



600 NE Grand Ave.  
Portland, OR 97232-2736

# Joint Policy Advisory Committee on Transportation (JPACT) agenda

---

Thursday, September 19, 2019

7:30 AM

Metro Regional Center, Council chamber

---

1. **Call To Order, Declaration of a Quorum & Introductions (7:30 AM)**
2. **Public Communication on JPACT Items (7:35 AM)**
3. **Update from the Chair & JPACT Members (7:40 AM)**
4. **Consent Agenda (7:45 AM)**
  - 4.1 Resolution No. 19-5018, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Thirteen Projects Impacting Metro, ODOT, Portland, SMART, TriMet, and Washington County (SP20-01-SEP) [COM](#)  
[18-0266](#)

Attachments: [Resolution No. 19-5018](#)  
[Exhibit A to Resolution No. 19-5018](#)  
[Memo: September 2019 MTIP Formal Ammendment](#)  
[Attachment 1 to Staff Report](#)  
[Attachment 2 to Staff Report](#)
  - 4.2 Consideration of July 18, 2019 Minutes [18-5277](#)

Attachments: [July 18, 2019 Minutes](#)
5. **Information/Discussion Items**
  - 5.1 2022-24 Regional Flexible Funds Allocation (7:50 AM) [COM](#)  
[18-0263](#)

Presenter(s): Dan Kaempff, Metro  
Attachments: [Memo: 2022-24 Regional Flexible Funds Allocation](#)
  - 5.2 Transportation Systems Management Operations (TSMO) Strategy (8:15 AM) [COM](#)  
[18-0264](#)

Presenter(s): Caleb Winter, Metro  
Attachments: [Memo: TSMO Strategy Update Kick-off](#)  
[2020 TSMO Strategy Work Plan](#)

5.3 Redline Improvement Project (8:30 AM)

**COM**  
**18-0265**

Presenter(s): David Unsworth, TriMet

**6. Adjourn (8:45 AM)**

**Upcoming JPACT Meetings:**

- *Thursday, October 17, 2019*
- *Thursday, November 21, 2019*
- *Thursday, December 19, 2019*

# Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro’s civil rights program, or to obtain a discrimination complaint form, visit [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet’s website at [www.trimet.org](http://www.trimet.org).

## Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

## Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п’ять робочих днів до зборів.

## Metro의 不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

## Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamaataa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweynaha, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

## Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

## Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、[www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានការបណ្តឹងរើសអើងសម្រាប់សេវាសេវាផ្សេងៗ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំស្នើសុំអាចឲ្យគេសម្រួលការបណ្តឹងរបស់លោកអ្នក ។

## إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

## Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

## Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

## Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

## Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

## Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntawv txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.



600 NE Grand Ave.  
 Portland, OR 97232-2736  
 oregonmetro.gov

## 2019 JPACT Work Program

*As of 8/28/19*

*Items in italics are tentative*

<p><b><u>September 19, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <b>Resolution No. 19-5018</b>, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Thirteen Projects Impacting Metro, ODOT, Portland, SMART, TriMet, and Washington County (SP20-01-SEP) (consent)</li> <li>• Regional Flexible Funds Update (Dan Kaempff, Metro; 25 min)</li> <li>• <i>Transportation Systems Management Operations (TSMO) Strategy (Caleb Winter, Metro; 15 min)</i></li> <li>• Redline Improvement Project (David Unsworth, TriMet; 15 min)</li> </ul> <p><u>September 26</u>: Metro Council Public Hearing on Regional Flexible Funds Allocation, Metro Regional Center, Council Chamber, 5:00 – 7:00 pm</p>	<p><b><u>October 17, 2019</u></b></p> <ul style="list-style-type: none"> <li>• <i>Corridor Bottleneck Operations Study II (ODOT; 15 min)</i></li> <li>• <i>T2020 Transportation Regional Investment Measure (Andy Shaw and Tyler Frisbee, Metro; 15 min)</i></li> <li>• Mobility Policy Update: Introduction to Draft Work Plan (Kim Ellis, Metro; 15 min)</li> <li>• Regional Flexible Funds Update (Dan Kaempff, Metro; 5 min)</li> </ul>
<p><b><u>November 21, 2019</u></b></p> <ul style="list-style-type: none"> <li>• Designing Livable Streets (Lake McTighe, Metro; 20 min)</li> <li>• Regional Flexible Funds: Draft Recommendation* (Dan Kaempff, Metro; 20 min)</li> <li>• Mobility Policy Update: Approve Work Plan* (Kim Ellis, Metro; 15 min)</li> </ul>	<p><b><u>December 19, 2019</u></b></p> <ul style="list-style-type: none"> <li>• Regional Flexible Funds: Recommendation to Metro Council* (Dan Kaempff, Metro; 20 min)</li> <li>• <i>T2020 Transportation Regional Investment Measure Update (Andy Shaw, Metro; 15 min)</i></li> <li>• <i>Freight Commodity Study (Tim Collins, Metro; 20 min)</i></li> </ul>

**Parking Lot:**

- *Burnside Bridge (Multnomah County)*
- *Emergency Transportation Routes Update*



**4.1 Resolution No. 19-5018, For the Purpose of  
Adding or Amending Existing Projects to the 2018-  
21 Metropolitan Transportation Improvement  
Program Involving Thirteen Projects Impacting  
Metro, ODOT, Portland, SMART, TriMet, and  
Washington County (SP20-01-SEP)**  
*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, September 19, 2018  
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR ) RESOLUTION NO. 19-5018  
AMENDING EXISTING PROJECTS TO THE )  
2018-21 METROPOLITAN TRANSPORTATION ) Introduced by: Chief Operating Officer  
IMPROVEMENT PROGRAM INVOLVING ) Andrew Scott in concurrence with  
THIRTEEN PROJECTS IMPACTING METRO, ) Council President Lynn Peterson  
ODOT, PORTLAND, SMART, TRIMET, AND )  
WASHINGTON COUNTY (SP20-01-SEP)

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, MTIP amendments now must also include assessments for required performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, the Oregon Department of Transportation (ODOT) secured a Federal Highways Administration \$12 million discretionary grant from the Advance Transportation and Congestion Management (ATCMTD) program in support of statewide Intelligent Transportation System (ITS), and Active Transportation Management Systems (ATMS) improvements and successfully used the I-205 Johnson Creek to Glen Jackson Phase II project with \$14 million in planned ATMS improvements as the match; and

WHEREAS, the I-205 Johnson Creek to Glen Jackson Phase II project first requires a construction phase a programming correction as a result of a net cost change of 20.9% to the project from the construction phase obligation which now requires a formal amendment to correctly state the actual phase obligation amount; and

WHEREAS, ODOT is splitting the ATCMTD grant into nine separate child projects with six located in the Metro MPO boundary area; and

WHEREAS, \$25,000 of ATCMTD grant funds and \$25,000 of ODOT ITS funds will be added to the I-205 Johnson Creek to Glenn Jackson project, but programmed as a separate child project for accounting and tracking purposes titled "I-205 Active Traffic Management" in support of completing required Active Traffic Management improvements; and

WHEREAS, the ATCMTD grant will create a child project, “OR 212.224 Arterial Corridor Management” to implement a variety of ITS/ATMS treatments to improve safety, mobility, and reliability along the congested, industrial OR212/224 corridor in Clackamas County; and

WHEREAS, the city of Portland will participate and lead a ATCMTD grant child project, “NE Airport Way Arterial Corridor Management”, that will deploy ITS infrastructure along Airport Way from 82nd Ave to Riverside Parkway and install message signs, update signal collectors, CCTV cameras, fiber communication, and other ITS improvements; and

WHEREAS, the ATCMTD grant will create a new child project for TriMet, “TriMet Next Generation Traffic Signal Priority”, that will Implement a Next Generation Transit Signal Priority System (TSP), which will allow for fast and reliable high occupancy vehicle travel in TriMet’s service area; and

WHEREAS, Washington County will participate and lead an ATCMTD grant child project, “Cornelius Pass Road Arterial Corridor Management”, that will Implement a variety of Intelligent Transportation System (ITS) treatments to enhance safety and mobility in rural and suburban Washington County and Multnomah County on Cornelius Pass Road; and

WHEREAS, as part of the ATCMTD awarded grant, Metro will lead an Intelligent Transportation System/Transportation System Management and Operations (ITS/TSMO) planning study to develop standardized TSMO/ITS policies for data access and sharing plus required architecture platform supporting shared data; and

WHEREAS, ODOT determined that upon review of their three OR217 improvement projects that they could be combined together for economies of scale and delivery efficiencies resulting in scope and funding combined from project Keys 20473 and 21179 along with adding the construction phase funding for the project into Key 18841 and renaming the project as “OR21: OR10 – OR99W through this formal MTIP amendment; and

WHEREAS, SMART received a discretionary Federal Transit Administration (FTA) Section 5339 funding award from ODOT’s Rail and Public Transit Division Bus Replacement funding program plus their Discretionary Facilities, Equipment, Signage and Shelters program totaling \$555,200 of FTA Section 5339 funds for bus replacements and expansion of their Compressed Natural Gas (CNG) facility; and

WHEREAS, TriMet also received a similar federal transit grant from ODOT’s Rail and Public Transit Division’s discretionary Surface Transportation Program (STP) Bus Replacement Program with a total federal amount of \$1,014,845 for bus replacements; and

WHEREAS, TriMet additionally secured a FTA Section 5339c discretionary grant from FTA’s Fiscal Year 2019 Low or No-Emission Bus Program with a total federal award amount of \$2,088,579 to purchase replacement zero-emission battery electric buses in place of diesel buses; and

WHEREAS, the amendment was subject to MTIP review factors that included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, inclusion in the Metro transportation regional models, determination of Regional Significance, fiscal constraint verification, completing a performance measurements assessment, and compliance with MPO MTIP federal management responsibilities to ensure the changes were in compliance with 23 CFR 450.300-338; and

WHEREAS, the MTIP's financial constraint finding is maintained as all projects proof of funding has been verified; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the September 2019 Formal MTIP Amendment; and

WHEREAS, all projects included in the September 2019 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, JPACT received their notification on September 19, 2019 and requested approval recommendation to Metro Council and recommended approval to the Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on October 3, 2019 to formally amend the 2018-21 MTIP to include the September 2019 Formal Amendment bundle consisting of thirteen projects.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2019.

---

Lynn Peterson, Council President

Approved as to Form:

---

Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 19-5018**



**Proposed September 2019 Formal Amendment Bundle**

Amendment Type: **Formal/Full**

Amendment #: **SP20-01-SEP**

Total Number of Projects: **13**

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
<p><b>Child projects being added to the Metro MPO MTIP from the ODOT Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Statewide Grant include project entries #1 - #6. ATCMTD Project #0 represents the grant matching funds project in Key 21157 which also is being updated for a construction phase obligation correction</b></p>					
ATCMTD Project #0 Key 21157	71030	ODOT	I-205 Johnson Creek - Glen Jackson Phase II	Construct NB Aux lane segments from US26 (Powell Blvd) to EB I-84 and rehab improvements to impacted interchanges plus implement Advance Traffic Management System (ATMS).	<b><u>COST DECREASE:</u></b> Key 21157 acts as the approved match to the ODOT statewide Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program. The construction phase obligation decrease is also being updated and reflects a 20.9% cost decrease to the project which requires a formal amendment
<b>ATCMTD Project #1 Key 21504 NEW</b>	TBD	ODOT	<b>I-205 Active Traffic Management</b>	Include ops & safety improvements that combine ATMS freeways, active traffic signal management, & performance monitoring on I-205 (ATCMTD Child)	<b><u>ADD NEW PROJECT:</u></b> K21504 provides the I-205 System test and Evaluation component to the ATMS improvements. This will include operational and safety improvements that combine Active Traffic Management (ATM) systems on freeways, active traffic signal management, and performance monitoring to reduce crashes, improve travel time reliability, safety and operations on I-205.

<p><b>ATCMTD Project #2 Key 21495 NEW</b></p>	<p>TBD</p>	<p>ODOT</p>	<p><b>OR212/224 Arterial Corridor Management</b></p>	<p>The OR212/224 Arterial Corridor Management project will implement a variety of treatments to improve safety, mobility, and reliability along the congested, industrial OR212/224 corridor in Clackamas County. ATCMTD child project</p>	<p><b><u>ADD NEW PROJECT:</u></b> Key 21495 is a child project to the larger statewide ODOT ATCMTD grant. This project primarily includes modifications and additions to existing signalized intersections with improvements that include: (1) Upgrades up to 18 traffic signal controllers to advanced traffic controllers (ATC) (2) Enhanced mainline radar detection (3) Advance radar detection for improved freight operation (4) Battery back-up systems at select intersections to keep signal operational during power outages (5) Improved communication to traffic signals within the project corridor</p>
<p><b>ATCMTD Project #3 Key 21496 NEW</b></p>	<p>TBD</p>	<p>Portland</p>	<p><b>NE Airport Way Arterial Corridor Management</b></p>	<p>ATCMTD child project to deploy ITS infrastructure along Airport Way from 82nd Ave to Riverside Parkway. Install message signs, update signal collectors, CCTV cameras, fiber communication, etc.</p>	<p><b><u>ADD NEW PROJECT:</u></b> Key 21496 is a child project to the larger statewide ODOT ATCMTD grant. The city of Portland will install Intelligent Transportation Systems (ITS) infrastructure along Airport Way from 82nd Avenue to Riverside Parkway. Awarded ATCMTD grants funds to this project total \$1,200,000. The match is covered in project 21157</p>
<p><b>ATCMTD Project #4 Key 21498 NEW</b></p>	<p>TBD</p>	<p>TriMet</p>	<p><b>TriMet Next Generation Traffic Signal Priority</b></p>	<p>Implement a Next Generation Transit Signal Priority System (TSP), that will allow for fast and reliable high occupancy vehicle travel in TriMet's service area (ATCMTD child)</p>	<p><b><u>ADD NEW PROJECT:</u></b> Key 21498 is added to the MTIP as a child project from the larger ODOT statewide ATCMTD grant. TriMet will implement a software-based traffic signal preemption and priority control system. The Centralized TSP system will provide an integrated preemption and priority control solution, interfacing with the existing vehicle, network, and traffic infrastructure where supported. The system will include the following components: the core application, vehicle API and intersection API, and optional vehicle hardware.</p>

<p><b>ATCMTD Project #5 Key 21500 NEW</b></p>	<p>TBD</p>	<p>Washington County</p>	<p><b>Cornelius Pass Road Arterial Corridor Management</b></p>	<p>Implement a variety of Intelligent Transportation System (ITS) treatments to enhance safety and mobility in rural and suburban Washington County and Multnomah County (Cornelius Pass Road from US 30 to OR 8, TV Highway</p>	<p><b><u>ADD NEW PROJECT:</u></b> Key 21500 is a ATCMTD child project that will construct just under a mile of fiber optic communication interconnect between US 26 and West Union Road, install two rural variable message signs at route decision points to warn of weather or blockage on Cornelius Pass Road, install two rural curve warning systems for locations with the most run off the road crashes, and two rural weather stations, with cameras, Bluetooth, and cellular connection to advise of weather conditions near the high elevation points on Cornelius Pass Road.</p>
<p><b>ATCMTD Project #6 21499 (#9 on Grant budget table) NEW</b></p>	<p>TBD</p>	<p>Metro</p>	<p><b>Multimodal Integrated Corridor Management Architecture</b></p>	<p>ATCMTD child project to develop standardized TSMO/ITS policies for data access and sharing plus required architecture platform supporting shared data</p>	<p><b><u>ADD NEW PROJECT (ATCMTD Child Project):</u></b> The formal amendment adds this new child project to the larger ODOT statewide Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program from Federal Highways Administration (FHWA). The Metro project is one of nine total subprojects to be implemented as part of the total grant. The Metro Multimodal Integrated Corridor Management Architecture project will support the Metro ITS Architecture Plan to develop appropriate policies and strategies supporting data sharing elements and toe recommended ITS architecture resulting in a TSMO/ITS data sharing formal policy, management procedures, partnering, reporting and evaluation leading to data sharing implementation</p>
<p><b>End of the ATCMTD Grant Projects</b></p>					

<p><b>Additional Projects Submitted as Part of the September 2019 Formal Amendment Bundle - Combining Projects</b></p>					
<p>Project #8 Key 20473</p>	<p>71001</p>	<p>ODOT</p>	<p>OR210 Over OR217</p>	<p>Deck overlay; replace joints; patch column spalls.</p>	<p><b><u>COMBINED PROJECT:</u></b> OR 210 over OR 217 was initially authorized to be increased by #1 million (to the construction phase). Subsequent discussions as the amendment was in initial development phase determined that Key 20437 would be combined into Key 18841 and progress together with that project. This amendment shows the initial funding increase to the project and then corresponding d-programming action as Key 20437 is combined into Key 18841.</p>



Project #9 Key 21179	71034	ODOT	OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave	On OR217 from about 72nd Ave to SW Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project \$54,000,000 original award)	<b>COMBINED PROJECT:</b> The formal amendment combines the ADVCON and local Other funds into Key 18841. Obligated and expended State funds in PE remain with Key 21179. All other funds are transferred through this amendment to Key 18841.
Project #10 Key 18841	70782	ODOT	OR217 Southbound: OR10 to OR99W	<del>OR217 from OR10 to OR99W, - construct lane segments between existing aux lanes to provide a 3rd SB through lane (HB2017 Awarded Project)</del> <b>On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB &amp; SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening (Combines Key 21179 and 20473 into Key 18841) (HB2017 \$44 million award)</b>	<b>COMBINED PROJECT:</b> Keys 20473 and 21179 are combined into Key 18841 for streamlined delivery, costs, and improved delivery efficiencies. The three projects also were part of the STIP Re-balancing Amendment that occurred during July 2019. However, due to the complexities of combining the three projects with the current programming, unprogrammed approved committed funds, and the additional funds to cover the cost increase, Metro requested the projects proceed via a formal amend to allow additional details about the combining effort to be included.

**Additional Project Submitted as Part of the September 2019 Formal Amendment Bundle - Transit Related**

<b>Project #11</b> Key 21552	TBD	SMART	<b>Bus and Bus Facilities - Rural SMART 2017</b>	Vehicle/facilities replacement and expansion	<b>ADD NEW PROJECT:</b> SMART was awarded \$555,200 in FTA Section 5339 funds from the ODOT Rural Area Discretionary Awards program. The match requirement is 16% or \$106,800. Total project cost is \$662,000. Funding will support SMART's vehicle/facilities replacement needs.
<b>Project #12</b> Key 21517	TBD	TriMet	<b>TriMet Bus Replacement Award FFY2019</b>	Replacement of 13 buses. Funding shifted from ODOT Non-MPO project grouping bucket Key 21424	<b>ADD NEW PROJECT:</b> TriMet was awarded \$1,014,845 in federal transit funds from ODOT's Public Transit Division's STP Vehicle Replacement Program for bus replacement needs
<b>Project #13</b> Key TBD	TBD	TriMet	<b>TriMet Low-No Bus Program FFY 2019</b>	FFY 2019 FTA Low-No Bus Program (5339c) discretionary award to purchase zero-emission battery electric replacement buses	<b>ADD NEW PROJECT:</b> TriMet received a discretionary grant from FTA's Low or No-Emission Vehicle Program for the FY 2019 Cycle. The grant will be used to purchase zero-emission electric replacement buses

Summary of the ODOT Statewide Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant Program. ODOT was awarded \$12 million total federal grant funds and will implement eight child projects with the ninth project (Key I-205 Active Traffic Management in Key 21157 acting as the matching funds project

**BUDGET**

	PROJECT 1: ODOT I-205 Active Traffic Management		PROJECT 2: ODOT OR 212/224 Arterial Corridor Management		PROJECT 3: City of Portland NW Airport Way Arterial Corridor Management		PROJECT 4: TriMet Next Generation Traffic Signal Priority		PROJECT 5: Washington County Cornelius Pass Road Arterial Corridor Management		PROJECT 6: ODOT US 97 Road Weather Management		PROJECT 7: ODOT City of Bend Colorado/Arizona Couplet ASTPM's		PROJECT 8: ODOT Oregon State Police UAS Crash Reconstruction		PROJECT 9: ODOT Multimodal Integrated Corridor Management Architecture		
	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	
Design			\$900,000		\$110,000				\$440,000	\$104,100	\$245,000		\$250,000						
Construction		\$14,000,000	\$2,425,000		\$1,040,000				\$1,160,000	\$295,200	\$2,630,000		\$480,000						
Other*																			
Evaluation	\$25,000		\$75,000		\$50,000		\$2,330,000	\$4,000,000		\$700,700		\$125,000		\$100,000		\$51,000		\$75,000	
SHARE SUBTOTALS:	\$25,000	\$14,000,000	\$2,800,000	\$0	\$1,200,000	\$0	\$2,380,000	\$4,000,000	\$1,600,000	\$1,200,000	\$3,000,000	\$0	\$830,000	\$0	\$90,000	\$0	\$75,000	\$0	
PROJECT TOTAL:	\$14,025,000		\$2,800,000		\$1,200,000		\$6,380,000		\$2,800,000		\$3,000,000		\$830,000		\$90,000		\$75,000		

Total Federal Contribution: \$12,000,000  
 Total Non-Federal Contribution: \$19,200,000  
 Total: \$31,200,000

**ATCMTD Project #0 - Key 21157**



**Metro  
 2018-21 Metropolitan Transportation Improvement Program (MTIP)  
 PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment  
 COST DECREASE  
 4th Project Amendment**

<b>Lead Agency:</b> ODOT	Project Type:	TSMO/ITS	<b>ODOT Key:</b>	<b>21157</b>
<b>Project Name:</b> I-205 Johnson Creek - Glen Jackson Phase 2	ODOT Type	ITS/Ops	<b>MTIP ID:</b>	<b>71030</b>
<b>Project Status:</b> 8 = Post construction activities occurring (e.g. final rehab work, ITS system test and evaluation actions, etc.)	Capacity Enhancing:	Yes	<b>Status:</b>	<b>8</b>
<b>Short Description:</b> Construct NB Aux lane segments from US26 (Powell Blvd) to EB I-84, and rehab improvements to impacted interchanges, plus implement <b>Active Transportation Management System (ATMS) (ATCMTD matching project)</b>	Conformity Exempt:	No	RTP ID:	11305
	On State Hwy Sys:	I-205	RFFA ID:	N/A
	Mile Post Begin:	16.20	RFFA Cycle:	N/A
	Mile Post End:	25.60	UPWP:	No
	Length:	9.4	UPWP Cycle:	N/A
	1st Year Program'd:	2018	Past Amend:	4
	Years Active:	3	OTC Approval:	No
<b>Detailed Description:</b> On overall Limits of I-205 between SE Johnson Creek Blvd and across Glenn Jackson Bridge in eastern Portland, construct NB Aux lane segments from US26 (Powell Blvd) to EB I-84, and include various rehab improvements to impacted interchanges, plus implement Active Traffic Management System (ATMS) improvements including variable speed and message signs from SE Johnson Creek Blvd to across Glenn Jackson Bridge (HB2017 awarded project, \$30.7 million original award) <b>(ODOT ATCMTD grant matching project)</b>				
<b>STIP Description:</b> Construct a northbound auxiliary lane (multiple segments) between US26 (Powell Boulevard) and Interstate 84, provide various noncapacity paving and rehabilitation improvements, and add Active Traffic Management System (ATMS) project improvements between the Glenn Jackson Bridge and Johnson Creek Boulevard.				

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
<b>Federal Funds</b>								
NHPP	Z001	2018		\$ 6,732,060				\$ 6,732,060
ADVCON	ACP0	2019			\$ 4,611			\$ 4,611
<del>ADVCON</del>	<del>ACP0</del>	<del>2019</del>				<del>\$ 25,035,899</del>		
ADVCON	ACP0	2019				\$ 19,809,239		\$ 19,809,239
ADVCON	ACP0	2018					\$ 3,000,000	\$ 3,000,000
								\$ -
							<b>Federal Totals:</b>	<b>\$ 29,545,910</b>
<b>Federal Fund Obligations:</b>				\$ 632,060	\$ 4,611	\$ 19,809,239	\$ 2,766,600	Federal Aid #
<b>EA Number:</b>				PE002888	R9447000	CON04176	None	S064(059)
<b>Initial Obligation Date:</b>				11/20/2017	12/11/2018	10/18/2018	5/18/2018	
<b>State Funds</b>								
State	Match	2018		\$ 567,940				\$ 567,940
State	Match	2019			\$ 389			\$ 389
<del>State</del>	<del>Match</del>	<del>2019</del>				<del>\$ 2,112,116</del>		
State	Match	2019				\$ 1,671,176		\$ 1,671,176
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ 2,239,505</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total:</b>	<b>\$ -</b>
<b>Phase Totals Before Amend:</b>			\$ -	\$ 7,300,000	\$ 5,000	<del>\$ 27,148,015</del>	\$ 3,000,000	<del>\$ 37,453,015</del>
<b>Phase Totals After Amend:</b>			\$ -	\$ 7,300,000	\$ 5,000	\$ 21,480,415	\$ 3,000,000	\$ 31,785,415
				<b>Estimated Completion Date: 9/30/2023</b>		<b>Year Of Expenditure (YOE):</b>		\$ 31,785,415

**Notes and Summary of Changes:**

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

> **The formal amendment adjusts the construction phase to reflect the actual phase obligation amount. Key 21157 acts as the ATCMTD matching funds and was approved by FHWA. The cost decrease to the Construction phase due to the actual fund obligation totals \$5,667,600 and equals a 20.9% cost change to the project which is technically above the 20% threshold. The total project cost decreases from \$37,453,015 to \$31,785,415. The cost change requires a formal amendment to complete.**

> Estimated Completion Date: 9/30/2023 (end of ATMS post construction system test and evaluation)

> Will Performance Measurements Apply: YES

**RTP References:**

> RTP ID:11305 - I-205 Active Traffic Management

> I-Construct improvements to address recurring bottlenecks on I-205. Specific improvements as identified in operational analysis, Mobility Corridor analysis, refinement planning and Active Traffic Management Atlas.

**Fund Codes:**

> ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment Initiative. ATCMTD is being used as a fund type code placeholder until the specific fund type and program code is established for the grant. As noted above, the match is covered under other specific child projects and from Key 21157.

> NHPP = federal National Highway Performance Program funds allocated to ODOT for system improvements

. ADVCON = federal Advance Construction funds used as a funding placeholder requiring the state cover the project costs until the specific federal fund type code is committed to the project.

. State = General state funds committed to the project is support of the required matching funds to the federal funds.

**Amendment Review and Development Personnel:**

> Exemption Status: Non-exempt project as aux lanes are capacity enhancing. The aux lane portion to the project is covered under RTP project ID 11370 - I-205 Northbound Auxiliary Lane Powell to I-84. The ATMS portion is exempt.

> Project is located on the NHS: Yes. I-205 is identified as part of the Eisenhower Interstate System classification on the NHS system.

> Located on the Metro Modeling network: YES. I-205 is identified as a Throughway on the Metro Motor Vehicle Network

> Regionally Significant Project: YES. Federal funded + on-system improvements

> ODOT LAL: Not Applicable.

> Project Manager or Agency Contact(s): Amer Hmidan, ODOT

> Metro MTIP Programming Manager: Ken Lobeck.

> ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro  
2018-21 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**ADD NEW PROJECT**  
Initial Project Programming

<b>Lead Agency:</b> ODOT	Project Type:	TSMO/ITS	<b>ODOT Key:</b>	<b>21504</b>
<b>Project Name:</b> I-205 Active Traffic Management	ODOT Type	ITS/Ops	<b>MTIP ID:</b>	<b>TBD</b>
<b>Project Status:</b> 8 = Post construction activities occurring (e.g. final rehab work, ITS system test and evaluation actions, etc.)	Capacity Enhancing:	No	<b>Status:</b>	<b>8</b>
<b>Short Description:</b> Include ops & safety improvements that combine ATMS freeways, active traffic signal management, & performance monitoring on I-205 (ATCMTD Child)	Conformity Exempt:	Yes	RTP ID:	11305
	On State Hwy Sys:	I-205	RFFA ID:	N/A
	Mile Post Begin:	16.20	RFFA Cycle:	N/A
	Mile Post End:	25.60	UPWP:	No
	Length:	9.4	UPWP Cycle:	N/A
	1st Year Program'd:	2020	Past Amend:	0
	Years Active:	1	OTC Approval:	No

**Detailed Description:** ATCMTD child project that will include operational and safety improvements that combine Active Traffic Management (ATM) systems on freeways, active traffic signal management, and performance monitoring to reduce crashes, improve travel time reliability, safety and operations on I-205 between the Glenn Jackson Bridge and the Johnson Creek Blvd structure.

**STIP Description:** TBD

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
<b>Federal Funds</b>								
ATCMTD	Z44A	2020					\$ 25,000	\$ 25,000
ITS	QT80	2020					\$ 25,000	\$ 25,000
							\$	-
							<b>Federal Totals:</b>	<b>\$ 50,000</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
							\$	-
							\$	-
							<b>State Total:</b>	<b>\$ -</b>

<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
								\$ -
								\$ -
						<b>Local Total</b>		\$ -
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 50,000
<b>Estimated Completion Date: 9/30/2023</b>								Year Of Expenditure (YOE): \$ 50,000

**Notes and Summary of Changes:**  
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**  
> The formal amendment adds this ATCMTD grant child project that will include operational and safety improvements that combine Active Traffic Management (ATM) systems on freeways, active traffic signal management, and performance monitoring to reduce crashes, improve travel time reliability, safety and operations on I-205 between the Glenn Jackson Bridge and the Johnson Creek Blvd structure. There are a total of 9 ATCMTD grant child projects. Six of them impact the Metro MPO boundary area and are included as part of this formal amendment bundle. Matching funds originate from Key 21157 also being updated as part of this amendment bundle.

> Estimated Completion Date: 9/30/2023  
> Will Performance Measurements Apply: YES

**RTP References:**  
> RTP ID:11305 - I-205 Active Traffic Management  
> I-Construct improvements to address recurring bottlenecks on I-205. Specific improvements as identified in operational analysis, Mobility Corridor analysis, refinement planning and Active Traffic Management Atlas.

**Fund Codes:**  
> ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment Initiative. ATCMTD is being used as a fund type code placeholder until the specific fund type and program code is established for the grant. As noted above, the match is covered under other specific child projects and from Key 21157.  
> ITS = Intelligent Transportation System federal funds that are allocated from ODOT ITS program in support of various approved technology upgrades to manage congestion and provide increased mobility.

**Amendment Review and Development Personnel:**  
> Exemption Status: Exempt project per 40 CFR 93.126 Table 2 - Safety - Traffic Control Devices and Operating Assistance Other than Signalization Projects  
> Project is located on the NHS: Yes. I-205 is identified as part of the Eisenhower Interstate System classification on the NHS system.  
> Located on the Metro Modeling network: YES. I-205 is identified as a Throughway on the Metro Motor Vehicle Network  
> Regionally Significant Project: YES. Federal funded + on-system improvements  
> ODOT LAL: Not Applicable.  
> Project Manager or Agency Contact(s): Amir Hmiden, ODOT  
> Metro MTIP Programming Manager: Ken Lobeck.  
> ODOT Region 1 STIP Coordinator: Gabriela Garcia



**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**ADD NEW PROJECT**  
 Initial Project Programming

<b>Lead Agency:</b> ODOT	224 8.16 8.16 0.01	Project Type:	TSMO/ITS	<b>ODOT Key:</b>	<b>21495</b>
<b>Project Name:</b> OR212/224 Arterial Corridor Management		ODOT Type	ITS/Ops	<b>MTIP ID:</b>	<b>TBD</b>
		Capacity Enhancing:	No	<b>Status:</b>	<b>1</b>
<b>Project Status:</b> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Conformity Exempt:	Yes	RTP ID:	11104
		On State Hwy Sys:	212	RFFA ID:	N/A
<b>Short Description:</b> The project will implement a variety of treatments to improve safety, mobility, and reliability along the congested, industrial OR212/224 corridor in Clackamas County. (ATCMTD child)		Mile Post Begin:	3.82	RFFA Cycle:	N/A
		Mile Post End:	3.82	UPWP:	No
		Length:	0.01	UPWP Cycle:	N/A
	1st Year Program'd:	2020	Past Amend:	0	
	Years Active:	1	OTC Approval:	No	

**Detailed Description:** On OR 212/224, the project components primarily include modifications and additions to existing signalized intersections which include: (1) Upgrading up to 18 traffic signal controllers to advanced traffic controllers (ATC), (2) Enhanced mainline radar detection, (3) Advance radar detection for improved freight operation, (4) Battery back-up systems at select intersections to keep signal operational during power outages, (5), Improved communication to traffic signals within the project corridor

**STIP Description:** Implement a variety of treatments including upgrading traffic signal controllers and enhanced radar detection to improve safety, mobility and reliability along the congested industrial OR212/224 corridor.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
<b>Federal Funds</b>								
ATCMTD	Z44A	2020		\$ 300,000				\$ 300,000
ATCMTD	Z44A	2021				\$ 2,425,000		\$ 2,425,000
ATCMTD	Z44A	2021					\$ 75,000	\$ 75,000
							<b>Federal Totals:</b>	<b>\$ 2,800,000</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								



State Funds								
							\$ -	
							\$ -	
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
Local Funds								
							\$ -	
							\$ -	
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	
Phase Totals After Amend:	\$ -	<b>\$ 300,000</b>	\$ -	<b>\$ 2,425,000</b>	<b>\$ 75,000</b>	<b>\$ 2,800,000</b>	<b>\$ 2,800,000</b>	
Estimated Completion Date: 9/30/2023				Year Of Expenditure (YOE): \$ 2,800,000				

**Notes and Summary of Changes:**

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

> The formal amendment adds \$2,800,000 of ATCMTD grant funds as a child project committed to ITS improvements on the OR212/224 corridors that will primarily involve modifications and additions to existing signalized intersections which include: (1) Upgrading up to 18 traffic signal controllers to advanced traffic controllers (ATC), (2) Enhanced mainline radar detection, (3) Advance radar detection for improved freight operation, (4) Battery back-up systems at select intersections to keep signal operational during power outages, (5), Improved communication to traffic signals within the project corridor.

