,000
IIIA	70	80	320	80	550	\$40,000
IIIB	50	60	200	40	350	\$30,000
IIIC	50	60	240	50	400	\$30,000
Task III Tot.	170	200	760	170	1300	\$100,000

**APPENDIX B
 FREEWAY MANAGEMENT AND INCIDENT RESPONSE PROGRAM**

WORK SCHEDULE

Task	Week							
	1	5	10	15	20	25	30	35
IA1	XXXXXXXXXXXXXXXXXXXX							
IA2	XXXXXXXXXXXXXXXXXXXX							
IA3	XXXXXXXXXX							
IA4	XXXXXXXXXXXXXXXXXXXX							
IB1	XXXXXXXXXXXXXXXXXXXX							
IB2	XXXXXXXXXXXXXXXXXXXX							
IB3	XXXXXX							
IC1	XXXXXXXXXXXXXXXXXXXX							
IC2	XXXXXXXXXXXXXXXXXXXX							
ID	XXXXXX							
IIA1	XXXXXXXXXXXXXXXXXXXX							
IIA2	XXXXXXXXXX							
IIA3	XXXXXXXXXX							
IIB	XXXXXXXXXXXXXXXXXXXX							
IIC	XXXXXXXXXXXXXXXXXXXX							
IID	XX	XX	XX	XX	XX	XX	XX	XX
IIE	XXXXXX							
IIIA	XXXXXXXXXXXXXXXXXXXX							
IIIB	XXXXXXXXXXXXXXXXXXXX							
IIIC	XXXXXXXXXXXXXXXXXXXX							

CONSTRUCTION

REGION 1

MAP ROUTE NO. INDEX HIGHWAY NAME	COUNTY	SECTION NAME MILEPOINT	WORK DESCRIPTION	COST (\$1,000)	FUND SOURCES
————— FEDERAL FISCAL YEAR 1991 PROJECTS —————					
034	OR-213 CASCADE SOUTH	CLACKAMAS CASCADE SOUTH @ HENRICI ROAD M.P. 4.3	CONSTRUCT A LEFT TURN REFUGE.	170	FA
035	OR-213 CASCADE SOUTH	CLACKAMAS CASCADE HWY S @ S GREENTREE DRIVE M.P. 5.0	CONSTRUCT A LEFT TURN REFUGE.	80	STATE
036	OR-213 CASCADE SOUTH	CLACKAMAS CASCADE SOUTH @ LELAND ROAD M.P. 5.7	REALIGN THE INTERSECTION & INSTALL TRAFFIC SIGNAL.	180	FA
037	OR-224 CLACKAMAS	CLACKAMAS RUSK ROAD - LAWNFIELD M.P. 2.7- 4.2	INSTALL NEW SIGNAL CONTROLLERS @ 7 SITES & REPLACE EXISTING INTERCONNECT SYSTEM.	350	STATE OTHERS 2/
	STATEWIDE	ASSIGNED FOR SURFACE PRESERVATION, REGION 1		2,000	STATE
038	BEAVERTON-TUALATIN	WASHINGTON BEAVERTON/TUALATIN HWY @ SW WASHINGTON DR M.P. 3.7	CONSTRUCT A LEFT TURN REFUGE.	100	STATE
039	BEAVERTON-TUALATIN	WASHINGTON BEAVERTON/TUALATIN HWY @ SW OAK M.P. 4.2- 4.3	CONSTRUCT LEFT TURN LANES.	190	STATE
040	BEAVERTON-TUALATIN	WASHINGTON BEAVERTON/TUALATIN HWY @ SW PFAFFLE ST M.P. 4.8	CONSTRUCT LEFT TURN LANE.	60	STATE
041	BEAVERTON-TUALATIN	WASHINGTON PACIFIC HIGHWAY WEST - SW MCDONALD ST (BIKEWAY) M.P. 5.0- 6.1	CONSTRUCT BIKEWAY.	200	BIKE
042	BEAVERTON-TUALATIN	WASHINGTON BEAVERTON/TUALATIN HWY @ SW BURNHAM ST M.P. 5.5	INSTALL A SIGNAL AND CONSTRUCT A LEFT TURN REFUGE.	130	STATE
*	VARIOUS FREEWAYS	MULTNOMAH PORTLAND AREA FREEWAYS 'HELP' SIGNS	INSTALL SIGNS INDICATING PHONE NUMBERS FOR 'HELP'.	40	I-4R

2/ REQUIRES WRITTEN PROJECT AGREEMENT

* Denotes projects in Six-Year Program related to Traffic Management System.

