

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2004-07 ) RESOLUTION NO. 05-3553  
METROPOLITAN TRANSPORTATION )  
IMPROVEMENT PROGRAM (MTIP) TO ELIMINATE )  
THE INTERSTATE AVENUE – MLK BOULEVARD ) Introduced by  
ADVANCED TRANSPORTATION MANAGEMENT ) Councilor Rex Burkholder  
SYSTEM (ATMS) PROJECT, CREATE AN 82<sup>ND</sup> )  
AVENUE ATMS PROJECT AND REALLOCATE )  
FUNDS. )

WHEREAS, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) approved the award of \$550,000 in regional flexible funds for the design and implementation of Advanced Transportation Management System (ATMS) improvements in the Interstate Avenue corridor; and

WHEREAS, ATMS projects provide real-time monitoring of traffic for congestion and incident detection, coordination of traffic signals, notice to emergency responders and rapid clearance of incidents, and real time information to travelers regarding travel conditions to facilitate decisions about time of travel, route choice and mode; and

WHEREAS, implementation of the Interstate Avenue MAX project has since provided the ATMS benefits of signal coordination and fiber communication to the City's central signal operations system; and

WHEREAS, land use changes and street design changes on Interstate Avenue and MLK Jr. Boulevard has limited the utility of traveler information services to guide motor vehicle traffic to Interstate Avenue as an alternative to Interstate-5; and

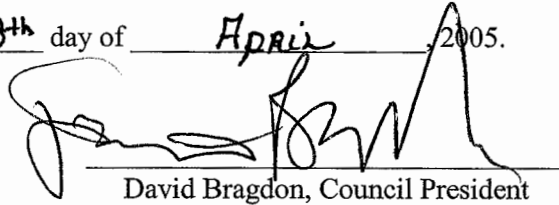
WHEREAS, the 82<sup>nd</sup> Avenue corridor is located parallel to the I-205 interstate freeway but there is currently little coordination between the city of Portland and the Oregon Department of Transportation's ATMS infrastructure of these two facilities; and

WHEREAS, the potential for ATMS benefits of travel time and energy savings and air quality benefits are greater in the 82<sup>nd</sup> Avenue corridor; now, therefore

BE IT RESOLVED, the 2004-07 Metropolitan Transportation Improvement Program (adopted December 11, 2003 by Metro Resolution No. 03-3381A FOR THE PURPOSE OF APROVING THE 2004-07 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA) is amended to eliminate the Interstate Avenue – MLK Boulevard ATMS project, add the 82<sup>nd</sup> Avenue ATMS project and program funding in the amount of \$550,000 for the federal fiscal year 2005; and,

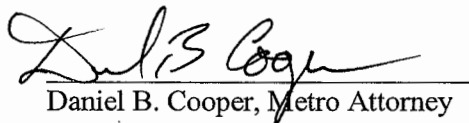
BE IT FURTHER RESOLVED, the award of these funds is conditioned on the City of Portland providing air quality benefit data upon project implementation for federal reporting purposes.

ADOPTED by the Metro Council this 28<sup>th</sup> day of April, 2005.



David Bragdon, Council President

APPROVED AS TO FORM:



Daniel B. Cooper, Metro Attorney



## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 05-3553, FOR THE PURPOSE OF ELIMINATING THE INTERSTATE AVENUE – MLK BOULEVARD ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) PROJECT, CREATING AN 82<sup>ND</sup> AVENUE ATMS PROJECT AND REALLOCATING FUNDS.

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Date: March 24, 2005

Prepared by: Ted Leybold

### BACKGROUND

In the 2000 Transportation Priorities process, JPACT and the Metro Council awarded \$550,000 (federal share) to the Interstate Avenue – Martin Luther King Jr. Boulevard Advanced Traffic Management System (ATMS) project. With the completion of the Interstate MAX project and changes to street design and land use plans along MLK Jr. Boulevard, conditions in this corridor for the potential benefits of an ATMS project have changed. Portions of the integrated signal coordination system that leads to smooth traffic progression and transit priority treatments were implemented as part of the MAX project. The potential function of Interstate Avenue and MLK Jr. Boulevard as an alternative to Interstate 5 for motor vehicle traffic during congested periods has changed, reducing the utility of the traveler information component of the ATMS project.

The 82<sup>nd</sup> Avenue and Interstate-205 corridor presents a stronger opportunity to realize the benefits of an ATMS project. An integrated signal coordination system, traveler information program and transit priority treatment system has a great potential for improving air quality and traffic flow. Implementing 82<sup>nd</sup> Avenue with ATMS improvements will provide flexible control over operation of the traffic signals in the area. This flexibility will allow better support work proposed by ODOT and TriMet on I-205 and I-205 light rail improvements.

The southern terminus of the project is located just north of the Clackamas County line. ODOT and Clackamas County will plan to connect to this fiber link. The incident plans will reflect the total 82<sup>nd</sup> corridor, not just the piece in Portland.

The project is a part of the Portland Transportation System Plan and the 2004 Regional Transportation Plan and as part of the outreach activities associated with the development of those plans, has met the public outreach requirements of the Transportation Priorities process.

The project improvements are not intended to divert recurring congestion from I-205 to 82<sup>nd</sup>. Instead the ITS devices allow better management of traffic that currently diverts from I-205 during incidents. The ITS devices facilitate diversion of the incident traffic back to the freeway after the traffic bypasses the bottleneck, thereby helping 82<sup>nd</sup> traffic operation.

The 82<sup>nd</sup> Avenue project is already in the Regional Transportation Plans financially constrained system and has therefore been conformed for air quality as a part of that plan. As the project does not construct new motor vehicle capacity, and funding of the project through the MTIP is consistent with implementation horizon assumed in the RTP air quality analysis, the project does not require a separate conformity analysis for inclusion in the MTIP.

Furthermore, traffic flow improvements consistent with National ITS architecture are eligible CMAQ activities. As this project meets criteria for consistency, it will be programmed for CMAQ funds, contingent on consultation with federal air quality agencies and an assessment of emissions reduction.

#### **ANALYSIS/INFORMATION**

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** This resolution amends the 2004-07 Metropolitan Transportation Improvement Program (MTIP) as adopted by Metro Resolution No. 03-3381A (FOR THE PURPOSE OF IMPROVING THE 2004-07 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA, adopted December 11, 2003) to eliminate the Interstate Avenue – MLK Boulevard ATMS project, add the 82<sup>nd</sup> Avenue corridor ATMS project and program \$550,000 of federal funds to the project in FFY 2005.
3. **Anticipated Effects** Adoption of this resolution is a necessary step to allow the expenditure of regional flexible funds on the 82<sup>nd</sup> Avenue corridor ATMS improvements.
4. **Budget Impacts** Adoption of this resolution has no effect on the Metro budget.

#### **RECOMMENDED ACTION**

Metro Council approve Resolution No. 05-3553.