

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING ) RESOLUTION NO. 10-4144  
THE 2008-2011 METROPOLITAN )  
TRANSPORTATION IMPROVEMENT ) Introduced by Carlotta Collette  
PROGRAM (MTIP) TO ALLOCATE  
FUNDS TO COMMUNITY PROJECTS  
THAT ENHANCE EFFICIENCY OF THE  
REGIONAL TRANSPORTATION  
SYSTEM

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

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

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

WHEREAS, the 2008-11 MTIP established a \$3,000,000 program fund for Intelligent Transportation System (ITS) projects and conditioned the allocation on project recommendations by TransPort Subcommittee to the Transportation Policy Alternatives Committee (TPAC); and

WHEREAS, JPACT and Metro Council approved an additional \$3,000,000 ITS program allocation for the 2012-15 MTIP; and

WHEREAS, Metro and TransPort, the ITS subcommittee to TPAC, prepared the Regional Transportation System Management and Operations (TSMO) Plan that provides a ten-year investment strategy for system management and includes a recommendation for programming the MTIP ITS allocations; and

WHEREAS, JPACT and Metro Council approved Resolution No. 09-4099 accepting the Regional TSMO Plan; and

WHEREAS, the allocation of \$3,000,000 to projects identified in the Regional TSMO Plan is not included in the 2008-11 MTIP; and

WHEREAS, the Regional TSMO Plan demonstrates intent to program the \$3,000,000 allocated for 2012-13 in the upcoming 2012-15 MTIP; and

WHEREAS, this change to programming is exempt by federal rule [40 CFR 93.134] from the need for conformity determination with the State Implementation Plan for air quality; and

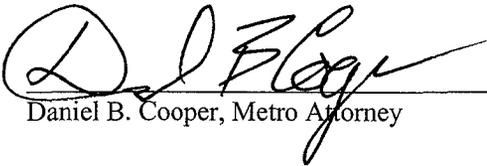
WHEREAS, JPACT approved Resolution No. 10-4144 at the May 13, 2008 meeting; and now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the 2009-11 Metropolitan Transportation Improvement Program to allocate the Intelligent Transportation System program funds as shown in Exhibit A to this resolution, and approve the intent to allocate the Intelligent Transportation System program funds in the 2012-15 Metropolitan Improvement Program.

ADOPTED by the Metro Council this 13 day of MAY, 2010.

  
David Bragdon, Council President

Approved as to Form:

  
Daniel B. Cooper, Metro Attorney

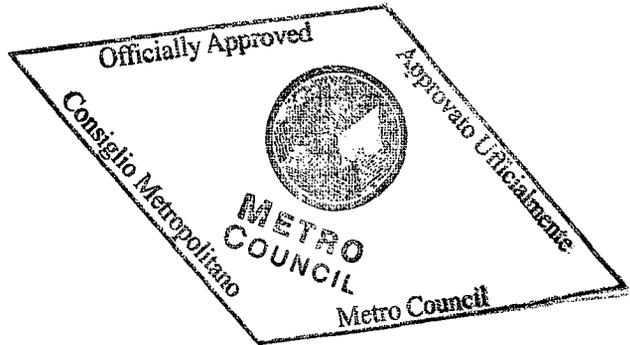


Exhibit A to Resolution No. 10-4144

2008-11 Metropolitan Transportation Improvement Plan Table 4.2.1 amendment

Existing Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013
Metro	15602/15603	ITS Programmatic allocation	Develop ITS program	CMAQ	Other	1,297,000	1,500,000	1,500,000	1,500,000	
PSU	15602	PORTAL Data Archive	Support enhancement to regional transportation data archive	CMAQ	Other	100,000	103,000			100,000