> Estimated Completion Date: 9/30/2023

> Will Performance Measurements Apply: YES.

**RTP References:**

> RTP ID: 11104 - Regional TSMO Program Investments 2018- 2027

> RTP Description: Implement and maintain Transportations System

Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.

**Fund Codes:**

> ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment Initiative. ATCMTD is being used as a fund type code placeholder until the specific fund type and program code is established for the grant. As noted above, the match is covered under other specific child projects and from Key 21157.

**Amendment Review and Development Personnel:**

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.
- > Project is located on the NHS: YES. OR 212/224 arterials are defined on the NHS as "Other NHS Routes"
- > Located on the Metro Modeling network: YES. They are identified as Throughways and Major Arterials in the Metro Motor Vehicle Network
- > Regionally Significant Project: YES. Federal funded + on-system improvements
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): Kate Freitag
- > Metro MTIP Programming Manager: Ken Lobeck. > ODOT Region 1 STIP Coordinator: Gabriela Garcia



**Metro**  
**2018-21 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**ADD NEW PROJECT**  
 Initial Project Programming

<b>Lead Agency:</b> Portland	Project Type: TSMO/ITS	<b>ODOT Key:</b> 21496
<b>Project Name:</b> NE Airport Way Arterial Corridor Management	ODOT Type: ITS/Ops	<b>MTIP ID:</b> TBD
<b>Project Status:</b> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	Capacity Enhancing: No	<b>Status:</b> 1
<b>Short Description:</b> ATCMTD child project to deploy ITS infrastructure along Airport Way from 82nd Ave to Riverside Parkway. Install message signs, update signal collectors, CCTV cameras, fiber communication, etc.	Conformity Exempt: Yes	RTP ID: 10213
	On State Hwy Sys: No	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2020	Past Amend: 0
	Years Active: 1	OTC Approval: No

**Detailed Description:** One of 9 child projects from the parent ODOT ATCMTD statewide ITS grant that will install electronic message signs, update traffic signal controllers, CCTV cameras, truck priority, traffic monitoring stations, fiber communication, and integrate these devices with the City's, ODOTS, and TriMet's Transportation Operation Centers. This project is part of the larger City and Regional Advanced Traffic Management System (ATMS) objectives

**STIP Description:** Installation of electronic message signs, update traffic signal controllers, CCTV cameras, fiber communication and other infrastructure along Airport Way from 82nd Ave to Riverside Parkway which will be integrated into the City's, ODOT's and TriMet's Transportation Operation Centers.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
<b>Federal Funds</b>								
ATCMTD	Z44A	2020		\$ 110,000				\$ 110,000
ATCMTD	Z44A	2021				\$ 1,040,000		\$ 1,040,000
ATCMTD	Z44A	2021					\$ 50,000	\$ 50,000
							<b>Federal Totals:</b>	<b>\$ 1,200,000</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								

State Funds								
							\$ -	
							\$ -	
							<b>State Total:</b>	\$ -
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
Local Funds								
							\$ -	
							\$ -	
							<b>Local Total</b>	\$ -
Phase Totals Before Amend:	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>	\$ -	\$ -	<del>\$ -</del>	
Phase Totals After Amend:	\$ -	\$ 110,000	\$ -	\$ 1,040,000	\$ 50,000	\$ 1,200,000	\$ 1,200,000	
Estimated Completion Date: 12/31/2022							Year Of Expenditure (YOE):	\$ 1,200,000

**Notes and Summary of Changes:**

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

> The formal amendment adds the Portland NE Airport Way child project to the ODOT statewide ATCMTD \$12 million grant. Because there are nine total child projects, the required match is split among the various child projects with most credited to the I-205 ATMS project in Key 21157. The project will install electronic message signs, update traffic signal controllers, CCTV cameras, truck priority, traffic monitoring stations, fiber communication, and integrate these devices with the City's, ODOTS, and TriMet's Transportation Operation Centers. This project is part of the larger City and Regional Advanced Traffic Management System (ATMS) objectives.

> Estimated Completion Date: 12/31/2022

> Will Performance Measurements Apply: YES

**RTP References:**

> RTP ID:10213 - Airport Way ITS

> RTP Description: Install ITS infrastructure (communication network, enhanced bus detection, truck priority detection, Bluetooth detection, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system consistent with our policies of moving people and goods more effectively.

**Fund Codes:**

> ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment Initiative. ATCMTD is being used as a fund type code placeholder until the specific fund type and program code is established for the grant. As noted above, the match is covered under other specific child projects and from Key 21157.

**Amendment Review and Development Personnel:**

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects
- > Project is located on the NHS: YES. About half of the NE Airport Way in the project limits is identified as a MAP-21 NHS Principle Arterial and/or intermodal connector
- > Located on the Metro Modeling network: YES. NE Airport Way in the project limits is identified as a Regional intermodal connector and in the eastern limit area as a Roadway Connector.
- > Regionally Significant Project: YES - ID on the network + the arterial is located in a RTP defined industrial area.
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): Willie Rotich
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro  
2018-21 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**ADD NEW PROJECT**  
Initial Project Programming

<b>Lead Agency:</b> TriMet	Project Type:	TSMO/ITS	<b>ODOT Key:</b>	<b>21498</b>
<b>Project Name:</b> TriMet Next Generation Traffic Signal Priority	ODOT Type:	ITS/Ops	<b>MTIP ID:</b>	<b>TBD</b>
<b>Project Status:</b> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	Capacity Enhancing:	No	<b>Status:</b>	<b>1</b>
<b>Short Description:</b> Implement a Next Generation Transit Signal Priority System (TSP), that will allow for fast and reliable high occupancy vehicle travel in TriMet's service area (ATCMTD child)	Conformity Exempt:	Yes	RTP ID:	11104
	On State Hwy Sys:	No	RFFA ID:	N/A
	Mile Post Begin:	N/A	RFFA Cycle:	N/A
	Mile Post End:	N/A	UPWP:	No
	Length:	N/A	UPWP Cycle:	N/A
	1st Year Program'd:	2020	Past Amend:	0
	Years Active:	1	OTC Approval:	No
<b>Detailed Description:</b> ATCMTD child project that will implement a software-based traffic signal preemption and priority control system. The Centralized TSP system will provide an integrated preemption and priority control solution, interfacing with the existing vehicle, network, and traffic infrastructure where supported. The system will include the following components: the core application, vehicle API and intersection API, and optional vehicle hardware.				

**STIP Description:** Implement a Next Generation Transit Signal Priority System (TSP) that allows for fast and reliable high occupancy vehicle travel in TriMet's service area.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
<b>Federal Funds</b>								
ATCMTD	Z44A	2020					\$ 2,380,000	\$ 2,380,000
								\$ -
							<b>Federal Totals:</b>	<b>\$ 2,380,000</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								

State Funds								
							\$ -	
							\$ -	
						<b>State Total:</b>	<b>\$ -</b>	
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
Local Funds								
<b>Local</b>	<b>Match</b>	<b>2020</b>					\$ 2,380,000	\$ 2,380,000
<b>Other</b>	<b>OVM</b>	<b>2020</b>					\$ 1,620,000	\$ 1,620,000
						<b>Local Total</b>	<b>\$ 4,000,000</b>	
Phase Totals Before Amend:		\$ -	\$ -	\$ -	\$ -		<del>\$ -</del>	<del>\$ -</del>
Phase Totals After Amend:		\$ -	\$ -	\$ -	\$ -		\$ 6,380,000	\$ 6,380,000
Estimated Completion Date: 2/28/2022						Year Of Expenditure (YOE):		\$ 6,380,000

**Notes and Summary of Changes:**

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

> The formal amendment adds \$2,380,000 of ATCMTD grant funds. TriMet is providing \$4 million local matching funds. The TriMet Next Generation Signal Priority project is one of a total of nine child projects to ODOT's statewide Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) \$12 million dollar FHWA grant. The project will implement a software-based traffic signal preemption and priority control system. The Centralized TSP system will provide an integrated preemption and priority control solution, interfacing with the existing vehicle, network, and traffic infrastructure where supported. The system will include the following components: the core application, vehicle API and intersection API, and optional vehicle hardware.

> Estimated Completion Date: 2/28/2022

> Will Performance Measurements Apply: YES.

**RTP References:**

> RTP ID: 11104 - Regional TSMO Program Investments 2018- 2027

> RTP Description: Implement and maintain Transportations System

Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.



**Fund Codes:**

- > ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment Initiative. ATCMTD is being used as a fund type code placeholder until the specific fund type and program code is established for the grant. As noted above, the match is covered under other specific child projects and from Key 21157.
- > Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs.
- > Other = General local funds provided by the lead agency above the match requirement.

**Amendment Review and Development Personnel:**

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.
- > Project is located on the NHS: Yes. The project implementation will be on various NHS identified routes
- > Located on the Metro Modeling network: YES. The project will implement improvement throughout the regional and be included in various identified Metro transit system routes.
- > Regionally Significant Project: YES. Federal funded + on-system improvements
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): A.J. O'Connor
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro  
2018-21 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**ADD NEW PROJECT**  
Initial Project Programming

<b>Lead Agency:</b> Washington County		Project Type:	TSMO/ITS	<b>ODOT Key:</b>	<b>21500</b>
<b>Project Name:</b> Cornelius Pass Road Arterial Corridor Management		ODOT Type:	ITS/Ops	<b>MTIP ID:</b>	<b>TBD</b>
<b>Project Status:</b> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No	<b>Status:</b>	<b>1</b>
<b>Short Description:</b> Implement a variety of ITS treatments to enhance safety and mobility in rural and suburban Washington County and Multnomah County (Cornelius Pass Road from US 30 to OR 8, TV Highway) (ATCMTD child)		Conformity Exempt:	Yes	RTP ID:	11104
		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2020	Past Amend:	0
		Years Active:	1	OTC Approval:	No
<b>Detailed Description:</b> ATCMTD child project that will implement just under a mile of fiber optic communication interconnect between US 26 and West Union Road, two rural variable message signs at route decision points to warn of weather or blockage on Cornelius Pass Road, two rural curve warning systems for locations with the most run off the road crashes, and two rural weather stations, with cameras, Bluetooth, and cellular connection to advise of weather conditions near the high elevation points on Cornelius Pass Road.					
<b>STIP Description:</b> TBD					

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
<b>Federal Funds</b>								
ATCMTD	Z44A	2020		\$ 440,000				\$ 440,000
ATCMTD	Z44A	2021				\$ 1,160,000		\$ 1,160,000
							<b>Federal Totals:</b>	<b>\$ 1,600,000</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								

State Funds							
							\$ -
							\$ -
						<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>							
<b>EA Number:</b>							
<b>Initial Obligation Date:</b>							
Local Funds							
<b>Local</b>	<b>Match</b>	<b>2020</b>		\$ 104,100			\$ 104,100
<b>Local</b>	<b>Match</b>	<b>2021</b>			\$ 295,200		\$ 295,200
<b>Other</b>	<b>OVM</b>	<b>2021</b>				\$ 800,700	\$ 800,700
						<b>Local Total</b>	<b>\$ 1,200,000</b>
Phase Totals Before Amend:		\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>
Phase Totals After Amend:		\$ -	\$ 544,100	\$ -	\$ 1,455,200	\$ 800,700	\$ 2,800,000
Estimated Completion Date: 12/31/2022				Year Of Expenditure (YOE): \$ 2,800,000			

**Notes and Summary of Changes:**

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

> The formal amendment adds \$1,600,000 of ATCMDT grant funds. Washington is providing \$1,200,000 in local matching funds. The remaining match support will originate from Key 21157. Components to be constructed are just under a mile of fiber optic communication interconnect between US 26 and West Union Road, two rural variable message signs at route decision points to warn of weather or blockage on Cornelius Pass Road, two rural curve warning systems for locations with the most run off the road crashes, and two rural weather stations, with cameras, Bluetooth, and cellular connection to advise of weather conditions near the high elevation points on Cornelius Pass Road.

> Estimated Completion Date: 12/31/2022

> Will Performance Measurements Apply: YES.

**RTP References:**

- > RTP ID: 11104 - Regional TSMO Program Investments 2018- 2027
- > RTP Description: Implement and maintain Transportations System

Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.

**Fund Codes:**

- > ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment Initiative. ATCMTD is being used as a fund type code placeholder until the specific fund type and program code is established for the grant. As noted above, the match is covered under other specific child projects and from Key 21157.
- > Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs.
- > Other = Gener local funds committed to the project by the lead agency above the required local matching funds.

**Amendment Review and Development Personnel:**

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.
- > Project is located on the NHS: Yes. Cornelius Pass Rd in the project limits is defined as a Other NHS Routes and Map 21 Principal Arterials in the NHS system
- > Located on the Metro Modeling network: YES. NE Cornelius Pass Rd from West Union Rd south to OR8 is defined as a "Major Arterial" in the Metro Motor Vehicle modeling network
- > Regionally Significant Project: YES. Federal funded + on-system improvements
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): Dan Erpenbach ( Galen McGill)
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro  
2018-21 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**ADD NEW PROJECT**  
Initial Project Programming

<b>Lead Agency:</b> Metro	Project Type: TSMO/ITS	<b>ODOT Key:</b> 21499
<b>Project Name:</b> Multimodal Integrated Corridor Management Architecture	ODOT Type: ITS/Ops	<b>MTIP ID:</b> TBD
<b>Project Status:</b> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	Capacity Enhancing: No	<b>Status:</b> 1
<b>Short Description:</b> ATCMTD child project to develop standardized TSMO/ITS policies for data access and sharing plus required architecture platform supporting shared data	Conformity Exempt: Yes	RTP ID: 12024
	On State Hwy Sys: No	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2020	Past Amend: 0
	Years Active: 1	OTC Approval: No

**Detailed Description:** ATCMTD child project in support of the Metro ITS Architecture Plan to develop appropriate policies and strategies supporting data sharing elements and to recommended ITS architecture resulting in a TSMO/ITS data sharing formal policy, management procedures, partnering, reporting and evaluation leading to data sharing implementation.

**STIP Description:** Design a data system architecture to seamlessly interface with multiple data formats, allowing support for such things as dynamic transit capacity assignment , predictive traveler information and traffic incident decision support.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
<b>Federal Funds</b>								
ATCMTD	Z44A	2020					\$ 75,000	\$ 75,000
								\$ -
							<b>Federal Totals:</b>	<b>\$ 75,000</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								

Local Funds								
							\$ -	
							\$ -	
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ 75,000	\$ 75,000	
Estimated Completion Date: 12/31/2022							Year Of Expenditure (YOE):	\$ 75,000

**Notes and Summary of Changes:**

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

> The formal amendment adds this new child project to the larger ODOT statewide Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program from Federal Highways Administration (FHWA). The Metro project is one of nine total subprojects to be implemented as part of the total grant. The Metro Multimodal Integrated Corridor Management Architecture project will support the Metro ITS Architecture Plan to develop appropriate policies and strategies supporting data sharing elements and toe recommended ITS architecture resulting in a TSMO/ITS data sharing formal policy, management procedures, partnering, reporting and evaluation leading to data sharing implementation. A total \$75,000 of the ATCMTD grant funding is being committed to this project. The matching funds requirement is being provided through Key 21157 per FHWA approval for the ATCMTD grant. No matching funds are required to be shown in this project.

- > Estimated Completion Date: 12/31/2022
- > Will Performance Measurements Apply: YES
- > Match: Provided through approved Key 21157

**RTP References:**

- > RTP ID:12024 - Regional TSMO Corridors Priority Investments for 2018-2027
- > RTP Description: Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real-time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.

**Fund Codes:**

- > ATCMTD = Advanced Transportation and Congestion Management Technologies Deployment Initiative. ATCMTD is being used as a fund type code placeholder until the specific fund type and program code is established for the grant. As noted above, the match is covered under other specific child projects and from Key 21157.

**Amendment Review and Development Personnel:**

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects
- > Project is located on the NHS: No. The project is more of a policy and process development study.
- > Located on the Metro Modeling network: YES. NE Airport Way in the project limits is identified as a Regional intermodal connector and in the eastern limit area as a Roadway Connector.
- > Regionally Significant Project: YES - ID on the network + the arterial is located in a RTP defined industrial area.
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): Caleb Winter
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia





Metro  
2018-21 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment  
COMBINED PROJECT**  
1st Amendment to Project

<b>Lead Agency:</b> ODOT		Project Type:	O&M	<b>ODOT Key:</b>	<b>20473</b>
<b>Project Name:</b> OR210 Over OR217		ODOT Type:	Bridge	<b>MTIP ID:</b>	<b>71001</b>
<b>Project Status:</b> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No	<b>Status:</b>	<b>1</b>
<b>Short Description:</b> Deck overlay; replace joints; patch column spalls.		Conformity Exempt:	Yes	RTP ID:	Nov 27 Ltr
		On State Hwy Sys:	OR210	RFFA ID:	N/A
		Mile Post Begin:	9.16	RFFA Cycle:	N/A
		Mile Post End:	9.24	UPWP:	No
		Length:	0.08	UPWP Cycle:	N/A
		1st Year Program'd:	2020	Past Amend:	0
		Years Active:	1	OTC Approval:	No
<b>Detailed Description:</b> None					
<b>STIP Description:</b> Deck overlay; replace joints; patch column spalls.					

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
NHPP	<del>Z001</del>	<del>2020</del>		<del>\$ 215,352</del>				
NHPP	Z001	2020		\$ -			\$ -	-
NHPP	<del>Z001</del>	<del>2021</del>					<del>\$ 1,456,644</del>	
NHPP	<del>Z001</del>	<del>2021</del>					<del>\$ 2,353,944</del>	
NHPP	Z001	2021					\$ -	\$ -
							<b>Federal Totals:</b>	<b>\$ -</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								

State Funds						
State	Match	2020		\$	<del>24,648</del>	
State	Match	2020		\$	-	\$ -
State	Match	2021				\$ <del>166,719</del>
State	Match	2021				\$ <del>269,419</del>
State	Match	2021				\$ -
						\$ -
						\$ -
						<b>State Total: \$ -</b>
State Fund Obligations:						
EA Number:						
Initial Obligation Date:						
Local Funds						
						\$ -
						\$ -
						<b>Local Total \$ -</b>
Phase Totals Before Amend:	\$	-	\$ <del>240,000</del>	\$	-	\$ <del>1,623,363</del>
Phase Totals After Amend:	\$	-	\$ -	\$	-	\$ -
Estimated Completion Date: N/A						
Year Of Expenditure (YOE): \$ -						
<b>Notes and Summary of Changes:</b>						
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.						
<b>Amendment Summary:</b>						
> The formal amendment first was to add \$1 million in approved ODOT funding to the project's construction phase. Subsequent to the developing the amendment, ODOT decided to combine the scope and increased funding into Key 18841. The notification table shows the initial funding increase and then the final decision to combine the scope and funding into Key 18841. As a result, Key 20473 is now zeroed programmed and cancelled.						
> Estimated Completion Date: N/A - Project is being combined into Key 18841						
> Will Performance Measurements Apply: Applicable to Key 18841						
<b>RTP References:</b>						
> RTP ID: November 27 2018 O&M Project Grouping s for the RTP Letter						
> RTP Description: O&M Project Groupings - Bridge Projects to repair/rehabilitate bridges.						

**Fund Codes:**

- > NHPP = federal National Highway Performance Program funds award to ODOT annually which are then applied to various regional on-network system projects.
- > Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs.

**Amendment Review and Development Personnel:**

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Safety - Pavement resurfacing and/or rehabilitation..
- > Project is located on the NHS: Yes. OR 210 is identified as a MAP 21 NHP Principal Arterial. OR 217 is an Other NHS Route
- > Located on the Metro Modeling network: YES. OR210 is defined as a Major Arterial in the Metro Motor Vehicle modeling network
- > Regionally Significant Project: YES. Federal funded + on-system improvements
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): Talena Adams
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro  
2018-21 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment  
COMBINED PROJECT**  
4th Amendment to Project

<b>Lead Agency:</b> ODOT		Project Type:	Capacity	<b>ODOT Key:</b>	<b>21179</b>
<b>Project Name:</b> OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave		ODOT Type	Modern	<b>MTIP ID:</b>	<b>71034</b>
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	Yes	<b>Status:</b>	<b>4</b>
<b>Short Description:</b> On OR217 from about 72nd Ave to SW Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project, \$54,000,000 original award)		Conformity Exempt:	No	RTP ID:	12019 11986
		On State Hwy Sys:	OR217	RFFA ID:	N/A
		Mile Post Begin:	1.77	RFFA Cycle:	N/A
		Mile Post End:	6.32	UPWP:	No
		Length:	4.55	UPWP Cycle:	N/A
		1st Year Program'd:	2018	Past Amend:	3
		Years Active:	3	OTC Approval:	No
<b>Detailed Description:</b> On OR217 from about 72nd Ave to SW Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project, \$54,000,000 original award)					
<b>STIP Description:</b> Deck overlay; replace joints; patch column spalls.					

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
ADVCON	ACP0	2018		<del>\$ 8,434,620</del>				
ADVCON	ACP0	2018		\$ -				\$ -
ADVCON	ACP0	2020			<del>\$ 1,794,600</del>			\$ -
ADVCON	ACP0	2020			\$ -			\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ -</b>
<b>Federal Fund Obligations:</b>				\$ 7,717,704				Federal Aid ID
<b>EA Number:</b>				PE002895				S144(031)
<b>Initial Obligation Date:</b>				2/6/2018				

State Funds								
State	Match	2018		<del>\$ 965,380</del>				
State	S070	2018		\$ 798,970			\$ 798,970	
State	Match	2020			<del>\$ 205,400</del>			
State	Match	2020		\$ -			\$ -	
							\$ -	
							\$ -	
							<b>State Total:</b>	<b>\$ 798,970</b>
State Fund Obligations:				\$ 798,970				
EA Number:				PE002895				
Initial Obligation Date:				2/6/2018				

Local Funds								
Other	OVM	2018		<del>\$ 2,500,000</del>				
Other	OVM	2018		\$ -			\$ -	
							\$ -	
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:	\$ -	<del>\$ 9,400,000</del>	<del>\$ 2,000,000</del>	\$ -	<del>\$ -</del>	<del>\$ 11,400,000</del>		
Phase Totals After Amend:	\$ -	\$ 798,970	\$ -	\$ -	\$ -	\$ 798,970		
Estimated Completion Date: N/A							Year Of Expenditure (YOE):	\$ 798,970

**Notes and Summary of Changes:**

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

> The formal amendment combines the ADVCON and local Other funds into Key 18841. Obligated and expended State funds in PE remain with Key 21179. All other funds are transferred through this amendment to Key 18841.

> Estimated Completion Date: N/A - Project is being combined into Key 18841

> Will Performance Measurements Apply: Applicable to Key 18841

**RTP References:**

> RTP IDs: 12019 - OR 217 Northbound Auxiliary Lane 99W to Scholls Ferry (PE, ROW)

> RTP Description: Extend OR 217 Northbound (NB) auxiliary lane from OR 99W to Scholls Ferry. ROW and PE phase

> RTP ID: 11986 - OR 217 Northbound Auxiliary Lane 99W to Scholls Ferry (Cons)

> RTP Description: Extend OR 217 Northbound (NB) auxiliary lane from OR 99W to Scholls Ferry. Construction (CON) phase

**Fund Codes:**

> ADVCON = Advance Construction system projects.

> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs

> Other = Additional local funds contributing to the project beyond the required match.

Other: Additional references concerning to the project beyond the request item:

**Amendment Review and Development Personnel:**

- > Exemption Status: Nonexempt project .
- > Project is located on the NHS: Yes. OR 210 is identified as a MAP 21 NHP Principal Arterial. OR 217 is an Other NHS Route
- > Located on the Metro Modeling network: YES. OR210 is defined as a Major Arterial in the Metro Motor Vehicle modeling network
- > Regionally Significant Project: YES. Federal funded + on-system improvements
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): Talena Adams
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro  
2018-21 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment  
COMBINED PROJECT**  
9th Amendment to Project

<b>Lead Agency:</b> ODOT		Project Type:	Capacity	<b>ODOT Key:</b>	<b>18841</b>
<b>Project Name:</b> <del>OR217 Southbound: OR10 to OR99W</del> OR217: OR10 to OR99W		ODOT Type:	Modern	<b>MTIP ID:</b>	<b>70782</b>
<b>Project Status:</b> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	Yes	<b>Status:</b>	<b>4</b>
		Conformity Exempt:	No	RTP ID:	12019 11986
		OR217 On State Hwy Sys:	OR217	RFFA ID:	N/A
<b>Short Description:</b> <del>OR217 from OR10 to OR99W, construct lane segments between existing aux lanes to provide a 3rd SB through lane (HB2017 Awarded Project)</del> On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening (Combines Key 21179 and 20473 into Key 18841) (HB2017 \$44 million award)		9.16 Mile Post Begin:	1.77	RFFA Cycle:	N/A
		9.24 Mile Post End:	6.32	UPWP:	No
		0.08 Length:	4.55	UPWP Cycle:	N/A
		1st Year Program'd:	2018	Past Amend:	8
		Years Active:	3	OTC Approval:	Yes
<b>Detailed Description:</b> <del>OR217 from OR10 to OR99W, construct lane segments between existing aux lanes to provide a 3rd SB through lane, (HB 2017 Awarded Project, \$44 million)</del> On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210). Driving surface overlay, protective screening, and rail retrofit on Allen Blvd and Denny Rd structures (bridge #16134, #16143) . Driving surface overlay, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure (bridge #09672). Widen the Hall Blvd (OR141) over OR217 overcrossing to allow for the addition of a sidewalk and bike lanes. (HB2017 \$44 million award)(Combines Keys 21179 and 20473 into Key 18841)					
<b>STIP Description:</b> <del>Add a southbound Auxiliary Lane from the intersection of OR10 to 99W.</del> Replace with: On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210). Driving surface overlay, protective screening, and rail retrofit on Allen Blvd and Denny Rd structures (bridge #16134, #16143) . Driving surface overlay, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure (bridge #09672). Widen the Hall Blvd (OR141) over OR217 overcrossing to allow for the addition of a sidewalk and bike lanes.					

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other	Construction	Total
<b>Federal Funds</b>								
HSIP	MS30	2014		\$ 758,254				\$ 758,254
HSIP (100%)	ZS30	2014		\$ 1,934,451				\$ 1,934,451
<del>ADVCON</del>	<del>ACP0</del>	<del>2014</del>		<del>\$ 1,525,410</del>				
ADVCON	ACP0	2014		\$ 9,994,311				\$ 9,994,311
<del>ADVCON</del>	<del>ACP0</del>	<del>2019</del>			<del>\$ 179,460</del>			
ADVCON	ACP0	2020			\$ 2,063,790			\$ 2,063,790
<del>ADVCON</del>	<del>ACP0</del>	<del>2021</del>					<del>\$ 37,731,465</del>	\$ -
ADVCON	ACP0	2021					\$ 101,356,296	\$ 101,356,296
								\$ -
							<b>Federal Totals:</b>	<b>\$ 116,107,102</b>
<b>Federal Fund Obligations:</b>				\$ 4,260,445				Federal Aid ID
<b>EA Number:</b>				PE002386				S144(026)
<b>Initial Obligation Date:</b>				5/5/2014				
<b>State Funds</b>								
<del>State (ADV)</del>	<del>Match</del>	<del>2014</del>		<del>\$ 174,590</del>				
State (ADV)	Match	2014		\$ 1,096,719				\$ 1,096,719
<del>State (ADV)</del>	<del>Match</del>	<del>2019</del>			<del>\$ 20,540</del>			
State (ADV)	Match	2020			\$ 236,210			\$ 236,210
HB2017	S070	2019				\$ 50,000		\$ 50,000
<del>State</del>	<del>Match</del>	<del>2021</del>					<del>\$ 4,318,535</del>	
State	Match	2021					\$ 11,600,682	\$ 11,600,682
							<b>State Total:</b>	<b>\$ 12,983,611</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								



Local Funds								
Local (HSIP)	Match	2014	\$ 63,969				\$ 63,969	
<del>Other</del>	<del>OVM</del>	<del>2014</del>	<del>\$ 546,158</del>					
Other	OVM	2014	\$ 3,046,158				\$ 3,046,158	
<del>Other</del>	<del>OTH0</del>	<del>2019</del>					<del>\$ 50,000</del>	
Other	OVM	2021					\$ 2,000,000	\$ 2,000,000
							\$	-
							\$	-
						<b>Local Total</b>	<b>\$ 5,046,158</b>	
Phase Totals Before Amend:	\$	-	<del>\$ 5,002,832</del>	<del>\$ 200,000</del>	\$ 50,000	<del>\$ 42,050,000</del>	<del>\$ 47,302,832</del>	
Phase Totals After Amend:	\$	-	\$ 16,893,862	\$ 2,300,000	\$ 50,000	\$ 114,956,978	\$ 134,200,840	
Estimated Completion Date: 12/31/2023					Year Of Expenditure (YOE):		\$ 134,200,840	

**Notes and Summary of Changes:**

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

> The formal amendment combines scope and funding from Keys 20473 and 21179. This adds \$12,464,393 from Keys 20473 and 21179 to Key 18841. Key 21179 had only PE and a small amount of ROW programmed which totaled \$11,400,000. However, this HB217 project was awarded \$54,000,000 in HB 2017 funds. The funds remain committed to the project and are now combined into Key 18841.

The original programming for Key 18841 total \$47,302,832. Combining the three projects together with all approved committed funds (\$1,863,363 from Key 20473 + \$54,000,000 from Key 21179 + \$47,302,832 from Key 18841 now totals \$103,166,215. During the STIP Re-balancing Amendment, the updated total project cost for the three combined projects (Keys 20473, 21179 and 18841 now combined into 18841) was increased to \$134,200,840. This requires a cost increase of \$31,034,625 or 30.1% to the combined project. The additional funds have been secured through other projects pushed out into the next STIP Cycle through the STIP Re-balancing Amendment.

Full programming and combining the three project is occurring to streamline project delivery costs and improve delivery efficiencies. The need for additional funds to complete all three projects was approved by the OTC during their June 2019 meeting. Because of the complexity of the cost increase and combining effort, Metro requested the three projects proceed under MTIP formal amendment rules to help explain the combining effort and how the total project cost break-out among the three combined projects.

- > Estimated Completion Date: 12/31/2023
- > Project is being combined into Key 18841
- > Will Performance Measurements Apply: Yes, applicable to Key 18841

**RTP References:**

- > RTP IDs: 12019 - OR 217 Northbound Auxiliary Lane 99W to Scholls Ferry (PE, ROW)
- > RTP Description: Extend OR 217 Northbound (NB) auxiliary lane from OR 99W to Scholls Ferry. ROW and PE phase
- > RTP ID: 11986 - OR 217 Northbound Auxiliary Lane 99W to Scholls Ferry (Cons)
- > RTP Description: Extend OR 217 Northbound (NB) auxiliary lane from OR 99W to Scholls Ferry. Construction (CON) phase

**Fund Codes:**

- > HSIP = Federal Highway Safety Improvement Program funds allocated to ODOT for major safety improvements to the state highway system
- > ADVCON = Advance Construction system projects.
- > HB217 = State authorized funds from HB2018 allocated to ODOT and committed to various named projects.
- > Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs
- > Other = Additional local funds contributing to the project beyond the required match.

**Amendment Review and Development Personnel:**

- > Exemption Status: Nonexempt project .
- > Project is located on the NHS: Yes. OR 217 is identified as a MAP 21 NHP Principal Arterial. OR 217 is an Other NHS Route
- > Located on the Metro Modeling network: YES. OR217 is defined as a Major Arterial in the Metro Motor Vehicle modeling network
- > Regionally Significant Project: YES. Federal funded + on-system improvements
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): Talena Adams
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro  
2018-21 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**ADD NEW PROJECT**  
Initial Project Programming

<b>Lead Agency:</b> SMART	Project Type: Transit	<b>ODOT Key:</b> 21522
<b>Project Name:</b> Bus and Bus Facilities - Rural SMART 2017	ODOT Type: Transit	<b>MTIP ID:</b> TBD
<b>Project Status:</b> T22 = Programming actions in progress or programmed in current MTIP	Capacity Enhancing: No	<b>Status:</b> T22
<b>Short Description:</b> Replacement/right sizing vehicle purchase plus expansion of SMART's CNG facility (ODOT 2017 discretionary rural award, contract 32844)	Conformity Exempt: Yes	RTP ID: 11109
	On State Hwy Sys: N/A	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2020	Past Amend: 0
	Years Active: 1	OTC Approval: No

**Detailed Description:** ODOT 2017 Rural program discretionary award to SMART to purchase replacement transit vehicles as follows: One 30-35 ft/25-35 seat/2 ADA securement stations/CNG powered bus, two 25-30 ft/16-30 seat/2 ADA securement stations/CNG buses, and one 20 ft/3-6 seat/1 ADA securement station/gas powered van, plus construct one compressed natural gas refueling station to support the transportation needs of the general public (contract 32844)

**STIP Description:** Vehicle/Facilities replacement and expansion

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
5339	FF30	2020					\$ 555,200	\$ 555,200
							\$	-
							<b>Federal Totals:</b>	<b>\$ 555,200</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
							\$	-
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								





Metro  
2018-21 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**ADD NEW PROJECT**  
Initial Project Programming

<b>Lead Agency:</b> TriMet	Project Type: Transit	<b>ODOT Key:</b> 21517
<b>Project Name:</b> TriMet Bus Replacement Award FFY2019	ODOT Type: Transit	<b>MTIP ID:</b> TBD
<b>Project Status:</b> T22 = Programming actions in progress or programmed in current MTIP	Capacity Enhancing: No	<b>Status:</b> T22
<b>Short Description:</b> Replacement of buses. Funding shifted from ODOT Non-MPO project grouping bucket Key 21424	Conformity Exempt: Yes	RTP ID: 10928
	On State Hwy Sys: N/A	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2020	Past Amend: 0
	Years Active: 1	OTC Approval: No
<b>Detailed Description:</b> None		
<b>STIP Description:</b> Replacement of 13 buses		

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
5310	F160	2020					\$ 1,014,845	\$ 1,014,845
							\$	-
							<b>Federal Totals:</b>	<b>\$ 1,014,845</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
							\$	-
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								

Local Funds								
Local	Match	2020					\$ 116,154	\$ 116,154
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,130,999	\$ 1,130,999	\$ 1,130,999
Estimated Completion Date: 12/31/2021							Year Of Expenditure (YOE):	\$ 1,130,999

**Notes and Summary of Changes:**

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

> **The formal amendment adds the new project for TriMet to the 2018 MTIP. The funds originate from the ODOT 2018 STP Vehicle Replacement Program Award. Funding is shifted from ODOT's Key 21424 Bus Replacement Program project grouping bucket that is outside of the MPO boundary.**

> Estimated Completion Date: 12/31/2021

> Will Performance Measurements Apply: Yes.

