

BEFORE THE CONTRACT REVIEW BOARD  
OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING ) RESOLUTION NO. 92-1615  
CONTRACT 901-935 BETWEEN )  
METRO AND 1000 FRIENDS OF ) Introduced by  
OREGON ) Rena Cusma, Executive Officer

WHEREAS, Metro Contract procedures 2.04.054 require Contract Review Board approval of contract amendments (Exhibit A) exceeding \$10,000; and

WHEREAS, Through Contract 901-935, Metro entered into an agreement with 1000 Friends of Oregon to develop improved techniques to link land use, air quality and transportation planning; and

WHEREAS, 1000 Friends has applied for and received approval of an FHWA demonstration project to partially fund this work; and

WHEREAS, 1000 Friends has applied for and received Tri-Met funds to partially fund this work; and

WHEREAS, Through Resolution 92-1583 the Metro Council approved amending the FY 92 Unified Work Program (UWP) to include this work and the FY 92 Metro budget to include the additional revenue and expenses; and

WHEREAS, This work is being supported by FHWA in the amount of \$101,200 (Exhibit B) and Tri-Met in the amount of \$26,500 (Exhibit C); now, therefore,

BE IT RESOLVED,

That the Contract Review Board of the Metropolitan Service District hereby approves amending Contract 901-935 to include additional funding from FHWA in the amount of \$101,200 and Tri-

Met in the amount of \$26,500, bringing the total contract to \$167,700 for work to be performed as described in Exhibits B and C.

ADOPTED by the Contract Review Board of the Metropolitan Service District this 14th day of May, 1992.

  
\_\_\_\_\_  
Jim Gardner, Presiding Officer

92-1615.RES  
KT:lmk  
4-30-92

EXHIBIT A

CONTRACT AMENDMENT  
AND EXTENSION

The contract between Metro and 1000 Friends of Oregon, dated June 20, 1991, for Land Use/Transportation Models, contract number 901-935, is hereby amended as follows:

1. The termination date is extended from June 30, 1992 to December 31, 1992.
2. The amount Metro will pay to 1000 Friends is increased from Forty-Thousand Dollars (\$40,000) to One Hundred Sixty-Seven Thousand and Seven Hundred Dollars (\$167,700) as follows:
  - a. \$101,200 of these funds will be received by Metro from FHWA through an amendment to the FY'92 Metro/ODOT funding agreement.
  - b. \$26,500 of these funds will be received by Metro from Tri-Met as described in contract 902-355.
  - c. Through this amendment Metro shall pay 1000 Friends for work to be performed as described in Attachments A and B. Progress payments shall be made consistent with the Metro Project Manager's review of 1000 Friends progress description in accordance with the task budgets in Attachments A and B.
  - d. 1000 Friends understands and agrees that FHWA has agreed that \$101,200 of these funds will be made available from

demonstration funds. Metro's obligation under this contract extension is payable from funds appropriated and allocated by FHWA. The 92 Metro/ODOT funding agreement amendment is approved by separate process.

If funds are not allocated or are ultimately disapproved by FHWA, Metro may terminate this Agreement, without penalty. Metro shall notify 1000 Friends promptly in writing of any non-allocation, delay, or disapproval of funding.

3. Changes to the work tasks and/or budgets shall not be made without the written approval of Metro's Project Manager.

All other terms of the contract remain in full force and effect including the rate of compensation to the contractor.

Dated: \_\_\_\_\_

CONTRACTOR

METRO

By: \_\_\_\_\_

By: \_\_\_\_\_

EXHIBIT B

Work Item 1.1/Subtask C.7: Survey of Transportation Impacts of Existing Land Use Configurations

The primary focus of Work Item 1.1 is to identify a number of existing suburban land use patterns and development designs that generate fewer than average single occupancy automobile trips and/or greater than average walk, bicycle, transit, and/or carpool trips. For each identified development pattern, existing data on mode split and trip length, as well as other data useful to the enhancement of transportation forecasting models will be examined. Controlling for as many other variables as practicable, land use and design features of the development patterns most responsible for the differing travel behavior will be identified.

Work Item 1.2: Replication of Identified Land Use and Design Features

Work Item 1.2 will focus on replicating the features identified in Work Item 1.1 on the ground in a real, existing suburban context. The context involved is the suburban Washington County portion of the Portland, Oregon metropolitan region, the location of a current proposal for a bypass freeway.

The bypass proposal is based on traffic generation rates created by the continuation of typical suburban development patterns. Using the features identified in Work Item 1.1 an alternate future development scenario will be created for the same geographic area.