CONSTRUCTION REGION 1

MAP ROUTE NO. INDEX HIGHWAY NAME	COUNTY	SECTION NAME MILEPOINT	WORK DESCRIPTION	COST (\$1,000)	FUND SOURCES
FEDERAL FISCAL YEAR 1992 PROJECTS					
052	US-30 LOWER COLUMBIA RIVER	COLUMBIA LOST CREEK HILL M.P. 55.0- 55.7	INSTALL GUARDRAIL.	70	STATE
053	US-30 LOWER COLUMBIA RIVER	COLUMBIA LOWER COLUMBIA RIVER HWY @ MIDLAND ROAD M.P. 63.7	CONSTRUCT A LEFT TURN REFUGE.	150	STATE
054	OR-8 TUALATIN VALLEY	WASHINGTON CANYON LANE - WALKER ROAD M.P. 0.3- 2.2	INSTALL 3 TRAFFIC SIGNALS.	240	STATE
055	OR-8 TUALATIN VALLEY	WASHINGTON TUALATIN VALLEY HIGHWAY @ SW 209TH M.P. 7.8	INSTALL TRAFFIC SIGNAL CONTROLLER.	20	STATE
056	OR-35 MT HOOD & HOOD RIVER	HOOD RIVER 13TH & OAK STREET (HOOD RIVER) M.P. 103.3	INSTALL TRAFFIC SIGNAL.	70	FA
057	OR-89E PACIFIC EAST	CLACKAMAS PACIFIC HWY EAST @ S NEW ERA RD M.P. 18.2	REALIGN INTERSECTION.	300	FA
058	OR-210 SCHOLLS	WASHINGTON SCHOLLS HWY @ SW JAMIESON ROAD M.P. 11.5	CONSTRUCT A LEFT TURN REFUGE.	150	STATE
059	OR-212 CLACKAMAS	CLACKAMAS CLACKAMAS @ 130TH AVENUE M.P. 6.9	INSTALL A TRAFFIC SIGNAL.	80	STATE
060	OR-212 CLACKAMAS	CLACKAMAS CLACKAMAS @ 135TH AVENUE M.P. 7.2- 7.2	INSTALL A TRAFFIC SIGNAL.	70	STATE
061	OR-213 CASCADE SOUTH	CLACKAMAS E PORTLAND FREEWAY - HOLCOMB BLVD M.P. 0.1- 0.8	CORRECT ROADWAY SETTLEMENT AND DRAINAGE.	750	STATE
* 062	OR-217 BEAVERTON-TIGARD	WASHINGTON SUNSET INTERCHANGE - I-5 M.P. 0.1- 7.4	INSTALL RAMP METERS AT ALL RAMPS.	450	FA

* Denotes projects in Six-Year Program
related to Traffic Management System.

CONSTRUCTION REGION 1

MAP ROUTE NO. INDEX HIGHWAY NAME	COUNTY	SECTION NAME MILEPOINT	WORK DESCRIPTION	COST (\$1,000)	FUND SOURCES
FEDERAL FISCAL YEAR 1992 PROJECTS					
	STATEWIDE	ASSIGNED FOR SURFACE PRESERVATION, REGION 1		1,800	STATE
063	WASHINGTON BEAVERTON-TUALATIN	HALL BLVD - UPPER BOONES FERRY ROAD (BIKEWAY) M.P. 7.1- 7.7	CONSTRUCT A BIKE LANE.	200	BIKE
064	MULTNOMAH CROWN POINT	KENDALL - KIBLING M.P. 1.0- 1.2	RECONSTRUCT & WIDEN ROADWAY.	240	STATE OTHERS 2/
065	MULTNOMAH CROWN POINT	MP 2.3 - MP 22.9 M.P. 2.3- 22.9	INSTALL GUARD RAIL @ INTERMITTENT LOCATIONS.	230	STATE
	STATEWIDE VARIOUS HIGHWAYS	TRAFFIC LOOP REPAIR PROJECT, UNIT 4	REPLACE SIGNAL LOOP DETECTORS AND FEEDER CABLES.	400	STATE
*	MULTNOMAH VARIOUS HIGHWAYS	RAMP METER MONITORING SYSTEM	INSTALL COMMUNICATIONS SYSTEM.	920	I-4R
				YEAR TOTAL 59,680	
FEDERAL FISCAL YEAR 1993 PROJECTS					
066	WASHINGTON I-5 PACIFIC	I-5 EXPANSION JOINT REPAIR M.P. 293.2-290.0	REPAIR EXPANSION JOINTS.	60	I-4R
067	WASHINGTON I-5 PACIFIC	I-5 @ HWY 217/KRUSE WAY INTERCHANGE, UNIT 1 M.P. 291.9-292.4	CONSTRUCT A FREEWAY TO FREEWAY INTERCHANGE.	28,600	I-4R 3/
068	MULTNOMAH I-5 PACIFIC	E MARQUAM INTCHGE GRAND AV/UNION AV RAMPS; COMB-1A M.P. 300.5-301.5	CONSTRUCT RAMPS FROM MARQUAM BRIDGE TO GRAND AND UNION AVE.	25,700	FAI I-4R
* 069	MULTNOMAH I-5 PACIFIC/EAST PORTLAND	MOTORIST ADVISORY SYSTEM (PORTLAND), PHASE 1	PROVIDE VARIABLE MESSAGE SIGNS ON I-5 & I-205.	1,000	I-4R