**RTP References:**

> RTP IDs: 10928 - Operating Capital: Fleet Vehicles Phase 1

> RTP Description: Replacement and/or expansion of buses, articulated buses, light rail and LIFT vehicles.

**Fund Types**

> 5310 = Federal Section 5310 funds allocated on a discretionary award basis for elderly and disabled population needs.

> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs

**Amendment Review and Development Personnel:**

≥ Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1. .

> Project is located on the NHS: N/A

> Located on the Metro Modeling network: Transit network

> Regionally Significant Project: YES. Federal funded + transit system

> ODOT LAL: Not Applicable.

> Project Manager or Agency Contact(s): Alison Langton

> Metro MTIP Programming Manager: Ken Lobeck.

> ODOT Region 1 STIP Coordinator: Gabriela Garcia

**Project #13 - Key TBD New TrMet Transit Project**



**Metro  
2018-21 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment  
ADD NEW PROJECT  
Initial Project Programming**

<b>Lead Agency:</b> TriMet	Project Type: Transit	<b>ODOT Key:</b> TBD
<b>Project Name:</b> TriMet Low-No Bus Program FFY 2019	ODOT Type: Transit	<b>MTIP ID:</b> TBD
<b>Project Status:</b> T22 = Programming actions in progress or programmed in current MTIP	Capacity Enhancing: No	<b>Status:</b> T22
<b>Short Description:</b> FFY 2019 FTA Low-No Bus Program (5339c) discretionary award to purchase zero-emission battery electric replacement buses	Conformity Exempt: Yes	RTP ID: 10928
	On State Hwy Sys: N/A	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2020	Past Amend: 0
	Years Active: 1	OTC Approval: No
<b>Detailed Description:</b> FTA 2019 Low or No-Emission Bus Program (5339c) cycle discretionary award to TriMet to purchase zero emission electric battery replacement buses		
STIP Description: TBD		

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
5339c	F390	2020					\$ 2,088,579	\$ 2,088,579
								\$ -
							<b>Federal Totals:</b>	<b>\$ 2,088,579</b>
<b>Federal Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								

State Funds								
							\$ -	
							<b>State Total:</b>	\$ -
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
Local Funds								
<b>Local</b>	<b>Match</b>	<b>2020</b>					\$ 368,573	\$ 368,573
<b>Other</b>	<b>OVM</b>	<b>2020</b>					\$ 1,790,848	\$ 1,790,848
							<b>Local Total</b>	\$ 2,159,421
Phase Totals Before Amend:		\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>	<del>\$ -</del>	
Phase Totals After Amend:		\$ -	\$ -	\$ -	\$ -	\$ 4,248,000	\$ 4,248,000	
<b>Estimated Completion Date: 12/31/2021</b>							Year Of Expenditure (YOE):	\$ 4,248,000
<b>Notes and Summary of Changes:</b>								
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.								
<b>Amendment Summary:</b>								
> The formal amendment adds the new project for TriMet to the 2018 MTIP. The funds represent a discretionary grant award from FTA's Low or no-Emission Vehicle Program for the FFY 2019 cycle. TriMet will use the FTA Section 5339c funds to purchase zero emission battery replacement buses.								
> Match percent set at 15% per FTA guidance. Remaining local contribution programmed as Other local overmatch funds.								
> Estimated Completion Date: 12/31/2021								
> Will Performance Measurements Apply: Yes.								
<b>RTP References:</b>								
> RTP IDs: 10928 - Operating Capital: Fleet Vehicles Phase 1								
> RTP Description: Replacement and/or expansion of buses, articulated buses, light rail and LIFT vehicles.								
<b>Fund Types:</b>								
> 5339c = Federal Section 5339c funds allocated on a discretionary award basis from the Federal Transit Administration (FTA) in support of FTA's Low or No-Emission Vehicle Program								
> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs								
> Other = Additional local funds committed to the project cost above the required minimum match to the federal funds.								



**Amendment Review and Development Personnel:**

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1. .
- > Project is located on the NHS: N/A
- > Located on the Metro Modeling network: Transit network
- > Regionally Significant Project: YES. Federal funded + transit system
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact(s): Alison Langton
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia

# Memo



Date: Friday, September 6, 2019  
 To: JPACT and Interested Parties  
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
 Subject: September 2019 MTIP Formal Amendment & Approval Request of Resolution 19-5018

## STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING THIRTEEN PROJECTS IMPACTING METRO, ODOT, PORTLAND, SMART, TRIMET, AND WASHINGTON COUNTY (SP20-01-SEP)

## BACKGROUND

### What This Is:

The September 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle (for FFY 2019) contains required changes and updates impacting Metro, ODOT, Portland, SMART, TriMet, and Washington County. Thirteen projects comprise the amendment bundle.

### What is the requested action?

**TPAC recommends JPACT approval of the September 2019 formal amendment and resolution 19-5018, and then on to the Metro Council for approval enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.** Note: The September 2019 Formal MTIP Amendment represents the first formal amendment for federal fiscal year (FFY) 2020. The summary of the fourteen projects is shown in the below table:

September 2019 Formal Amendment Project Summary					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
<b>Child projects being added to the Metro MPO MTIP from the ODOT Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Statewide Grant include project entries #1 - #6. ATCMTD Project #0 represents the grant matching funds project in Key 21157 which also is being updated for a construction phase obligation correction</b>					
ATCMTD Project #0 (or #7) Key 21157	71030	ODOT	I-205 Johnson Creek - Glen Jackson Phase II	Construct NB Aux lane segments from US26 (Powell Blvd) to EB I-84 and rehab improvements to impacted interchanges plus implement Advance Traffic Management System (ATMS).	<b><u>COST DECREASE:</u></b> Key 21157 acts as the approved match to the ODOT statewide Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program. The construction phase obligation decrease is also being updated and reflects a 20.9% cost decrease to the project which requires a formal amendment

<p><b>ATCMTD Project #1</b> Key 21504 NEW</p>	<p>TBD</p>	<p>ODOT</p>	<p><b>I-205 Active Traffic Management</b></p>	<p>Include ops &amp; safety improvements that combine ATMS freeways, active traffic signal management, &amp; performance monitoring on I-205 (ATCMTD Child)</p>	<p><b><u>ADD NEW PROJECT:</u></b> K21504 provides the I-205 System test and Evaluation component to the ATMS improvements. This will include operational and safety improvements that combine Active Traffic Management (ATM) systems on freeways, active traffic signal management, and performance monitoring to reduce crashes, improve travel time reliability, safety and operations on I-205.</p>
<p><b>ATCMTD Project #2</b> Key 21495 NEW</p>	<p>TBD</p>	<p>ODOT</p>	<p><b>OR212/224 Arterial Corridor Management</b></p>	<p>The OR212/224 Arterial Corridor Management project will implement a variety of treatments to improve safety, mobility, and reliability along the congested, industrial OR212/224 corridor in Clackamas County. ATCMTD child project</p>	<p><b><u>ADD NEW PROJECT:</u></b> Key 21495 is a child project to the larger statewide ODOT ATCMTD grant. This project primarily includes signalized intersections with improvements that include: (1) Upgrades up to 18 traffic signal controllers to advanced traffic controllers (ATC) (2) Enhanced mainline radar detection (3) Advance radar detection for improved freight operation (4) Battery back-up systems at select intersections to keep signal operational during power outages (5) Improved communication to traffic signals within the project corridor</p>
<p><b>ATCMTD Project #3</b> Key 21496 NEW</p>	<p>TBD</p>	<p>Portland</p>	<p><b>NE Airport Way Arterial Corridor Management</b></p>	<p>ATCMTD child project to deploy ITS infrastructure along Airport Way from 82nd Ave to Riverside Parkway. Install message signs, update signal collectors, CCTV cameras, fiber communication, etc.</p>	<p><b><u>ADD NEW PROJECT:</u></b> Key 21496 is a child project to the larger statewide ODOT ATCMTD grant. The city of Portland will install Intelligent Transportation Systems (ITS) infrastructure along Airport Way from 82nd Avenue to Riverside Parkway. Awarded ATCMTD grants funds to this project total \$1,200,000. The match is covered in project 21157</p>
<p><b>ATCMTD Project #4</b> Key 21498 NEW</p>	<p>TBD</p>	<p>TriMet</p>	<p><b>TriMet Next Generation Traffic Signal Priority</b></p>	<p>Implement a Next Generation Transit Signal Priority System (TSP), that will allow for fast and reliable high occupancy vehicle travel in TriMet's service area (ATCMTD child)</p>	<p><b><u>ADD NEW PROJECT:</u></b> Key 21498 is added to the MTIP as a child project from the larger ODOT statewide ATCMTD grant. TriMet will implement a software-based traffic signal preemption and priority control system. The Centralized TSP system will provide an integrated preemption and priority control solution, interfacing with the existing vehicle, network, and traffic infrastructure where supported. The system will include the following components: the core application, vehicle API and intersection API, and optional vehicle hardware.</p>

<p><b>ATCMTD Project #5 Key 21500 NEW</b></p>	<p>TBD</p>	<p>Washington County</p>	<p><b>Cornelius Pass Road Arterial Corridor Management</b></p>	<p>Implement a variety of Intelligent Transportation System (ITS) treatments to enhance safety and mobility in rural and suburban Washington County and Multnomah County (Cornelius Pass Road from US 30 to OR 8, TV Highway</p>	<p><b><u>ADD NEW PROJECT:</u></b> Key 21500 is a ATCMTD child project that will construct just under a mile of fiber optic communication interconnect between US 26 and West Union Road, install two rural variable message signs at route decision points to warn of weather or blockage on Cornelius Pass Road, install two rural curve warning systems for locations with the most run off the road crashes, and two rural weather stations, with cameras, Bluetooth, and cellular connection to advise of weather conditions near the high elevation points on Cornelius Pass Road.</p>
<p><b>ATCMTD Project #6 21499 (#9 on Grant budget table) NEW</b></p>	<p>TBD</p>	<p>Metro</p>	<p><b>Multimodal Integrated Corridor Management Architecture</b></p>	<p>ATCMTD child project to develop standardized TSMO/ITS policies for data access and sharing plus required architecture platform supporting shared data</p>	<p><b><u>ADD NEW PROJECT:</u></b> The formal amendment adds this new child project to the larger ODOT statewide Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program from Federal Highways Administration (FHWA). The Metro project is one of nine total subprojects to be implemented as part of the total grant. The Metro Multimodal Integrated Corridor Management Architecture project will support the Metro ITS Architecture Plan to develop appropriate policies and strategies supporting data sharing elements and toe recommended ITS architecture resulting in a TSMO/ITS data sharing formal policy, management procedures, partnering, reporting and evaluation leading to data sharing implementation</p>
<p><b>End of the ATCMTD Grant Projects</b></p>					

<p><b>Additional Projects Submitted as Part of the September 2019 Formal Amendment Bundle - Combining Projects</b></p>					
<p>Project #8 Key 20473</p>	<p>71001</p>	<p>ODOT</p>	<p>OR210 Over OR217</p>	<p>Deck overlay; replace joints; patch column spalls.</p>	<p><b><u>COMBINED PROJECT:</u></b> OR 210 over OR 217 was initially authorized to be increased by #1 million (to the construction phase). Subsequent discussions as the amendment was in initial development phase determined that Key 20437 would be combined into Key 18841 and progress together with that project. This amendment shows the initial funding increase to the project and then corresponding d-programming action as Key 20437 is combined into Key 18841.</p>

Project #9 Key 21179	71034	ODOT	OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave	On OR217 from about 72nd Ave to SW Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments (HB2017 awarded Project \$54,000,000 original award)	<b>COMBINED PROJECT:</b> The formal amendment combines the ADVCON and local Other funds into Key 18841. Obligated and expended State funds in PE remain with Key 21179. All other funds are transferred through this amendment to Key 18841.
Project #10 Key 18841	70782	ODOT	OR217 Southbound: OR10 to OR99W	<del>OR217 from OR10 to OR99W, construct lane segments between existing aux lanes to provide a 3rd SB through lane (HB2017 Awarded Project)</del> <b>On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB &amp; SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening (Combines Key 21179 and 20473 into Key 18841) (HB2017 \$44 million award)</b>	<b>COMBINED PROJECT:</b> Keys 20473 and 21179 are combined into Key 18841 for streamlined delivery, costs, and improved delivery efficiencies. The three projects also were part of the STIP Re-balancing Amendment that occurred during July 2019. However, due to the complexities of combining the three projects with the current programming, unprogrammed approved committed funds, and the additional funds to cover the cost increase, Metro requested the projects proceed via a formal amend to allow additional details about the combining effort to be included.

Additional Project Submitted as Part of the September 2019 Formal Amendment Bundle - Transit Related					
<b>Project #11 Key 21552</b>	TBD	SMART	<b>Bus and Bus Facilities - Rural SMART 2017</b>	Vehicle/facilities replacement and expansion	<b>ADD NEW PROJECT:</b> SMART was awarded \$555,200 in FTA Section 5339 funds from the ODOT Rural Area Discretionary Awards program. The match requirement is 16% or \$106,800. Total project cost is \$662,000. Funding will support SMART's vehicle/facilities replacement needs.
<b>Project #12 Key 21517</b>	TBD	TriMet	<b>TriMet Bus Replacement Award FFY2019</b>	Replacement of 13 buses. Funding shifted from ODOT Non-MPO project grouping bucket Key 21424	<b>ADD NEW PROJECT:</b> TriMet was awarded \$1,014,845 in federal transit funds from ODOT's Public Transit Division's STP Vehicle Replacement Program for bus replacement needs
<b>Project #13 Key TBD</b>	TBD	TriMet	<b>TriMet Low-No Bus Program FFY 2019</b>	FFY 2019 FTA Low-No Bus Program (5339c) discretionary award to purchase zero-emission battery electric replacement buses	<b>ADD NEW PROJECT:</b> TriMet received a discretionary grant from FTA's Low or No-Emission Vehicle Program for the FYY 2019 Cycle. The grant will be used to purchase zero-emission electric replacement buses

A detailed summary of the amended projects is provided in the tables on the following pages.

## Amendment Section Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)



The FAST Act established the Advanced Transportation and Congestion Management Technologies Deployment Program to make competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.

ODOT submitted an application and was successful in obtaining an ATCMTD grant award. The total grant award is \$12 million. The required minimum match is 50% or greater. Eligibility areas enable the grant award agencies the ability to deploy advanced transportation and congestion management technologies which include:

- Advanced traveler information systems
- Advanced transportation management technologies
- Infrastructure maintenance, monitoring, and condition assessment
- Advanced public transportation systems
- Transportation system performance data collection, analysis, and dissemination systems
- Advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure Communications
- Technologies associated with autonomous vehicles, and other collision avoidance technologies
- Includes systems using cellular technology
- Integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems
- Electronic pricing and payment systems, or
- Advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals. [23.U.S.C. 503(c)(4) (E)]

ODOT's grant submittal is called the Smart Mobility Network. The Smart Mobility Network uses smart technologies statewide in both urban and rural regions to ease the impacts of rapid growth, guide infrastructure investments, and promote optimal mobility for all modes. Overall, the project uses 30 smart technologies, including advanced traveler information systems and infrastructure maintenance, monitoring, and condition assessment to create an integrated and cohesive transportation planning and management program in Oregon serving all modes.

ODOT's Smart Mobility Network grant will be partitioned into nine separate sub-projects as shown in the below grant budget table. Including the matching project in Key 21157, six additional sub-projects will be programmed and implemented in the Metro MPO boundary area. Each ATCMTD sub-project that will be programmed in the MTIP is summarized after this section.

	PROJECT 1: ODOT I-205 Active Traffic Management		PROJECT 2: ODOT OR 212/224 Arterial Corridor Management		PROJECT 3: City of Portland NW Airport Way Arterial Corridor Management		PROJECT 4: TriMet Next Generation Traffic Signal Priority	
	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal
	Design			\$300,000		\$110,000		
Construction		\$14,000,000	\$2,425,000		\$1,040,000			
Other*							\$2,330,000	\$4,000,000
Evaluation	\$25,000		\$75,000		\$50,000		\$50,000	
<b>SHARE SUBTOTALS:</b>	<b>\$25,000</b>	<b>\$14,000,000</b>	<b>\$2,800,000</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$2,380,000</b>	<b>\$4,000,000</b>
<b>PROJECT TOTAL:</b>	<b>\$14,025,000</b>		<b>\$2,800,000</b>		<b>\$1,200,000</b>		<b>\$6,380,000</b>	

Total Federal Contribution: \$12,000,000  
 Total Non-Federal Contribution: \$19,200,000  
 Total: \$31,200,000

**BUDGET**

PROJECT 5: Washington County Cornelius Pass Road Arterial Corridor Management		PROJECT 6: ODOT US 97 Road Weather Management		PROJECT 7: ODOT City of Bend Colorado/Arizona Couplet ASTPM's		PROJECT 8: ODOT Oregon State Police UAS Crash Reconstruction		PROJECT 9: ODOT Multimodal Integrated Corridor Management Architecture	
Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal
\$440,000	\$104,100	\$245,000		\$250,000					
\$1,160,000	\$195,200	\$2,630,000		\$480,000				\$75,000	
	\$700,700					\$51,000			
	\$100,000	\$125,000		\$100,000		\$39,000			
<b>\$1,600,000</b>	<b>\$1,100,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$830,000</b>	<b>\$0</b>	<b>\$90,000</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$0</b>
<b>\$2,800,000</b>		<b>\$3,000,000</b>		<b>\$830,000</b>		<b>\$90,000</b>		<b>\$75,000</b>	

### OREGON SMART MOBILITY NETWORK

Advanced Transportation and Congestion Management Technologies Deployment Initiative  
 Notice of Funding Opportunity 693J318NF00010

**Exhibit 1: Program Geographic Area**

NO.	PROJECT DESCRIPTION	RESPONSIBLE AGENCY	LIFE CYCLE			SOLUTIONS
			PREPARE	MANAGE	RECOVER	
1	I-205 Active Traffic Management	ODOT	X	X	X	Automatic Traffic Recorders Adaptive Ramp Metering Dynamic Speed Limits Queue Warning System
2	OR 212/224 Arterial Corridor Management	ODOT	X	X	X	ATSPMs Bluetooth Travel Time System CCTV Monitoring Cameras
3	NE Airport Way Arterial Corridor Management	Portland	X	X	X	Freight Signal Priority Next-Gen TSP
4	Next-Generation Transit Signal Priority	TriMet	X	X	X	ATSPMs Bluetooth Travel Time System CCTV Monitoring Cameras
5	Cornelius Pass Road Arterial Corridor Management	Washington County	X	X	X	Freight Signal Priority Next-Gen TSP Road Weather Information Dissemination
6	US 97 Road Weather Management	ODOT	X	X	X	Dynamic Routing Battery Back-Up Systems Red-Light-Running Crash Mitigation System
7	City of Bend Colorado/Arizona Couplet ATSPMs	ODOT	X	X	X	Road Weather Decision Support
8	UAS Crash Reconstruction	ODOT	X	X	X	Dynamic Speed Limits Road Weather Information Dissemination
9	Multimodal Integrated Corridor Management Architecture	ODOT	X	X	X	ATSPMs Multimodal ICM Architecture



<b>Project 0:</b>		<b>I-205 Johnson Creek - Glen Jackson Phase II</b>	
<i>(also #7 in bundle)</i>		<b>(ATCMTD match project)</b>	
Lead Agency:	<b>ODOT</b>		
ODOT Key Number:	<b>21157</b>	MTIP ID Number:	<b>71030</b>
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements:                             <ul style="list-style-type: none"> <li>○ Construct NB Aux lane segments from US26 (Powell Blvd) to EB I-84</li> <li>○ Rehab improvements to impacted interchanges</li> <li>○ Implement Advance Traffic Management System (ATMS).</li> </ul> </li> <li>• Source: Existing MTIP project</li> <li>• Funding: FHWA National Highway Performance Program (NHPP) and federal advance construction funds appropriated to ODOT from the FAST Act</li> <li>• Type: Operations/Preservation – O&amp;M, + ATMS</li> <li>• Location: On I-205 from US26 (Powell Blvd in the south then north to beyond EB I-84 to about Airport Way</li> <li>• Cross Streets: US26 north to EB I-84</li> <li>• Mile Post Limits: 16.20 to 26.60 = 9.40 miles</li> <li>• Current Status Code: 8 = Post construction activities occurring (e.g. final rehab work, ITS system test and evaluation actions, etc.)</li> <li>• STIP Amendment Number: TBD</li> <li>• MTIP Amendment Number: SP20-01-SEP</li> </ul>		
What is changing?	<p><b>AMENDMENT ACTION: COST DECREASE</b></p> <p>Key 21157 acts as the matching project to the \$12 million ATCMTD grant. A significant part of the project scope involved Active Transportation Management System (ATMS) improvements. FHWA determined these improvements which total over \$14 million could count towards them ATCMTD match requirement.</p> <p>For this formal amendment, the construction phase funding amount is being updated to reflect the actual phase obligation amount. The correction is large enough (net change of 20.9%) to require a formal amendment.</p>		
Additional Details:	The use of planned improvements from one project as the match for the grant funds is a creative approach to meeting the match requirements. ODOT staff is involved in the grant development is to be commended for obtaining approval from FHWA with this approach for the ATCMTD grant.		
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, projects that exceed \$1 million in total costs and experience a cost change above 20% require a formal MTIP Amendment to be completed		
Total Programmed Amount:	The total project programming amount decreases from \$37,453,015 to \$31,785,415		
Added Notes:	Child project to the parent statewide ODOT ATCMTD grant		

<b>Project 1:</b>		<b>I-205 Active Traffic Management</b>	
		<b>(New Project)</b>	
Lead Agency:	<b>ODOT</b>		
ODOT Key Number:	<b>21504</b>	MTIP ID Number:	<b>TBD</b>
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements:</li> <li>• Source: New MTIP project.</li> <li>• Funding: ATCMTD grant awarded sub-project</li> <li>• Type: TSMO/ITS</li> <li>• Location: On I-205 from US26 (Powell Blvd in the south then north to beyond EB I-84 about at Airport Way.</li> <li>• Cross Streets: US26 north to EB I-84</li> </ul>		




	<ul style="list-style-type: none"> <li>• Overall Mile Post Limits: 16.20 to 26.60 = 9.40 miles</li> <li>• Current Status Code: 8 = Post construction activities occurring (e.g. final rehab work, ITS system test and evaluation actions, etc.)</li> <li>• STIP Amendment Number: TBD</li> <li>• MTIP Amendment Number: SP20-01-SEP</li> </ul>
<p>What is changing?</p>	<p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>This project includes operational and safety improvements that combine Active Traffic Management (ATM) systems on freeways, active traffic signal management, and performance monitoring to reduce crashes, improve travel time reliability, safety and operations on I-205 between the Glenn Jackson Bridge and the Johnson Creek Blvd structure. \$25,000 of ATCMTD grant funds and \$25,000 of ODOT ITS finds are committed to this project. Key 21157 acts as the match. The overall improvements run parallel to the ATMS improvements in Key 21157.</p> <p>Together, the following ATMS improvements which total over \$14 million are planned to be implemented along the I-205 corridor within the project limits:</p> <p><u>Project Construction Scope:</u></p> <ul style="list-style-type: none"> <li>• Active Traffic Management (ATM) system; variable message signs and their structures and foundations, electrical services, mainline detection.</li> <li>• Traffic control</li> <li>• Ramp meters, traffic signals, signal poles and foundations, and traffic detection</li> <li>• Illumination</li> <li>• Automatic traffic recorders</li> <li>• ITS telecommunications</li> <li>• Signs and sign supports</li> <li>• Striping</li> <li>• Staging and containment system for work over waters of the US and State</li> <li>• Interstate paving and subgrade construction</li> <li>• Interstate widening, interstate milling, SE Stark St. / SE Washington St. reconfiguration to a two lane exit</li> <li>• Adjust and replace all inlets and drainage as needed</li> <li>• New barrier</li> <li>• Affected impact attenuators will be replaced</li> <li>• Guardrail and/or barrier removal and replacement as needed</li> <li>• Tall barrier or other engineered structure as needed</li> <li>• Replace AC wearing surface on end panels, bridge joint and wheel-rut repair work at I-205 &amp; SE Powell Blvd., Structure No. 13531 and at I-205 &amp; SE Division St., Structure No. 13528</li> <li>• Water quality treatment</li> <li>• Erosion control</li> <li>• Utility coordination and relocation</li> </ul>
<p>Additional Details:</p>	<p>The \$50,00 of additional funds for ATMS improvements are being added as a separate project for tracking and accounting purposes</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding a new project to the MTIP requires a formal amendment</p>

Total Programmed Amount:	<b>The total project programming amount is \$50,000</b>
Added Notes:	Child to the parent statewide ODOT ATCMTD grant

<b>Project 2:</b>	<b>OR212/224 Arterial Corridor Management (New Project)</b>		
Lead Agency:	ODOT		
ODOT Key Number:	21495	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements: On OR 212/224, the project components primarily include modifications and additions to existing signalized intersections which include:                             <ul style="list-style-type: none"> <li>○ Upgrading up to 18 traffic signal controllers to advanced traffic controllers (ATC)</li> <li>○ Enhanced mainline radar detection,</li> <li>○ Advance radar detection for improved freight operation</li> <li>○ Battery back-up systems at select intersections to keep signal operational during power outages</li> <li>○ Improved communication to traffic signals within the project corridor</li> </ul> </li> <li>• Source: New MTIP project.</li> <li>• Funding: ATCMTD grant awarded project</li> <li>• Type: TSMO/ITS</li> <li>• Location: On OR224 and OR 212</li> <li>• Cross Streets: Corridor wide I-205 south east to OR 212 (at SE 122<sup>nd</sup> Ave) and then east to SB OR224 in the Milwaukie and Happy Valley areas</li> <li>• Overall Mile Post Limits - Site locations identified at:                             <ul style="list-style-type: none"> <li>○ OR212: at 3.82</li> <li>○ OR224: At 8.16</li> </ul> </li> <li>• Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).</li> <li>• STIP Amendment Number: 18-21-2523</li> <li>• MTIP Amendment Number: SP20-01-SEP</li> </ul>		
What is changing?	<p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>The formal amendment adds this child project from the larger ATCMTD grant.</p> <p>The OR212/224 Arterial Corridor Management project will implement a variety of treatments to improve safety, mobility, and reliability along the congested, industrial OR212/224 corridor in Clackamas County.</p> <p>Project components primarily include modifications and additions to existing signalized intersections:</p> <ul style="list-style-type: none"> <li>• Upgrading up to 18 traffic signal controllers to advanced traffic controllers (ATC)</li> <li>• Enhanced mainline radar detection</li> <li>• Advance radar detection for improved freight operation</li> <li>• Battery back-up systems at select intersections to keep signal operational during power outages</li> <li>• Improved communication to traffic signals within the project corridor</li> </ul> <p>The project elements allow for increased signal performance measurement capabilities and enhanced detection, which will provide signal operators better insight into arterial conditions and allow for more proactive corridor management.</p>		

	Advance detection for freight priority will improve freight mobility and reliability within the corridor.
Additional Details:	<p>The objectives of the project are to develop, design, implement, and operate the OR212/224 Arterial Corridor Management treatments within budget, on-schedule, and accomplishing the expected safety and mobility benefits along this corridor.</p> <p>The modifications proposed provide opportunities to collect data related to corridor performance, improve vehicle and freight detection at signalized intersections, improve network communication,</p> <p>The treatments should enhance corridor reliability and safety by:</p> <ul style="list-style-type: none"> <li>• Increasing signal capabilities at individual locations (ATC controllers)</li> <li>• Updating corridor signal timing</li> <li>• Improving signal detection, including freight detection at priority locations</li> <li>• Improving signal communications and accessibility for signal operators to identify and address signal timing concerns remotely</li> </ul>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding a new project to the MTIP requires a formal amendment
Total Programmed Amount:	<b>The total project programming amount is \$2,800,000 which is 100% ATCMTD grant funds. The match is sourced from Key 21157</b>
Added Notes:	Child to the parent statewide ODOT ATCMTD grant

<b>Project 3:</b>	<b>NE Airport Way Arterial Corridor Management (New Project)</b>		
Lead Agency:	<b>Portland</b>		
ODOT Key Number:	<b>21496</b>	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements: ATCMTD child project that will             <ul style="list-style-type: none"> <li>○ Install electronic message signs</li> <li>○ Update traffic signal controllers</li> <li>○ Install CCTV cameras</li> <li>○ Install truck priority, traffic monitoring stations</li> <li>○ Install fiber communication</li> <li>○ Integrate these devices with the City’s, ODOT’s, and TriMet’s Transportation Operation Centers.</li> <li>○ This project is part of the larger City and Regional Advanced Traffic Management System (ATMS) objectives</li> </ul> </li> <li>• Source: New MTIP project</li> <li>• Funding: ATCMTD grant awarded project</li> <li>• Type: TSMO/ITS</li> <li>• Location: On NE Airport Way</li> <li>• Cross Street Limits: From west of 82<sup>nd</sup> Ave at PDX east to and past Riverside Pkwy to the NE Sandy Blvd intersection</li> <li>• Overall Mile Post Limits: N/A (arterial)</li> <li>• Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).</li> <li>• STIP Amendment Number: 18-21-2524</li> <li>• MTIP Amendment Number: SP20-01-SEP</li> </ul>		

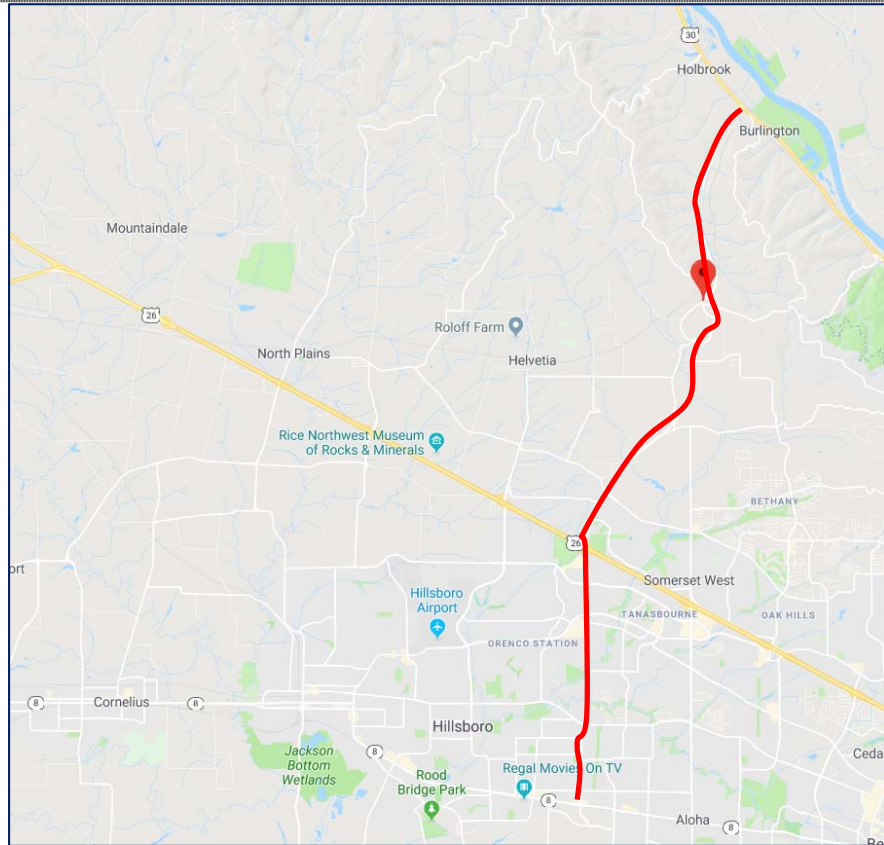
<p>What is changing?</p>	<p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>The City is proposing to install Intelligent Transportation Systems (ITS) infrastructure along Airport Way from 82<sup>nd</sup> Avenue to Riverside Parkway. The project will install electronic message signs, update traffic signal controllers, CCTV cameras, truck priority, traffic monitoring stations, fiber communication, and integrate these devices the City's, ODOTS, and TriMet's Transportation Operation Centers. This project is part of the larger City and Regional Advanced Traffic Management System (ATMS) and provides the minimum project elements that will yield significant benefits to the corridor. It will also allow us to provide more efficient and safe operation of our traffic signal system.</p> 
<p>Additional Details:</p>	<p>Specific proposed improvements include:</p> <ul style="list-style-type: none"> <li>• <b>CCTV installations along Airport Way:</b> Riverside, 158<sup>th</sup>, 148<sup>th</sup>, 138<sup>th</sup>, 122<sup>nd</sup>, Win Sivers/Glenn Widing, and at Holman</li> <li>• <b>Traffic Controller Updates:</b> I-205 SB ramp, I-205 SB ramp, Hollman, Glen Widing, 122<sup>nd</sup>, 138<sup>th</sup>, 148<sup>th</sup>, 158<sup>th</sup>, and Riverside</li> <li>• <b>Fiber installation:</b> 288 Fiber run from 82<sup>nd</sup> Avenue to Riverside</li> <li>• <b>Variable Message Signs:</b> There will be three locations along Airport Way where Variable Message Signs (VMS) will be installed.</li> <li>• <b>Truck Priority and Count Stations:</b> Truck freight priority will be installed along NE Airport Way between Riverside and NE 82<sup>nd</sup> Avenue as part of the new detection installation.</li> <li>• <b>Detection and Count Stations:</b> New radar detection will be installed along NE Airport Way at every signalized intersection. The detection will allow for improvements to freight mobility via truck priority. Furthermore, the new detection allows us to gather data on the signal operation and efficiency by using Automated Traffic Signal Performance Measure (ATSPM) data.</li> <li>• <b>Travel Time devices:</b> There will be permanent Bluetooth data readers installed along NE Airport Way in order to measure travel time data along the corridor. It will help inform our signal timing and operations plan</li> </ul>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding a new project to the MTIP requires a formal amendment</p>
<p>Total Programmed Amount:</p>	<p><b>The total project programming amount is \$1,200,000 and reflects all ATCMTD funds. The match is sourced from Key 21157.</b></p>
<p>Added Notes:</p>	<p>Child project to the ATCMTD grant</p>

