

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AUTHORIZING)	RESOLUTION NO. 93-1842
AN INTERGOVERNMENTAL AGREEMENT)	
WITH JURISDICTIONS IN CLARK)	Introduced by
COUNTY, WASHINGTON ON ROLES AND)	Councilor Van Bergen
RESPONSIBILITIES FOR TRAVEL)	
FORECASTING)	

WHEREAS, Metro is the metropolitan planning organization (MPO) for the Oregon portion of the Portland-Vancouver metropolitan area; and

WHEREAS, The Southwest Washington Regional Transportation Council (RTC) is the metropolitan planning organization for the Washington portion of the Portland-Vancouver metropolitan area; and

WHEREAS, Both agencies and other units of government in the area have a need for travel forecasts to evaluate travel movements and recommend improvements; and

WHEREAS, Metro will provide forecasts for the full Portland-Vancouver metropolitan area at a level of detail sufficient to evaluate bi-state travel movements; and

WHEREAS, RTC will coordinate with Metro and provide input on Clark County, Washington aspects; and

WHEREAS, RTC will refine Metro's bi-state forecast and provide Clark County forecasts to Washington jurisdictions; now, therefore,

BE IT RESOLVED

That the Metro Council:

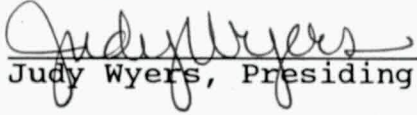
1. Authorizes execution of an Intergovernmental Agreement

with the Southwest Washington Regional Transportation Council (RTC) and other Clark County, Washington jurisdictions defining roles and responsibilities for travel forecasts.

2. Commits Metro to coordinate with RTC on Clark County input and needs.

3. Retains the authority to budget for travel forecasts and travel model refinement.

ADOPTED by the Metro Council this 14th day of October, 1993.



Judy Wyers, Presiding Officer

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1842 FOR THE PURPOSE OF AUTHORIZING AN INTERGOVERNMENTAL AGREEMENT WITH JURISDICTIONS IN CLARK COUNTY, WASHINGTON ON ROLES AND RESPONSIBILITIES FOR TRAVEL FORECASTING

Date: August 23, 1993

Presented by: Andrew Cotugno

PROPOSED ACTION

Authorize execution of an Intergovernmental Agreement (IGA) between Metro, Southwest Washington Regional Transportation Council (RTC), Clark County, Vancouver, Camas, Washougal, Battleground, Ridgefield, La Center, Yacolt, C-TRAN, Port of Vancouver, WSDOT and ODOT to define roles and responsibilities for travel forecasting (see Attachment A).

The Agreement recognizes Metro as the lead party responsible for travel forecasting in the bi-state metropolitan area in sufficient detail to address bi-state issues. It recognizes RTC as the lead party responsible for more detailed travel forecasting within Clark County with the involvement and coordination of the other Clark County jurisdictions.

TPAC has reviewed this Intergovernmental Agreement and recommends approval of Resolution No. 93-1842.

FACTUAL BACKGROUND AND ANALYSIS

This action revises roles and responsibilities to correct past deficiencies. In particular, the following changes are being instituted:

1. Metro has always carried out its travel forecasts for the full four-county area in order to as accurately as possible account for travel movements throughout the region. This Agreement recognizes these forecasts as the ones to be used for bi-state travel movements.
2. Southwest Washington RTC (formerly IRC) will not conduct independent Clark County or bi-state travel forecasting. Rather, they will coordinate with Metro to assist in ensuring that the Clark County elements of Metro's forecast are more accurate and reliable and will serve as the lead agency within Clark County to carry out more detailed travel forecasts to serve the needs of the various jurisdictions of Clark County.
3. The other jurisdictions within Clark County will not conduct independent travel forecasts but will work through RTC to meet their travel-forecasting needs.

This Agreement obligates Metro to coordinate with RTC on such matters as the adequacy of Clark County zone and network structure, calibration year and forecast years, and model refinement and update needs. Metro will accommodate RTC's needs to the maximum extent practical, within budget constraints. Approval of this Agreement does not enable RTC to approve or disapprove Metro's budget. If the arrangement does not prove satisfactory to either party, there is a clause providing for any party to withdraw.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 93-1842 with the understanding described above. (See also letter to RTC included as Attachment B to this Staff Report.)

ATTACHMENT A

INTERLOCAL AGREEMENT FOR ESTABLISHING THE ROLES AND RESPONSIBILITIES OF THE LEAD AGENCIES AND USER AGENCIES FOR THE TRAVEL FORECASTING PROCESS AND MODEL

1. Effective Date. February 2, 1993.

2. Parties. This agreement is entered into by and between the undersigned county, cities, political subdivisions, and municipal corporations of the State of Washington.