The development of the alternate scenario will include the following steps:

Work Item 1.2.1/Subtask C.1: Defining Development Building Blocks

In this step, the fundamental programmatic assumptions derived from Work Item 1.1 will be transferred to a development pattern prototype that can be applied to various settings in the study area. This prototype will consist of a pedestrian-scale land use program, including quantity, mix and type of housing, services, jobs, and retail, and a typical internal street system. Criteria will also be developed for site selection relative to proximity to transit.

Work Item 1.2.5/Subtask C.4: Develop Supportive Public Policies

A combination of land use and non-land use oriented policies will be developed that support the alternate land use scenario. Various demand management strategies, parking management or pricing schemes, and other related policies will be explored and included as appropriate.

Work Item 1.3/Subtask D.1: Enhancing the Metro Travel Demand Model (EMME/2)

To ensure that the alternate scenario developed in Work Item 1.2 is accurately quantified, Metro's existing travel demand forecasting model (EMME/2) will be enhanced to:

- o calculate changes in the percentages of vehicular travel in peak periods

to and from heterogeneous transit and pedestrian-oriented development areas;

- o include a transit serviceability index in the models used to predict transit ridership levels and mode of access to transit, reflecting the ease of accessing transit by walking or bicycling;
- o predict bicycle usage as a potential primary travel mode;
- o quantify changes in trip generation rates and automobile ownership levels to account for multi-use developments, difference by types of housing, and various development densities;
- o evaluate the impacts of excess transit travel time (due to walking, waiting, and transferring) on transit ridership; and
- o predict reductions in vehicular travel due to employer-based trip reduction strategies.

Sixty percent of this work has been funded through a grant from EPA's Climate Change Division. The remaining 40%, however, is still unfunded.

#### Work Item 1.4: Quantify the Alternative Scenario

Work Item 1.4 includes four unfunded quantification items from the original LUTRAQ work program:

##### Work Item 1.4.1/Subtask E.5.A: Test the Scenario Elements

As outlined in Work Item 1.2, the alternate land use scenario will be supported by a number of transit/roadway improvements and TDM policies. Each of these three primary elements (land use/design, transportation, TDM) will have a different qualitative and quantitative impact on land use, travel demand, air quality, and quality of life. By isolating and pairing these package elements for simulations with the improved computer modeling system, it will be possible to measure the relative importance of particular elements. This information could be very important in determining the relative effectiveness of potential implementation strategies.

##### Work Item 1.4.2/Subtask E.5.B: Test the Models

The LUTRAQ project includes two categories of improvements to the art of transportation/land use modeling. The first, as outlined in Work Item 1.3, will greatly enhance travel demand forecasting to account for the differing trip generation rates and mode splits of various development patterns. The second will link this enhanced system with an integrated land use model. To evaluate comprehensively the relative importance of each of these improvements, the alternate scenario from Task 2 will be run first through the unenhanced, unlinked travel demand model, and second through the enhanced but unlinked travel demand model. Comparing



the output of these two runs to the output of the funded LUTRAQ task that incorporates both the enhanced travel demand model and the linked interactive land use model (Subtask E.3) will indicate the relative importance of each category of modeling improvements. This information could be important in promoting improved and integrated land use/transportation policy making throughout the U.S.

Work Item 1.4.3/Subtask E.6.B: Vehicle Emissions

Through the work described in the previous two paragraphs includes calculations of travel demand and land use. Under this paragraph, each of the computer simulations from the prior paragraphs will also be tested for their impacts on vehicle emissions. This analysis will utilize the most recent version of the MOBILE air quality modeling system. If necessary, the "bag 1" cold start and "bag 3" hot soak emissions data incorporated into MOBILE 4.1 (and MOBILE 5) will be used separately so that trip-based emissions can be estimated as accurately as possible with the current configuration of the MOBILE model.

Work Item 1.4.4/Subtask E.9: Assess the Infrastructure Costs and the Transportation Capital, Operations, and User Costs

As public infrastructure costs continue to rise and government budgets become further stretched, the relative cost efficiencies of alternative methods of solving problems is assuming an extremely important role in public decision making. Given this enhanced, three alternatives (no-action, bypass, alternate scenario) will be measured for their respective general infrastructure costs, transportation infrastructure costs, and user costs.