<b>Project 4: TriMet Next Generation Traffic Signal Priority (New Project)</b>	
Lead Agency:	<b>TriMet</b>
ODOT Key Number:	<b>21498</b> MTIP ID Number: TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements. The TriMet ATCMTD child project will:             <ul style="list-style-type: none"> <li>○ Implement a software-based traffic signal preemption and priority control system.</li> <li>○ The Centralized TSP system will provide an integrated preemption and priority control solution, interfacing with the existing vehicle, network, and traffic infrastructure where supported.</li> <li>○ The system will include the following components: the core application, vehicle API and intersection API, and optional vehicle hardware.</li> </ul> </li> <li>• Source: New MTIP project</li> <li>• Funding: ATCMTD grant awarded project</li> <li>• Type: TSMO/ITS</li> <li>• Location: Cornelius Pass Rd</li> <li>• Cross Street Limits: US 30 south to OR 8</li> <li>• Overall Mile Post Limits: N/A (arterial)</li> <li>• Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).</li> <li>• STIP Amendment Number: 18-21-2526</li> <li>• MTIP Amendment Number: SP20-01-SEP</li> </ul>
What is changing?	<p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>The formal amendment adds the ATCMTD child project to the 2018 MTIP.</p> <p>TriMet in close cooperation with regional traffic partners at Oregon Department of Transportation, the City of Portland, Metro and others suburban cities is seeking to implement a Next Generation Transit Signal Priority System (TSP), that will allow for fast and reliable high occupancy vehicle travel in TriMet’s service area. TriMet must have the Next Generation Transit Signal Priority in place and operating as designed by June 1st, 2022 in preparation for the launch of the Division Transit Project. The Next Generation TSP system will be a central software-based traffic signal preemption and priority control system. The Centralized TSP system will provide an integrated preemption and priority control solution, interfacing with the existing vehicle, network, and traffic infrastructure where supported. The system will include the following components: the core application, vehicle API and intersection API, and optional vehicle hardware</p>
Additional Details:	<p>The Intelligent Preemption and Priority Control Application shall be configured with the necessary vehicle provisions, relative priority settings, conditional preemption/priority parameters, and intersection location information. As supported vehicles travel throughout the supported region, vehicle data shall be sent to the Intelligent Preemption and Priority Control Application. The Intelligent Preemption and Priority Control Application shall process the vehicle data, applying any necessary relative priority and conditional factors to determine the appropriate time to send the preemption or priority request along with identifying the appropriate intersection to send the preemption or priority request to. Once determined, the Intelligent Preemption and Priority Control Application shall package the preemption or priority request data into the defined message structure and issue to the preconfigured traffic-side system. The traffic-side</p>

	system shall then process and act upon the preemption or priority request based on its pre-configured settings.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or removing a project from the MTIP requires a full/Formal Amendment
Total Programmed Amount:	<b>The total MTIP project programming amount is \$6,380,000. The ATCMTD grant portion is \$2,380,000.</b> TriMet is providing additional local matching funds totaling \$4,000,000 to the project resulting in the \$6,380,000 project total.
Added Notes:	Child project to the ATCMTD grant

<b>Project 5:</b>	<b>Cornelius Pass Road Arterial Corridor Management (New Project)</b>		
Lead Agency:	<b>Washington County</b>		
ODOT Key Number:	<b>21500</b>	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements: ATCMTD child project:             <ul style="list-style-type: none"> <li>○ Implement just under a mile of fiber optic communication interconnect between US 26 and West Union Road</li> <li>○ Install two rural variable message signs at route decision points to warn of weather or blockage on Cornelius Pass Road</li> <li>○ Install two rural curve warning systems for locations with the most run off the road crashes</li> <li>○ Add two rural weather stations, with cameras, Bluetooth, and cellular connection to advise of weather conditions near the high elevation points on Cornelius Pass Road.</li> </ul> </li> <li>• Source: New MTIP project</li> <li>• Funding: ATCMTD grant awarded project</li> <li>• Type: TSMO/ITS</li> <li>• Location: Various locations</li> <li>• Cross Street Limits: In Various arterials</li> <li>• Overall Mile Post Limits: N/A (arterial)</li> <li>• Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).</li> <li>• STIP Amendment Number: 18-21-2528</li> <li>• MTIP Amendment Number: AP19-09-MAY</li> </ul>		
What is changing?	<p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>The formal amendment adds this ATCMTD child project to the MTIP.</p> <p>The Cornelius Pass Road Arterial Corridor Management project will implement a variety of Intelligent Transportation System (ITS) treatments to enhance safety and mobility in rural and suburban Washington County and Multnomah County (Cornelius Pass Road from US 30 to OR 8, TV Highway). All project work is expected within existing right-of-way.</p>		





Additional Details:

In addition to the improvement stated in the project snapshot the remaining ITS components will be additions to existing traffic signals to enhance their ability to sense and adapt for safety enhancement and multi-modal performance measures and including the following components:

- Seven battery back-up systems to keep major traffic signals operational in power outages,
- Pedestrian-bicycle counting and bike detection confirmation systems to aid multi-modal performance,
- An adaptive pedestrian safety system that will deploy high-resolution, all-weather sensors to conditionally extend the pedestrian service interval to reduce crash exposure for vulnerable pedestrian users, or cancel the pedestrian service if the pedestrian is no longer waiting to cross the road, thereby avoiding unnecessary vehicular stops, delays and emissions,
- Red light crash mitigation system which will leverage high-resolution radar and next generation traffic signal controllers to predict red light runners on approach and conditionally extend the red clearance interval (Manual on Uniform Traffic Control Devices, Section 4D.26.11) to reduce crash exposure and probability at six higher risk signalized intersections along Cornelius Pass Road, and
- Upgrade the 21 traffic signal controllers along Cornelius Pass Road to high-resolution, advanced traffic controllers (ATC), along with a connection to central management to stream Signal Phasing and Timing (SPaT) data to 3<sup>rd</sup> party subscribers to publish signal state data to Connected Vehicles. Examples are Traffic Technology Services, TTS, which will stream this data to Audi, BMW, and other auto original equipment manufacturers (OEMs).

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or removing a project from the MTIP and STIP requires a formal amendment
Total Programmed Amount:	<b>The total project programming amount is \$2,800,000. The ATCMTD grant funds total \$1,600,000.</b> The local match and overmatch funds committed to the project are \$1,200,000
Added Notes:	Child project to the ATCMTD grant

<b>Project 6: Multimodal Integrated Corridor Management Architecture (New Project)</b>	
Lead Agency:	<b>Metro</b>
ODOT Key Number:	<b>21499</b> <span style="float: right;">MTIP ID Number: TBD</span>
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements: ATCMTD child project:             <ul style="list-style-type: none"> <li>○ Support of the Metro ITS Architecture Plan to develop appropriate policies and strategies</li> <li>○ Supporting data sharing elements and toe recommended ITS architecture resulting in a TSMO/ITS data sharing formal policy, management procedures, partnering, reporting and evaluation leading to data sharing implementation.</li> </ul> </li> <li>• Source: New MTIP project</li> <li>• Funding: ATCMTD grant awarded project</li> <li>• Type: TSMO/ITS</li> <li>• Location: Various locations</li> <li>• Cross Street Limits: In Various arterials</li> <li>• Overall Mile Post Limits: N/A (arterial)</li> <li>• Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).</li> <li>• STIP Amendment Number: 18-21-2527</li> <li>• MTIP Amendment Number: SP20-01-SEP</li> </ul>
What is changing?	<p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>The formal amendment adds this ATCMTD child planning project to the MTIP.</p> <p>The primary objective is to draft a policy that is agreeable and useful to sharing data across multiple agencies, operators and potential third parties, making any needed updates to the existing Intelligent Transportation Systems (ITS) Architecture and specifying a shared data platform and/or method, in order to serve travelers and freight in a corridor.</p> <p>The problem the study will address: Data to support future active demand management and traffic incident management on multimodal integrated corridors is in different formats.</p> <p>The solution the study will attempt to formulate: Data system architecture will be designed to seamlessly interface with multiple data formats, allowing support for such things as dynamic transit capacity assignment, predictive traveler information, and traffic incident decision support.</p> <p>This work reflects the region’s and state’s desire to move up in “capability maturity” from work performed in an ad-hoc fashion to work that is integrated between agencies.</p>



<p>Additional Details:</p>	<p>The following tasks are sourced from the I-84 Multimodal ICM study from 2018 and will be incorporated into the study. Six Operations Alternatives relate to the strategies needed to develop capabilities for Multimodal ICM, one of which is to create a data-sharing policy. The tasks below borrow from the recommendations included in that study. The following is one way to broadly describe how the study flows into task work:</p> <ul style="list-style-type: none"> <li>• What does the data need to look like?</li> <li>• What do agencies want to do?</li> <li>• What data do agencies need to do it?</li> <li>• Which needed data sets fill gaps?</li> <li>• Build a system around a shared understanding.</li> <li>• Identify future improvements.</li> </ul> <p>Generally, partners of this project will work on:</p> <ul style="list-style-type: none"> <li>• Understanding current data while developing use cases.</li> <li>• Considering data specifications (e.g., fields, variables, frequency of updates, etc.).</li> <li>• Identifying what platform supports the data in its intended use and for its intended users.</li> <li>• Agreeing on the processes and policies that partners will follow.</li> </ul>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or removing a project from the MTIP and STIP requires a formal amendment</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount for the study is \$75,000.</p>
<p>Added Notes:</p>	<p>Child project to the ATCMTD grant</p>

**This ends the child projects which are part of the ODOT ATCMTD grant**


Added note: Key 21157 is labeled as “project #0”. It was positioned first to help explain the project’s role as the match to the ATCMTD grant. It also acts as project #7 in the amendment bundle. This is why the next project listed in the amendment bundle is #8.

<p><b>Project 8: OR210 Over OR217</b></p>	
<p>Lead Agency:</p>	<p><b>ODOT</b></p>
<p>ODOT Key Number:</p>	<p><b>20473</b> MTIP ID Number: <b>71001</b></p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements: Operations and maintenance - deck overlay; replace joints; patch column spalls.</li> <li>• Source: Existing MTIP project</li> <li>• Funding: Federal National Highway Performance Program (NHPP)</li> <li>• Type: Operations &amp; Maintenance/Bridge</li> <li>• Location: At the OR210 flyover at OR217 in south Beaverton</li> <li>• Cross Street Limits: OR210 at OR 217</li> <li>• Overall Mile Post Limits: 9.16 to 9.24 = 0.08 total miles</li> <li>• Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).</li> <li>• STIP Amendment Number: 18-21-2597</li> <li>• MTIP Amendment Number: SP20-01-SEP</li> </ul>

<p>What is changing?</p>	<p><b>AMENDMENT ACTION: COMBINED PROJECT</b></p> <p>The formal amendment began by first adding \$1 million in approved ODOT funding to the project's construction phase. Subsequent to the developing the amendment, ODOT decided to combine the scope and increased funding into Key 18841. The notification table shows the initial funding increase and then the final decision to combine the scope and funding into Key 18841. As a result, Key 20473 is now zeroed programmed and cancelled. The purpose of the combining will allow a streamline delivery of the planned improvements to OR217.</p>
<p>Additional Details:</p>	<div data-bbox="581 569 1313 1159" data-label="Image"> <p>A map showing the intersection of OR210 and OR217. The map is oriented with North at the top. OR210 runs vertically through the center, and OR217 runs horizontally across the bottom. Various commercial locations are marked with icons and labels, including Burlington, David's Bridal, Nordstrom Rack Cascade Plaza, Benihana, CarMax, CORT Furniture Outlet, Shane Co, Embassy Suites by Hilton Portland, Target, DICK'S Sporting Goods, The Cheesecake Factory, and Washington Square. Other streets shown include SW Washington Square Rd, SW Cascade Ave, SW Blaine Rd, SW 15th St, SW 16th St, SW 17th St, SW 18th St, SW 19th St, SW 20th St, SW 21st St, SW 22nd St, SW 23rd St, SW 24th St, SW 25th St, SW 26th St, SW 27th St, SW 28th St, SW 29th St, SW 30th St, SW 31st St, SW 32nd St, SW 33rd St, SW 34th St, SW 35th St, SW 36th St, SW 37th St, SW 38th St, SW 39th St, SW 40th St, SW 41st St, SW 42nd St, SW 43rd St, SW 44th St, SW 45th St, SW 46th St, SW 47th St, SW 48th St, SW 49th St, SW 50th St.</p> </div> <p style="text-align: center;">NB view of OR210 over OR217</p> <div data-bbox="542 1255 1349 1625" data-label="Image"> <p>A photograph showing a road view from the perspective of someone driving on OR217. The road is paved and has a yellow line on the right side. In the background, there is a bridge structure over the road. The sky is overcast with grey clouds. There are some trees and bushes in the foreground.</p> </div>
<p>Why a Formal amendment is required?</p>	<p>Due to the complex combining nature of the 217 projects of Keys 20473 and 21179 into Key 18841 along with the STIP funds re-balancing effort, Metro requested the three projects proceed under formal amendment rules to provide added clarification for the required changes</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount decreases from \$1,863,363 to \$0</p>
<p>Added Notes:</p>	<p>See revised project scope for NB and SB OR 217 improvements in Key 18841 as a result of the project combining.</p>

<b>Project 9: OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave</b>	
Lead Agency:	<b>ODOT</b>
ODOT Key Number:	<b>21179</b> MTIP ID Number: 71034
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Construct New NB auxiliary lane segments</li> <li>Source: Existing MTIP project</li> <li>Funding: Federal Advance Construction funds</li> <li>Type: Highway/Capacity Enhancing</li> <li>Location: On OR 217</li> <li>Cross Street Limits: From about 72<sup>nd</sup> Ave to SW Scholl's Ferry Rd</li> <li>Overall Mile Post Limits: 1.77 to 6.32 = 4.55 miles total</li> <li>Current Status Code: 4 = (PS&amp;E) Planning Specifications, &amp; Estimates (final design 30%, 60%, 90% design activities initiated).</li> <li>STIP Amendment Number: 18-21-2597</li> <li>MTIP Amendment Number: SP20-01-SEP</li> </ul>
What is changing?	<p><b>AMENDMENT ACTION: COMBINED PROJECT</b></p> <p>The formal amendment combines the scope and funding of Key 21179 into Key 18841 with the exception of the expended state funds in the preliminary engineering phase. The funds will remain with the project in Key 21179. The purpose of combining effort to enable the planned improvements on OR217 to be delivered in more efficient and streamlined fashion.</p>
Additional Details:	See Key 18841 in this amendment package for the combined scope of work elements and project locations for the planned improvements.
Why a Formal amendment is required?	Due to the complex combining nature of the 217 projects of Keys 20473 and 21179 into Key 18841 along with the STIP funds re-balancing effort, Metro requested the three projects proceed under formal amendment rules to provide added clarification for the required changes.
Total Programmed Amount:	The total project programming amount decreases from \$11,400,000 to \$798,970
Added Notes:	See revised project scope for NB and SB OR 217 improvements in Key 18841 as a result of the project combining.


<b>Project 10: <del>OR217 Southbound: OR10 to OR99W</del> OR217: OR10 to OR99W</b>	
Lead Agency:	<b>ODOT</b>
ODOT Key Number:	<b>18841</b> MTIP ID Number: 70782
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: <ul style="list-style-type: none"> <li><del>OR217 from OR10 to OR99W, construct lane segments between existing aux lanes to provide a 3rd SB through lane (HB2017 Awarded Project)</del></li> <li><b>On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB &amp; SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening (Combines Key 21179 and 20473 into Key 18841) (HB2017 \$44 million award)</b></li> </ul> </li> <li>Source: Combined existing MTIP project</li> <li>Funding: Federal Highway Safety Improvement Program (HSIP), Advance Construction funds, and state HB2017 funds</li> <li>Type: Highway/Capacity Enhancing</li> <li>Location: On OR 217</li> </ul>

	<ul style="list-style-type: none"> <li>• Cross Street Limits: From OR10 to OR99W</li> <li>• Overall Mile Post Limits: 1.77 to 6.32 = 4.55 miles total</li> <li>• Current Status Code: 4 = (PS&amp;E) Planning Specifications, &amp; Estimates (final design 30%, 60%, 90% design activities initiated).</li> <li>• STIP Amendment Number: 18-21-2597</li> <li>• MTIP Amendment Number: SP20-01-SEP</li> </ul>
<p>What is changing?</p>	<p><b>AMENDMENT ACTION: COMBINED PROJECT</b></p> <p>The formal amendment combines the scope and funding of Keys 20473 and 21179 into Key 18841 enabling the planned improvements on OR217 to be delivered in more efficient and streamlined fashion.</p> <p>This adds \$12,464,393 from Keys 20473 and 21179 to Key 18841. Key 21179 had only PE and a small amount of ROW programmed which totaled \$11,400,000. However, this HB217 project was awarded \$54,000,000 in HB 2017 funds. The funds remain committed to the project and are now combined into Key 18841.</p> <p>The original programming for Key 18841 total \$47,302,832. Combining the three projects together with all approved committed funds (\$1,863,363 from Key 20473 + \$54,000,000 from Key 21179 + \$47,302,832 from Key 18841 now totals \$103,166,215. During the STIP Re-balancing Amendment, the updated total project cost for the three combined projects (Keys 20473, 21179 and 18841 now combined into 18841) was increased to \$134,200,840. This requires a cost increase of \$31,034,625 or 30.1% to the combined project. The additional funds have been secured through other projects pushed out into the next STIP Cycle through the STIP Re-balancing Amendment.</p> <p>Full programming and combining the three project is occurring to streamline project delivery costs and improve delivery efficiencies. The need for additional funds to complete all three projects was approved by the OTC during their June 2019 meeting. Because of the complexity of the cost increase and combining effort, Metro requested the three projects proceed under MTIP formal amendment rules to help explain the combining effort and how the total project cost break-out among the three combined projects.</p> <p><b>Project need</b></p> <p>OR 217 between Beaverton and Tigard has 10 interchanges in just over seven miles and some of the shortest merging spacing in the region. The interchange spacing, combined with 120,000 vehicles a day, leads to high crash rates and travel delays. The interchanges at Allen Boulevard and Denney Road are some of the worst bottleneck locations.</p> 

<p>Additional Details:</p>	<p><b>Project elements</b> Major elements of the OR 217 Auxiliary Lanes Project include:</p> <ol style="list-style-type: none"> <li>1 Add southbound auxiliary lane from Beaverton-Hillsdale Highway to OR 99W.</li> <li>2 Add northbound auxiliary lanes from OR 99W to Scholls Ferry Road.</li> <li>3 Replace the Allen Boulevard southbound on-ramp and the Denney Road southbound off-ramp with a frontage road to allow drivers to more safely travel south from Allen Boulevard to Denney Road.</li> <li>4 Replace the Hall Boulevard overpass between OR 99W and Pfaffle Street, including new sidewalks and bike lanes.</li> <li>5 Potential sound walls to reduce noise for project neighbors.</li> <li>6 Widen three ramps: the Denney Road southbound on-ramp, the Scholls Ferry northbound off-ramp and the OR 99W northbound off-ramp.</li> </ol> <p><b>Pedestrian and bicycle improvements</b> This project also includes targeted improvements to local bicycle and pedestrian routes, in partnership with City of Beaverton and Washington County, including:</p> <ol style="list-style-type: none"> <li>7 Extend Fanno Creek Trail along the east side of OR 217 up to Allen Boulevard. This connection completes the OR 217 parallel bike path network from OR 99W to Allen Boulevard.</li> <li>8 Widen sidewalk on north side of Denney Road from Fanno Creek Trail to SW 105th Avenue.</li> <li>9 Build sidewalks and bike lanes on Hall Boulevard from Cascade Avenue to Scholls Ferry Road. Construction will depend on funding availability.</li> </ol> <p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>Southbound auxiliary lane</li> <li>Northbound auxiliary lane</li> <li>Potential sound wall</li> <li>New frontage road</li> <li>Pedestrian and bike improvements</li> <li>Ramp widening</li> </ul>
<p>Why a Formal amendment is required?</p>	<p>Due to the complex combining nature of the 217 projects of Keys 20473 and 21179 into Key 18841 along with the STIP funds re-balancing effort, Metro requested the three projects proceed under formal amendment rules to provide added clarification for the required changes.</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount decreases from \$47,302,832 to 134,200,840</p>
<p>Added Notes:</p>	<p>Project includes the transfer of funds through the STIP re-balancing amendment</p>

<p><b>Project 11:</b></p>	<p><b>Bus and Bus Facilities – Rural SMART 2017 (New Project)</b></p>	
<p>Lead Agency:</p>	<p><b>SMART</b></p>	
<p>ODOT Key Number:</p>	<p><b>21522</b></p>	<p>MTIP ID Number: TBD</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Vehicle/facilities replacement and CNG station expansion to include:             <ul style="list-style-type: none"> <li>Purchase one 30-35 ft./25-35 seat/2 ADA securement stations/CNG powered transit bus</li> </ul> </li> </ul>	



	<ul style="list-style-type: none"> <li>○ Purchase two 25-30 ft./16-30 seat/2 ADA securement stations/CNG powered transit buses</li> <li>○ Purchase one 20 ft./3-6 seat/1 ADA securement station/gas powered van</li> <li>○ Construct one compressed natural gas refueling station to support the transportation needs of the general public</li> </ul> <ul style="list-style-type: none"> <li>● Source: New MTIP project</li> <li>● Funding: FTA Section 5339 funding form the ODOT 2017 Rural Discretionary Program</li> <li>● Type: Transit</li> <li>● Location: City of Wilsonville area within the SMART transit network</li> <li>● Cross Street Limits: N/A</li> <li>● Overall Mile Post Limits: N/A (Transit)</li> <li>● Current Status Code: T22 = Programming actions in progress or programmed in current MTIP</li> <li>● STIP Amendment Number: 18-21-2602</li> <li>● MTIP Amendment Number: SP20-01-SEP</li> </ul>
<p>What is changing?</p>	<p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>Through this amendment, SMART’s rural 2017 discretionary grant award project is being added to the MTIP</p> <p>SMART applied for and was awarded a discretionary transit grant from ODOT’s 5339 Bus and Bus Facilities Discretionary Application to purchase replacement transit vehicles (buses and vans) and support expansion of SMART’s CNG refueling station. The expansion of the CNG facility will reduce re-fueling bottlenecks, ensuring buses stay on schedule.</p>
<p>Additional Details:</p>	<p>The grant award will support the purchase of replacement buses and vans as follows:</p> <ul style="list-style-type: none"> <li>● Purchase One 30-35 ft., 25-35 seats with 2 estimated ADA securement stations, CNG powered bus</li> <li>● Purchase two 25-30 ft., 16-30 seats with 2 estimated ADA securement stations, CNG powered buses</li> <li>● Purchase one less than 20 feet , 3-6 seats with 1 estimated ADA securement station transit van</li> </ul>  <p>The grant also provides funding to support expansion of SMART’s existing CNG refueling station to add a refueling station</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or removing a project from the MTIP and STIP requires a formal amendment</p>
<p>Total Programmed Amount:</p>	<p><b>The total project programming amount totals \$662,000. The FTA Section 5339 federal grant portion totals \$555,200.</b></p>
<p>Added Notes:</p>	

<b>Project 12:</b>		<b>TriMet Bus Replacement Award FFY 2019 (New Project)</b>	
Lead Agency:	TriMet		
ODOT Key Number:	21517	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Bus replacements</li> <li>Source: New MTIP project</li> <li>Funding: FTA Section 5310 funding from 2019-2021 Enhanced Mobility of Seniors and Individuals with Disabilities (5310) program</li> <li>Type: Transit</li> <li>Location: TriMet area transit network</li> <li>Cross Street Limits: N/A</li> <li>Overall Mile Post Limits: N/A (Transit)</li> <li>Current Status Code: T22 = Programming actions in progress or programmed in current MTIP</li> <li>STIP Amendment Number: 18-21-2592</li> <li>MTIP Amendment Number: SP20-01-SEP</li> </ul>		
What is changing?	<p><b>AMENDMENT ACTION: ADD NEW PROJECT</b></p> <p>Federal FTA section 5310 funding award to TriMet for replacement bus purchases</p>		
Additional Details:			
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or removing a project from the MTIP and STIP requires a formal amendment		
Total Programmed Amount:	<b>The total project programming amount totals \$1,130,999. The FTA Section 5310 federal grant portion totals 1,014,845.</b>		
Added Notes:			

<b>Project 13:</b>		<b>TriMet Bus Replacement Award FFY 2019 (New Project)</b>	
Lead Agency:	TriMet		
ODOT Key Number:	TBD	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Bus replacements</li> <li>Source: New MTIP project</li> <li>Funding: FTA Section 5339c funding from FTA FY 2019 Low or No-Emission Bus Program (5339c) Discretionary Program</li> <li>Type: Transit</li> <li>Location: TriMet area transit network</li> <li>Cross Street Limits: N/A</li> <li>Overall Mile Post Limits: N/A (Transit)</li> <li>Current Status Code: T22 = Programming actions in progress or programmed in current MTIP</li> <li>STIP Amendment Number: TBD</li> <li>MTIP Amendment Number: SP20-01-SEP</li> </ul>		
What is changing?	<b>AMENDMENT ACTION: ADD NEW PROJECT</b>		

	<p>ODOT discretionary FTA section 5339c funding award to TriMet for replacement bus purchases</p> <p>The Low or No Emission Competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities</p>
Additional Details:	<p>Eligible projects include:</p> <ul style="list-style-type: none"> <li>• Purchasing or leasing low- or no-emission buses</li> <li>• Acquiring low- or no-emission buses with a leased power source</li> <li>• Constructing or leasing facilities and related equipment (including intelligent technology and software) for low- or no-emission buses</li> <li>• Constructing new public transportation facilities to accommodate low- or no-emission buses</li> <li>• Rehabilitating or improving existing public transportation facilities to accommodate low- or no-emission buses</li> </ul>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or removing a project from the MTIP and STIP requires a formal amendment
Total Programmed Amount:	<b>The total project programming amount totals \$4,248,000. The FTA Section 5339c federal grant portion totals 2,088,579.</b> TriMet's required minimum match is \$368,573. TriMet also is providing \$1,790,848 in local overmatching funds for a total local match of \$2,159,421.
Added Notes:	TriMet has been successful over the last several years in obtaining discretionary 5339c grant awards from FTA.

Note: The Amendment Matrix located on the next page is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

**METRO REQUIRED PROJECT AMENDMENT REVIEWS**

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
  - Awarded federal funds and is considered a transportation project
  - Identified as a regionally significant project.
  - Identified on and impacts Metro transportation modeling networks.
  - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
  - Project eligibility for the use of the funds
  - Proof and verification of funding commitment
  - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
  - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket



- RTP project cost consistent with requested programming amount in the MTIP
- If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
  - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
  - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
  - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
  - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts to include:
  - Safety
  - Asset Management - Pavement
  - Asset Management – Bridge
  - National Highway System Performance Targets
  - Freight Movement: On Interstate System
  - Congestion Mitigation Air Quality (CMAQ) impacts
  - Transit Asset Management impacts
  - RTP Priority Investment Areas support
  - Climate Change/Greenhouse Gas reduction impacts
  - Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
  - Completion of the required 30 day Public Notification period:
  - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
  - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

ODOT-FTA-FHWA Amendment Matrix
<b>Type of Change</b>
<b>FULL AMENDMENTS</b>
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2. Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> <li>• Change in project termini - greater than .25 mile in any direction</li> <li>• Changes to the approved environmental footprint</li> <li>• Impacts to AQ conformity</li> <li>• Adding capacity per FHWA Standards</li> <li>• Adding or deleting worktype</li> </ul>
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> <li>• FHWA project cost increase/decrease:                             <ul style="list-style-type: none"> <li>• Projects under \$500K – increase/decrease over 50%</li> <li>• Projects \$500K to \$1M – increase/decrease over 30%</li> <li>• Projects \$1M and over – increase/decrease over 20%</li> </ul> </li> <li>• All FTA project changes – increase/decrease over 30%</li> </ul>
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.
<b>ADMINISTRATIVE/TECHNICAL ADJUSTMENTS</b>
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

**APPROVAL STEPS AND TIMING**

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the September 2019 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	August 30, 2019
• TPAC notification and approval recommendation.....	September 6, 2019
• <b>JPACT approval and recommendation to Council.....</b>	<b>September 19, 2019*</b>
• Completion of public notification process.....	September, 3, 2019
• Metro Council approval.....	October 3, 2019**

Notes:

- \* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.
- \*\* Confirmation for the Metro Council meeting on Thursday, October 3, 2019 is not firm. The specific Metro Council date for final approval of formal amendment SP20-01-SEP may be delayed one week to Thursday, October 10, 2019 depending upon the decision for the October 3<sup>rd</sup> meeting date.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package .....	October 8, 2019
• Amendment bundle submission to ODOT for review.....	October 9, 2019
• Submission of the final amendment package to USDOT.....	October 9, 2019
• ODOT clarification and approval.....	Late October, 2019
• USDOT clarification and final amendment approval.....	Late October to early November, 2019

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

**RECOMMENDED ACTION:**

**TPAC recommends the approval of Resolution 19-5018.**

- TPAC approval: September 6, 2019

Attachments:

1. Project Location Maps
2. Additional Project Support Materials

Date: Friday, September 6, 2019  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: Attachment 1 to the September 2019 MTIP Formal Amendment Staff Report – Project Location Maps

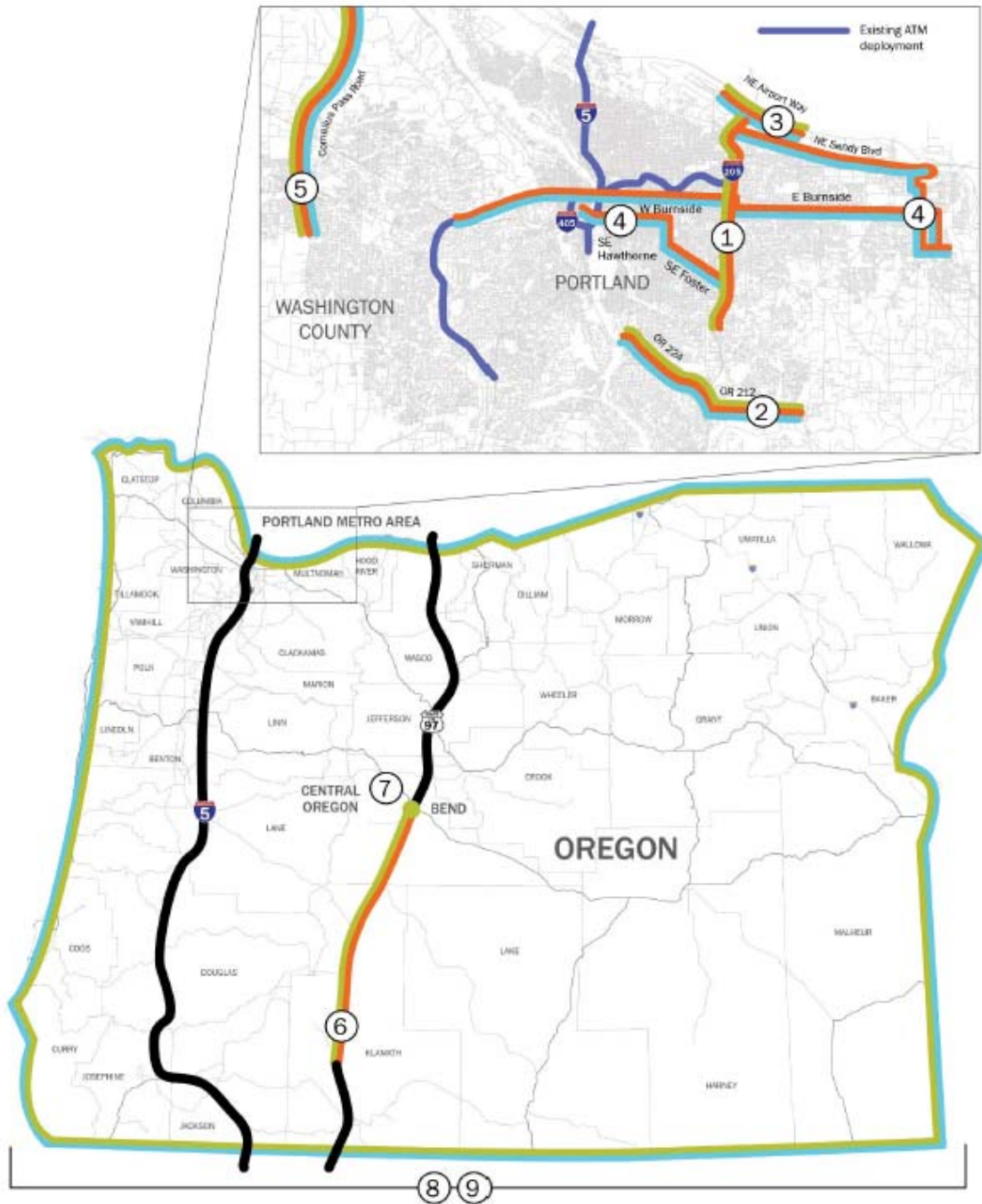
---

## **BACKGROUND**

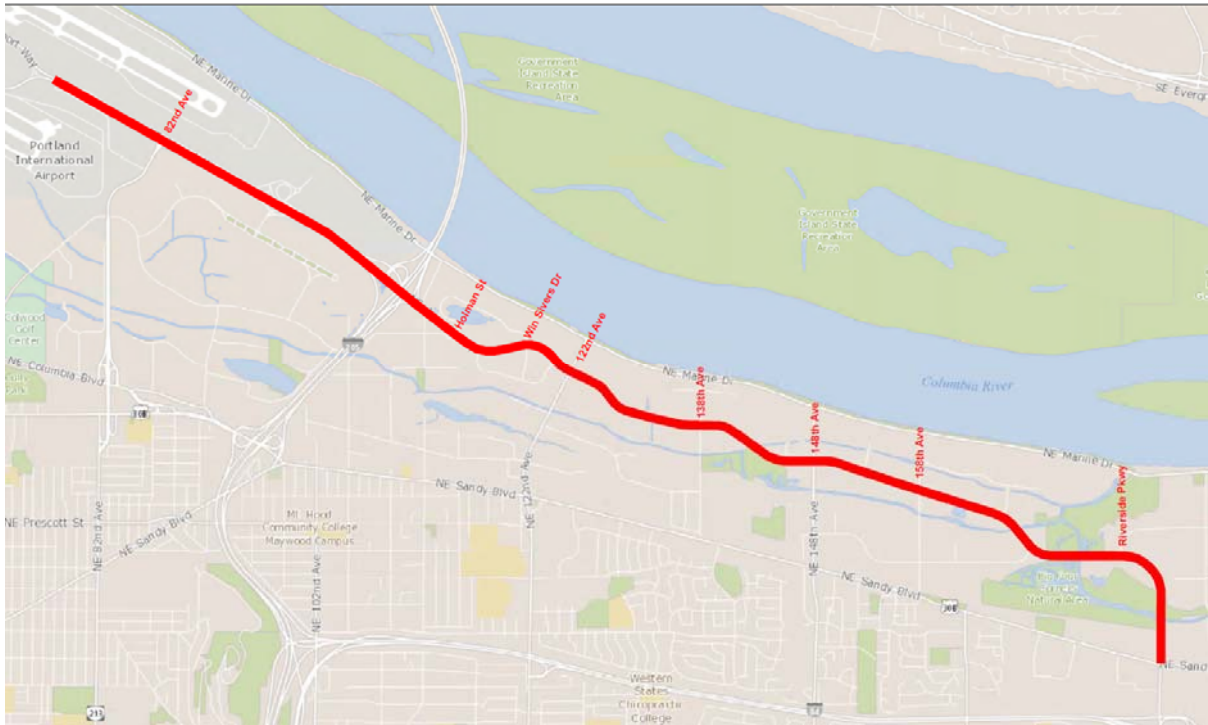
Available project location maps are included for reference to their applicable projects and include:

- Page 2 - Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) project locations map pertaining to the ODOT Oregon Smart Mobility Network grant. Applies to:
  - Key 21157: I-205 Johnson Creek - Glen Jackson Phase II
  - Key 21504: I-205 Active traffic Management
  - Key 21495: OR212/224 Arterial Corridor Management
  - Key 21496: NE Airport Way Arterial Corridor Management
  - Key 21500: Cornelius Pass Road Arterial Corridor Management
- Page 3 - Key 21496: NE Airport Way Arterial Corridor limits map
- Pages 4 to 6 – OR217 combining projects improvement maps. Applies to:
  - Key 20473: OR210 Over OR217
  - Key 21179: OR217: OR 210 SW Scholl's Ferry Rd – SW 72<sup>nd</sup> Ave
  - Key 18841: OR217: Or210 o OR99W

Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) project locations map pertaining to the ODOT Oregon Smart Mobility Network grant.