3. Recitals.
 - A. The regional travel forecasting process and model form the analytical base for estimating traffic volumes, transit ridership, and for estimating the impacts of a wide range of transportation alternatives.

 - B. The travel analysis produced by the travel model is a critical component of the following plans and programs: Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Congestion Management System, Air Quality Conformity Analysis, Transportation Control Measures, Transit Development Program (TDP), High Capacity Transit Analysis, Transportation Demand Management Analysis, Subarea/Corridor Analysis, Site Impact Analysis, Transportation Element of Growth Management Act (GMA) Plans, Concurrency Determination, and Transportation Impact Fee Assessment.

 - C. In order to ensure consistency and continuity among jurisdictions and between plans/programs, the travel forecasting process needs to be rooted in a single travel model.

 - D. The varying needs and responsibilities of the multiple agencies requires the development of a travel forecasting process that provides flexibility in the level, scale, and type of travel analysis.

 - E. The establishment of travel analysis needs, roles, and responsibilities across all agencies will provide for the continued development of an effective, efficient, and consistent travel forecasting process and model.

F. The parties to the Agreement desire to jointly and cooperatively enter into this Agreement to establish the role of the lead agencies and user agencies.

NOW, THEREFORE, THE PARTIES DO HEREBY AGREE AS FOLLOWS:

4. Purpose. The purpose of this Agreement is to define the roles and responsibilities of the lead coordination agencies and user agencies in regard to the travel forecasting process in order to establish ongoing cooperation and coordination among the agencies. This Agreement establishes a mechanism to ensure consistent travel forecast information for the mutual benefit and satisfaction of the parties involved. The Agreement also identifies the agencies' varied transportation planning needs, how information is shared, and how resources are combined/enhanced to improve the transportation travel forecasting process.

5. Lead Agencies. As the Metropolitan Planning Organizations (MPO) for the Portland and Vancouver urban regions, the Metropolitan Service District (Metro) and the Southwest Washington Regional Transportation Council (RTC) will serve as the lead coordinating agencies.

Metro is the lead agency for the overall development of the Portland-Vancouver metropolitan area travel forecasting process. Metro's responsibilities include coordination of data, model procedures, and model development/refinement. Metro will maintain an adequate zone and network structure within Clark County to conduct bi-state multi-modal analysis and to allow RTC to conduct intra-Clark County regional analysis.

RTC is the lead agency within Clark County for coordination with Metro to ensure bi-state consistency and consistency within Clark County among model input data elements, model assumptions, and output multi-modal travel forecasts.

As the lead agency in Clark County, RTC has the following responsibilities:

- 1) Provide staff support to the Transportation Model Users Group. This would include RTC member agencies.
- 2) Provide training for the Transportation Model Users Group in coordination with Metro in regard to the travel model/forecasting process.
- 3) Provide technical assistance in regard to model related projects/analysis.
- 4) Provide access to computer facilities and model related parameters (i.e. input data, networks, trip matrices, and assignments).

- 5) Ensure consistency between the regional transportation system travel forecasts and local arterial system travel forecasts.
- 6) Ensure regional consistency in regard to travel forecasting information such as housing data, employment data, traffic counts, transit ridership, arterial/transit networks, system performance measures, and transportation related GIS information.
- 7) Provide any other coordination necessary to ensure bi-state and intra-Clark County consistency in the travel forecasting process.
- 8) Utilize the travel forecasting process and model as the analytical tool for the Regional Transportation Plan, the Congestion Management System Program, the Transportation Improvement Program, air quality analysis, conformity determination, TDM evaluation, high capacity transit analysis, and other regional level analysis.

6. User Agencies. User agencies include any of the undersigned who utilize or desire to utilize the travel forecasting process, model, or information on an ongoing or project-by-project basis. Such agencies are encouraged to participate in the Transportation Model Users Group and to become familiar with the travel forecasting process and model. User agencies will collaborate with the lead agencies to review and comment on the travel forecasting process and model in order to ensure accuracy of the travel forecasts and consistency between the bi-state, regional, and local arterial levels of analysis. RTC will serve as the liaison between the Clark County jurisdictions and Metro to ensure consistent answers to questions.

User agencies will be the consensus-forming group to guide the travel forecasting process for the following model issues:

- 1) Calibration year and future forecast years (e.g. six, ten, twenty year forecasts).
- 2) Travel model input data such as housing, employment, highway/transit networks, network capacities, network system performance measures, traffic counts, transit ridership, and other related socioeconomic information.
- 3) Model refinement and updating procedures to include the conduct of regional travel surveys and application of data to meet subarea needs.

