

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING) RESOLUTION NO. 92-1610
THE TPAC TRANSPORTATION DEMAND)
MANAGEMENT SUBCOMMITTEE) Introduced by
Councilor Jim Gardner

WHEREAS, The Joint Policy Advisory Committee on Transportation (JPACT) and the Transportation Policy Alternatives Committee (TPAC) will be addressing a number of Transportation Demand Management policy, program, and project activities over the coming years as a result of federal, state and local actions; and

WHEREAS, The TDM activities are 1) promoted through the Clean Air Act Amendments of 1990, the Intermodal Surface Transportation Efficiency Act of 1991, the State Transportation Rule 12, the draft Policy Element of the Oregon Transportation Plan, the adoption of the Regional Urban Growth Goals and Objectives (RUGGO) and the adopted Regional Transportation Plan (RTP); and 2) are being examined through the Governor's Task Force on Automobile Emissions in the Portland Area, the Region 2040 study and the 1992 update of the RTP; and

WHEREAS, The TDM activities require substantial background analysis, study and associated effort leading to regional coordination and consensus; and

WHEREAS, The associated work and effort are in addition to the current duties, responsibilities and activities of both JPACT and TPAC; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District adopts the following recommendations:

1. That a TPAC TDM Subcommittee be appointed by TPAC for the purpose of being responsible for the initial development, evaluation and recommendations related to the region's TDM planning, programming and implementation activities, in particular, to those federal, state and regional actions identified above in this resolution.

2. That the TPAC TDM Subcommittee would report to and develop recommendations for TPAC consideration. Where appropriate, recommendations will be forwarded to JPACT and the Metro Council for review and adoption.

3. That the TPAC TDM Subcommittee include representatives of Metro; ODOT; Tri-Met; Washington, Clackamas and Multnomah Counties; City of Portland; Oregon Department of Energy; DLCD; DEQ; one citizen member; one bicycle/pedestrian advocacy member; one representative from the other cities; one business representative; and a representative from the Clark County Strategic Planning Group.

4. That the TPAC TDM Subcommittee be chaired by Metro; that meetings be held monthly (unless otherwise noted); that Metro, through consultation with TPAC, JPACT and the subcommittee, be responsible for meeting agendas; and that Metro keep regular meeting reports.

5. That establishment of the TPAC TDM Subcommittee be effective immediately upon adoption of this resolution.

ADOPTED by the Council of the Metropolitan Service District
this 28th day of May, 1992.


Jim Gardner, Presiding Officer

92-1610.RES/5-5-92

TRANSPORTATION AND PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 92-1610, ESTABLISHING THE TPAC TRANSPORTATION DEMAND MANAGEMENT SUBCOMMITTEE

Date: May 28, 1992

Presented by: Councilor Buchanan

Committee Recommendation: At the May 26 meeting, the Transportation and Planning Committee voted unanimously to recommend Council adoption of Resolution No. 92-1610. Voting in favor: Councilors Devlin, McLain, Bauer, Buchanan, and Washington.

Committee Issues/Discussion: Mike Hoglund, Transportation Planning Supervisor and the staff chairperson of the proposed subcommittee, presented the staff report. Transportation Demand Management (TDM) is a very timely subject due to recent federal, state and regional actions. The Oregon Department of Transportation (ODOT) has a TDM Working Group that is reviewing TDM activities to benefit the State of Oregon. Metro is also in the process of gearing up their TDM Study and the legislature recently established a Governor's Task Force on Auto Emissions that will view the subject, although somewhat more narrowly.

Transportation Demand Management evaluates automobile demand in terms of ways to limit single user automobile trips. Such elements as vanpooling, ride-sharing, telecommuting, and flex time will be considered. Also some market based strategies examining the price elasticity of certain fees will be considered, including gas taxes, and parking fees. Metro will view the subject as a region, understanding that different situations call for different solutions, i.e. what works in Gresham may not work in Beaverton.