**Key 21496**  
**Portland**  
**NE Airport Way Arterial Corridor Management**

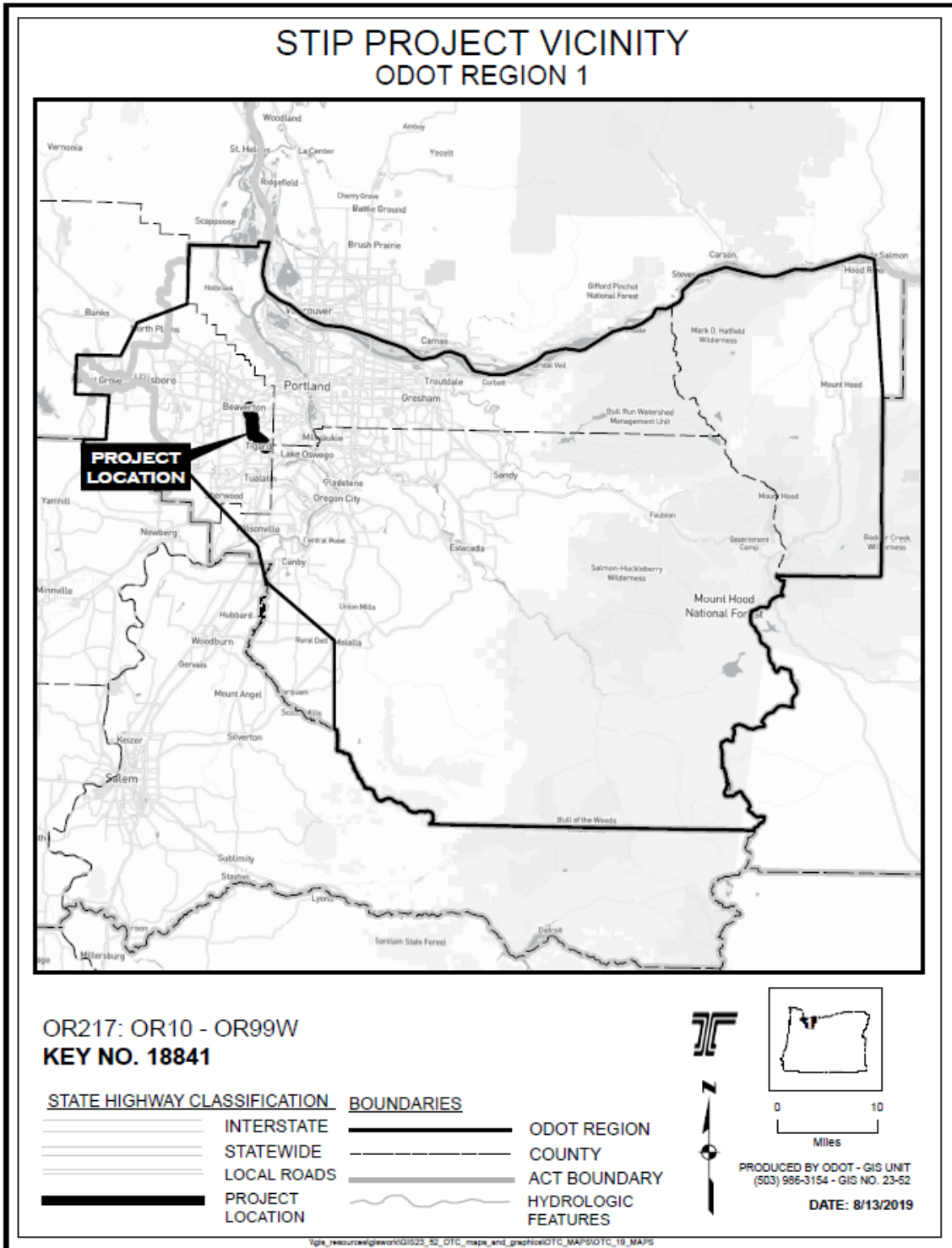


**Keys 20473, 21179, and 18841**

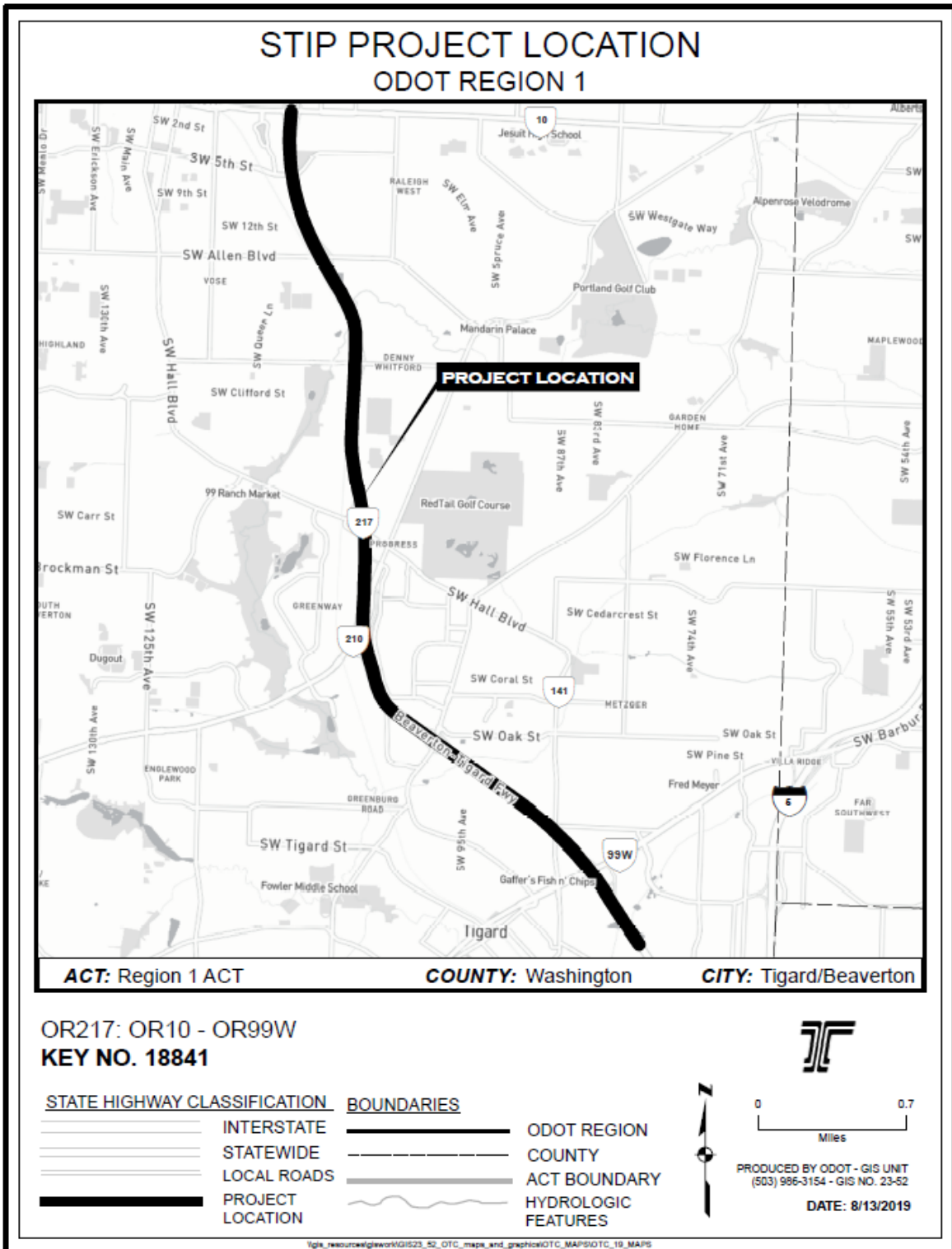
Key 20473: OR210 Over OR217

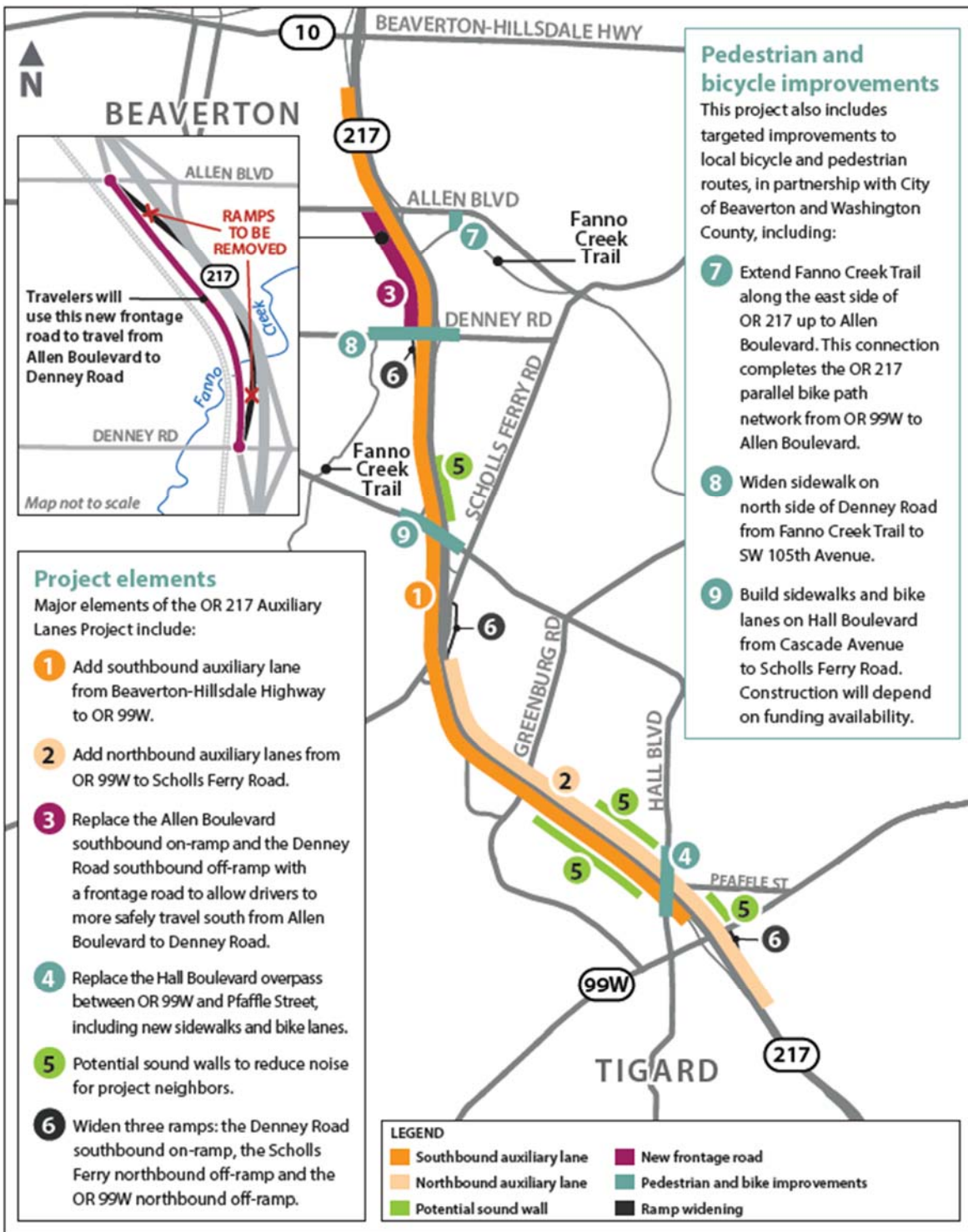
Key 21179: OR217: OR210 SW Scholl's Ferry Rd - SW 72nd Ave

Key 18841: OR217: OR210 to OR99W











Date: Friday, September 6, 2019  
From: Ken Lobeck, Funding Programs Lead, 503-797-1785  
Subject: Attachment 2 to the September 2019 MTIP Formal Amendment Staff Report – Project Support Materials

---

## **BACKGROUND**

Relevant project support materials for reference include the following:

- Pages 2 to 4 - Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant award documents for the ODOT Oregon Smart Mobility Network grant. Applies to:
  - Key 21157: I-205 Johnson Creek - Glen Jackson Phase II
  - Key 21504: I-205 Active traffic Management
  - Key 21495: OR212/224 Arterial Corridor Management
  - Key 21496: NE Airport Way Arterial Corridor Management
  - Key 21500: Cornelius Pass Road Arterial Corridor Management
  - Key 12499: Multimodal Integrated Corridor Management Architecture
- ODOT Rail and Public Transit Division grant award documentation. Applies to:
  - Pages 5-9: Key 21552: SMART – Bus and Bus Facilities Rural SMART 2017
  - Page 10: Key 21517: TriMet Bus Replacement Award FFY 2019
- Key TBD – TriMet New Low or No Emission Bus Program FFY 2019 grant documentation:
  - Page 11: Key TBD – FTA Section 5339c awards

Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant award/proof of funding verification for the ODOT Oregon Smart Mobility Network grant.

## **FY 2018 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Project Awards**

[FAST Act](#)

[Awards](#)

[ATCMTD Applicants 2018](#)

### **Awards**

#### [Advanced Connected Transportation Infrastructure & Operations Network \(ACTION\)](#)

*University of Alabama*

Award: \$8,034,003

The funds will be used to deploy advanced technologies – including camera, communications, sensor, and data-collection technologies — on roadways in and around Tuscaloosa.

#### [Contra Costa Transportation Authority \(CCTA\)](#)

*Bay Area Mobility-On-Demand*

Award: \$8,000,000

The Contra Costa Transportation Authority will enhance Bay Area MOD applications to reduce traffic congestion on the I-880 Corridor and surrounding communities.

#### [Wolf Creek Pass Advanced Technology Deployment](#)

*Colorado Department of Transportation (CDOT)*

Award: \$2,386,298

CDOT will use the funds on the Wolf Creek Pass Technology Deployment project to improve safety and operations for commercial and passenger vehicles by integrating connected vehicle technology with Intelligent Transportation Systems in southwestern Colorado.

#### [Artificial Intelligence Enhanced Integrated Transportation Management System \(AIITMS\) Deployment Program](#)

*Delaware Department of Transportation*

Award: \$4,996,949

AIITMS is a multi-modal AI transportation management and control system that collects and analyzes high-resolution data collected from freeways, traffic signals, and connected and autonomous vehicles.

#### [GDOT Connected Vehicles](#)

*Georgia Department of Transportation (GDOT)*

Award: \$2,500,000

GDOT will use the funds on roadside infrastructure to support the operation of connected vehicle technologies, including 1,700 additional traffic signals and metered ramps in the Atlanta-metro area.

#### [Multi-State Rural Integrated Corridor Management](#)

*Nebraska Department of Transportation (NDOT)*

Award \$2,755,000

NDOT will use the funds to demonstrate the full-scale application of information and communication management technologies and regional data-sharing to improve safety and mobility on Interstate 80 along more than one thousand miles.

#### [Oregon Smart Mobility Network](#)

*Oregon Department of Transportation (ODOT)*

Award: \$12,000,000

ODOT's Smart Mobility Network uses smart technologies statewide in both urban and rural regions to ease the impacts of rapid growth, guide infrastructure investments, and promote optimal mobility for all modes.

#### [Work Zone Reservation and Traveler Information System \(WZRTIS\)](#)

*Pennsylvania Department of Transportation*

Award: \$2,697,750

WZRTIS will enhance work zone operations and safety by providing accurate, standardized, and real-time work zone information across nearly 41,000 miles of roadway through Pennsylvania and Ohio.

#### [I-10 Corridor Coalition Truck Parking Availability System \(I-10 Corridor Coalition TPAS\)](#)

*Texas Department of Transportation (TxDOT)*

Award: \$6,850,000

TxDOT and the I-10 Corridor Coalition will use the funding to implement a truck parking availability detection and information dissemination system at 37 public truck parking locations along I-10 from California to Texas.

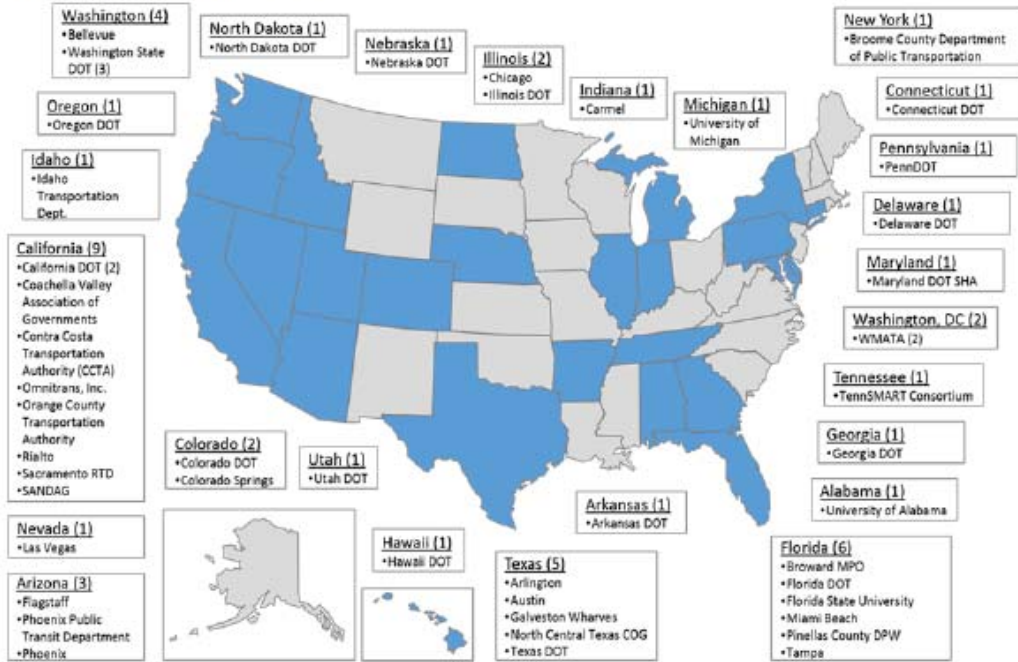
#### [Utah Connected](#)

*Utah Department of Transportation (UDOT)*

Award: \$3,000,000

With this grant, UDOT will fund data-sharing portals used by public and private sectors and industry and connected and autonomous vehicle applications.

**ATCMTD Applicants 2018**





# Memorandum

**Subject:** **ACTION:** Advanced Transportation and Congestion Management Technologies Deployment Program FY 2018 Grant Award

**Date:** JUN 24 2019

**From:** Martin C. Knopp *Martin C. Knopp*  
Associate Administrator for Operations

**In Reply Refer To:**  
HOTM-1

**To:** Mr. Phillip Ditzler  
Division Administrator (HDA-OR)  
Salem, OR

Based upon the application received from the Oregon Department of Transportation (ODOT) for the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program, please complete the Federal-aid project agreement process between the Federal Highway Administration (FHWA) and ODOT to obligate funding for the "Oregon Smart Mobility Network" project in accordance with the requirements of Section 503(c)(4) of Title 23 of the United States Code (23 USC 503(c)(4)). This allocation is based on the executed project agreement for this project between the FHWA and ODOT, and that funds will be entered as an obligation in the FMIS shortly after receipt of this funding allocation.

This memorandum allocates \$12,000,000 of Federal budget authority as identified in the table below, and provides an equal amount of obligation authority. Below are the FMIS particulars for this project that are required for proper entry into the FMIS:

State	Title	Funding Amount	FMIS Code	CFDA No.
OR	Oregon Smart Mobility Network	FY 2018 \$12,000,000	Z44A	20.200

This allocation of funds and accompanying obligation authority are available only for the purposes of implementing the "Oregon Smart Mobility Network" project. Please note, we will de-allocate the funds should they not be obligated by August 30, 2019.

By copy of this memorandum, the Office of the Chief Financial Officer, FMIS Team, is requested to process this allocation.

If there are any questions related to this project, please contact David Harris, ATCMTD Program Manager, at 202-366-2825. Your assistance on this matter is very much appreciated.

ODOT Rail and Public Transit Division  
**2018-20 Discretionary Grant Program**  
Advance Notice  
September 2017

5310 Enhanced Mobility of Seniors and  
Individuals with Disabilities Program  
5339 Bus and Bus Replacement Program  
5307 Mass Transit Vehicle Replacement Program  
STP Bus Replacement Program



**Oregon**

Kate Brown, Governor

**Oregon Transportation Commission**

Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

**DATE:** May 8, 2018

**TO:** Oregon Transportation Commission

*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Agenda I – 2018-2020 Public Transit Discretionary Grant Awards**

**Requested Action:**

Request approval of 2018-2020 Public Transit Discretionary Grant Awards.

**Background:**

The Oregon Department of Transportation (ODOT) Rail and Public Transit Division (RPTD) conducts periodic discretionary grant solicitations. For the July 1, 2018 to June 30, 2020 biennium, several federal funding sources were used to conduct discretionary project solicitations, with the majority of the approximately \$15 million recommended grant awards being awarded for capital items in three separate categories.

**Enhanced Mobility of Seniors and Individuals with Disabilities Program:** Funding comes from the Federal Transit Administration's (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities Program. The FTA allocates funds to states in separate rural (less than 50,000 population) and small urban area (50,000-199,999) allocations. For this solicitation, RPTD offered program funding of \$1.7 million for public transportation services provided in rural areas. Eligible projects for this solicitation included operations, mobility management, purchased service and preventive maintenance for transportation providers serving seniors and individuals with disabilities in rural areas.

**Bus and Bus Facilities Program:** RPTD offered \$8.5 million in funding for replacement and expansion of vehicles, facilities, equipment, signage and shelters for transportation providers in small urban and rural areas and for Mass Transit District vehicle replacement, using a mix of FTA funds and Federal Highway Administration (FHWA) funds in the Statewide Transportation Improvement Program (STIP).

**STP Vehicle Replacement Program:** As part of the 2018-2021 STIP, the Commission awarded RPTD \$5 million per year for three years beginning in 2018 to replace transit vehicles for which ODOT is the security interest holder on the vehicle title.

**Award Process:**

Applications for discretionary funds were submitted to RPTD over a three-month period, from January to March 2018 and underwent a review process.

Agenda\_I\_2018-2020 Discretionary Grant\_Ltr.doc  
5/10/2018

Oregon Transportation Commission  
May 8, 2018  
Page 2

*Enhanced Mobility of Seniors and Individuals with Disabilities* requests were reviewed by a diverse review committee that included one external Public Transportation Advisory Committee (PTAC) member and ODOT staff including all regional transit coordinators, program managers and policy staff. Each project was scored utilizing RPTD's guiding principles of Access, Availability, Connectivity and Economic Development.

*Bus and Bus Facilities* requests were reviewed by RPTD staff using both state and regional criteria. Vehicle replacement projects were reviewed and scored by RPTD staff using a numeric system based on vehicle age, miles and condition. Facilities, signage and vehicle expansion projects were awarded based on how well they met one or more of the ODOT guiding principles of access, availability, connectivity and economic development. RPTD staff took into consideration all of the 2018 grant awards and matching requirements, regional needs and resources, agencies' project need and capacity when awarding these projects.

*STP Vehicle Replacement* requests were reviewed and scored by RPTD staff using a numeric system based on vehicle age, miles and condition. Geographical balance was also considered.

**Recommended Award Summary:**

Based on this review, ODOT recommends the following awards.

**Enhanced Mobility of Seniors and Individuals with Disabilities:** 25 projects were recommended for award totaling \$1.7 million.

**Bus and Bus Facilities Program:**

- *Bus Replacement:* 27 projects are recommended for award totaling \$3 million.
- *Bus Expansion:* 8 projects are recommended for award totaling \$718,432.
- *Facilities, Equipment, Signage and Shelters:* 9 projects are recommended for award totaling \$811,546.
- *Mass Transit Vehicle Replacement:* 10 projects are recommended for award totaling \$4 million.

**STP Vehicle Replacement Program:** 51 projects are recommended for award totaling \$5 million.

**Action:**

RPTD requests approval of these recommended discretionary awards. The recommended 2018-2020 Discretionary Grant Awards are attached and are also posted on the RPTD website:

[www.oregon.gov/ODOT/RPTD/Pages/Funding-Opportunities.aspx](http://www.oregon.gov/ODOT/RPTD/Pages/Funding-Opportunities.aspx). These recommendations of awarded projects were reviewed and approved by the PTAC on March 12, 2018, and public comment period for those recommendations will run until May 31, 2018. Attachments also reflect projects submitted but not recommended for funding.

If an awarded project is not able to be completed, the unused federal funds will be returned to the program, and either added to the formula fund distribution or allocated for the next discretionary solicitation.



**Key 21552: SMART Bus and Bus Facilities - Rural SMART 2017**

Misc. Contracts and Agreements  
 Agreement No. 32844  
 Capital 5339

**RAIL AND PUBLIC TRANSIT DIVISION  
 OREGON DEPARTMENT OF TRANSPORTATION**

This Agreement is made and entered into by and between the **State of Oregon**, acting by and through its Department of Transportation, Rail and Public Transit Division, hereinafter referred to as "State," and **Wilsonville, City of**, hereinafter referred to as "Recipient," and collectively referred to as the "Parties."

**Project Description/Statement of Work**

<b>Project Title: 5339 City of Wilsonville (SMART) 32844</b>				
<i>Replacement/Right Sizing Vehicle Purchase</i>				
<b>Item #1: Bus STD 35ft</b>				
	Total	Grant Amount	Local Match	Match Type(s)
	\$240,000.00	\$204,000.00	\$36,000.00	Local
<b>Item #1: Bus 30ft</b>				
	Total	Grant Amount	Local Match	Match Type(s)
	\$220,000.00	\$187,000.00	\$33,000.00	Local
<b>Item #1: Vans</b>				
	Total	Grant Amount	Local Match	Match Type(s)
	\$52,000.00	\$44,200.00	\$7,800.00	Local
<b>Sub Total</b>	\$512,000.00	\$435,200.00	\$76,800.00	
<b>Project Title: 5339 City of Wilsonville 32844</b>				
<i>Expansion of SMART's CNG refueling station</i>				
<b>Item #1: Yards &amp; Shops</b>				
	Total	Grant Amount	Local Match	Match Type(s)
	\$150,000.00	\$120,000.00	\$30,000.00	Local
<b>Sub Total</b>	\$150,000.00	\$120,000.00	\$30,000.00	
<b>Grand Total</b>	<b>\$662,000.00</b>	<b>\$555,200.00</b>	<b>\$106,800.00</b>	

Attachment 2

Bus Replacement (§5339) Recommended Awards				
<b>Small Urban</b>				
Region	Agency	Grant Amount	Vehicle Quantity	Vehicle Category
1	South Metro Area Regional Transit (SMART), City of Wilsonville	\$435,200	1	Category B
			2	Category C
			1	Category E
2	Benton County	\$148,750	1	Category C
2	Yamhill County	\$331,500	2	Category C
			2	Category E
4	Central Oregon Intergovernmental Council	\$142,849	1	Category A
<b>Small Urban Recommended Award</b>		<b>\$1,058,299</b>	<b>10</b>	<b>Vehicles</b>
<b>Rural</b>				
	Agency	Grant Amount	Vehicle Quantity	Vehicle Category
1	City of Sandy	\$544,000	1	Category A
			2	Category D
1	South Clackamas transportation District	\$251,600	2	Category C
		<b>\$795,600</b>		
2	Benton County	\$168,725	1	Category B
2	Columbia County	\$136,000	2	Category E
2	City of Lebanon	\$66,300	1	Category D
2	Senior Citizens of Sweet Home	\$83,586	1	Category E
2	Sunset Empire	\$174,250	1	Category B
2	City of Woodburn	\$34,658	1	Category E
		<b>\$663,519</b>		
3	Josephine County	\$166,617	2	Category D
		<b>\$166,617</b>		
4	Basin Transit	\$30,974	1	Category E
4	Central Oregon Intergovernmental Council	\$142,849	1	Category B
		<b>\$173,823</b>		
5	Community Connection of Northeast Oregon, Inc.	\$97,750	1	Category D
		<b>\$97,750</b>		
<b>Rural Recommended Award</b>		<b>\$1,897,309</b>	<b>17</b>	<b>Vehicles</b>
5339 Total Recommended Award			\$2,955,608	27
				Vehicles Recommended for Award
<i>47 Vehicles requested, 27 recommended for award. 20 vehicles not awarded, 3 were not eligible, 17 were awarded in other grants</i>				



Attachment 4

**Discretionary Facilities, Equipment, Signage and Shelters (\$5339)**

<b>Facilities, Equipment and Shelters Recommended for Award</b>			
<b>Region</b>	<b>Agency</b>	<b>Grant Amount</b>	<b>Recommended</b>
1	SMART - City of Wilsonville	\$120,000	CNG fueling station expansion
2	Tillamook County Transportation District	\$24,000	Bus shelter design, pad, bollards & Shelter
3	Coos County	\$15,840	Bus stop seating
3	Josephine County	\$79,200	E Pass System 3 year license
4	Basin Transit Service Transportation District	\$23,680	Benches Simme Seat Concrete Work for Simme Seat
4	Central Oregon Intergovernmental Council	\$170,000	Automated Vehicle Announcement Systems Automated Passenger Counter Systems
4	Mid-Columbia Economic Development District	\$61,226	Poles and reflective bus stop signs 5*12 3 sided shelter with bench, trash can, solar lights 5*8 3 sided shelter with bench, trash can, solar lights 8*4 sidewalk shelter with bench, trash can, solar lights Port of Hood River custom built shelter for winter use at the Event Site. 5*12* 3 sided shelter with bench, trash can, solar lights and site preparation
5	Harney County	\$255,200	Building Permits Work site prep Building and construction Land for building
5	Malheur Council on Aging & Community Services	\$62,400	Design & Plans, City/County Meetings Boundary & Topographic Survey for Design Permit & Fees Purchase Land
		<b>\$811,546</b>	<b>9 projects</b>
<i>R1-City of Sandy, \$179,760 Wash bay Repair Awarded in 5310 funding</i>			

**Key 21517: TriMet Bus Replacement Award FFY 2019**

Attachment 6

**REVISED - STP Vehicle Replacement Program Award Recommendation**

<u>Region</u>	<u>Agency</u>	<u>Grant Amount</u>	<u>Vehicle Quantity</u>	<u>Vehicle Category</u>
1	Clackamas County	\$77,168	1	Category C
1	Hood River	\$98,703	1	Category D
1	City of Sandy	\$394,812	1	Category A
	South Clackamas			
1	Transportation District	\$127,417	1	Category C
1	Trimet	\$1,014,845	13	Category D
		<b>\$1,712,945</b>		
2	Columbia County	\$161,514	2	Category E
2	City of Lebanon	\$69,989	1	Category D
2	Salem Area Mass Transit	\$484,542	6	Category D
2	Sunset Empire	\$457,623	3	Category C
			2	Category B
2	Tillamook County	\$610,164	2	Category C
2	Yamhill County	\$240,270	2	Category C
		<b>\$2,024,102</b>		
3	Coos County	\$148,055	1	Category C
	Rogue Valley			
3	Transportation District	\$177,665	3	Category E
		<b>\$325,720</b>		
4	Lake County	\$62,811	1	Category D
4	Wheeler County	\$43,070	1	Category E
		<b>\$105,881</b>		
	Community Connection of Northeast Oregon, Inc.		1	Category D
5	Union County	\$161,514	1	Category E
	Community Connection of Northeast Oregon, Inc.			
5	Wallowa	\$103,190	1	Category D
	Community Connection of Northeast Oregon, Inc.		1	Category D
5		\$143,568	1	Category E
	Confederate Tribe Umatilla Indian Reservation		2	Category C
5	Grant County	\$44,865	1	Category E
5	Harney County	\$166,896	2	Category D
		<b>\$907,169</b>		
<b>Total Award:</b>		<b>\$5,075,817</b>	<b>Total Vehicles Awarded 51</b>	
<i>87 requested 10 not eligible; 77 eligible, 51 awarded 26 not awarded</i>				

**REVISED - STP Award Recommendation**

Not Recommended for Award at this time				
<u>Region</u>	<u>Agency</u>	<u>Vehicle</u>	<u>Category</u>	
1	Trimet	18	Category D	
1	Clackamas County	1	Category D	
1	City of Sandy	2	Category D	
1	South Clackamas			
	Transportation District	2	Category C	
2	Benton County	1	Category B	
2	Yamhill County	1	Category C	
5	Lake County	1	Category D	

**Key TBD: New TriMet Low or No Emissions Bus Program FFY 2019**

**Fiscal Year 2019 Low or No-Emission (Low-No) Bus Program Projects**

Click on a header to sort by that column.

