

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING CITY ) RESOLUTION NO. 92-1625A  
OF PORTLAND AND TRI-MET APPLICATIONS)  
FOR FHWA/FTA URBAN MOBILITY GRANT ) Introduced by  
FUNDS ) Councilor Richard Devlin

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 Federal Transportation Administration are soliciting proposals for grants to demonstrate innovative urban mobility projects; and

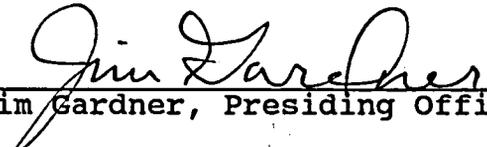
WHEREAS, The City of Portland and Tri-Met are proposing two such demonstration grants with the assistance of Metro and the Oregon Department of Transportation; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District:

1. Endorses the Neighborhood Rideshare Co-op to develop and test a two-year neighborhood-based rideshare matching program.
2. Endorses the Transit Freeway Operations Program to use radio frequency identification tags to improve travel speeds of transit and carpool vehicles at freeway ramp-meter locations.
3. Authorizes the City of Portland and Tri-Met to proceed with submission of a full program proposal for consideration by FHWA and FTA.

ADOPTED by the Council of the Metropolitan Service District  
this 25th day of June, 1992.

  
Jim Gardner, Presiding Officer

MH:lmk  
92-1625A.RES  
6-10-92

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ENDORSING CITY ) RESOLUTION NO. 92-1625 A  
OF PORTLAND AND TRI-MET APPLICATIONS) )  
FOR FHWA/FTA URBAN MOBILITY GRANT ) Introduced by  
FUNDS ) Richard Devlin, Chair  
) Joint Policy Advisory  
) Committee 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 Federal Transportation Administration are soliciting proposals for grants to demonstrate innovative urban mobility projects; and

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

BE IT RESOLVED,

That the Council of the Metropolitan Service District:

1. Endorses the Neighborhood Rideshare Co-op to develop and test a two-year neighborhood-based rideshare matching program.

~~2. Endorses the Travel Allowance to Encourage Employers to Charge for Employee Parking by using a travel allowance to mitigate employer parking fees.]~~

2. [3.] Endorses the Transit Freeway Operations Program to use radio frequency identification tags to improve travel speeds of transit and carpool vehicles at freeway ramp-meter locations.

3. [4.] Authorizes the City of Portland and Tri-Met to proceed

with submission of a full program proposal for consideration by  
FHWA and FTA.

ADOPTED by the Council of the Metropolitan Service District  
this \_\_\_\_\_ day of \_\_\_\_\_, 1992.

Jim Gardner, Presiding Officer

MH:mk  
92-1625.RES  
6-1-92

**TRANSPORTATION AND PLANNING COMMITTEE REPORT**

CONSIDERATION OF RESOLUTION NO. 92-1625, ENDORSING CITY OF PORTLAND AND TRI-MET APPLICATIONS FOR FHWA/FTA URBAN MOBILITY GRANT FUNDS

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Date: June 11, 1992

Presented by: Councilor Washington

**Committee Recommendation:** At the June 9 meeting, the Transportation and Planning Committee voted 4-0 to recommend Council adoption of Resolution No. 92-1625. Voting in favor: Councilors Devlin, McLain, Buchanan, and Washington. Excused: Councilor Bauer

**Committee Issues/Discussion:** Andy Cotugno, Planning Director, presented the staff report. He explained that the Urban Mobility Grant funds are a demonstration category of funds solicited on a competitive basis by FHWA and FTA. There is a three step application process: solicitation and final proposal submission; screening and grant application submission; and final selection. For purposes of this resolution, we have just completed the first step.

He described the three proposals being submitted. They include: 1) a neighborhood rideshare co-op based on neighborhood of rider rather than employer destination; 2) establishment of travel allowance to mitigate employer parking fees; and 3) a transit freeway operations program using radio frequency identification tags.

**Subsequent Action following Transportation and Planning meeting:** On June 11, the Joint Policy Advisory Committee on Transportation (JPACT) met to consider an amended version of the resolution. The amended version removed the second proposal; establishment of travel allowance. The City of Portland suggested the change because they believe that there is not sufficient foundation laid to support this option. It would be necessary to form a more substantial coalition for the project to be successful. The option may be resubmitted at a later date. JPACT approved the A-version of the resolution, which appears in this packet as 92-1625A.