Table 1. Proposed Work Items in Priority Order

<u>Work Item</u>	<u>Description</u>	<u>Tasks/ Subtasks</u>	<u>Budget</u>
1.0	Portions of the existing LUTRAQ work program:		
1.1	Survey transportation impacts of existing land use configurations	C.7	\$21
1.2	Replication identified land use and design features:		
1.2.1	Define development building blocks	C.1	\$15.7
1.2.5	Develop supportive public policies	C.4	\$10.3
1.3	Enhance the metro travel demand model (EMME/2)	D.1	\$14.2
1.4	Quantify the alternative scenario:		
1.4.1	Test the scenario elements	E.5.A	\$10
1.4.2	Test the models	E.5.B	\$5
1.4.3	Vehicle emissions	E.6.B	\$15
1.4.4	Assess the infrastructure costs and transportation capital, operations, and user costs	E.9	\$10
	TOTAL		\$101,200



EXHIBIT C

Metro 902-355  
92-0335I

TRI-COUNTY METROPOLITAN TRANSPORTATION  
DISTRICT OF OREGON

INITIAL  
IN

INTERGOVERNMENTAL AGREEMENT

THIS CONTRACT, made and entered into as of the 1st day of ~~July, 1991~~ December 1991, by and between the Tri-County Metropolitan Transportation District of Oregon (hereinafter referred to as "Tri-Met"), and The Metropolitan Service District (hereinafter referred to as "Metro").

W I T N E S S E T H:

WHEREAS, Tri-Met and Metro have mutual interest in assisting with the project: "Making the Land-Use, Transportation, Air Quality Connection" (LUTRAQ); and,

WHEREAS, Tri-Met and Metro have authority under ORS 190 to enter into this agreement;

NOW, THEREFORE, IN CONSIDERATION of these mutual promises, and the terms and conditions set forth hereinafter, the parties agree as follows:

1. Term

The term of this agreement shall be from December 2, 1991 to June 30, 1992 unless sooner terminated under the provisions hereof.

2. Scope of Services

Metro shall act as the pass-thru agent for funds to be used for 1000 Friends of Oregon project: "Making the Land Use, Transportation, Air Quality Connection" (LUTRAQ). These funds are to be used as described in the proposal submitted by 1000 Friends of Oregon, attached hereto and made a part of this contract by this reference.

3. Budget & Payment

Metro shall act as pass-thru agent for Tri-Met's payment of \$26,500 to 1000 Friends of Oregon. This money shall be distributed by 1000 Friends of Oregon as follows:

Market Analysis Work:

Tri-Met shall provide \$10,000 towards completion of Task C of the Work Program, attached hereto and made a

part of this contract by this reference. Task C reads as follows:

Develop the LUTRAQ Alternative Package. The goal of Task C is to establish a package of alternatives, containing three primary elements: 1) alterations in land use designations and densities, and development design standards, 2) expansions in transit facilities and services, and modest improvements to existing collector/arterial systems, and 3) changes in land use and non-land use policies, including those related to transportation demand management. Development of the alternatives package will be guided by in-depth market analysis of the economic and demographic trends for the planning time frame.

**Design Guidelines:**

Tri-Met shall provide \$16,500 towards completion of Subtask F.1 of the Work Program, attached hereto and made a part of this contract by this reference. Subtask F.1 reads as follows:

**1. Subtask F.1: Design Guidelines:**

Much of the success of [transit-oriented development] patterns is the result of the location, mix, and intensity of uses; the orientation and scale of streets; the degree of access to transit; the nature of pedestrian amenities; the provision of public facilities and parks; and the preservation of natural features. The Consultant Team will capture these attributes in a set of design guidelines for implementing the LUTRAQ alternative package. The guidelines will, consistent with the level of detail in the LUTRAQ alternative, include the following sections:

- |                                |                                   |
|--------------------------------|-----------------------------------|
| 1) Definitions;                | 7) Street and Circulation System; |
| 2) Location Criteria;          | 8) Pedestrian and Bicycle System; |
| 3) Site Criteria;              | 9) Transit System;                |
| 4) Mix of Uses;                | 10) Parking;                      |
| 5) Densities and Intensities;  | 11) Open Space; and               |
| 6) Building Siting and Design; | 12) Surrounding Areas.            |

The guidelines will form the basis for making alterations in the comprehensive plans of the governments in the study area and in other American metropolitan areas.

The total amount of Tri-Met's contribution is not to exceed

The total amount of Tri-Met's contribution is not to exceed \$26,500.

4. Termination

This agreement may be terminated upon thirty (30) days written notice by either party to the other. Such notice shall be delivered by certified mail, or in person to the designated Project Managers. The agreement may be terminated immediately by mutual written consent of both parties.