State	Project Sponsor	Project Description	Funding Amount
AK	City and Borough of Juneau (Capital Transit)	The City and Borough of Juneau will receive funds to purchase new electric buses to replace aging diesel buses, associated charging infrastructure, and a back up generator.	\$2,600,000
AL	Alabama A&M University	Alabama A&M University will receive funds to replace diesel buses that have reached the end of useful life with zero-emission electric buses, including all related electrical charging station infrastructure.	\$1,700,000

State	Project Sponsor	Project Description	Funding Amount
		needed to charge zero-emission battery-powered electric buses as they begin to be introduced into the Metro Bus fleet.	
OH	Central Ohio Transit Authority	The Central Ohio Transit Authority will receive funds to purchase electric vehicles and infrastructure to replace buses at the end of their useful life.	\$2,600,000
OK	Metropolitan Tulsa Transit Authority	The Metropolitan Tulsa Transit Authority will receive funds to purchase electric buses and charging infrastructure.	\$2,991,000
OR	Tri-County Metropolitan Transportation District of Oregon	TriMet will receive funds to purchase zero-emission battery electric buses in lieu of purchasing replacement diesel buses.	\$2,088,579
PA	Port Authority of Allegheny County	The Port Authority of Allegheny County will receive funds to purchase battery electric buses as well as pay for associated	\$1,912,000

**4.2 Consideration of July 18, 2019**  
*Consent Agenda*

Joint Policy Advisory Committee on Transportation  
Thursday, September 19, 2019  
Metro Regional Center, Council Chamber



600 NE Grand Ave.  
Portland, OR 97232-2736  
oregonmetro.gov

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

July 18, 2019

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)  
Craig Dirksen  
Bob Stacey  
Nina DeConcini  
Tim Knapp  
Doug Kelsey  
Paul Savas  
Carley Francis  
Jessica Vega Pederson  
Anne McEnerney-Ogle  
Roy Rogers

AFFILIATION

Metro Council  
Metro Council  
Metro Council  
Oregon Department of Environmental Quality (ODEQ)  
City of Wilsonville, Cities of Clackamas County  
TriMet  
Clackamas County  
Washington State Department of Transportation  
Multnomah County  
City of Vancouver  
Washington County

MEMBERS EXCUSED

Denny Doyle  
Rian Windsheimer  
Curtis Robinhold

AFFILIATION

City of Beaverton, Cities of Washington County  
Oregon Department of Transportation  
Port of Portland

ALTERNATES PRESENT

Jef Dalin  
Mandy Putney  
Emerald Bogue  
Theresa Kohlhoff

AFFILIATION

City of Cornelius, Cities of Washington County  
Oregon Department of Transportation  
Port of Portland  
City of Lake Oswego, Cities of Clackamas County

OTHERS PRESENT: Jamie Huff, Dwight Brashhear. Jennifer John, Eric Fruits, Rachel Dawson, Kari Schlosshauer and Lidwien Rahman

STAFF: Kim Ellis, Elizabeth Mros-O'Hara, Grace Cho, Sara Farrokhzadian, Margi Bradway, Anne Buzzini, Jamie Snook, Randy Tucker and Marlene Guzman

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

JPACT Chair Shirley Craddick called the meeting to order at 7:29 AM. She asked members, alternates and meeting attendees to introduce themselves.

**2. PUBLIC COMMUNICATION ON JPACT ITEMS**

*There were none.*

**3. UPDATES FROM THE CHAIR AND JPACT MEMBERS**

Mr. Randy Tucker, Legislative Affairs Manager, provided a legislative update. He noted that the Oregon Department of Transportation (ODOT) had issued its session report. Mr. Tucker provided an overview of ODOT session report, highlighting legislation that passed and failed. He explained that the Student Success Act passed with its preemption on commercial activity taxes. Mr. Tucker stated that the diesel legislation passed, which allowed older diesel engines to be phased out overtime. He mentioned the failure of Oregon's Climate Bill, which included a provision that would have prioritized funding for the implementation of the Climate Smart Strategy. He spoke about legislation on automated vehicles and Senate Bill 413's failure to pass. Councilor Stacey expressed his appreciation for Mr. Tucker's report.

Councilor Craig Dirksen provided an update on the Oregon Metropolitan Planning Organization Consortium (OMPOC). He noted that the Portland Metro area was one of eight Metropolitan Planning Organizations. Councilor Dirksen invited JPACT members to the next OMPOC meeting on July 29<sup>th</sup> in the Council Chambers. He added that the meeting would include a tour of the convention center, hotel and plaza.

Chair Craddick noted that there would be no JPACT meetings during August recess.

**4. CONSENT AGENDA**

**MOTION:** Commissioner Roy Rogers moved and Mayor Anne McEnerny-Ogle seconded to adopt the June 20, 2019 Minutes.

**ACTION:** With all in favor, motion passed.

## 5. INFORMATION/DISCUSSION ITEMS

### 5.1 Regional Mobility Policy Update

Chair Craddick introduced the presenters Ms. Kim Ellis, Metro Principal Transportation and Ms. Lidwien Rahman, Oregon Department of Transportation (ODOT) Principal Planner.

*Key elements of the presentation included:*

Ms. Ellis explained that the Regional Mobility Policy Update reexamined how Metro measured mobility and what measures were used to define success. She explained that the Regional Mobility Policy Update was a joint effort between Metro and ODOT. Ms. Ellis encouraged JPACT members to provide feedback on the update.

Ms. Ellis stated that as the region grew the transportation system was increasingly strained. Ms. Ellis acknowledged that current techniques for measuring congestion were inadequate for helping to inform transportation investments. She stated that coordinated planning was essential to keep pace with the changing region. Ms. Ellis added that coordinated plans would identify needs and set policies for investments. She noted that transportation investment were historically driven by traffic congestion in Metro's growing region.

Ms. Ellis explained that Metro's congestion policy was created based on Metro's 2040 Growth Concept. She explained the volume to capacity ratio, the most widely adopted metric for reporting transportation system performance in the United States.

Ms. Ellis added that the 2000 Regional Transportation Plan tailored mobility policy to support the 2040 Growth Concept. She stated that the 2000 Regional Transportation Plan adopted new strategies for managing congestion, which included setting targets for reducing low occupancy vehicles and managing parking. Ms. Ellis remarked that the mobility policy was adopted in the Oregon Highway Plan in 2002.

Ms. Ellis stated that the 2010 Regional Transportation Plan focused on broader outcomes, which included: identifying the need to update the region's congestion policy, introducing concepts of mobility corridors and system completion. She explained that the 2018 Regional Transportation Plan aimed to advance performance-based decisions. Ms. Ellis noted that equity, safety, climate and congestion were identified as priorities. She raised concerns about the 2018 Regional Transportation Plan's ability to meet current mobility policy demands.

Ms. Ellis explained the difference between a policy and a standard within the Regional Mobility Policy Update. She noted that a mobility policy is a statement of direction for achieving desired outcomes at the regional level. Ms. Ellis stated that a mobility

standard was used to regulate plan amendments and mitigate development impacts.

Ms. Ellis explained the trajectory of the Regional Mobility Policy Update and provided a two year timeline for updating the policy. She shared the purpose for the mobility policy update, which included: Metro's desire to update its policy framework and develop alternative measures. Ms. Ellis shared potential mobility measures, such as: vehicle miles traveled, mode share, trip length and access to jobs. She noted that the Metro Council, JPACT, local and regional governments would provide extensive feedback throughout the process. Ms. Ellis asked JPACT members for feedback on the draft project objectives.

*Member discussion included:*

- Commissioner Paul Savas noted that several residents in Clackamas County had inadequate access to active transportation and transit. He remarked that Metro should address these inadequacies throughout the region.
- Mayor Anne McEnerny-Ogle expressed her interest in the project.
- Commissioner Chloe Eudaly thanked the presenters and expressed her support for the project.
- Commissioner Roy Rogers asked about the benchmarks and the coordination behind the local mobility plans. Ms. Ellis stated that Metro updated the regional mobility policy in partnership with local partners because of the implications for the Transportation System Plan. Commissioner Rogers expressed his appreciation for the presentation and he raised some concerns about the stakeholder involvement process. He suggested that there should be several opportunities for stakeholder involvement throughout the policy update process. Ms. Ellis stated that Metro would strive to keep stakeholders engaged, as represented in Metro's draft engagement plan.
- Mr. Doug Kelsey expressed his appreciation and encouraged Metro to consider leading metrics and asset effectiveness metrics. He also asked Metro to evaluate the percentage of commuters with transit access and to identify related projects led by different government agencies. Ms. Ellis noted that Metro would be working to compile information about related projects in the initial stages of the policy update.
- Mayor Tim Knapp expressed concerns about Metro's approach. He noted that Metro's focus on traditional measures of congestion were not related to concepts of system completeness and interrelatedness. Mayor Knapp added that Metro should adopt new measures that focus on system completeness and interrelatedness to evaluate transportation gaps throughout the region. He



encouraged Metro to engage with the Metropolitan Mayors' Consortium (MMC) to discuss transportation impacts.

- Ms. Nina DeConcini asked if Metro had primarily partnered with the Multnomah County Public Health Department or Oregon Health Authority. Ms. Ellis stated that Metro is primarily partnering with the County Public Health Department.
- Ms. Mandy Putney expressed her appreciation for the presentation.
- Mayor Jef Dalin raised concerns about the safety of public transportation and the Metro region's systematic transportation failures.
- Councilor Craig Dirksen asked about Metro's targets for stakeholder engagement and provided suggestions for improving the stakeholder engagement process.

## **5.2 Regional Congestion Pricing Technical Study**

Chair Craddick announced the next presenters, Ms. Elizabeth Mros-O'Hara, Investment Project Manager and Ms. Grace Cho, Senior Transportation Planner.

*Key elements of the presentation included:*

Ms. Mros-O'Hara provided a project overview and stated that Metro was in the scoping process. She described congestion pricing and added that it had the potential to reduce traffic congestion and greenhouse gas emissions. She explained that this was an urgent issue because congestion in greater Portland was increasing.

Ms. Mros-O'Hara provided planning context for the Regional Congestion Pricing Technical study. She explained that the 2010 Regional Transportation Plan, the Transportation Systems Management and Operations Strategic Plan had identified travel demand management and congestion pricing as potential tools. Ms. Mros-O'Hara explained that the 2018 Regional Transportation Plan and Metro Council prioritized a near-term comprehensive review of congestion pricing.

Ms. Mros-O'Hara discussed Metro's coordination with the City of Portland's equitable mobility study and the Oregon Department of Transportation's (ODOT) tolling project. Ms. Mros-O'Hara stated that the Regional Congestion Pricing Study would evaluate the performance of congestion tools from a regional perspective. She noted that Metro would seek strategic advice and feedback from targeted stakeholder engagement. Ms. Mros-O'Hara provided an overview of the study's expected outcomes as well as its projected timeline.

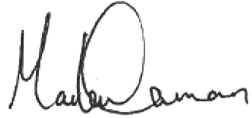
*Member discussion included:*

- Commissioner Savas addressed the transportation gaps in Clackamas County and the lack of access to several transportation modes. He raised concerns about the study and its failure to properly address equity issues in underserved areas in the region. Commissioner Savas suggested that equity needed to be properly measured and redefined to consider transportation access. He stated that transportation access needed to be considered as a priority. He asked about the funding source for the study and for clarification on the Metropolitan Planning Organization (MPO). Ms. Margi Bradway explained that the study was funded through the MPO which included JPACT. She explained that the 2018 Regional Transportation Plan gave Metro the ability to start the congestion pricing study.
- Commissioner Jessica Vega Pederson asked about Metro's authority to establish a congestion pricing system. Ms. Bradway noted that Metro is not a road authority and Metro is not focused on implementation. She explained that Metro was acting as a third party researcher.
- Mayor Anne McEnerny-Ogle expressed her appreciation for the presentation. She emphasized C-TRAN's role as the number one North American midsize transit provider and its role as a major transit provider for Portland.
- Ms. Emerald Bogue expressed her appreciation for the study. She asked if the presenters would speak to parking as a congestion pricing tool. Ms. Mros-O'Hara stated that the study considered whether parking fees were appropriate.
- Commissioner Eudaly expressed her appreciation for the study. She noted that Portland was recognized as one of 25 cities participating in the Bloomberg Philanthropies' efforts to address climate change. Commissioner Eudaly explained Pricing for Equitable Mobility's (PEM) work to address transportation equity issues. She explained the various costs of congestion, including the toll on a commuter's time and environmental impacts.
- Mayor Knapp explained how transportation needs differed throughout the region. He noted that Metro needed to consider conflicting goals throughout the region. Mayor Knapp pointed to Clackamas County's lack of transportation connections, grid system and diversion routes.
- Mayor Jef Dalin expressed his appreciation for ODOT's efforts to address bottlenecks.
- Mr. Doug Kelsey explained that this was a crucial study for the region and encouraged Metro to invest more resources to stream line the study in the face of climate change.

**6.0 ADJOURN**

Chair Craddick adjourned the meeting at 9:03 am.

Respectfully Submitted,



Marlene Guzman  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JULY 18, 2019**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
5.1	Presentation	7/18/19	Regional Mobility Policy Update	071819j-01
5.2	Presentation	7/18/19	Regional Congestion Pricing Technical Study	071819j-02

**5.1 2022-24 Regional Flexible Funds Allocation**

*Information/Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, September 19, 2019  
Metro Regional Center, Council Chamber

# Memo

Date: September 6, 2019  
To: TPAC, JPACT and Interested Parties  
From: Dan Kaempff, Principal Transportation Planner  
Subject: 2022-24 Regional Flexible Funds Allocation Project Evaluation Process and Next Steps

---

## Purpose

This memo provides detail on the upcoming steps in the 2022-2024 Regional Flexible Funds Allocation (RFFA) process.

## Background

Every three years the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council decide how to spend the region's allotment of federal transportation money, known locally as the Regional Flexible Funds. The RFFA is the process to identify which transportation projects and programs will these funds. In this cycle, Metro anticipates allocating approximately \$142 million<sup>1</sup>, comprised of federal Surface Transportation Block Grant (STBG) and Congestion Mitigation/Air Quality (CMAQ) program funds, to be obligated in the 2022-2024 timeframe.

In April 2019, JPACT and Metro Council adopted the 2022-2024 RFFA policy direction<sup>2</sup> which affirmed continuing to use a two-step process for how the region is to invest these funds. Details for Step 1 investments, including the regional bonding commitment and funding levels for region-wide programs, can be found in the RFFA policy document.

Step 2 is the process to allocate funds to locally generated Community Investment projects. An estimated \$43 million is targeted for Community Investment Fund projects, divided into two project categories and funding targets.

- **Active Transportation and Complete Streets** (~\$32.25 million): This project focus area prioritizes infrastructure support for non-auto trips and ensuring safe streets that are designed for all users.
- **Regional Freight and Economic Development** (~\$10.75 million): This project focus area supports the development of the region's economy through investment in key freight projects or programs.

Eligible applicants for RFFA Step 2 project funding include:

- Clackamas County and its cities
- Multnomah County and its eastern cities
- Washington County and its cities

---

<sup>1</sup> Funding amount is contingent on information to be provided by ODOT and will be finalized prior to JPACT approval of a final investment package in December, 2019

<sup>2</sup> [https://www.oregonmetro.gov/sites/default/files/2019/04/08/22-24\\_RFFA\\_Policy\\_final\\_adopted\\_version.pdf](https://www.oregonmetro.gov/sites/default/files/2019/04/08/22-24_RFFA_Policy_final_adopted_version.pdf)

- City of Portland
- Oregon DEQ
- TriMet
- ODOT
- Port of Portland
- Parks and Recreation Districts

In order to be eligible to receive RFFA funding, projects must be located within the region's Metropolitan Planning Organization (MPO) boundary.

Metro issued a call for project proposals on April 5, 2019. The deadline for submission was June 21. A total of 23 project proposals were submitted.

The projects were evaluated on how meaningfully they achieve outcomes in the four policy priority areas of the 2018 Regional Transportation Plan (RTP). The four policy areas are:

- advancing **Equity**
- improving **Safety**
- implementing the region's **Climate Smart Strategy**
- managing **Congestion**

These policy priorities emerged through development of the 2018 RTP, and were affirmed by JPACT and Metro Council to be used to evaluate and select projects through the 2022-2024 RFFA.

There are four components that comprise the information TPAC and JPACT will consider.

1. Technical evaluation – measuring the project outcomes and alignment with RTP policy priorities
2. Risk assessment – evaluation of projects for their level of preparedness and risks to project delivery
3. Public comment – a 30 public comment period is scheduled for September 6 to October 7. Metro Council will hold a public hearing on September 26, with JPACT members invited and encouraged to attend to hear public testimony.
4. Priority identification – county coordinating committees and the City of Portland will have the opportunity to identify which projects they consider to be their priorities.

TPAC and JPACT will use this information in their discussions of the RFFA projects throughout the fall of 2019, leading to a scheduled adoption of a final project package by Metro Council in January 2020.

### **Evaluating the project proposals**

The 2022-24 RFFA cycle uses a new evaluation process. Instead of creating an overall numerical score for each project, the new methodology illustrates the relative policy outcomes of the projects.

A team of transportation professionals from regional agencies not submitting project applications evaluated the projects. Team members were:

- Glen Bolen – ODOT
- Hau Hagedorn – TREC
- Dan Kaempff - Metro

- Lake McTighe – Metro
- Jeff Owen – TriMet

In each of the four policy areas, project outcomes were considered in two different ways:

1. the project's **Opportunity** to make improvements in the policy area, looking at the level of need with regard to the four policy areas;
2. the public **Benefit** of making those improvements, evaluating how well the project addressed the need

This resulted in eight different policy outcomes to be evaluated for each project. Each of these outcomes was scored on a scale of -1 to +3, as shown in the legend below in Figure 1. The legend provided guidance to the evaluation team on how to evaluate the resultant degree of improvement made the projects in each of the eight policy areas. The descriptions were meant to provide guidance for what is meant by a “significant” vs. “substantial” (etc.) improvement.

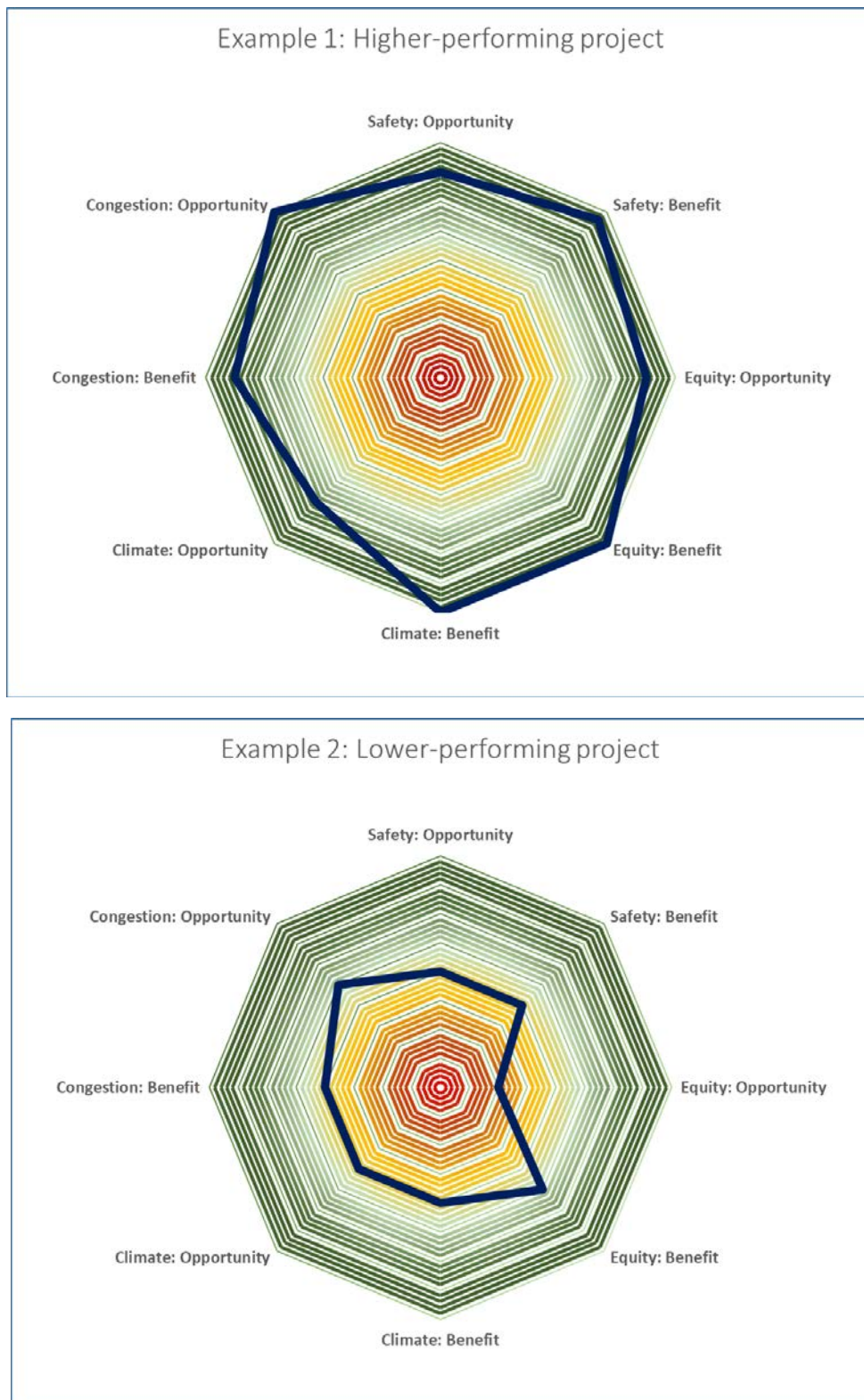
**Figure 1. – RFFA Scoring Definitions**

Significant improvement	Makes a transformative change; improves multiple modes; creates new connections; eliminates a major safety issue; positive impacts on large # of people in EFA; solves major freight access issue (both volume of freight and congestion issue)	3
Substantial improvement	Upgrades existing conditions in a number of ways; improves safety in a high crash area but may not implement highest level of countermeasures possible; improves existing connections; positive impacts on medium # of people in EFA; makes improvements in a moderate freight volume location	2
Partial improvement	Makes improvements in an area that does not have a large number of severe or fatal crashes; does not include many or significant countermeasures (meets minimum standards); does not address needs of many people in EFA; benefits to freight are minimal	1
Does not improve	Project area does not have significant safety issue; does not serve EFA; does not improve connections or access to community places/jobs/transit/etc.; does not improve freight mobility	0
Worsens conditions	Creates more vehicle traffic; exposes more people on bicycles or feet to risk; slows down freight mobility; increases negative impacts on people in an EFA; worsens environmental outcomes	-1

### How to read project outcome charts

The eight policy outcomes for each project were plotted on a “radar” type of chart. Figure 2 gives examples of charts representing higher and lower performing projects. Higher performance is illustrated with the line closer to the outer edge of the radar screen, while lower performance is illustrated by the line being closer to the center of the screen.

**Figure 2. – Project Evaluation Chart Examples**



All of the project charts are included as an attachment to this memo. More detail on the project evaluation can be found at [www.oregonmetro.gov/rffa](http://www.oregonmetro.gov/rffa). As can be seen by comparing the individual charts, many of the projects have higher outcomes in certain policy areas and lower outcomes in



others. Information is presented in this manner to provide decision-makers with a means of comparing the individual projects' relative merits in order to create a final package of approved projects that best fulfill the RFFA and RTP policy objectives.

### **Risk Assessment**

The project application included a series of questions intended to gather information on the project's relative stage of preparedness and to identify any risks to the project being delivered as designed, on time and within budget. This information is being reviewed by Kittelson & Associates, who is in the process of preparing a risk assessment report. The report will provide additional context to the policy evaluation outcomes to identify any potential risk that a project may need to change or reduce scope, and therefore change the benefits identified in its performance evaluation rating.

The risk assessment report may also be used in creating recommendations to adjust scope, schedule and/or budget of project proposal to address risks. These adjustments may be identified and addressed:

- a. prior to funding allocation approval by JPACT and Metro Council, and/or incorporated as a condition of approval of project funding,
- b. prior to approval of programming project funding in the TIP, or
- c. during development of the inter-governmental agreement in preparation to issue Notice to Proceed with the project.

Metro and Kittelson have completed an initial assessment of the projects and are preparing questions to send back to the applicants for further information or clarification. Responses to these questions will be used in developing a final risk assessment report, scheduled to be completed in early October, prior to county coordinating committee priority identification processes.

### **Public Comment**

A 30-day public comment period begins September 6, focusing on outreach to community and neighborhood organizations, county coordinating committees and other stakeholders. A joint public meeting of JPACT and Metro Council is planned in September to give decision-makers the opportunity to hear public testimony on project proposals. A summary of input received through the public comment period will be made available along with the Technical Evaluation and Risk Assessment reports to inform the final RFFA decision making process. The public comment website can be found at [www.oregonmetro.gov/rffa](http://www.oregonmetro.gov/rffa).

### **Priority identification**

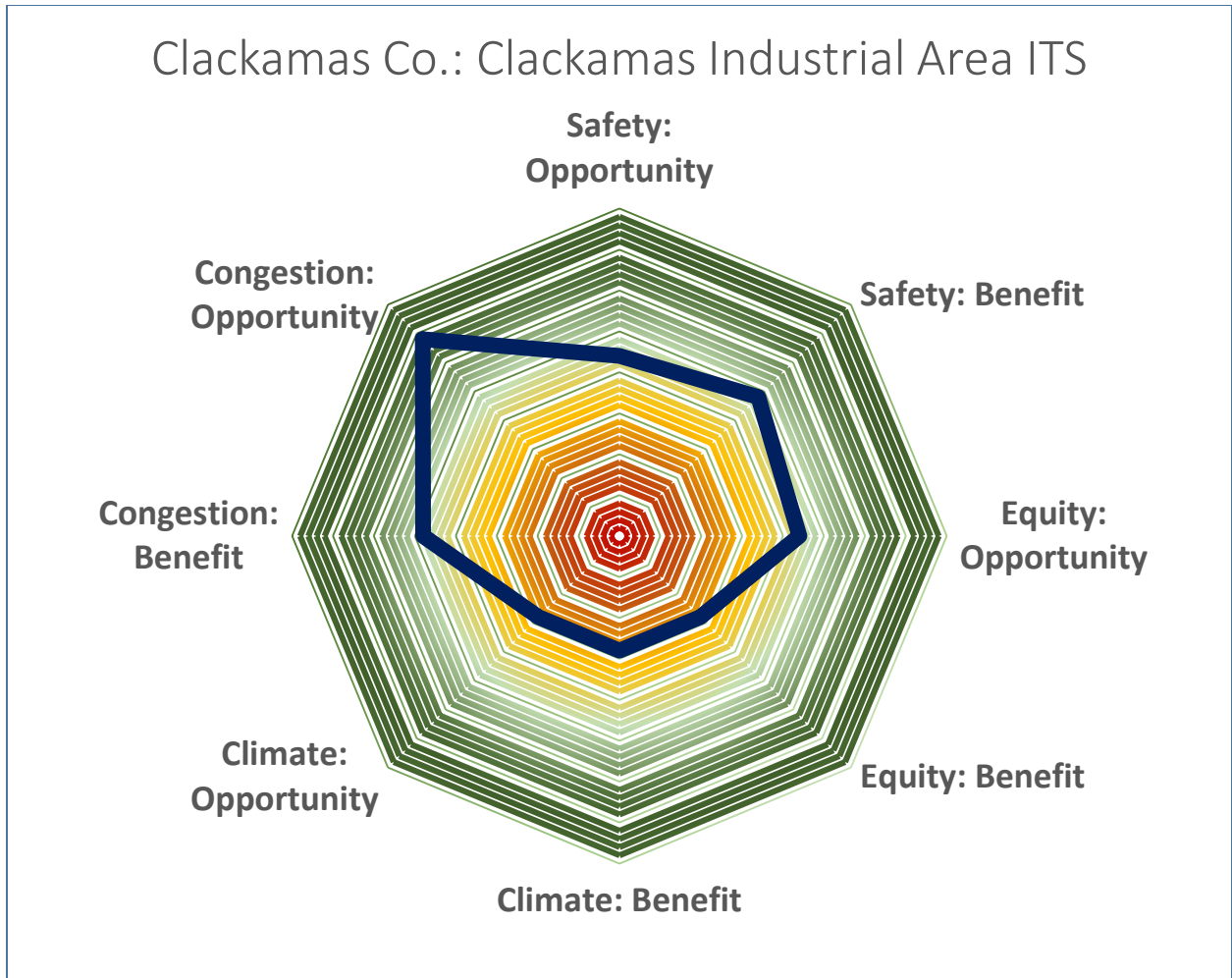
Each county coordinating committee and the City of Portland will have the opportunity to provide recommendations to decision-makers on which projects submitted from their jurisdictions best reflect their local priorities. Recommendations should be provided to TPAC and JPACT for the JPACT meeting on November 21, 2019.