7. Agency Applications. It is recognized that the varying needs and responsibilities of the multiple agencies requires the development and utilization of a travel forecasting process that provides flexibility in the level, scale, and types of travel analysis. One of the key components of this Agreement is that through multi-agency coordination, shared responsibilities and expertise, and commitment to travel model consistency that all reasonable individual agency needs will be met through the collaboration established in this Agreement. Listed below are the identified travel analysis needs of individual agencies which require varying levels of access to the travel forecasting process and model. This access ranges from full in-house travel forecasting abilities to in-house matrix and network analysis, to utilization of hard copy model forecast data, to project-by-project technical assistance. The travel model agency applications listed below are not all inclusive but meant to indicate the types of analysis currently needed.

- 1) Clark County - In-house capabilities to conduct land use related travel forecasting analysis for GMA planning, subarea analysis, concurrency findings, transportation impact fees, urban/rural arterial analysis, and development site traffic impact analysis.
- 2) Vancouver - In-house capabilities to conduct land use related travel forecasting analysis for GMA planning, concurrency findings, transportation impact fees, urban arterial analysis, and development site traffic impact analysis.
- 3) WSDOT - In-house matrix and network analysis to conduct transportation corridor studies, WSDOT facility analysis, and project level planning analysis.
- 4) C-TRAN - Access to travel forecasting information to evaluate high capacity transit alternatives, identify transit service improvements/needs, and to prioritize capital improvements.
- 5) Camas - Access to travel forecasting information for GMA planning, concurrency findings, transportation impact fees, urban arterial analysis, and development site traffic impact analysis.
- 6) Washougal - Access to travel forecasting information for GMA planning, concurrency findings, transportation impact fees, urban arterial analysis, and development site traffic impact analysis.
- 7) Ridgefield, Battle Ground, La Center, Yacolt - Technical assistance from lead agency to access travel forecasting information for GMA planning, concurrency findings, transportation impact fees, arterial analysis, and development site impact analysis.

10. Funding. The agencies that are a party to this Agreement are not required to pay dues or a special assessment for the travel forecasting process. The RTC travel forecasting process is funded as an element of the Unified Planning Work Program and through the RTC Budget. RTC members may elect through a separate agreement to purchase particular travel model related services.

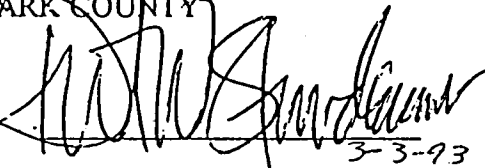
11. Amendments. Amendments to this Agreement may be proposed by any party to the Agreement and shall be considered by all parties upon recommendations by the Board of the Southwest Washington Regional Transportation Council. This Agreement shall be amended by adoption of affirmative resolutions by a majority of the parties to this Agreement.

12. Withdrawals. Any party shall have the right to withdraw from this Agreement by giving written notice to the Board of Directors of the Southwest Washington Regional Transportation Council. In the event a party withdraws, this Agreement shall be amended accordingly.

13. Severability. If any of the provisions of this Agreement are held illegal, invalid, or unenforceable, the remaining provisions shall remain in full force and effect.

14. Authorization. By fixing their signature hereto, the parties are being represented by their governing boards to enter into this Agreement.

CLARK COUNTY

By:  3-3-93

Title: Chair

CITY OF CAMAS

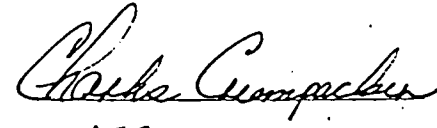
By: 

Title: Mayor

CITY OF VANCOUVER

By: _____
 Title: SEE PAGE 9 ATTACHED

CITY OF WASHOUGAL

By: 
 Title: Mayor

CITY OF BATTLE GROUND

By: _____

Title: _____

PORT OF VANCOUVER

By: _____

Title: _____

CITY OF RIDGEFIELD

By: _____

Title: _____

PORT OF RIDGEFIELD

By: _____

Title: _____

TOWN OF LA CENTER

By: Jackie

Title: MAYOR

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

By: _____

Title: _____

TOWN OF YACOLT

By: _____

Title: _____

OREGON DEPARTMENT OF TRANSPORTATION

By: [Signature]

