

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FISCAL )  
YEAR 2015-16 UNIFIED PLANNING WORK )  
PROGRAM (UPWP) TO ADD THE I-84 )  
MULTIMODAL INTEGRATED CORRIDOR )  
MANAGEMENT PROJECT )

RESOLUTION NO. 15-4633

Introduced by Chief Operating Officer  
Martha Bennett with the concurrence of  
Council President Tom Hughes

WHEREAS, the Unified Planning Work Program (UPWP) describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2015-16; and

WHEREAS, the FY 2015-16 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2015-16 UPWP is required to receive Federal transportation planning funds; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council approved the 2015-16 UPWP update in May of 2015; and

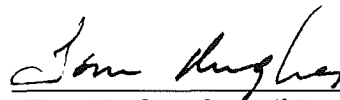
WHEREAS, this resolution amends the FY 2015-16 UPWP to include one I-84 Multimodal Integrated Corridor Management (ICM) project; and

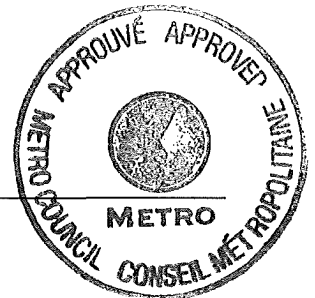
WHEREAS, an Integrated Corridor Management Deployment Planning Grant was recently awarded for this project and therefore the I-84 Multimodal (ICM) project was not included in the adopted FY 2015-16 UPWP; and

WHEREAS, all Federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2015-16 UPWP; now therefore


BE IT RESOLVED that the Metro Council hereby amends the FY 2015-16 UPWP to add the I-84 Multimodal Integrated Corridor Management Project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 15 day of 2015.

  
Tom Hughes, Council President



Approved as to Form:



Alison R. Kean, Metro Attorney

## **I-84 Multimodal Integrated Corridor Management**

### **Description:**

US DOT's Intelligent Transportation Systems (ITS) Joint Program Office (JPO) awarded Metro and agency partners an Integrated Corridor Management Deployment Planning Grant February 24, 2015. Integrated Corridor Management (ICM) grants will help combine numerous information technologies and real-time travel information from highway, rail, transit and bike operations.

This work aligns with the Regional TSMO Plan, supporting the vision to “collaboratively and proactively manage [the region’s] multimodal transportation system.” The ICM study furthers the goals and objectives of the TSMO plan including reliability for travelers and goods movement; transportation safety and security; environment and quality of life; and, providing comprehensive multimodal traveler information to people and business.

As TSMO partners strive towards real-time information for operations and travelers, this study takes strategies a step forward. ICM is described as a “system of systems” which refers to both the technology and coordination protocols between agencies. ICMs in other regions identify a multitude of scenarios including crashes, weather hazards and major events. A real-time coordinated response will help provide safe and reliable transportation options.

Travelers can use real-time information to avoid congestion and find alternate routes or transportation systems, such as transit or bike. Shippers can receive information concerning the entire network, not just one route. Such tools can help engineers make better decisions about congestion management by recommending where traffic should flow and onto which systems commuters should be shifted based on up-to-the-second data.

### **Objectives**

- Implement a systematic multimodal approach, complete with performance measures and evaluation approaches, in accordance with multimodal mobility corridor concepts.
- Balance mobility, safety and access considerations.
- Improve multimodal access for corridor users.
- Better manage freight mobility in the corridor.
- Leverage intelligent transportation system (ITS) technologies to become even more active and integrated.
- Balance state and local needs in transportation planning and operations.

### **Previous Work**

Previous projects to this ICM study are those implemented under the TSMO Plan, coordinated by the TSMO Regional Mobility Program in the UPWP, and related projects by agency partners. ODOT manages and operates I-84 with a communications network, signals, ramp meters, cameras, and variable message signs. TriMet operates three MAX lines and bus service throughout the corridor, monitored with an updated CAD/AVL system and communications. Multnomah County manages six of the Willamette River bridges, including the Burnside, Broadway, Hawthorne and Morrison. City of Gresham shares fiber optics and will install arterial variable message signs. City of Portland operates approximately 382 signalized intersections within the proposed corridor, including 16 traffic cameras. The agencies in the corridor already cooperate to share equipment, share data and coordinate incidents from operations centers.

The TSMO Regional Travel Options (RTO) program supports transportation demand management in the corridor working with both residents and employees in Portland and Gresham to reduce drive-alone trips

and increase trips by transit, biking and walking. ODOT and TriMet serve travel information at TripCheck.com and TriMet.org.

Portland State University houses and manages Portal, the region's database archive of traffic, transit, bike and walk data, plus operating conditions such as weather and incident data.