**2022-2024 RFFA Project Selection Timeline**

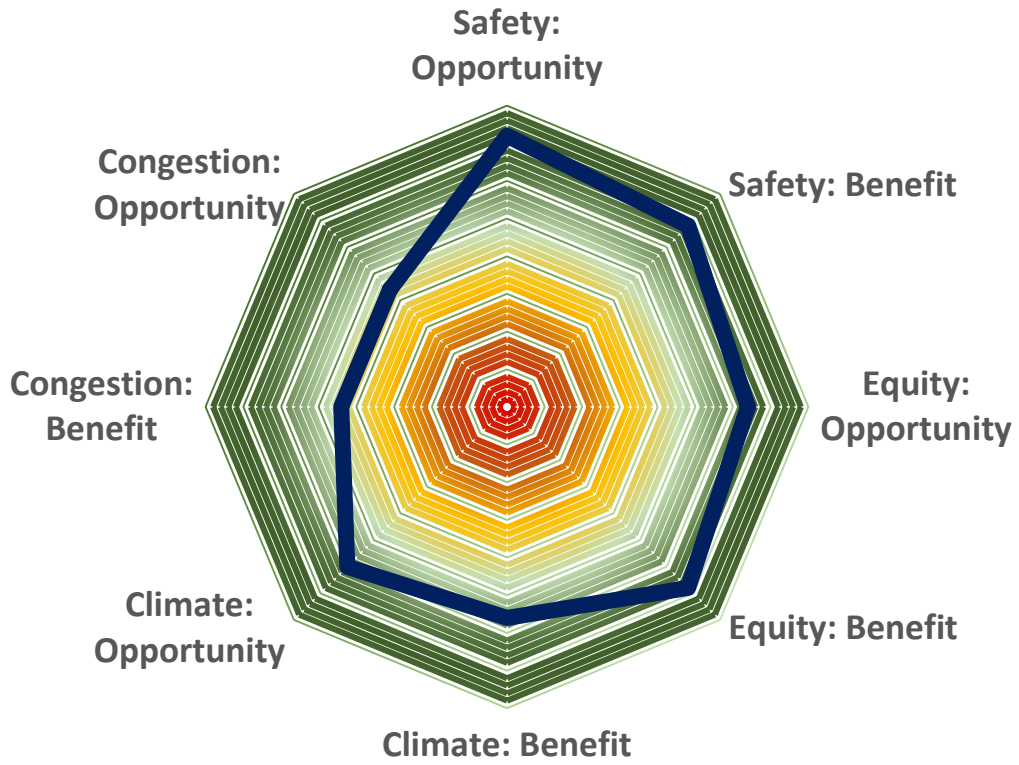
<b>Technical analysis &amp; public input</b>	Project evaluation & risk assessment	June- August
	Public comment period	Sept. 6 – Oct. 7
	Council public hearing (with JPACT members invited)	September 26
<b>Identifying county coordinating committee priorities</b>	Report and discussion with TPAC/JPACT on evaluation, risk assessment, draft public comment report	TPAC: October 4 JPACT: October 17
	Final public comment report	October
	Coordinating committee discussion, identification of priorities	October, November
<b>Developing and adopting the final approved 22-24 RFFA investment package</b>	TPAC, JPACT discussion	TPAC: November 1 JPACT: November 21
	TPAC recommendation	December 6
	JPACT direction to Council on investment package	December 19
	Council action to adopt investment package	January 2020

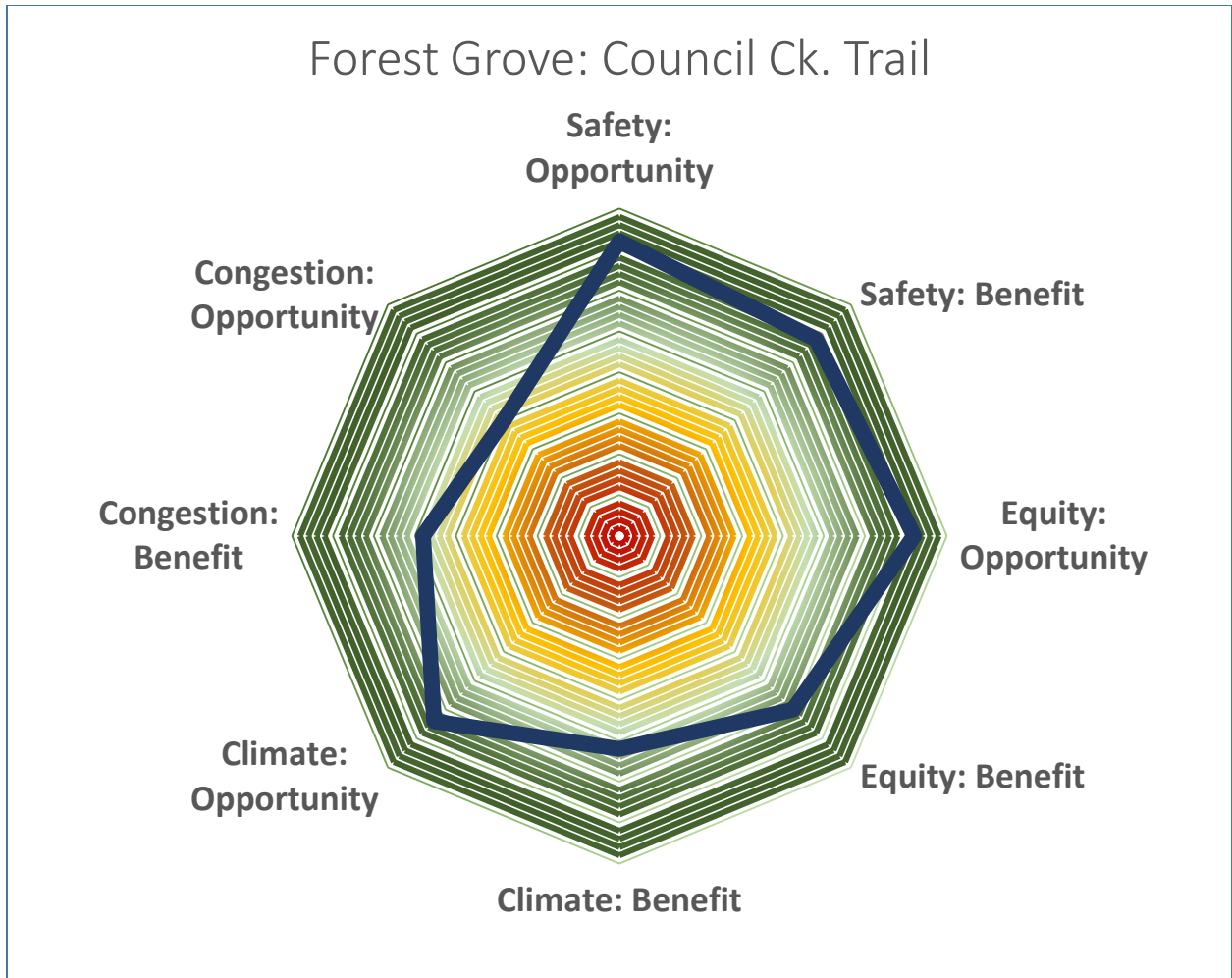
**Step 2 RFFA project applications received**

	<u>County</u>	<u>Applicant</u>	<u>Project name</u>	<u>RFFA request</u>	<u>Total project</u>	<u>Purpose</u>
<b>Active Transportation &amp; Complete Streets</b>						
1	CL	Clackamas Co	Courtney Ave Bike/Ped Improvements	\$ 5,079,992	\$ 5,661,420	Construction
2	CL	Gladstone	Trolley Trail Bridge Replacement	\$ 1,228,800	\$ 1,375,800	Project Dev.
3	CL	Milwaukie	Monroe Greenway	\$ 3,860,788	\$ 10,182,688	Construction
4	CL	Oregon City	Hwy 99E Bike/Ped Improvements	\$ 673,000	\$ 753,000	Project Dev.
5	CL	West Linn	Hwy 43	\$ 6,468,000	\$ 9,240,000	Construction
6	PDX	Portland	Willamette Blvd AT Corridor	\$ 4,456,000	\$ 6,106,000	PD, Cons
7	PDX	Portland	MLK Blvd Safety & Access to Transit	\$ 4,123,000	\$ 4,723,000	PD, Cons
8	PDX	Portland	Central City in Motion: Belmont-Morrison	\$ 4,523,400	\$ 6,462,000	PD, Cons
9	PDX	Portland	Stark/Washington Corridor Improvements	\$ 5,332,000	\$ 6,532,000	PD, Cons
10	PDX	Portland	122nd Ave Corridor Improvements	\$ 4,543,700	\$ 6,491,000	PD, Cons
11	PDX	Portland	Springwater to 17th Trail	\$ 5,534,000	\$ 6,534,000	PD, Cons
12	PDX	Portland	Taylor's Ferry Transit Access & Safety	\$ 3,676,000	\$ 4,276,000	PD, Cons
13	MU	Gresham	Division St Complete Street	\$ 5,240,760	\$ 6,840,760	PD, Cons
14	WA	Forest Grove	Council Creek Trail	\$ 1,345,950	\$ 1,500,000	Project Dev.
15	WA	Tigard	Red Rock Creek Trail	\$ 314,055	\$ 350,000	Project Dev.
16	WA	Tigard	Bull Mountain Rd Complete St	\$ 4,486,500	\$ 5,000,000	Construction
17	WA	Washington Co	Aloha Safe Access to Transit	\$ 5,193,684	\$ 5,788,125	Construction
18	WA	Washington Co	Cornelius Pass Bike/Ped Bridge (US 26)	\$ 628,110	\$ 700,000	Project Dev.
<b>Freight Mobility &amp; Economic Development</b>						
19	CL	Clackamas Co	Clackamas Industrial Area ITS	\$ 1,768,040	\$ 1,970,400	Construction
20	PDX	Portland	Cully/Columbia Freight Improvements	\$ 3,434,193	\$ 5,084,193	PD, Cons
21	WA	Sherwood	Blake St Design	\$ 785,137	\$ 875,000	Project Dev.
<b>For consideration in both categories</b>						
22	MU	Multnomah Co	Sandy Blvd: Gresham to 230th	\$ 1,275,985	\$ 1,422,025	Project Dev.
23	MU	Multnomah Co	223rd & Sandy to RR Undercrossing	\$ 3,862,190	\$ 4,304,234	PD, Cons
			<b>Total RFFA requests:</b>	<b>\$ 77,833,284</b>		
			<b>Estimated Step 2 funding:</b>	<b>\$ 43,278,025</b>		
			<b>(difference):</b>	<b>\$ (34,555,259)</b>		

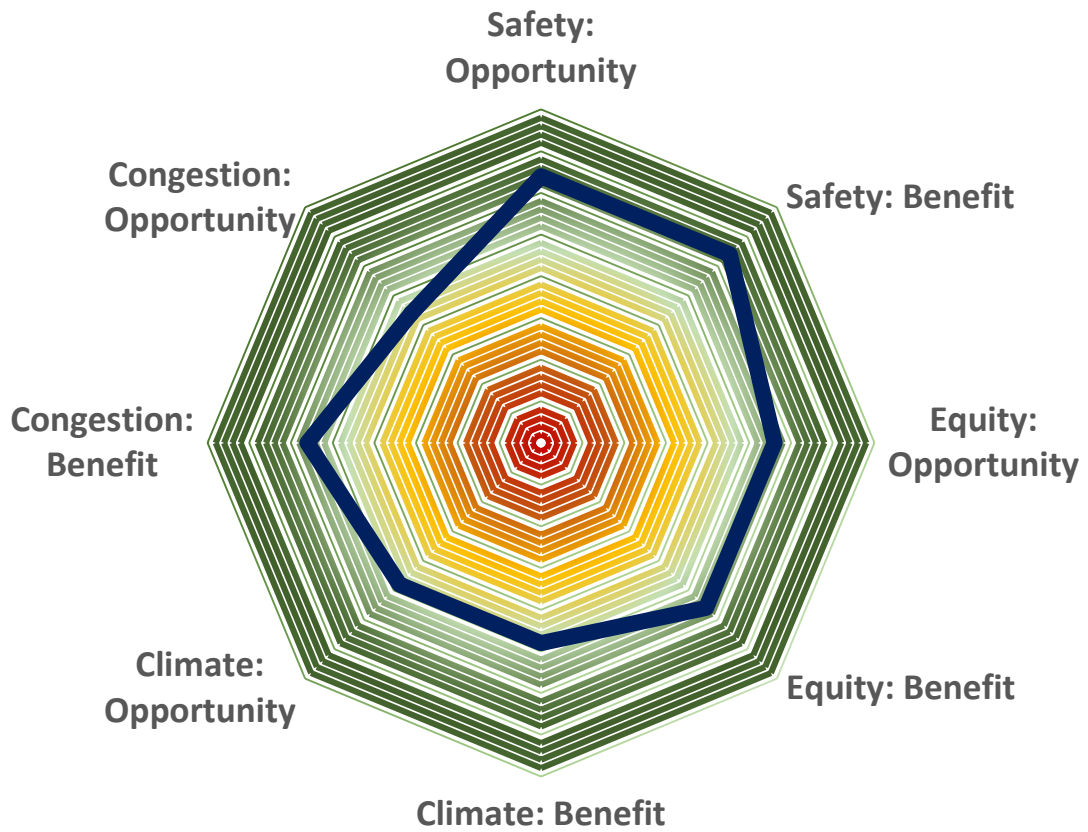


# Clackamas Co: Courtney Ave. Bike/Ped Improvements

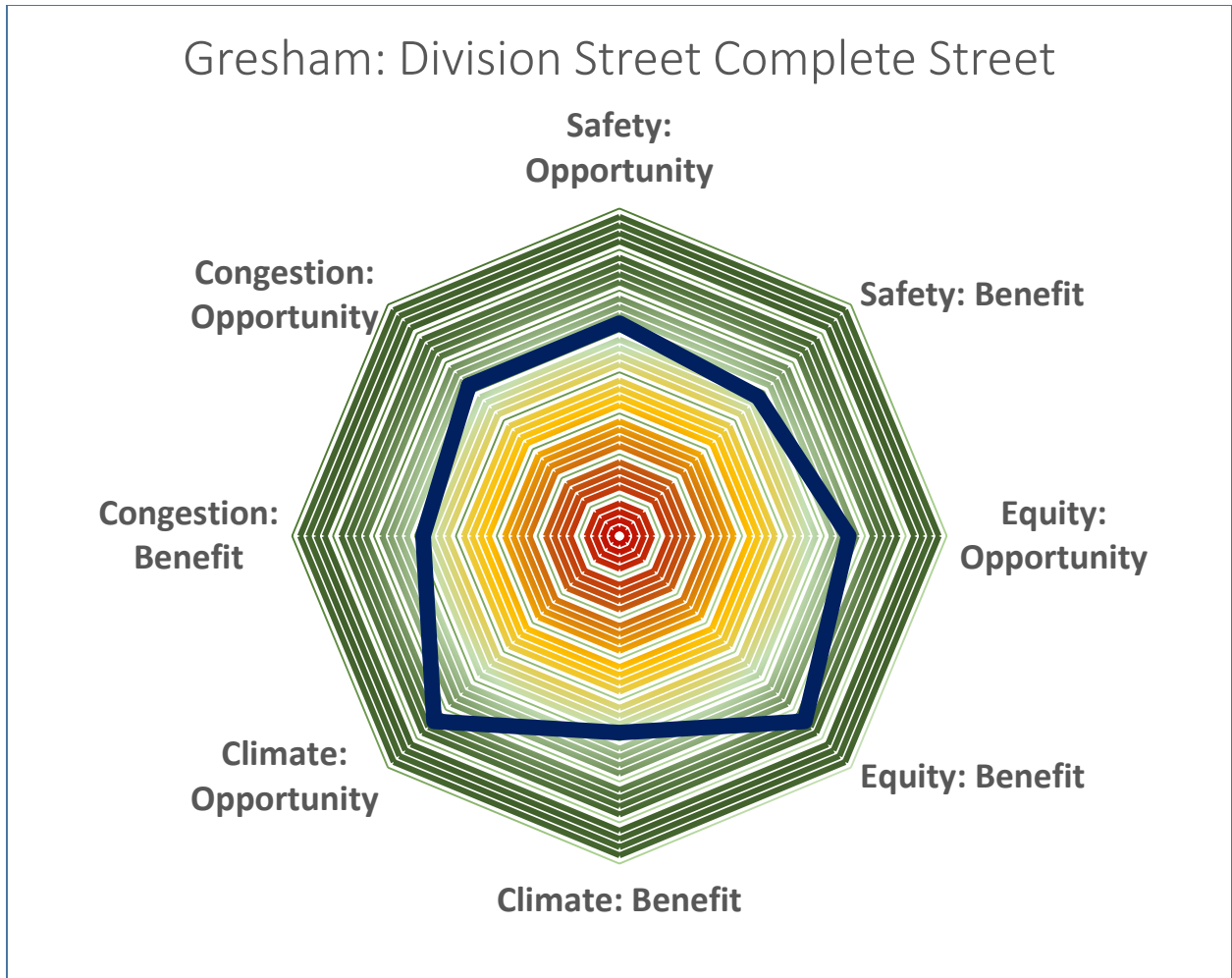




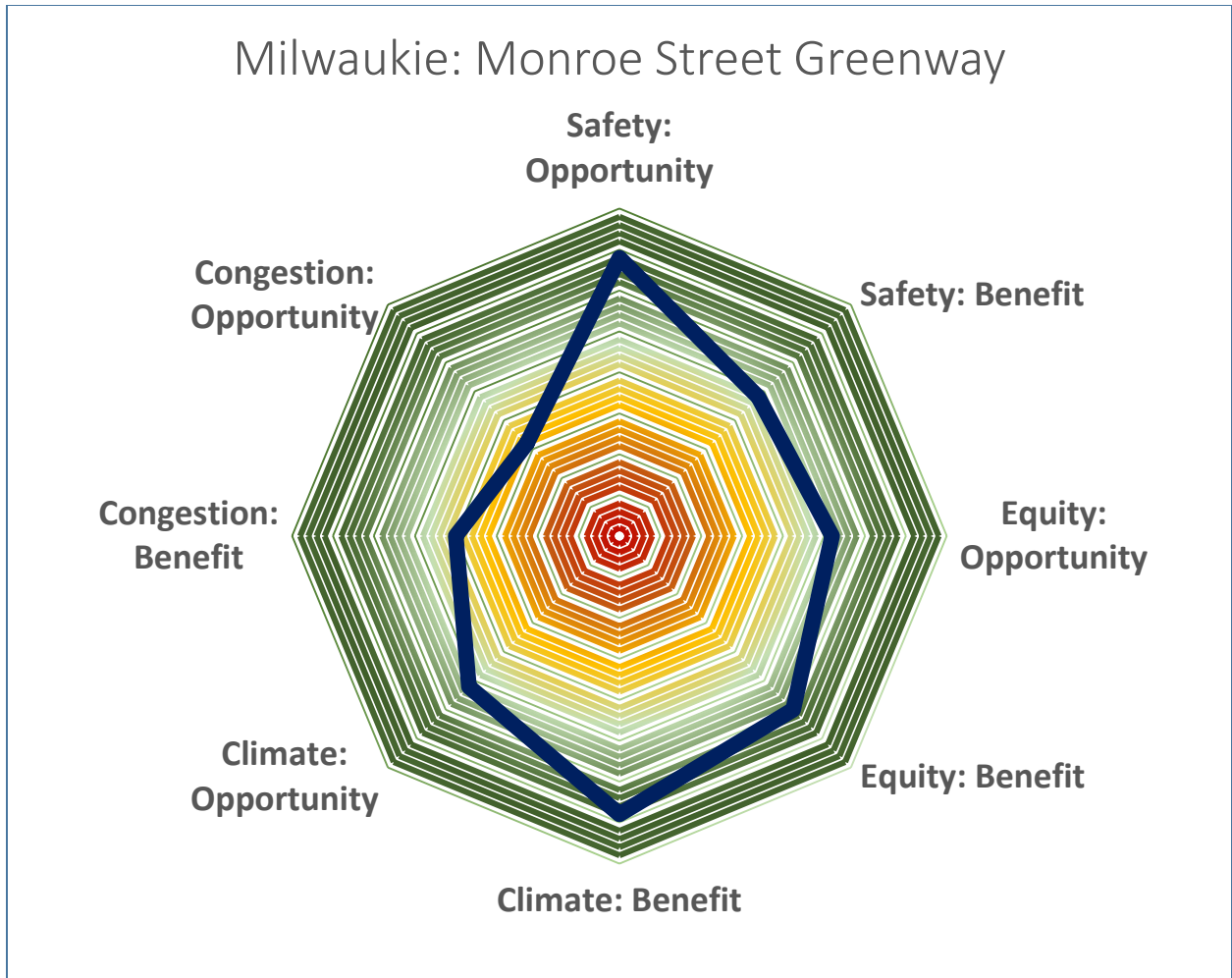
# Gladstone: Trolley Trail Bridge Replacement



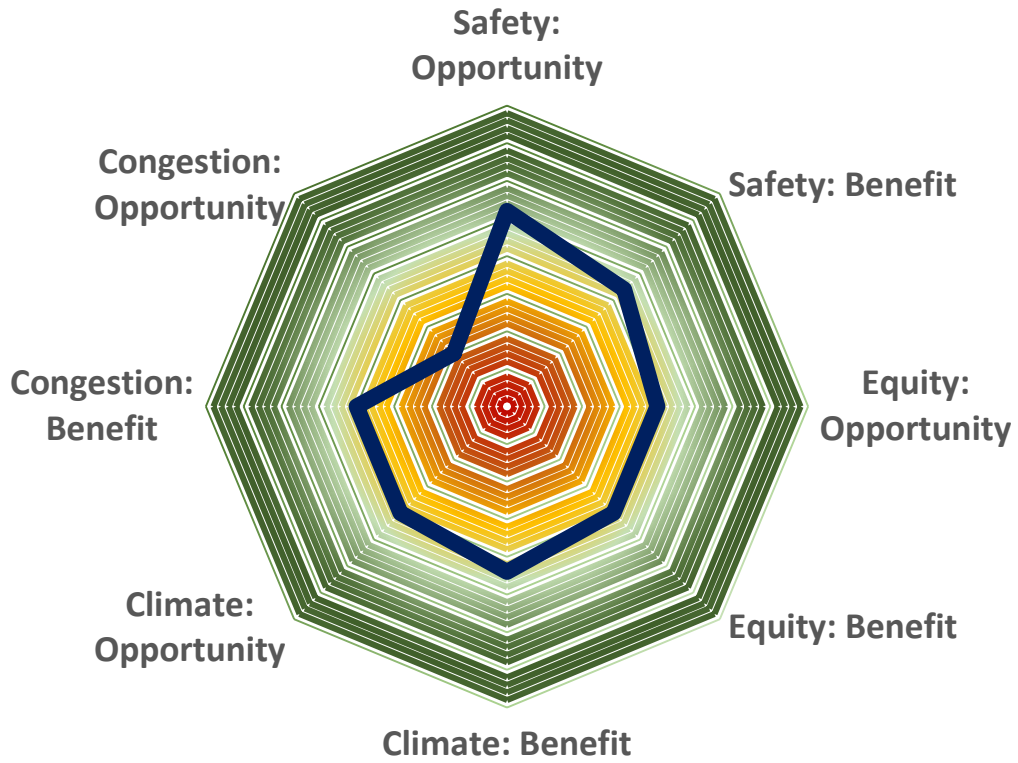




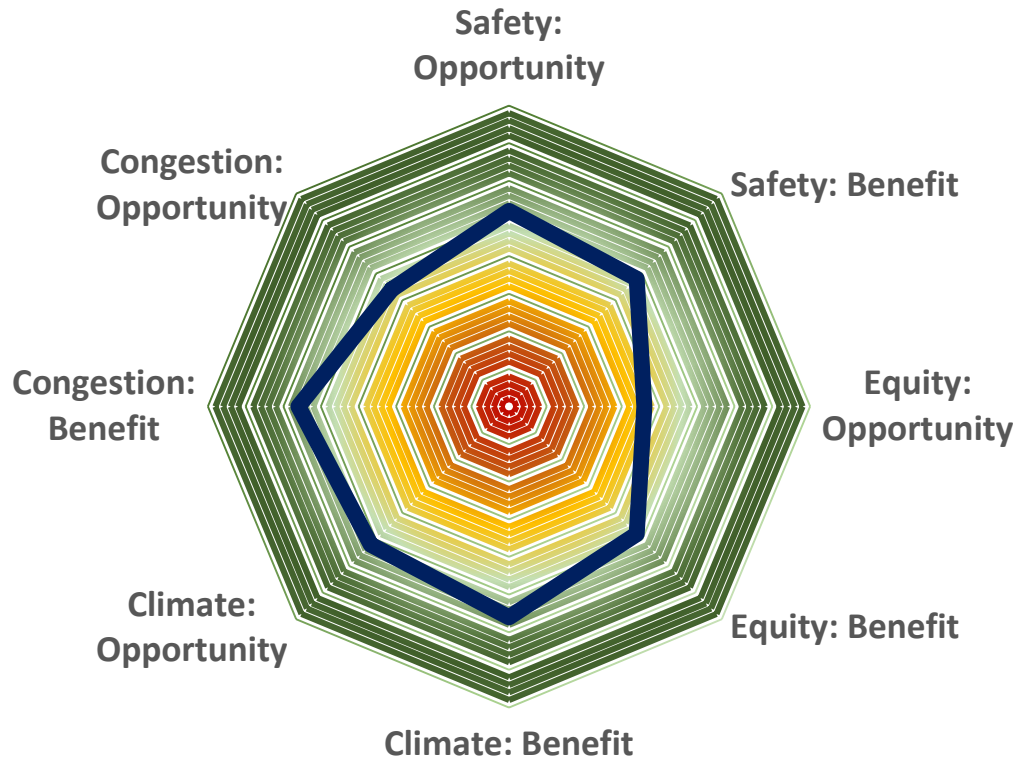


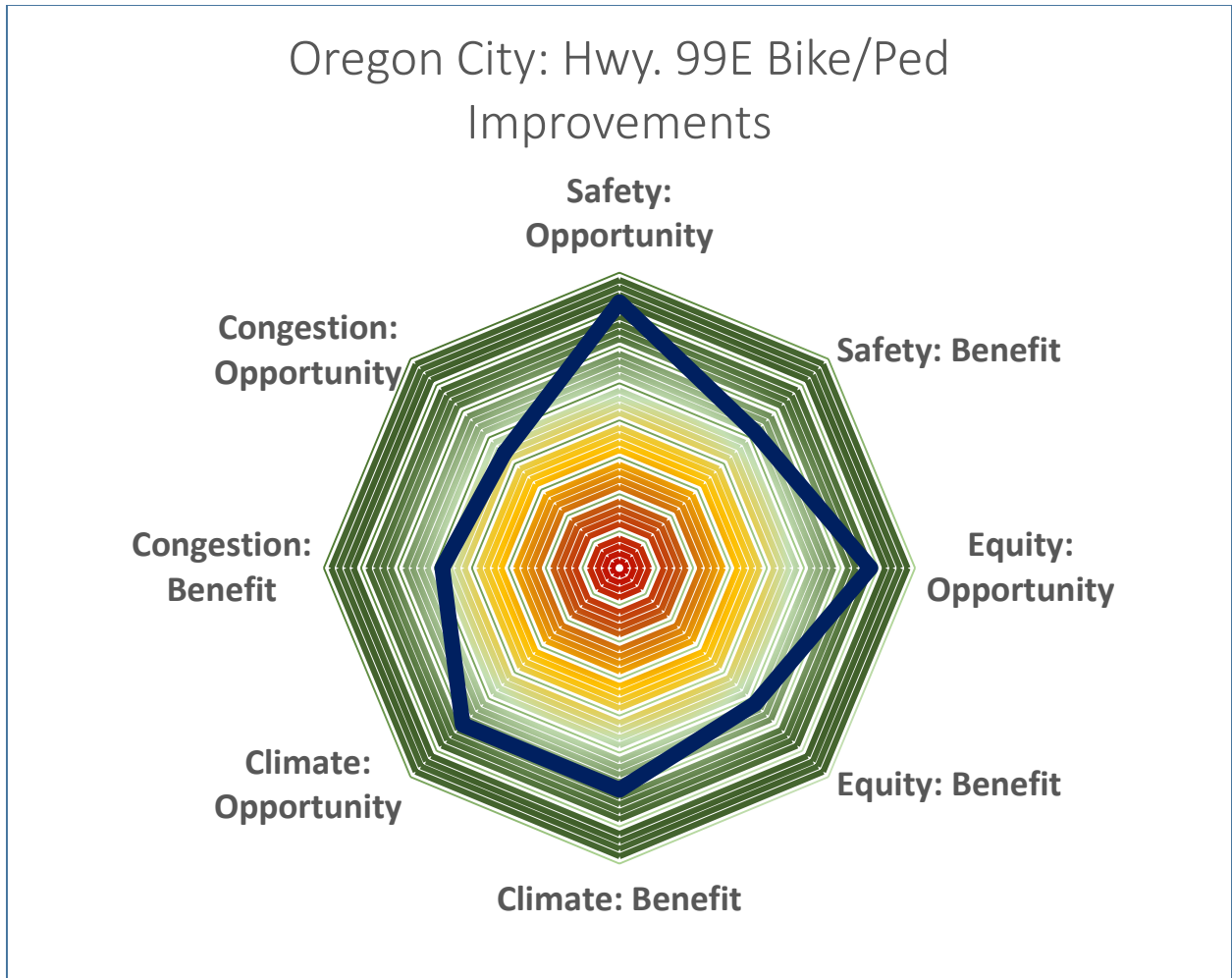


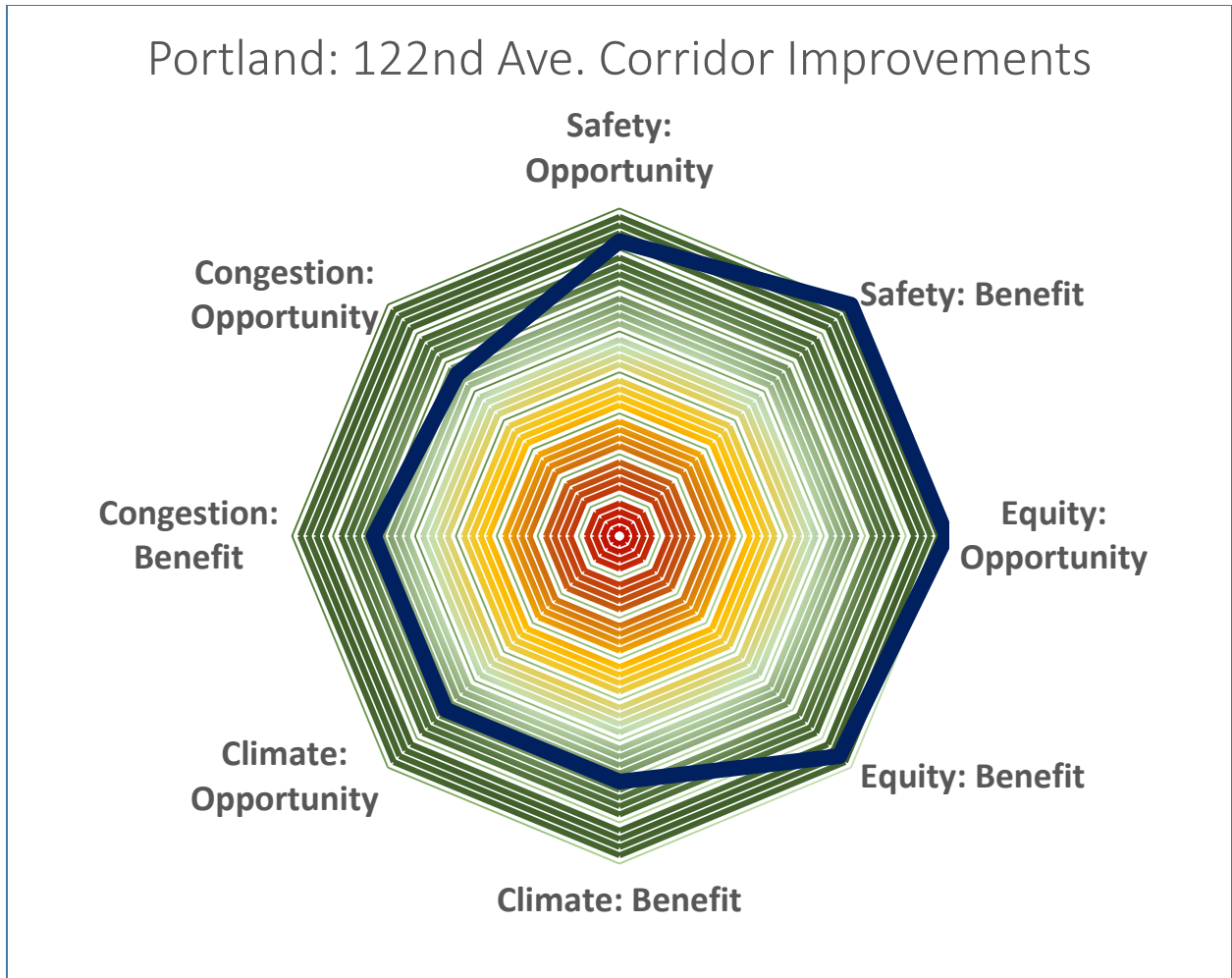
# Multnomah Co.: 223rd Ave - Sandy Blvd. to RR underpass