* Denotes projects in Six-Year Program related to Traffic Management System.
2/ REQUIRES WRITTEN PROJECT AGREEMENT
3/ CANDIDATE FOR DISCRETIONARY FUNDING.

CONSTRUCTION

REGION 1

MAP ROUTE NO. INDEX HIGHWAY NAME	COUNTY	SECTION NAME MILEPOINT	WORK DESCRIPTION	COST (\$1,000)	FUND SOURCES
FEDERAL FISCAL YEAR 1994 PROJECTS					
089 I-5 PACIFIC	WASHINGTON	S TIGARD INTERCHANGE - E PORTLAND FWY M.P. 285.9-289.5	LANDSCAPE.	700	I-4R
090 I-5 PACIFIC	WASHINGTON	STAFFORD RD INTERCHANGE M.P. 285.9-288.4	WIDEN BRIDGE TO 5 LANES.	7,550	I-4R
091 I-5 PACIFIC	MULTNOMAH	NB CONNECTION - SB STADIUM FWY M.P. 303.0-303.5	DECK RESTORATION.	950	I-4R
092 I-84 COLUMBIA RIVER	MULTNOMAH	WOOD VILLAGE & EAST HOOD RIVER INTERCHANGE M.P. 15.4- 64.7	INSTALL VARIABLE MESSAGE SIGNS.	250	I-4R
093 US-26 MT HOOD	CLACKAMAS	RHODODENDRON - LAUREL HILL M.P. 44.4- 48.5	RECONSTRUCT & WIDEN TO 4 LANES.	7,000	AOH
094 US-26 SUNSET	CLATSOP	JEWELL JCT - OSWEG CREEK (CLIMBING LANE) M.P. 20.4- 23.1	CONSTRUCT EB CLIMBING LANE AND COMPLETE SLIDE REPAIRS & CONST MEDIAN TURN LANE.	3,500	FA
095 US-26 SUNSET	WASHINGTON	WEST FORK DAIRY CREEK - MALLER ROAD M.P. 46.3- 52.3	OVERLAY PAVEMENT.	1,010	FA
096 US-26 SUNSET	WASHINGTON	MP 47.0 - 48.5 (TURN LANE) M.P. 47.0- 48.5	CONSTRUCT A CONTINUOUS LEFT TURN LANE.	800	FA
097 US-26 SUNSET	WASHINGTON	STOREY CREEK - CEDAR HILLS BLVD M.P. 62.2- 68.3	OVERLAY PAVEMENT.	2,100	FA
098 US-26 SUNSET	WASHINGTON	KATHERINE LANE - SYLVAN INTERCHANGE M.P. 70.3- 71.3	WIDEN IN CONJUNCTION WITH LIGHT RAIL PROJECT.	30,000	STATE 2/
* 099 US-26 SUNSET	MULTNOMAH	VISTA RIDGE TUNNEL, UNIT 3 M.P. 72.0- 74.0	INSTALL VARIABLE MESSAGE SIGNS AND CLOSED CIRCUIT TV EQUIPMENT.	1,300	FA

/2 REQUIRES WRITTEN PROJECT AGREEMENT

26 * Denotes projects in Six-Year Program
related to Traffic Management System.

