

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008- ) RESOLUTION NO. 09-4029  
11 METROPOLITAN TRANSPORTATION )  
IMPROVEMENT PROGRAM (MTIP) TO ADD ) Introduced by Councilor Rex Burkholder  
THE US 26 (POWELL BOULEVARD) )  
ADAPTIVE TRAFFIC SIGNAL SYSTEM: ROSS )  
ISLAND BRIDGE TO SE 52<sup>ND</sup> PROJECT, THE )  
OR99W ACTIVE CORRIDOR MANAGEMENT )  
PROJECT, AND THE ACTIVE TRAFFIC )  
INCIDENT MANAGEMENT PROJECT )

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the Oregon Department of Transportation (ODOT) has awarded the City of Portland \$1,546,677 for transportation system management and operations improvements to US 26 (Powell Boulevard) between the Ross Island Bridge and SE 52<sup>nd</sup> Avenue; and

WHEREAS, the Oregon Department of Transportation (ODOT) has awarded the City of Tigard \$494,412 for active corridor management on OR-99W; and

WHEREAS, the Oregon Department of Transportation (ODOT) has awarded the City of Portland \$1,480,545 for active traffic incident management on I-5/I-405; and

WHEREAS, all federal transportation funds allocated in the Metropolitan Area must be included in the Regional Transportation Plan's financially constrained system and the MTIP financial plan; and

WHEREAS, these discretionary funds were not previously forecast to be available and therefore represent new funding within a financially constrained RTP and MTIP financial plan; and

WHEREAS, this change to programming for this project is not exempt by federal rule from the need for a conformity determination with the State Implementation Plan for air quality; and,

WHEREAS, an air quality conformity assessment concludes that the project is not regionally significant for the purposes of air quality analysis and that the project will not adversely affect the conformity status of the 2008-11 MTIP or 2035 Regional Transportation Plan (RTP); and

WHEREAS, the change to programming for this project has been determined through inter-agency consultation have been determined in conformity with the State Implementation Plan for air quality; now therefore

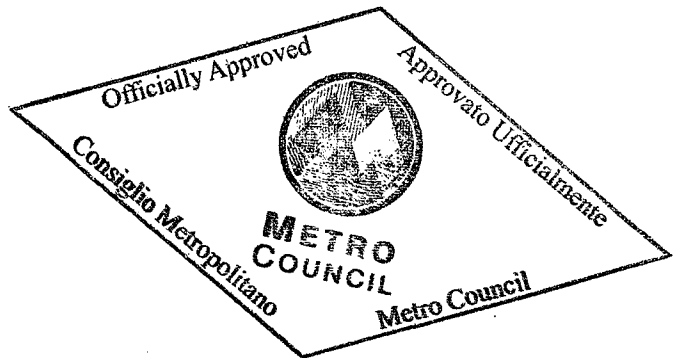
BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the US 26 Adaptive Traffic Signal System: Ross Island Bridge to SE 52nd project, the OR99W Active Corridor Management project, and the Active Traffic Incident Management project to the 2008-11 MTIP.

ADOPTED by the Metro Council this 19 day of March 2009.

  
David Bragdon, Council President

Approved as to Form:

  
Daniel B. Cooper, Metro Attorney



## STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE US 26 (POWELL BOULEVARD) ADAPTIVE TRAFFIC SIGNAL SYSTEM: ROSS ISLAND BRIDGE TO SE 52<sup>ND</sup> PROJECT, THE OR99W ACTIVE CORRIDOR MANAGEMENT PROJECT, AND THE ACTIVE TRAFFIC INCIDENT MANAGEMENT PROJECT

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Date: March 19, 2009

Prepared by: Ted Leybold  
503-797-1759

### BACKGROUND

Oregon Department of Transportation (ODOT) has awarded the City of Portland \$1,546,677 in operational grants for Transportation improvements to US 26 (Powell Boulevard) between the Ross Island Bridge and SE 52<sup>nd</sup> Avenue to update to an adaptive traffic signal system. Funds requested will help implement adaptive traffic signal control on the U.S. 26 corridor that optimizes the use of the corridor, enhancing safety by reducing congestion, and improving travel time reliability for all modes. Adaptive signal control will allow greater flexibility in signal timing to manage varying traffic patterns, queue/traffic spillback, and emergency vehicle preemption along the corridor.

Oregon Department of Transportation (ODOT) has awarded the City of Tigard \$494,412 in operational grants for active corridor management on OR-99W. Funds requested will be used to upgrade traffic signal controllers and local intersection software at 21 intersections along 99W from I-5 to Durham Road.

Oregon Department of Transportation (ODOT) has awarded the City of Portland \$1,480,545 in operational grants for active traffic incident management on I-5/I-405. Funds requested will help improve towing performance and implement speed harmonization and a queue warning system.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. The US 26 Adaptive Traffic Signal System: Ross Island Bridge to SE 52<sup>nd</sup> project is proposed to receive funding through the Immediate Opportunity Fund.

An air quality conformity assessment was completed on the proposed amendment and, after consultation with the US Environmental Protection Agency, Oregon Department of Environmental Quality, Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation and TriMet, concluded that adding this project to the 2008-11 MTIP will not result in any adverse air quality impact and accordingly would not result in a change in status to air quality conformity for the 2008-2011 MTIP or the 2035 Regional Transportation Plan.

### ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** None.
- 4. Budget Impacts** None.

### RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 09-4029.