

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) RESOLUTION NO. 11-4246
THE 2010-2013 METROPOLITAN)
TRANSPORTATION IMPROVEMENT) Introduced by Rex Burkholder
PROGRAM (MTIP) TO ALLOCATE
FUNDS TO MANAGE THE REGIONAL
MOBILITY PROGRAM

WHEREAS, the 2035 Regional Transportation Plan establishes effective and efficient management of the transportation system as a high priority; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council approved Resolution No. 09-4099 accepting the Regional Transportation System Management and Operations (TSMO) Plan, which provides a ten-year investment strategy for enhanced management of the transportation system; and

WHEREAS, the Metro Regional Mobility program manages Regional TSMO Plan implementation; and

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects to receive transportation-related funding with approval from JPACT and Metro Council for the MTIP and any subsequent amendments to allocate funding to projects; and

WHEREAS, JPACT and Metro Council approved \$3,000,000 in each of the 2008-11 MTIP and 2010-13 MTIP to fund TSMO projects and conditioned the allocation on project recommendations by the TransPort Subcommittee to the Transportation Policy Alternatives Committee (TPAC); and

WHEREAS, JPACT and Metro Council approved Resolution Nos. 10-4144 and 10-4144 which sub-allocated these funds to TSMO projects; and

WHEREAS, JPACT and Metro Council approved Resolution No. 10-4160 to direct that a target \$3,000,000 of 2014-15 regional flexible funds be proposed for TSMO purposes pending public comment and final allocation decision; and

WHEREAS, the Regional Mobility program is seeking to become self-funded through a sub-allocation from the MTIP TSMO program in order to support management of regional TSMO activities; and

WHEREAS, current TSMO capital projects lead by regional partners are unaffected by the sub allocation; and

WHEREAS, TransPort recommends the allocation of funds to manage regional TSMO activities; and

WHEREAS, TPAC considered the TransPort recommendation and recommended funding program management for federal fiscal years 2011 and 2012 and to have additional consideration of funding management of the program after 2012; and

WHEREAS, JPACT approved Resolution No. 11-4246 at the May 12, 2011 meeting; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the 2010-13 Metropolitan Transportation Improvement Program to allocate funds to manage the Regional Mobility Program as shown in Exhibit A.

ADOPTED by the Metro Council this 12th day of May 2011.

WITHDRAWN

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Metro Attorney

Exhibit A to Resolution No. 11-4246
 2010-13 Metropolitan Transportation Improvement Plan Table 3.1 amendment

Existing Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013	2014 *	2015 *
Metro	15602/15603	ITS Programmatic allocation (to be sub-allocated)	Develop ITS program	CMAQ	Other	0	0	0	0	0	1,500,000	1,500,000
PSU		PORTAL Data Archive	Support enhancement to regional transportation data archive	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	STP	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			225,000	525,000			
Washington Co		Tualatin-Sherwood Rd ATMS Phase II (Teton – 99W)	Upgrade traffic signal systems and install video detection system	CMAQ	PE - Con				500,000	1,350,000		
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	STP	PE - Con				500,000	1,400,000		
Sub-total by year						100,000	103,000	1,350,000	1,100,000	3,197,000	1,500,000	1,500,000
Program Total												9,000,000

* Years 2014 and 2015 are not currently programmed but are shown for illustrative purposes as Resolution 10-4160 requests staff to propose a TSMO allocation at existing program level for consideration.

Exhibit A to Resolution No. 11-4246
 2010-13 Metropolitan Transportation Improvement Plan Table 3.1 amendment

Amended Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013	2014 *	2015 *
Metro	15602/ 15603	ITS Programmatic allocation (to be sub-allocated)	Develop ITS program	CMAQ	Other	0	0	0	0	0	1,487,738	1,500,000
Metro		Regional Mobility Management 1	Manage regional mobility coordination and projects	STP	Other			195,000	200,850	0	0	0
PSU		PORTAL Data Archive	Support enhancement to regional transportation data archive	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	STP	Plan		150,000					
ODOT		ITS Network Equipment 2	Upgrade ITS network equipment	CMAQ	Other						47,000	
Metro		Active Traffic Management RCTO 3	Develop concept of operations for active traffic management	STP	Plan						172,137	
ODOT		TTIP Enhancement for Arterial Traveler Information 4	Update software and in field systems for arterial data transfer to TTIP	CMAQ	Other					244,275		
City of Beaverton		OR8 & OR10: Murray Blvd to 110th Ave (SCATS)	Install adaptive signal timing	CMAQ	PE			225,000				
				CMAQ	Const				525,000			
Washington Co		Tualatin-Sherwood Rd ATMS Phase 2: 99W - Teton	Upgrade traffic signal systems and install video detection system	CMAQ	PE				500,000			
				CMAQ	Const					1,350,000		
City of Portland		Active Corridor Management: Powell/Glisan/Sandy/Halsey/I-84 5	Provide real-time traveler information, updates event timing plans in I-84 corridor	CMAQ	PE				500,000			
				CMAQ	Const					1,400,000		
Sub Totals by year						100,000	253,000	520,000	1,825,850	3,301,150	1,500,000	1,500,000
Program Total												9,000,000

* Years 2014 and 2015 will not be programmed through this amendment but are shown for purposes of intent should JPACT and Metro Council fund TSMO activities at current program levels (as Resolution No. 10-4160 directs staff to propose) and as will be considered in the final allocation of 2014-15 regional flexible funds currently scheduled for November 2011.