The subcommittee will be similar to the Transportation Improvement Program subcommittee (TIP) which makes recommendations directly to the Transportation Policy Alternatives Committee (TPAC) and, when appropriate, the Joint Policy Advisory Committee on Transportation (JPACT).

Mr. Hoglund reviewed the lengthy list of governmental actions and requirements which create additional work for TPAC and the need for this subcommittee. It is anticipated that this subcommittee will review the scenarios coming out of the Region 2040 Project and the Regional Transportation Plan (RTP).

Mr. Hoglund reviewed the various types of members that make up the subcommittee which include representatives from the agencies currently represented on the ODOT TDM Working Group. In addition, one citizen member, one bicycle advocacy member, one member from other cities, one business representative, and one member from the Clark County Strategic Planning Group are included. The group will meet monthly on the same day as JPACT.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 92-1610 FOR THE PURPOSE OF ESTABLISHING THE TPAC TRANSPORTATION DEMAND MANAGEMENT SUBCOMMITTEE

Date: April 22, 1992

Presented by: Andrew Cotugno

PROPOSED ACTION

Adopt Resolution No. 92-1610 establishing a TPAC Transportation Demand Management (TDM) Subcommittee; outline general subcommittee duties and responsibilities; and establish general subcommittee membership and meeting guidelines. This resolution and establishment of the subcommittee respond to recent federal, state and regional actions which have numerous TDM or TDM-related planning and program requirements.

TPAC has reviewed this TDM Subcommittee structure and recommends approval of Resolution No. 92-1610.

FACTUAL BACKGROUND AND ANALYSIS

Background of Regional TDM Activities

Recent action at the federal, state and regional level calls for a number of policy, planning and programming requirements which relate either directly or indirectly to TDM. These actions and their inherent requirements or milestones are summarized below. Substantial TPAC/JPACT involvement and coordination will be necessary in order to address these respective requirements and milestones.

1. Federal Actions:

- . Clean Air Act Amendments of 1990. The Portland metropolitan area is designated as a "non-attainment" area for both ozone and carbon monoxide (CO). Attainment deadlines for the area are November 1993 for ozone and November 1995 for CO. Based on recent analyses, the area will meet the deadlines. However, in conjunction with applying for attainment, the region must submit an approved "maintenance plan" which identifies appropriate "transportation control measures" (TCMs) intended to maintain air quality within federal standards. Most TCMs are TDM-related. The TCMs and the maintenance plan will require regional consensus and approval through the TPAC/JPACT process.
- . Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This act has two major areas of TDM implication. First, the funding programs provide more flexibility in their distribution. Congestion Mitigation/Air Quality, STP

and NHS funds are available for TDM and transit projects. The programming of such funds for TDM actions will require regional consensus and approval. Second, ISTEA requires urban areas to develop a Congestion Management Program. The program will likely include TDM measures and again will require regional approval.

2. State Actions:

- . State Transportation Rule 12. The Rule establishes goals related to the reduction of single-occupant automobile use through improved transportation and land use efficiencies. Requirements related to per capita VMT reductions will require substantial consideration of TDM strategies (see Regional Activities below).
- . Oregon Transportation Plan (OTP). Echoing Rule 12, the draft Policy Element of the OTP calls for balanced multi-modal passenger transportation systems in urban areas. The systems are to be consistent with Rule 12 goals for reducing reliance on the single-occupant automobile.
- . Governor's Task Force on Automobile Emissions in the Portland Area. The Task Force was established by the 1991 Legislature and is examining emission reduction strategies in order to ensure air quality in the Portland region. The work is being coordinated with regional activities identified below. Results of the Task Force will be forwarded to the 1993 Legislature. Ultimately, specific emission strategies may be incorporated into the air quality maintenance plan and possibly the Congestion Management Plan and RTP.
- . ODOT TDM Work Group. ODOT hired staff in the fall of 1990 to establish state project development and funding guidelines related to TDM activities which primarily provide for better efficiencies on the state highway system. The Work Group is responsible for developing TDM project recommendations for consideration in ODOT's Six-Year Program. The Work Group consists of representatives of local jurisdictions, Metro, ODOT, Tri-Met, LCDC and the Department of Energy. It is the intention of this resolution to transform the Work Group into the TPAC TDM Subcommittee and charge them with the responsibility of advising TPAC on significant and appropriate regional TDM activities.