## STAFF REPORT

### CONSIDERATION OF RESOLUTION NO. 92-1625A FOR THE PURPOSE OF ENDORING CITY OF PORTLAND AND TRI-MET APPLICATIONS FOR FHWA/FTA URBAN MOBILITY GRANT FUNDS

Date: May 21, 1992

Presented by: Andrew Cotugno

#### PROPOSED ACTION

Adopt Resolution No. 92-1625A endorsing two proposed demonstration grants and authorizing the City of Portland and Tri-Met to proceed with the submission of full program proposals on the following:

1. Neighborhood Rideshare Co-op to develop and test a two-year neighborhood-based rideshare matching program. The grant would assist in the identification and organization of a demonstration neighborhood, part-time staff, technical assistance and computer rideshare technology, and a final report summarizing results.  
Proposed Applicant: City of Portland with assistance from Tri-Met
2. Transit Freeway Operations Program to use radio frequency identification tags to improve travel speeds of transit and carpool vehicles at freeway ramp meter locations.  
Proposed Applicant: Tri-Met with ODOT assistance

TPAC and JPACT have reviewed these grant proposals and recommend approval of Resolution No. 92-1625A.

#### FACTUAL BACKGROUND AND ANALYSIS

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are considering applications for demonstration grants for low-cost, innovative methods to manage urban transportation systems and improve urban mobility. FHWA and FTA indications are that a wide variety of proposals are acceptable. This is the second year they have solicited such proposals. This resolution endorsed two possible applications in response to these solicitations.

#### Neighborhood Rideshare Co-op

##### 1. Proposed Concept

This project would test the effectiveness of neighborhood-based, rather than employment-based, rideshare matching and supporting programs as a way to overcome the barrier of sharing a ride with strangers and increased rideshare participation. The demonstration project will also test the ability of a neighborhood to organize around transportation needs of residents and accomplish a reduction in single-occupant vehicle traffic from their neighborhood.

The project would last two years, beginning with the selection of a target neighborhood group as home for the co-op. After the co-op is established, a baseline survey of the neighborhood would be conducted to determine modal share. The project would help fund part-time staff, technical assistance and computer technology to allow rideshare matching. The final product would be a report analyzing effectiveness of the co-op and documentation of its effect on modal share.

2. Description of the Problem to be Addressed

The Portland metro area's experience with rideshare matching has been in matching carpoolers based upon their destination, at work places or schools. Carpooling has also been promoted along specific travel corridors, but no effort has been made to promote and match carpoolers on the home end of their trip.

National experience has revealed that one barrier to forming carpools through a matching service is the fear or discomfort of riding with strangers. A neighborhood-based rideshare matching service may be one way to lower that barrier. The Alternative Transportation Committee of the Portland Traffic Safety Initiative identified a neighborhood rideshare co-op as a worthwhile project to pursue to promote ridesharing in the city of Portland.

Portland is an excellent city to test this concept because of its strong network of neighborhood associations. These organizations, which are active in a wide range of neighborhood issues, provide ready sources of contacts and volunteers.

3. Estimated Costs of the Project

Elements for grant funding would include a part-time staff coordinator, computer and software, a vehicle for low-cost occasional rentals to co-op members who don't have cars, promotional materials, taxi fares for a guaranteed ride home program and storefront office space. Dues from co-op members would eventually provide some ongoing funding needed to support the co-op after start-up.

Total two-year cost of the project is estimated to be \$71,280. This amount includes both local match and grant funding.

4. Relationship to Program Objectives

The proposal provides for a cooperative, innovative, low-cost public/private venture. The proposal will apply proven rideshare technology to a new approach.

## Transit Freeway Operations

### 1. Proposed Concept

This project would use radio frequency identification tags to improve the traveling speed of transit and carpool vehicles on freeways and reduce the impact on bus schedule reliability resulting from the introduction of ramp meters at freeway entrances.

### 2. Description of Problem to be Addressed

Ramp meters result in considerable delay to buses that must use the ramps. In some cases, there is no space to provide a bypass lane for buses and carpools.

If the presence of a bus in the line of vehicles behind the signal can be detected, it may be possible to temporarily alter the timing of the ramp-metering signal to lessen the impact on the buses' running time. Carpools can use the lane if they can be distinguished from other vehicles. Their identification would allow lane-control signals or other devices such as gates to be used and vehicles that inappropriately use the lane can be detected and recorded.

### 3. Estimated Costs of the Project

Total project budget is estimated to be \$120,500 and is comprised of \$10,500 for I.D. tags; \$80,000 for four sites; and \$30,000 for engineering and design.

### 4. Relationship to Program Objectives

This proposal is consistent with the Urban Mobility Program goals because it is:

- . low-cost
- . innovative
- . intermodal
- . a cooperative venture of two transportation agencies
- . a new application of proven technology

The proposal, if implemented, would reduce congestion and improve air quality in a congested freeway corridor by mitigating the present disadvantage that transit has relative to single-occupant vehicles at metered freeway entrances.

## EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 92-1625A.