1. Add Regional Mobility Administration project for years 2011 and 2012 based on 2010-11 funding levels. Includes 3% inflation factor.
2. Move ITS Network equipment from 2013 to 2014. Funding stays the same.
3. Move Active Traffic Management RCTO from 2013 to 2014. Reduce funding from \$300,000 to \$172,137.
4. Move TTIP Enhancement from 2012 to 2013. Reduce funding from \$500,000 to \$244,275.
5. Move Active Corridor Management PE from 2011 to 2012. Move construction from 2012 to 2013.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4246, FOR THE PURPOSE OF AMENDING THE 2010-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ALLOCATE FUNDS TO MANAGE THE REGIONAL MOBILITY PROGRAM

Date: April 29, 2011

Prepared by: Ted Leybold – 503-797-1759

BACKGROUND

Since 2005, Metro has actively managed regional coordination and integration of Transportation System Management and Operations (TSMO) into the metropolitan planning functions. Initially, this function was funded by an FHWA Regional Concept of Transportation Operations demonstration grant, which provided two years of funding for a Metro-housed transportation planner to create a regional collaboration framework for TSMO. The grant's success led to a permanent planning position to oversee a new Regional Mobility program that manages collaboration and implementation of the Regional TSMO Plan, adopted in June 2010.

Currently, Metro is largely funding administration of the Regional Mobility program through its federal planning funds. With the transition from a newly-emerging program area into an established one, Metro seeks to align the administrative structure of the program with those of the Regional Travel Options and Transit Oriented Development, which fund program management through their respective regional flexible fund grants. The proposal follows the same evolution as previous programs, where an idea is nurtured until it reaches a level of maturity to be self-sustaining. This approach provides a stable footing for regional management of TSMO activities thus ensuring continuity over the next two fiscal years.. TPAC stated an interest in further consideration of how to fund management of the regional mobility program in future years. Attachment 1 includes a letter in support of the resolution from TransPort, the TSMO subcommittee to the Transportation Policy Alternatives Committee (TPAC).

JPACT and Metro Council have approved a total of \$6 million in TSMO programmatic funding for MTIP years 2010 – 2013 and have identified an additional \$3 million for allocation for the 2014-15 MTIP. In collaboration with TransPort, the TSMO subcommittee of the Transportation Policy Alternatives Committee (TPAC), developed a five-year funding recommendation for Regional Mobility program management, requesting a sub-allocation of the TSMO program funds to support management of regional TSMO activities. TPAC recommends funding program management for two years in FFY 2011 and 2012 with further discussion about how to fund program management in future years. The programming recommendation is summarized in Exhibit A. To accommodate the new project within the existing program allocation, funding for the Active Traffic Management RCTO and the TripCheck Traveler Information Portal (TTIP) Enhancement for Arterial Traveler Information was reduced and the time horizons were extended. The capital projects lead by City of Portland, City of Beaverton and Washington County are unaffected by this recommendation.

The services provided to the region through the Regional Mobility program include:

- New revenue and grant coordination – Acquire additional transportation funding to the region by coordinating grant applications with partner agencies when regional coordination creates a competitive advantage (i.e. FHWA ARRA funds, ODOT Operations Innovation grant); keep local

TSMO projects eligible and competitive for grant funds by managing the coordination and upkeep of regional ITS architecture and TSMO plan.

- Making streets safer and more efficient – Operation of the arterial street network needs to be coordinated across jurisdictional boundaries. Prior to the demonstration grant, coordination had been ad-hoc and without a common set of principals or guidelines between agencies. This program improves operations and safety through proactive oversight and implementation of the Regional TSMO Plan; administrative support for TransPort and its established and ad hoc subcommittees, including the PORTAL advisory committee and the ITS Network advisory committee; support for the Regional Safety work group and its activities; manage allocation and administrative support of TSMO-designated regional flexible funds to partner agencies.
- Investing scarce transportation resources more effectively and efficiently – Understanding how the transportation system is performing today and in the future is critical to making wise investment choices in an era of scarce resources. The Regional Mobility program at Metro supports the understanding of system performance by supporting research and development activities related to TSMO and safety. The program also coordinates TSMO professional development opportunities and manages outreach activities including web page, presentations, and informational materials.

The 2010-2013 MTIP needs to be amended to reflect the sub allocation of program funds. Additionally, the resolution demonstrates intent to program funds to TSMO program management from funds targeted to TSMO activities in the 2014-2015 allocation of regional flexible fund allocation process, pending final adoption of those funds in the 2012-15 MTIP.

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.

ANALYSIS/INFORMATION

- **Known Opposition** There is no known opposition to the proposal at this time.
- **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); Amends the Metro Council Resolution 10-4144 on May 13, 2010 (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).
- **Anticipated Effects** Adoption of this resolution will allocate federal transportation funding to support implementation of the Regional TSMO plan.
- **Budget Impacts** A local agency match is required for funds allocated to Metro for the Regional Mobility program management project. The required local agency match applied to these federal funds is 10.27%. These funds, with the required local match, have been included in Metro's FY2011-12 base budget. The amendment commits Metro to providing local match for this MTIP sub-allocation in future years.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 11-4246