3. Regional Actions:

- . RUGGO/Region 2040. The Regional Urban Growth Goals and Objectives also call for a regional transportation system which reduces reliance on the single-occupant automobile in order to improve air quality, reduce energy consumption and minimize system costs and environmental impacts. The

Region 2040 study will incorporate TDM strategies as part of each of its transportation/land use scenarios.

- . Regional Transportation Plan (RTP). The RTP calls for a balanced transportation system which includes strategies for transit, highways/arterials and TDM. To achieve this balance and to meet Rule 12 requirements, updates to the RTP will likely include a significant number of additional TDM recommendations.
- . Metro TDM Study. The Metro TDM study will expand on the work of the Governor's Task Force to identify specifically appropriate TDM strategies for the region. Recommendations of the study will be forwarded for adoption into the RTP.

In addition to the above activities, periodic TDM opportunities may arise related to funding. An example is the FHWA/FTA Operation Action Program related to urban mobility. The program seeks innovative methods to address mobility. The majority of methods fall under the TDM category.

TPAC TDM Subcommittee

As mentioned, each of the above activities will require review and possibly formal action through TPAC/JPACT and the Metro Council. Ancillary to each are any number of studies and other planning activities which will require regional review and coordination. Finally, many if not all will have planning and programming implications for local jurisdictions and may require local adoption.

To assist TPAC in the review and development of regional TDM-related activities, it is recommended that the ODOT TDM Working Group for the Portland should be restructured and assigned as the TPAC TDM Subcommittee. The subcommittee's activities and structure would be as follows:

Purpose: The TPAC TDM Subcommittee would be responsible for the initial development, evaluation, review and recommendations of regional TDM planning, programming and implementation activities. The subcommittee would report to and develop recommendations for TPAC consideration. Where appropriate, recommendations will be forwarded for JPACT review and adoption.

Participants: The subcommittee is recommended to include representatives from the agencies currently represented on the ODOT TDM Working Group: ODOT; Tri-Met; Metro; Washington, Clackamas and Multnomah Counties; City of Portland; Oregon Department of Energy, DLCD; and DEQ. In addition, one citizen member, one bicycle advocacy member, one representative from the other cities, one business representative and a representative from the Clark County Strategic Planning Group should also participate. Selection of the committee is the responsibility of the participating jurisdiction or agency and appointments shall be made by

TPAC. Each jurisdiction should appoint a representative and an alternate. Jurisdictions and agencies are free to substitute members dependent upon issues and required expertise.

To keep the subcommittee at a manageable size, non-represented local jurisdictions should be apprised monthly of subcommittee activities through their respective county coordinating committee.

Meetings: The subcommittee is recommended to meet monthly on the second Thursday at 1:30 p.m. The day and time best provides for the subcommittee to receive input from both TPAC and JPACT and allows sufficient time to prepare for upcoming TPAC/JPACT meetings.

The subcommittee will be chaired by Metro and Metro will be responsible for agendas and meeting reports. ODOT, Metro and Tri-Met will act as a regional TDM management team in order to coordinate upcoming TDM actions and requirements and ensure their placement on appropriate agendas. Agenda items may also be recommended by the subcommittee or directed by either TPAC or JPACT. All meetings are open to the public consistent with Oregon's open public meeting laws.

The subcommittee is essentially considered a working group similar to a technical advisory committee. However, where appropriate, the chair may invoke Robert's Rules of Order to ensure completion of agenda items or establish subcommittee votes on contentious issues.

Duties: The TDM Subcommittee will be responsible for identification of regional TDM issues related, but not limited, to any of the federal, state and regional actions identified in this report. In general, the subcommittee will not be substituted for regular project-related technical advisory committee activities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 92-1610.