Title: MANAGER REGION 1

CLARK COUNTY PUBLIC TRANSPORTATION BENEFIT AUTHORITY

By: [Signature]
Leslie R. White

Title: Executive Director

METROPOLITAN SERVICE DISTRICT

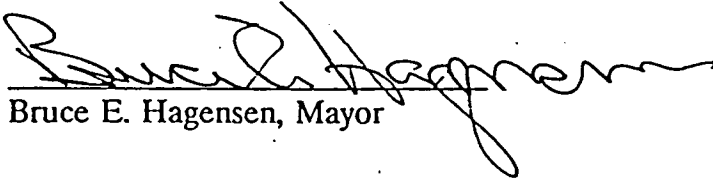
By: _____

Title: _____

GLOSSARY

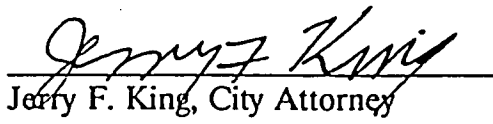
GIS	Geographic Information System
GMA	Growth Management Act
Metro	Metropolitan Service District
MPO	Metropolitan Planning Organization
RTC	Southwest Washington Regional Transportation Council
RTP	Regional Transportation Plan
TDM	Travel Demand Management
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TMS	Transportation Management Systems
TMUG	Transportation Model Users' Group
WSDOT	Washington State Department of Transportation

CITY OF VANCOUVER


Bruce E. Hagensen, Mayor

Approved as to form:

Attest:


Jerry F. King, City Attorney

H.K. Shorthill, City Clerk



METRO

ATTACHMENT B

September 23, 1993

DRAFT

Mr. Dean Lookingbill, Director
Southwest Washington RTC
1351 Officers Row
Vancouver, WA 98661

Dear Dean:

Attached is the Interlocal Agreement to establish roles and responsibilities for travel forecasting. This Agreement takes an important step in improving the coordination of our activities. This Agreement has been executed by Metro subject to the following understanding and interpretation.

The Agreement includes the following provisions:

- Page 2; Section 5, Paragraph 2, "Metro will maintain an adequate zone and network structure within Clark County..."; and
- Page 3, Section 6, Subsections 1 and 3, "User agencies will... guide the travel-forecasting process for the following model issues:
 - 1) Calibration year and future forecast years; and
 - 3) Model refinement and updating procedures."

We understand Metro's obligation to coordinate with RTC on these matters and to accommodate RTC's needs to the extent Metro's budget permits. However, this Agreement does not give RTC the authority to approve or reject Metro's work program and budget. We understand that linking RTC's travel forecasting to Metro's travel forecasting creates a concern by RTC on the adequacy of Metro's models to address Clark County issues. We will accommodate Clark County's concerns to the extent permitted by our budget.

Mr. Dean Lookingbill
September 23, 1993
Page 2

If you share Metro's interpretation of these sections, please indicate by countersigning this document and returning it to Metro.

Sincerely,

Andrew C. Cotugno
Planning Director

Approved:

Dean Lookingbill, Director
Southwesty Washington RTC

Date: _____

PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO. 93-1842 FOR THE PURPOSE OF AUTHORIZING AN INTERGOVERNMENTAL AGREEMENT WITH JURISDICTIONS IN CLARK COUNTY, WASHINGTON ON ROLES AND RESPONSIBILITIES FOR TRAVEL FORECASTING

Date: September 30, 1993

Presented By: Councilor Kvistad

Committee Recommendation: At the September 28 meeting, the Planning Committee voted unanimously to recommend Council adoption of Resolution No. 93-1842. Voting in favor: Councilors Van Bergen, Devlin, Gates, Kvistad, and Moore. Absent: Councilor Monroe.

Committee Issues/Discussion: Andy Cotugno, Planning Director presented the staff report. He explained that the intergovernmental agreement (IGA) was initiated by Clark County. Metro would become the lead agency for provision of travel forecasting within the bi-state area of Multnomah, Clackamas, Washington and Clark Counties. With this IGA there is the recognition that there are two travel forecasting systems; Metro's system includes the entire four county area while Clark County's does not. Other parties to the IGA are: Southwest Washington Regional Transportation Council (RTC), Camas, Washougal, Battleground, Ridgefield, La Center, Yacolt, C-TRAN, Port of Vancouver, WSDOT and ODOT.

The IGA revises roles and responsibilities to correct some past deficiencies caused by dealing with several jurisdictions rather than one. It also makes the impacted Washington jurisdictions dependant on Metro's ability to meet their needs without allowing them any say in Metro's internal budgetary matters. This latter subject will be clarified in letter form and should be considered as a caveat to approval of the resolution.