5. Project Managers

Tri-Met's Project Manager shall be GB Arrington, and Metro's Project Manager shall be Andy Cotugno, subject to written notice of Project Manager replacement.

6. Access to Records

Tri-Met may examine, audit, and make excerpts or transcripts of Metro's books, documents, receipts, papers, and records that are directly pertinent to this Contract.

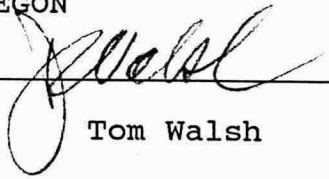
7. Law of Oregon

The contract shall be governed by the laws of the State of Oregon. The Contract provisions that must be included in public contracts under ORS Chapter 279 are hereby incorporated by reference and made a part of this Contract as if fully set forth.

IN WITNESS WHEREOF, the parties have caused this agreement to be executed by their duly appointed officers the date first written below.

TRI-COUNTY METROPOLITAN  
TRANSPORTATION DISTRICT  
OF OREGON

METROPOLITAN SERVICE DISTRICT

By: 

By: 

Name: Tom Walsh

Name: \_\_\_\_\_

Title: General Manager

Title: \_\_\_\_\_

APPROVED AS TO FORM:



Ann McFarlane for Kevin McDonald  
Legal Services



TRANSPORTATION AND PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 92-1615 AMENDING CONTRACT 901-935 BETWEEN METRO AND 1000 FRIENDS OF OREGON

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Date: May 13, 1992

Presented by: Councilor Washington

Committee Recommendation: At the May 12 meeting, the Transportation and Planning Committee voted unanimously to recommend Council adoption of Resolution No. 92-1615. Voting in favor: Councilors Devlin, McLain, Bauer, Buchanan, and Washington.

Committee Issues/Discussion: Andrew Cotugno, Planning Director, presented the staff report. He explained that this resolution is before the committee because the contracting provisions of the agreement between Metro and 1000 Friends of Oregon to do the LUTRAQ Study were overlooked during earlier discussions. The Council has already established the need to do the work, has amended the Unified Work Program to reflect the same, but neglected to include a provision to amend the actual contract. This resolution completes the earlier action.

The original contract with 1000 Friends was for \$40,000. This amended contract is for \$127,000, which is over the limit in the contracting code and necessitates Council approval. The content of the contract is identical to the originally adopted contract, and there are no actual additional funds being requested beyond what was previously adopted.

Councilor Bauer, in making the motion to approve the resolution, cautioned the Metro staff to carefully monitor the objectivity of the report being prepared and maintain a high profile on the project. Mr. Cotugno agreed with the need to provide as objective a report as possible, regardless of which alternatives are ultimately selected for promotion by Metro and 1000 Friends of Oregon.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 92-1615 FOR THE PURPOSE  
OF AMENDING CONTRACT 901-935 BETWEEN METRO AND 1000  
FRIENDS OF OREGON

Date: April 30, 1992

Presented by: Andrew Cotugno

PROPOSED ACTION

Amend Contract 901-935 between Metro and 1000 Friends of Oregon to increase the contract amount from \$40,000 to \$167,700 and expand the work scope to include tasks to be completed for and funded by the Federal Highway Administration (FHWA) and Tri-Met.

FACTUAL BACKGROUND AND ANALYSIS

1000 Friends of Oregon have initiated a study to develop improved techniques to link land use, air quality and transportation planning and to apply these techniques to development of an integrated land use and transportation alternative to the Western Bypass.

The study is predominantly funded through private sources, although it is not fully funded. In addition, a number of tasks support improved planning methods for public agencies and are not specifically focused on developing alternatives to the Western Bypass. In recognition of this, Metro has committed the following:

- . Cash contribution for improved models . . . . . \$40,000
- . In-kind support to refine models. . . . . \$20,000
- . In-kind support to model LUTRAQ scenarios . . . . . \$20,000

This amendment would allow Metro to amend its agreement (Exhibit A) with 1000 Friends to pass through FHWA and Tri-Met funds totaling \$127,700 for the following: survey transportation impacts of existing land use configurations, define development building blocks, develop supportive public policies, enhance the Metro travel demand model, test scenario elements and models, test for impact on vehicle emissions, assess the infrastructure costs and transportation capital, operations and user costs, and provide a station area development market analysis. Exhibit B provides further detail for the FHWA and Tri-Met funding.

Approval for the resolution would allow Metro to amend its agreement with 1000 Friends in accordance with Metro Contract Code 2.04.054.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 92-1615.