CONSTRUCTION

REGION 1

MAP ROUTE NO. INDEX HIGHWAY NAME	COUNTY	SECTION NAME MILEPOINT	WORK DESCRIPTION	COST (\$1,000)	FUND SOURCES
FEDERAL FISCAL YEAR 1996 PROJECTS					
* 114	I-5 PACIFIC	MULTNOMAH	METRO ADVANCE WARNING SIGNS M.P. 299.0	DEVELOP AND INSTALL A MOTORIST INFORMATION SYSTEM.	1,000 I-4R
115	I-84 COLUMBIA RIVER	MULTNOMAH	MULTNOMAH FALLS PARKING AREA (EB OFFRAMP) M.P. 31.0- 31.5	REALIGN EASTBOUND OFF RAMP.	680 I-4R
116	I-84 COLUMBIA RIVER	HOOD RIVER	HOOD RIVER BR #2444A M.P. 84.1	DECK RESTORATION.	620 I-4R
117	I-205 EAST PORTLAND FREEWAY	CLACKAMAS	WILLAMETTE RIVER BRIDGE ICE DETECTOR M.P. 8.8- 9.3	INSTALL ICE DETECTORS IN BRIDGE DECK & LINK TO MONITOR @ MAINTENANCE STATION.	140 I-4R
118	US-26 SUNSET	MULTNOMAH	SYLVAN INTCH - VISTA RIDGE (ZOO INTCH); COMB-1C M.P. 70.9- 73.0	CONSTRUCT CLIMBING LANE AND BIKE SHOULDER.	7,300 STATE
119	US-26 SUNSET	MULTNOMAH	SYLVAN INTCH - VISTA RIDGE (ZOO WB ONRAMP); COMB-1C M.P. 71.8- 72.0	CONSTRUCT ONRAMP.	1,650 STATE
120	OR-99E PACIFIC EAST	CLACKAMAS	OREGON CITY - COALCA M.P. 12.6- 17.7	PROVIDE ROCKFALL PROTECTION.	2,550 FA
121	OR-219 HILLSBORO-SILVERTON	WASHINGTON	FARMINGTON HIGHWAY - SCHOLLS M.P. 5.6- 10.1	OVERLAY EXISTING HIGHWAY.	2,320 STATE
		STATEWIDE	ASSIGNED FOR SURFACE PRESERVATION, REGION 1		1,500 STATE
122	HOOD RIVER	HOOD RIVER	HOOD RIVER HWY @ ODELL HWY M.P. 5.0	REALIGN INTERSECTION.	380 FA
		STATEWIDE	ASSIGNED FOR SURFACE PRESERVATION, REGION 1		2,800 FA
				YEAR TOTAL	21,580
				REGION TOTAL	372,310

* Denotes projects in Six-Year Program related to Traffic Management System.



CITY OF
PORTLAND, OREGON
FIRE PREVENTION DIVISION

Dick Bogle
Commissioner of Public Safety
Lynn C. Davis, Fire Marshal
55 S.W. Ash Street
Portland, Oregon 97204-3590
(503) 823-3700

February 8, 1991

Mr. Don Adams, Region Engineer
Oregon Department of Transportation
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

Dear Mr. Adams:

The Portland Bureau of Fire, Rescue and Emergency Services was extremely encouraged to learn of the progress the Portland Traffic Operations Team has made in working with the Oregon Department of Transportation (ODOT) on ODOT's proposal for an Area-Wide Traffic Management System. This bureau is highly supportive of this work.

If I may, please let me list some of the benefits which we feel this Area-Wide Traffic Management System will create for improved fire service to Portland and our neighboring communities.

1. First, we believe an Advanced Traffic Management System (ATMS) will improve response times and fire service in the Portland metropolitan area by allowing fire apparatus to avoid traffic tie-ups and reroute to open traffic corridors.
2. Second, this bureau believes that an Area-Wide Traffic Management system employing ATMS will aid in the control of hazardous materials and other incidents which require freeway or arterial blockage and traffic rerouting.
3. Third, we feel that such a freeway management system will allow much greater levels of coordination and control in managing evacuations which may be necessitated by fire, hazardous materials incidents, earthquake or other major disaster.

These benefits are very important for the region to realize so that we may keep control of our growing traffic control problems and the impact they have on emergency services. Two-thirds of the urban freeway accidents occur in the Portland Metropolitan area now. With a six-fold increase in the rush hour congestion anticipated between now and 2005 and a projected increase in population to 1,789,428 from the current estimated 1,400,000 in the next 20 years, the flexibility that ATMS will bring within an Area-Wide Traffic Management System is indispensable.

This bureau has already devoted the services of two of its staff members to this project and has already begun the contacts with the Metropolitan Fire Chief's Association which we feel are needed to aid this important process.

We strongly commend and support this effort.

Sincerely,

A handwritten signature in cursive script, appearing to read "George Monogue".