Amended Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013
Metro	15602/15603	ITS Programmatic allocation	Develop ITS program	CMAQ	Other	0	0	0	0	0
PSU		PORTAL		CMAQ	Other	100,000	103,000	100,000	100,000	100,000
Metro		Arterial Performance Measure RCTO	Develop concept of operations for arterial performance measurement	CMAQ	Plan		150,000			
ODOT		ITS Network	Upgrade ITS network equipment	CMAQ	Other					47,000
Metro		Active Traffic Management RCTO	Develop concept of operations for active traffic management	CMAQ	Plan					300,000
ODOT		TTIP Enhancement for Arterial Traveler Information	Update software and in field systems for data transfer to TTIP	CMAQ	Other				500,000	
City of Beaverton		Canyon Rd/Beaverton-Hillsdale Hwy Adaptive Signal Timing	Install adaptive signal timing	CMAQ	Const			750,000		
Washington Co		Tualatin-Sherwood Rd ATMS Phase II (Teton – 99W)	Upgrade traffic signal systems and install video detection system	CMAQ	PE				500,000	
Washington Co		Tualatin-Sherwood Rd ATMS Phase II (Teton – 99W)	Upgrade traffic signal systems and install video detection system	CMAQ	Const					1,350,000

Exhibit A to Resolution No. 10-4144

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013
City of Portland		Active Corridor Management Powell/Glisan/Sandy/Halsey/I-84	Provide real-time traveler information, updates event timing plans in I-84 corridor	CMAQ	PE			500,000		
City of Portland		Active Corridor Management Powell/Glisan/Sandy/Halsey/I-84	Provide real-time traveler information, updates event timing plans in I-84 corridor	CMAQ	Const				1,400,000	
Sub Totals						100,000	253,000	1,350,000	2,500,000	1,797,,000
<b>Total</b>						<b>6,000,000</b>				

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 10-4144, FOR THE PURPOSE OF AMENDING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ALLOCATE FUNDS TO COMMUNITY PROJECTS THAT ENHANCE EFFICIENCY OF THE REGIONAL TRANSPORTATION SYSTEM

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Date: May 5, 2010

Prepared by: Deena Platman – 797-1754

## BACKGROUND

JPACT and Metro Council approved a total of \$6 million in Intelligent Transportation System (ITS) programmatic funding for MTIP years 2010 – 2013. The condition placed on the program funds required TransPort, the ITS subcommittee for TPAC, make a recommendation for the allocation of these funds to TPAC, JPACT and Metro Council. In making its recommendation, TransPort was directed to consider the following items:

- Consistency with National ITS Architecture and Standards;
- First consideration to a project of similar scope to the Tualatin-Sherwood Road Advance Traffic Management System (ATMS): I-5 to 99W;
- Projects defined in the Clackamas County ITS application;
- Projects developed through a Regional Concept of Operations (RCTO) process or as part of an opportunity fund for supportive infrastructure or spot improvements; and
- ITS programmatic allocation occurs in the context of a regional strategy ITS.

To meet the conditions for allocation of the ITS programmatic funds, Metro sought and received a 2007-09 Transportation and Growth Management (TGM) grant to develop the Regional Transportation System Management and Operations (TSMO) Plan. JPACT and Metro Council accepted the plan in December 2009.

The Regional TSMO Plan provides a 10-year investment strategy for system operations and demand management. The MTIP includes separate programmatic allocations for ITS and for Regional Travel Options (RTO). The TSMO plan provides recommended programming for MTIP funds allocated to ITS in the 2010-11 and 2012-13 years. The RTO funds are allocated to projects under a separate action. Attachment 1 to this staff report describes the recommended ITS projects for funding in the four-year timeframe.

The 2008-2011 MTIP needs to be amended to reflect the sub allocation of program funds. Additionally, the TSMO plan demonstrates intent to program funds allocated for 2012-2013 in the upcoming 2012-15 MTIP.

## ANALYSIS/INFORMATION

- **Known Opposition**            There is no known opposition to the proposal.
- **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); Amends the Metro Council Resolution 07-3773 on March 15, 2007 (For the Purpose of Allocating Regional Flexible Funding for the Years 2010-2011); Amends the Metro Council Resolution 09-4017 on March 19, 2009 (For the Purpose of Allocating Regional Flexible Funding for the Years 2012-2013).

- **Anticipated Effects** Adoption of this resolution will allocate federal transportation funding for implementation of the Regional TSMO plan.
- **Budget Impacts** A local agency match is required for funds allocated to Metro for Regional Concept of Operations (RCTO) projects. In 2008-11 MTIP, \$150,000 is allocated for the Arterial Performance RCTO. The resolution recommends that the 2012-15 MTIP include a \$350,000 allocation for the Active Traffic Management RCTO. The required local agency match applied to these federal funds is 10.27%. Metro's FY 2010-2011 budget does not include local match funding for the Arterial Performance RCTO. This project will not proceed until a local match source is identified.