**Methodology:**

Metro will serve as project manager for this effort, with significant support from a project team from partner agencies and support through TransPort, the TSMO subcommittee to the Transportation Policy Alternatives Committee (TPAC). This project will follow the process for completing an Integrated Corridor Management Deployment Planning Grant, described in the US DOT ITS JPO guidance documents and their direction to grantees.

The project will complete the following components:

- Stakeholder Participation Plan – identifying the process to generate input and support from a cross section of stakeholders at key points in the concept development
- Vision, Goals and Objectives - refining the desired vision, measurable goals and objectives for ICM in the I-84 corridor.
- ICM Operational Alternatives - developing an initial set of operational alternatives to achieve the desired vision, measurable goals and objectives
- Alternative Analysis – bundling operational strategies into operational scenario packages for modeling and evaluation
- Infrastructure Improvements – comparing existing/planned assets with ICM asset requirements to identify a set of improvements
- Relationships and Procedures – identifying issues and recommending actions for ICM operations
- Project Management Plan (PMP) – preparing the ICM guiding document
- System Engineering Management Plan (SEMP) framework – preparing a structure for systems engineering as the ICM project progresses towards implementation
- Final Report – preparing a final document (I-84 Corridor ICM Regional Concept of Transportation Operations (RCTO))

**Tangible Products Expected in FY 2015-16:**

- Fully Executed IGA, Consultant Contract, and Notice to Proceed (1st Quarter FY 2015-16)
- Alternative analysis including modeling results and evaluation (3<sup>rd</sup> Quarter FY 2015-2016)
- Project Management Plan, Systems Engineering Management Plan and Final report (RCTO) (4<sup>th</sup> Quarter FY2015-2016)

**Entities Responsible for ICM Activity:**

Metro – Lead Agency

ODOT – Contract Manager

ODOT, TriMet, Multnomah County, City of Portland, City of Gresham, PSU – Project Team

TransPort – Cooperate/Collaborate

**Schedule for Completing Activities:**

Please refer to schedule information provided in the *Objectives* and *Tangible Products* sections of this planning activity description.

**Funding History:**

**FY 2015-16 Costs and Funding Sources:**

<b>2015-16</b>	<b>Requirements:</b>				<b>Resources:</b>		
	Personal Services	\$	63,137		ICM-DPG-2013/ICM Deployment	\$	191,680
	Interfund Transfers	\$	25,663		Metro	\$	6,845
	Materials & Services Consultant \$00,000	\$	150,800		Local Partners	\$	41,075
	<b>TOTAL</b>	<b>\$</b>	<b>239,600</b>		<b>TOTAL</b>	<b>\$</b>	<b>239,600</b>
	<b>Full-Time Equivalent Staffing</b>						
	Regular Full-Time FTE		.40				
	<b>TOTAL</b>		<b>.40</b>				

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 15-4633, FOR THE PURPOSE OF AMENDING THE FY 2015-16 UNIFIED PLANNING WORK PROGRAM (UPWP) TO INCLUDE THE I-84 MULTIMODAL INTEGRATED CORRIDOR MANAGEMENT PROJECT.

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Date: June 9, 2015

Prepared by: Chris Myers  
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### BACKGROUND

On May 14, 2015, the Metro Council adopted the FY 2015-16 Unified Planning Work Program (UPWP) via Resolution No. 15-4623 (“FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2015-16 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS”).

This resolution is an amendment to the FY 2015-16 UPWP to add the I-84 Integrated Corridor Management Project. This change in project budget requires a legislative amendment as the amount of new funds exceeds \$200,000. Per federal requirements, all transportation planning projects that are federally funded are required to be included in the UPWP. The UPWP project narrative for the I-84 Integrated Corridor Management Project is included as Exhibit A.

US DOT’s Intelligent Transportation Systems (ITS) Joint Program Office (JPO) awarded Metro and agency partners an Integrated Corridor Management Deployment Planning Grant for \$191,680 plus an additional \$47,920 in local matching funds for a total of \$239,600. Integrated Corridor Management (ICM) grants will help combine numerous information technologies and real-time travel information from highway, rail, transit and bike operations.

This work aligns with the Regional TSMO Plan, supporting the vision to “collaboratively and proactively manage [the region’s] multimodal transportation system.” The ICM study furthers the goals and objectives of the TSMO plan including reliability for travelers and goods movement; transportation safety and security; environment and quality of life; and, providing comprehensive multimodal traveler information to people and business.

### ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – Metro Council Resolution No. 15-4633: FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2015-16 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH

THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS, adopted by the Metro Council on May 14, 2015.

3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence on this project between now and June 30, 2016, in accordance with established Metro priorities.
4. **Budget Impacts** – None anticipated.

**RECOMMENDED ACTION**

Approve Resolution No. 15-4633 and amend the FY 2015-16 UPWP.