George Monogue
Chief of the Bureau



CITY OF
PORTLAND, OREGON
BUREAU OF POLICE

J.E. BUD CLARK, MAYOR
Tom Potter, Chief of Police
1111 S.W. 2nd Avenue
Portland, OR 97204

February 6, 1991

Don Adams
Region Engineer
Oregon Department of Transportation
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97220

Dear Mr. Adams,

As the primary agency responsible for traffic enforcement and accident response activities on the highway systems in Portland, we are always supportive of traffic management projects.

As the population of the Portland Metropolitan area continues to grow, and police traffic resources struggle to keep up, it is imperative that our agencies work together on traffic safety and traffic management issues.

The Portland Police Bureau fully supports and endorses your agency's proposal for an area-wide Traffic Management System Research Grant which you will be submitting to the Federal Highway Administration of the U.S. Department of Transportation.

Very truly yours,

Tom Potter
TOM POTTER
Chief of Police

TP:BWP/vah



CITY OF

PORTLAND, OREGON

OFFICE OF TRANSPORTATION

Earl Blumenauer, Commissioner
Felicia Trader, Director
1120 S.W. Fifth Avenue
Suite 702
Portland, Oregon 97204-1957
(503) 796-7016

February 11, 1991

Mr. Don Adams, Region Engineer
Oregon State Highway Division
Metro Region
9002 S.E. McLoughlin Boulevard
Milwaukie, OR 97222

RE: Proposal for Federal Funding for an Area Wide Traffic Management System (ATMS)

Dear Mr. Adams:

The City of Portland Office of Transportation is a strong supporter of the Freeway Management Program that is being developed for the Portland area. The series of projects funded as part of the 1991-96 Six Year Highway Improvement Program, and the funding of a full-time position of Freeway Management Facilitator in the Metro Region, are all positive signs of a commitment by the Oregon State Highway Division to better manage the freeway system in this Region. The strategies proposed in the Freeway Management Program will help to maintain the Portland Region as a livable and accessible area, which is competitive in developing new industries.

The Office of Transportation views the proposal to the Federal Highway Administration, for federal funding for an Area Wide Traffic Management System (ATMS), as an enhancement to the current program. The additional funding would not only enhance the current program, but also allow the program development and project identification for future year's needs to be moved ahead at a much faster pace.

Staff from the Bureau of Traffic Management, and other City Bureaus (Police and Fire), have been working for the past two years with State Highway Division staff as part of a Portland Traffic Operations Team. City staff are committed to a continued involvement with the Freeway and Arterial Management program, and will participate throughout the project. We are committed to working with the Oregon State Highway Division, and other area agencies, in a team effort to manage the transportation system and make it work to its maximum potential in the Portland area.

Sincerely,

Felicia Trader, Director
Portland Office of Transportation

MB/jp

GRPSPAD:FWYMGMT/DON_ADAMS.WP

TRANSPORTATION AND PLANNING COMMITTEE REPORT

RESOLUTION NO. 91-1440, ENDORSING DEMONSTRATION GRANTS FOR MANAGEMENT OF TRANSPORTATION MOBILITY

Date: May 15, 1991

Presented by: Councilor McLain

COMMITTEE RECOMMENDATION: At the May 14, 1991 Transportation and Planning Committee meeting, Councilors Devlin, Gardner, Van Bergen and myself voted unanimously to recommend Council adopt Resolution No. 91-1440.

COMMITTEE DISCUSSION/ISSUES: Resolution No. 91-1440 endorses two applications for federal demonstration grant funding to support two transportation management projects. The projects are a two-part "Multi-Modal Service Delivery System" by Tri-Met and development of an areawide freeway traffic management system by the Oregon Department of Transportation (ODOT). These projects, if funded, will have no impact on Metro's budget as the grants are direct to the project agencies.

Transportation Department Director Andy Cotugno elaborated on the Staff Report project descriptions. The multi-modal system project will begin with an on-ground service pilot project to match Tri-Met customers with the appropriate type of service required: carpool, vanpool, special needs transit, etc. The second phase will be the region-wide development of a database, using the Regional Land Information System (RLIS) and TIGER files, to dispatch transit services on a specific address basis.

The freeway traffic management project essentially will be expanding ramp metering at freeway entrances and establishing an incident response system to get services to roadway accidents as quickly as possible.

The overall orientation of the projects is to improve the usage of current transportation facilities, avoiding the introduction of new facilities.

The Committee had no questions of Transportation Department staff and did not raise any issues of concern.