#### **RECOMMENDED ACTION**

Metro staff recommends the approval of Resolution No. 10-4144.

**Metro** | *Memo*

Date: April 22, 2010

To: Metro Council, JPACT, TPAC and interested parties

From: Deena Platman, Principal Transportation Planner

Re: MTIP and Intelligent Transportation System (ITS) Programmatic Funding Allocation Recommendation

**Background**

The Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council approved two consecutive allocations of Metropolitan Transportation Improvement Plan (MTIP) regional flexible funds totaling \$6 million for the specific purpose of supporting regional investment in system management and operations. The region recently approved a Regional Transportation System Management and Operations (TSMO) Plan that lays out a ten year investment strategy for system and demand management. The plan includes a recommendation for allocating the \$6 million in ITS program funds to a set of projects to be pursued over the next four years. In order to authorize expenditure of these funds, the 2008-2011 MTIP needs to be amended to reflect the distribution of funds to selected projects. Additionally, the upcoming 2012 – 2015 MTIP should reflect the recommended programming for the 2012-2013 funds.

**Programming Recommendation**

Following is a description of TransPort's recommendation for allocating the 2010-2013 MTIP ITS program funds. The set of investments include a combination of concept of operations studies, regional system enhancements and corridor improvements, and were selected for funding because they will lay the foundation necessary to fully implement the plan. The table below provides a summary of the projects recommended for MTIP funding.

<b>Project</b>	<b>Recommended Allocation</b>
PORTAL support	\$503,000
ITS network support	\$47,000
Arterial Performance Measure RCTO	\$150,000
Active Traffic Management RCTO	\$300,000
TTIP enhancement for arterial traveler information phase 1	\$500,000
Canyon Rd/Beaverton-Hillsdale Hwy adaptive signal timing	\$750,000
Tualatin-Sherwood Rd Advance Traffic Management System (ATMS), phase 2	\$1,850,000
Active corridor management:I-84/Powell/ Glisan/Halsey/Sandy	\$1,900,000
<b>Total</b>	<b>\$6,000,000</b>

**Portland OR Regional Transportation Archive Listing (PORTAL) support**

Continued support for the PORTAL system, housed at Portland State University, includes an upgraded interface and new tools to archive and display transportation data. The data can be used for traveler information, operations management, research and decision-making.

**Operate and maintain the Intelligent Transportation System (ITS) network**

Fund replacement equipment as well as support new equipment that enables agencies to access the ITS network. The ITS network is used to securely share transportation operations data between agencies participating in the network.

**Arterial Performance Measure Regional Concept of Operations (RCTO)**

The RCTO identifies performance measures for the region's arterial network and develops standards for data collection and dissemination to travelers. It will lay the groundwork for all future arterial system management projects and guides selection of data collection equipment and design.

**Active Traffic Management Regional Concept of Operations (RCTO)**

The RCTO evaluates the potential effectiveness of variable speeds and managed lanes. It will analyze the regional corridors and prioritize investments in active traffic management.

**TTIP enhancement for arterial traveler information phase 1**

Updates software and in field systems on arterial roadways necessary to capture and transfer data to ODOT's TripCheck Travel Information Portal (TTIP) data exchange system.

**Canyon Rd/Beaverton-Hillsdale Hwy adaptive signal timing**

Constructs an adaptive signal system through downtown Beaverton. It builds on a current adaptive signal timing project on Beaverton-Hillsdale Hwy. Due to the close proximity of the two facilities and the several cross streets that intersect them, optimal operations occur when both are equipped with adaptive signal systems.

**Tualatin-Sherwood Rd Advance Traffic Management System (ATMS), phase 2**

Provides funding for second phase of ATMS on Tualatin-Sherwood Rd, providing a complete traveler information and arterial management system.

**Active corridor management on I-84/Powell/ Glisan/Halsey/Sandy**

Expands traveler information and enables incident management techniques that reduce traveler delay and improve safety in the I-84 corridor. It provides real-time traveler information along I-84 and parallel facilities to assist travelers in making informed route decisions. It also implements incident management strategies such as variable speed limits and event signal timing plans.