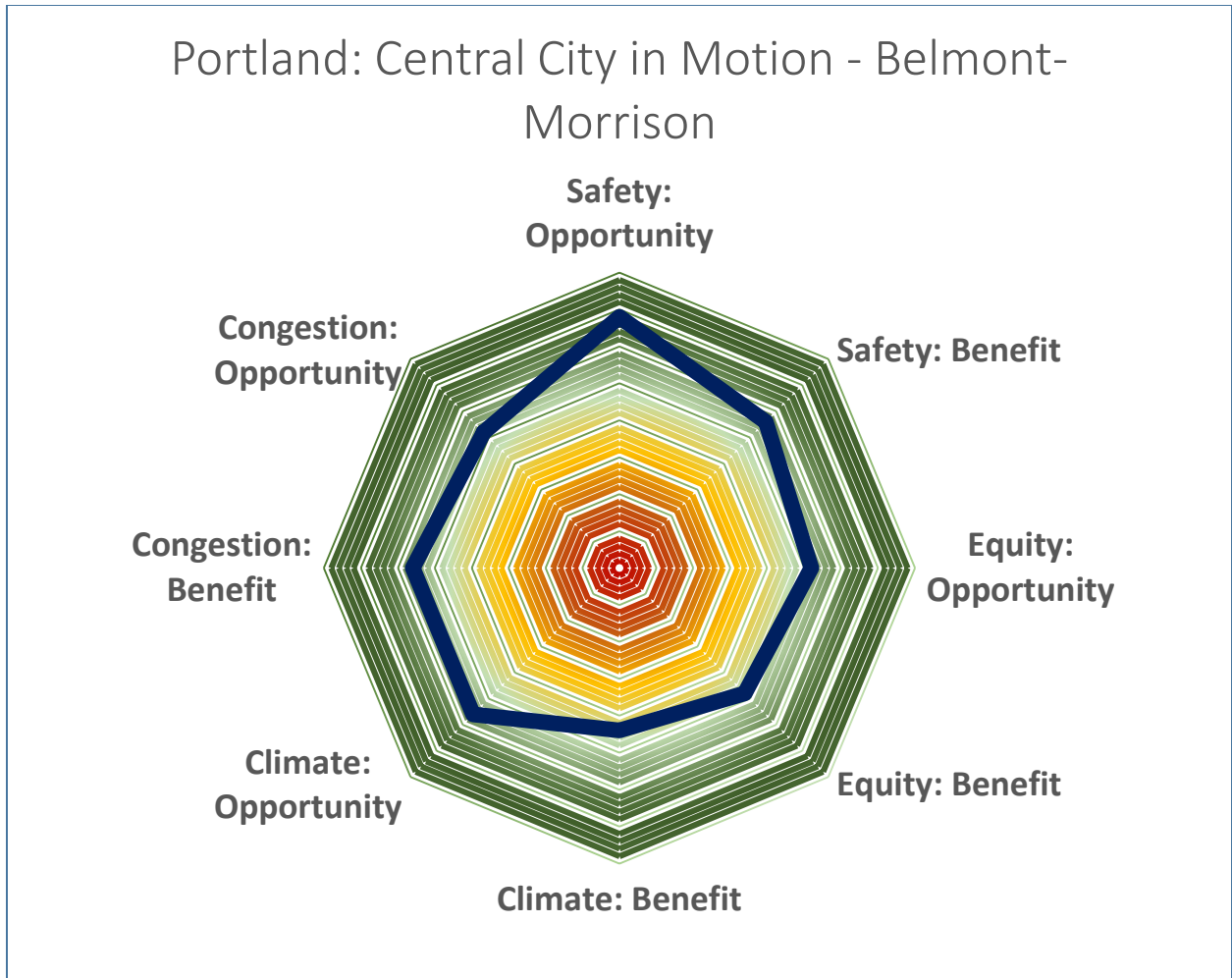


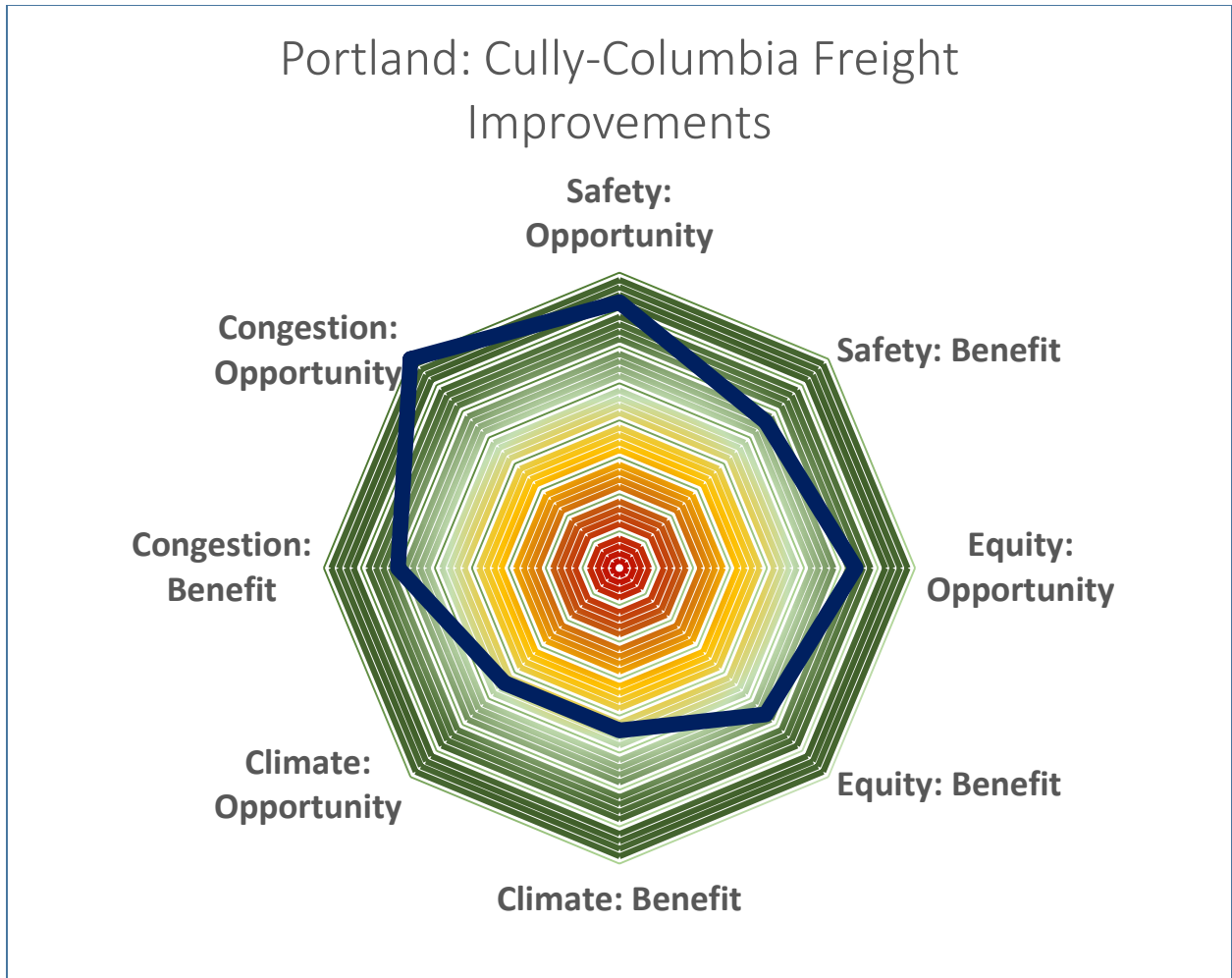
# Multnomah Co.: Sandy Blvd. - Gresham to 230th Ave



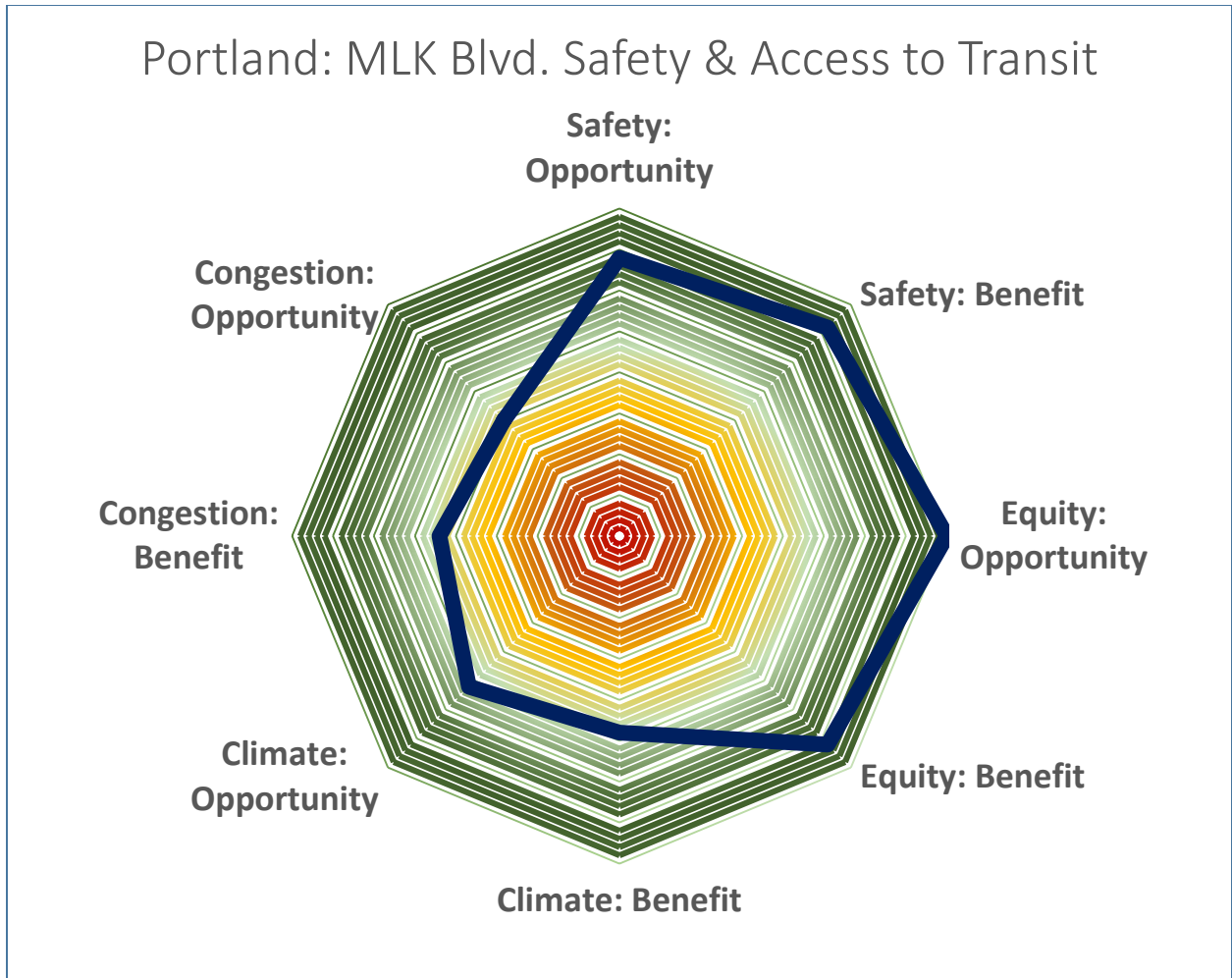




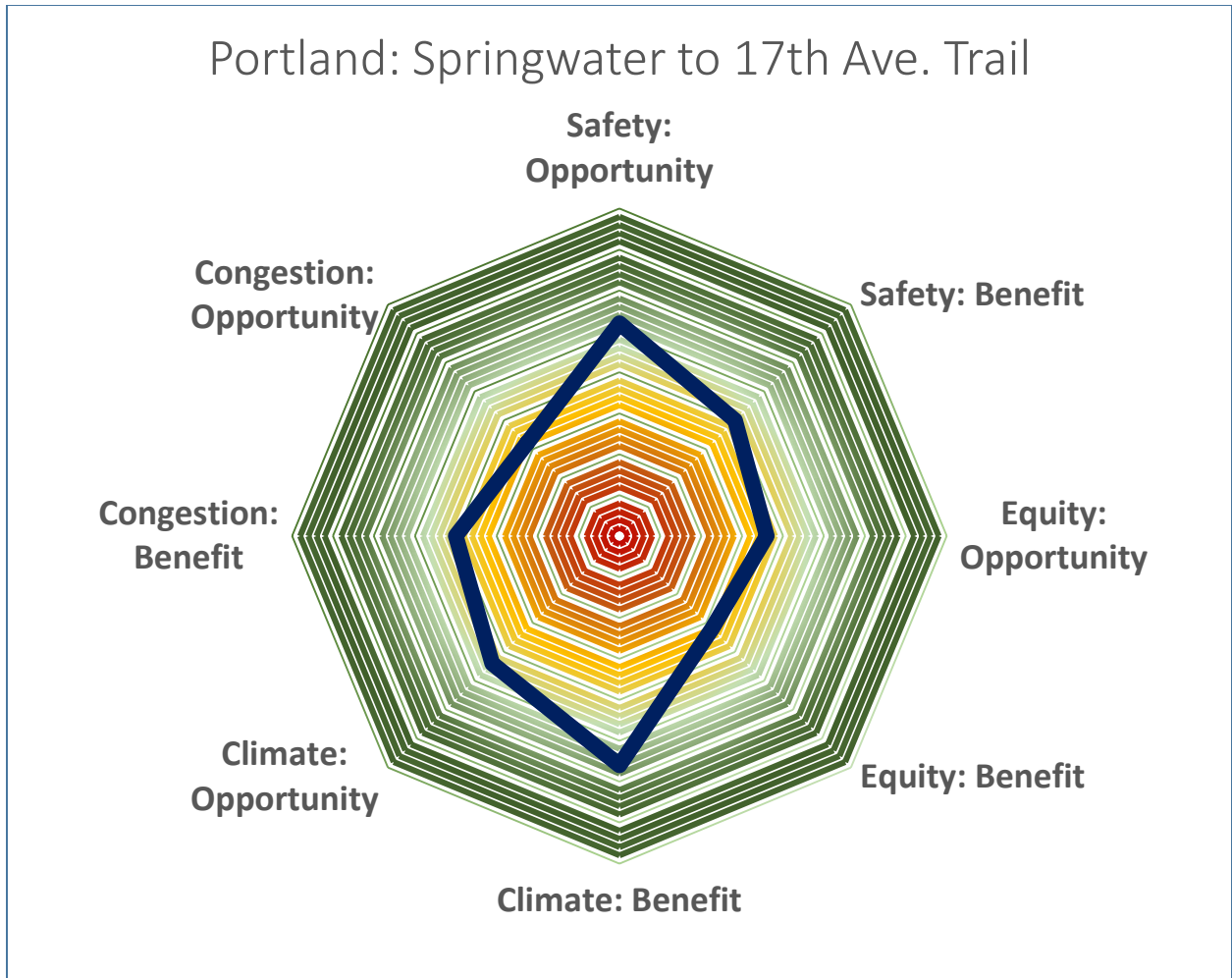


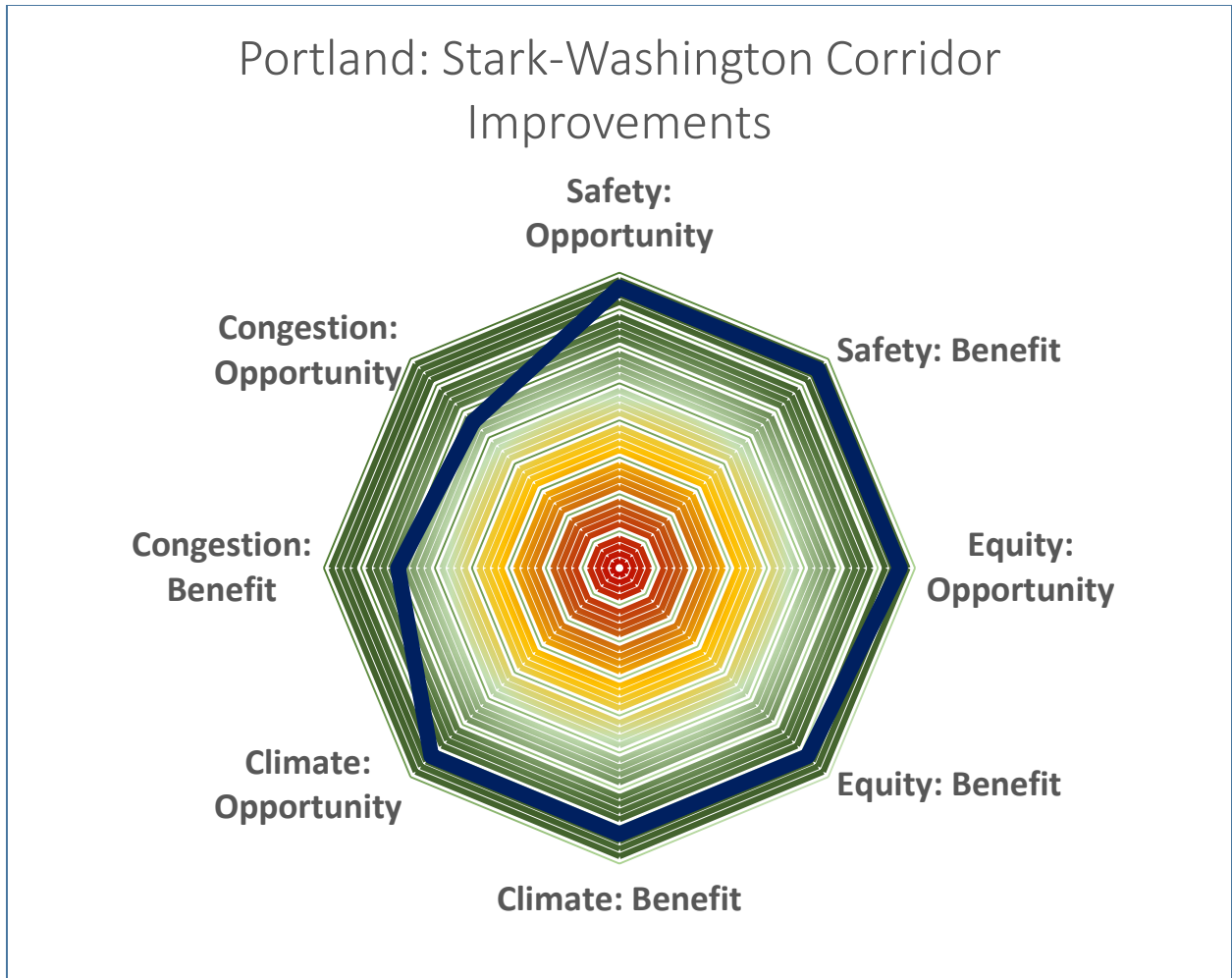


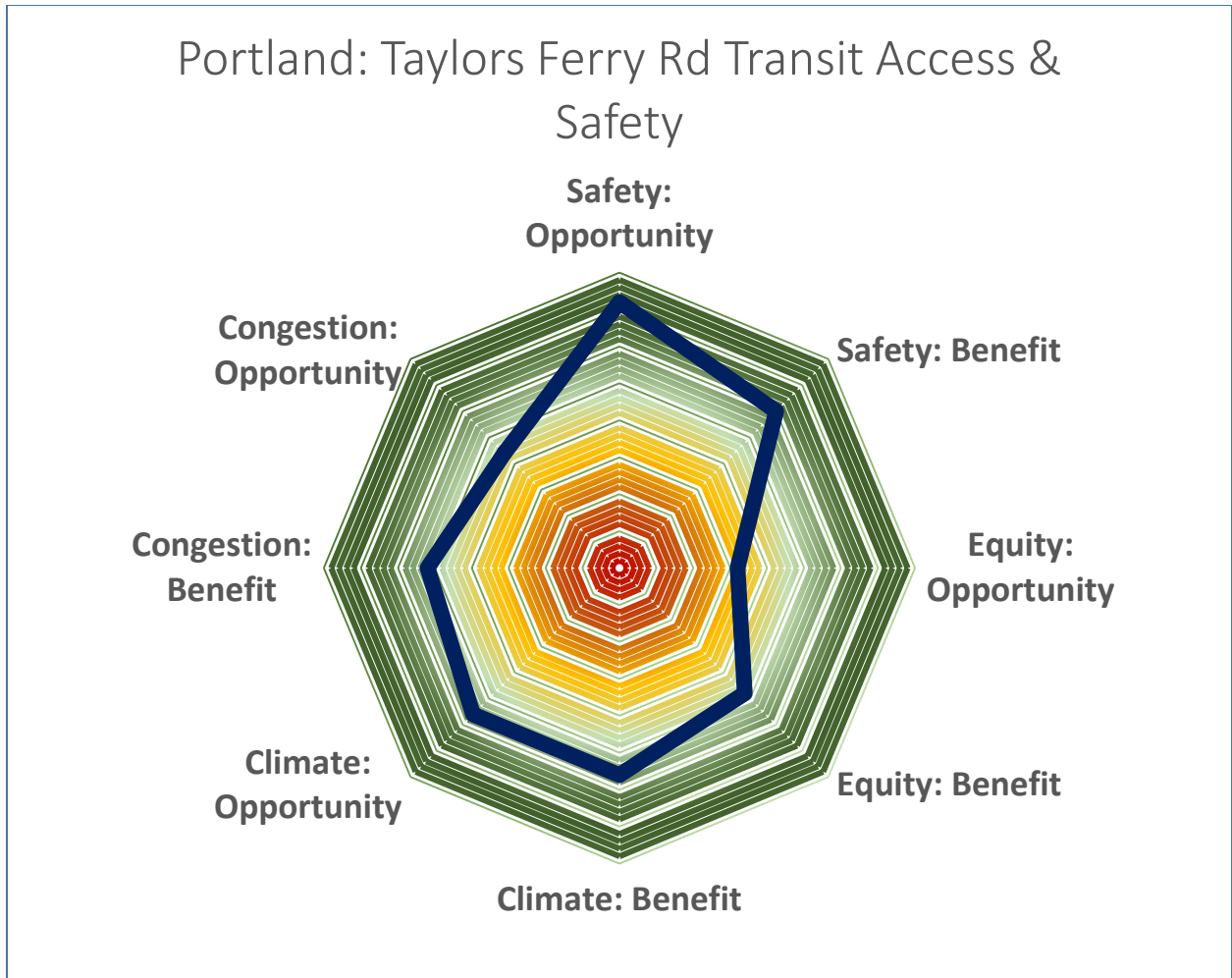


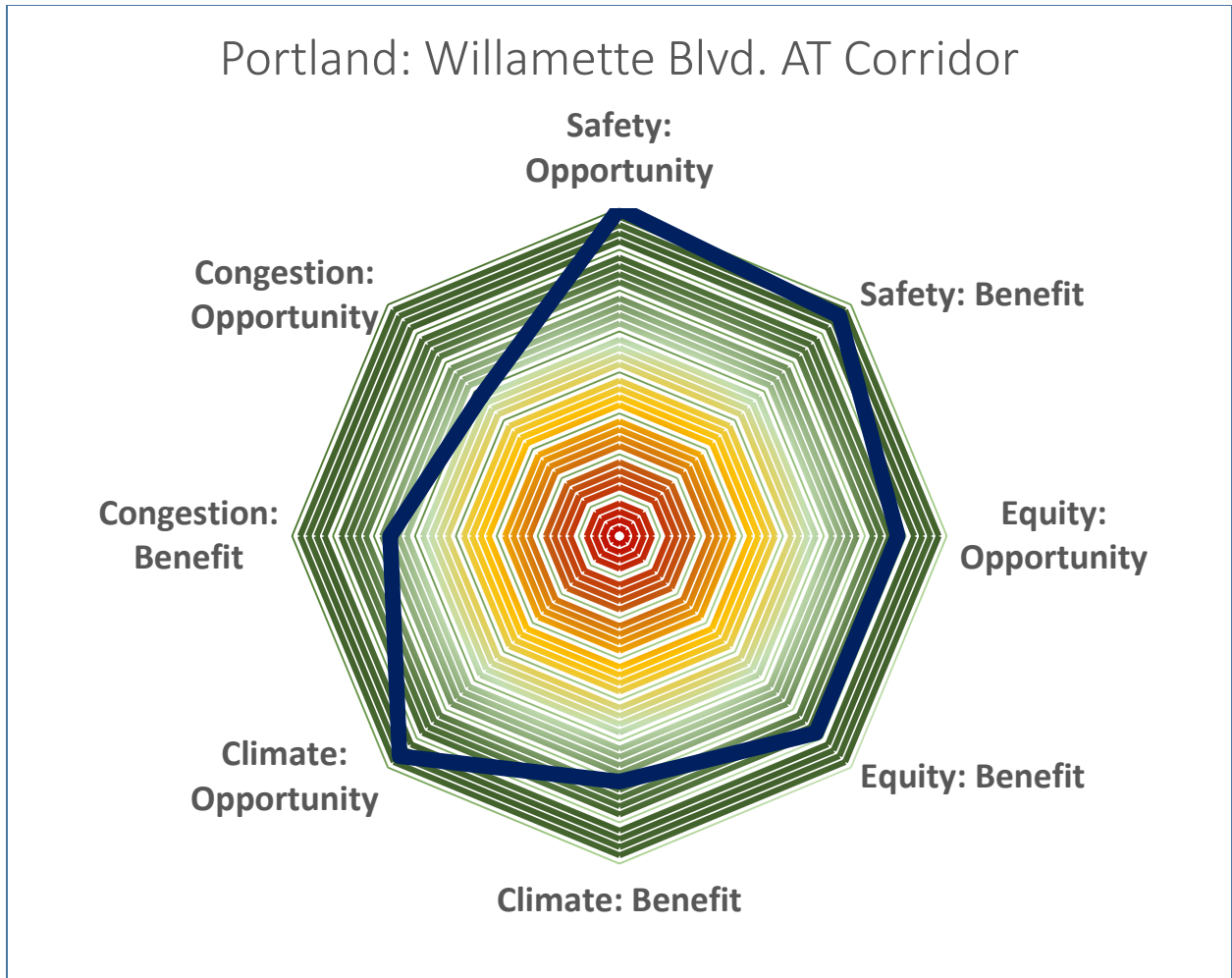






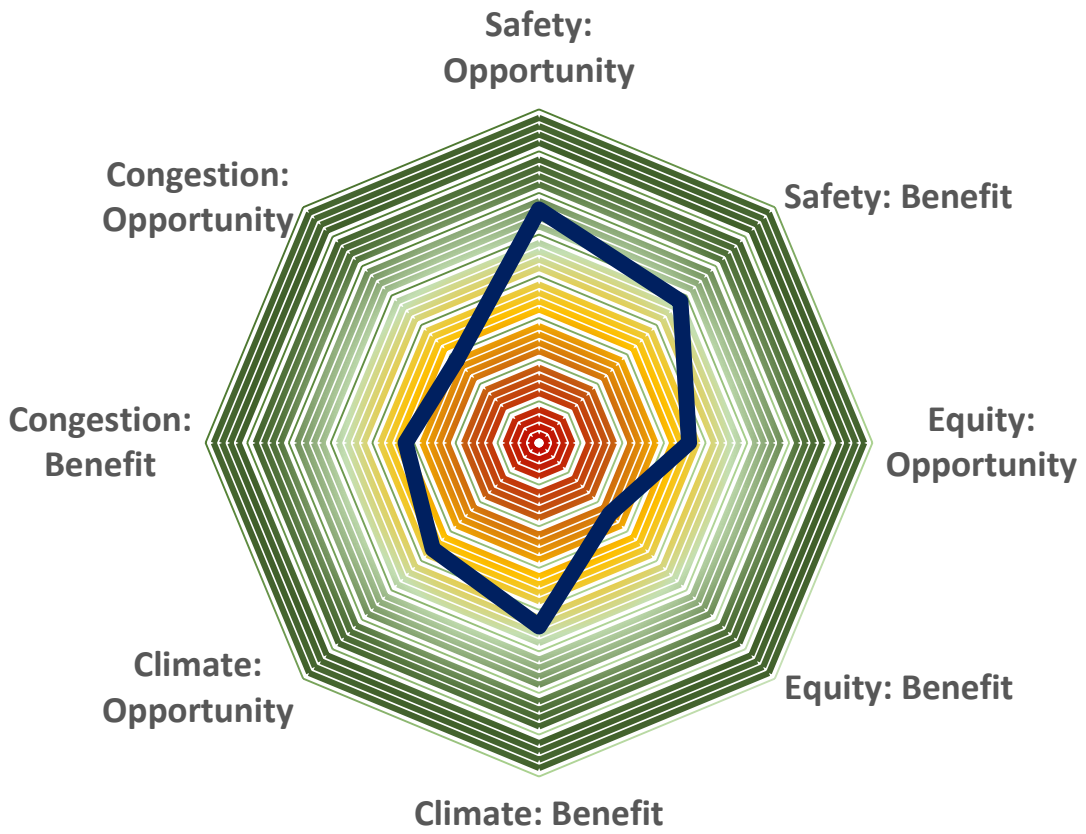


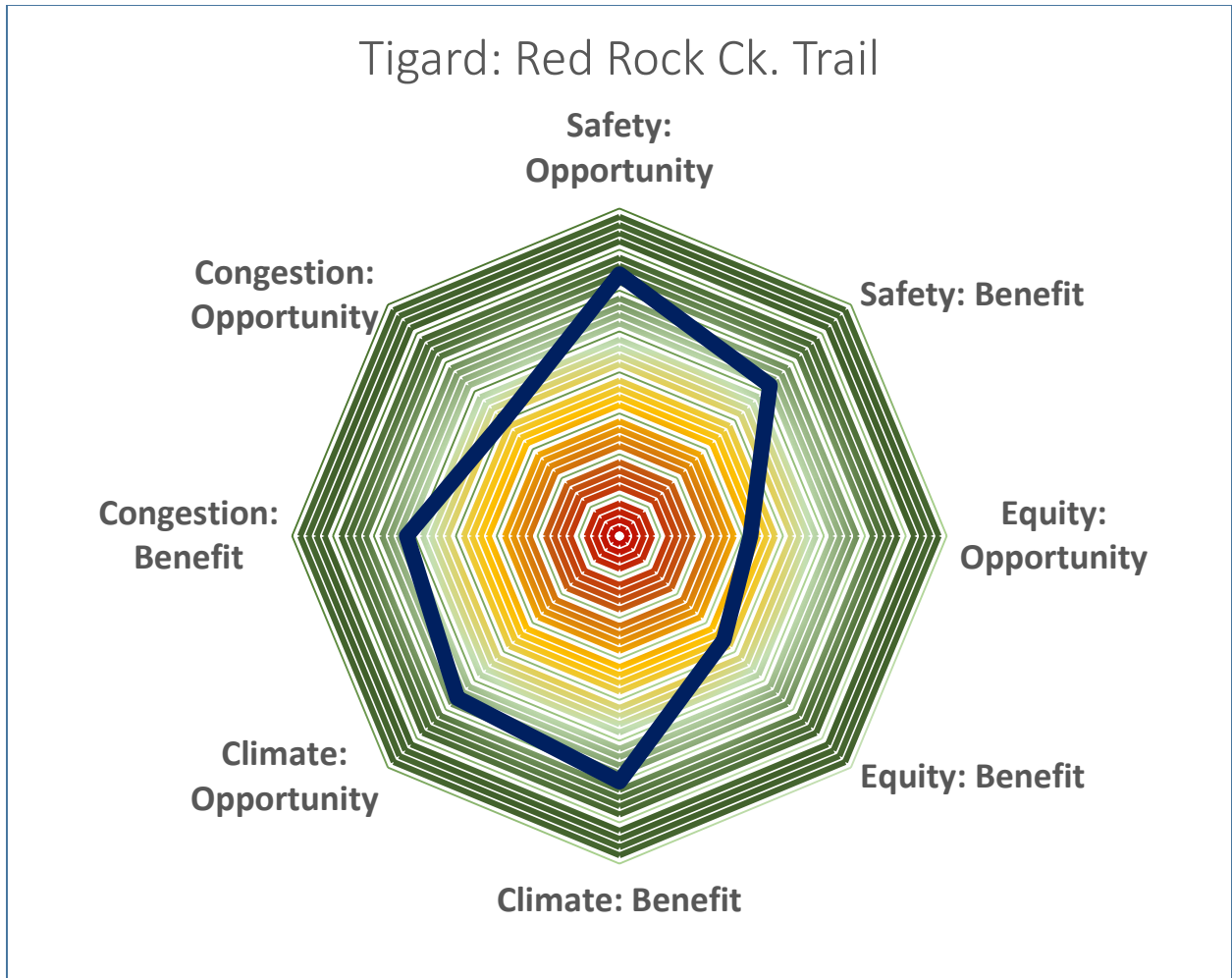




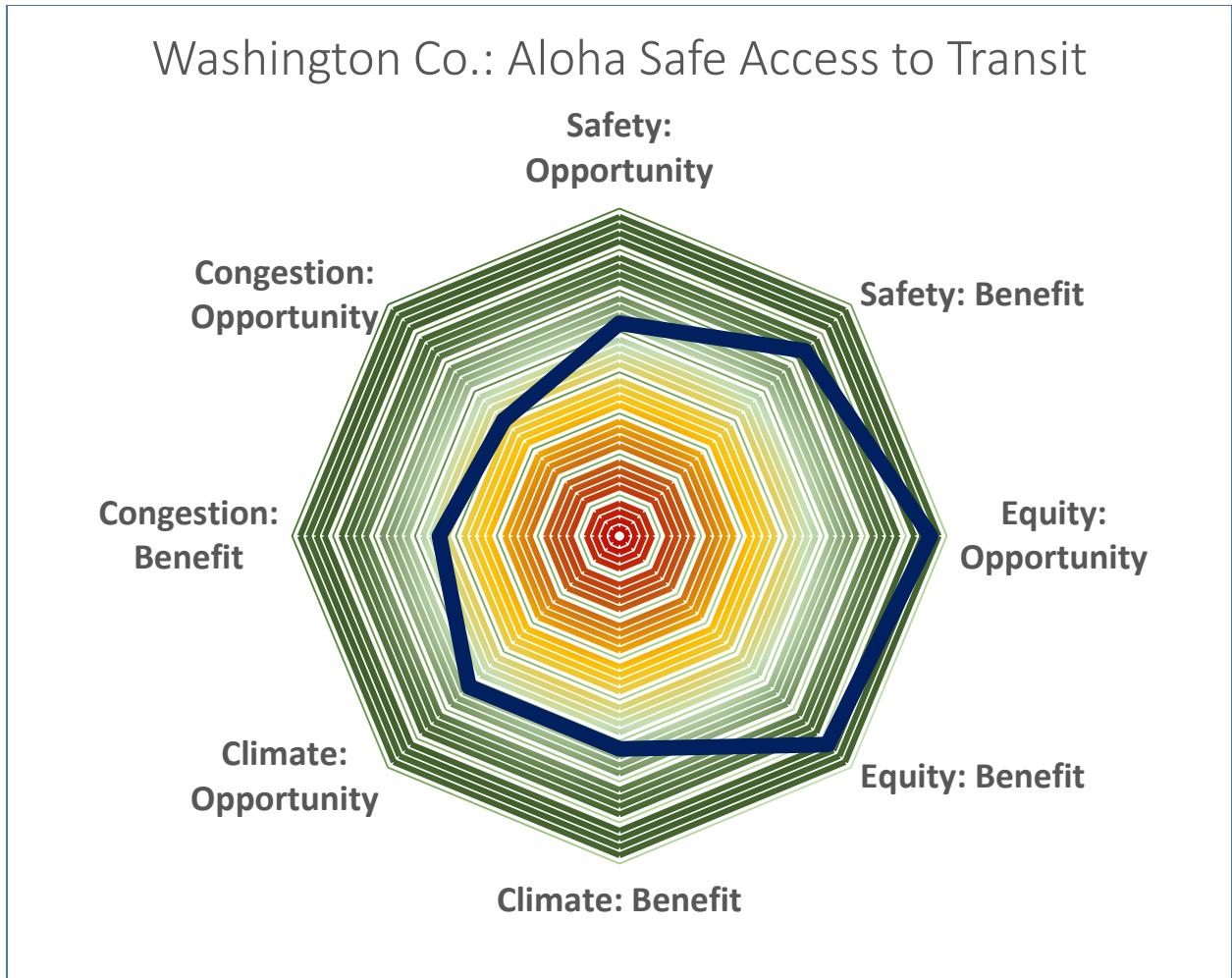


# Tigard: Bull Mt. Rd. Complete Street



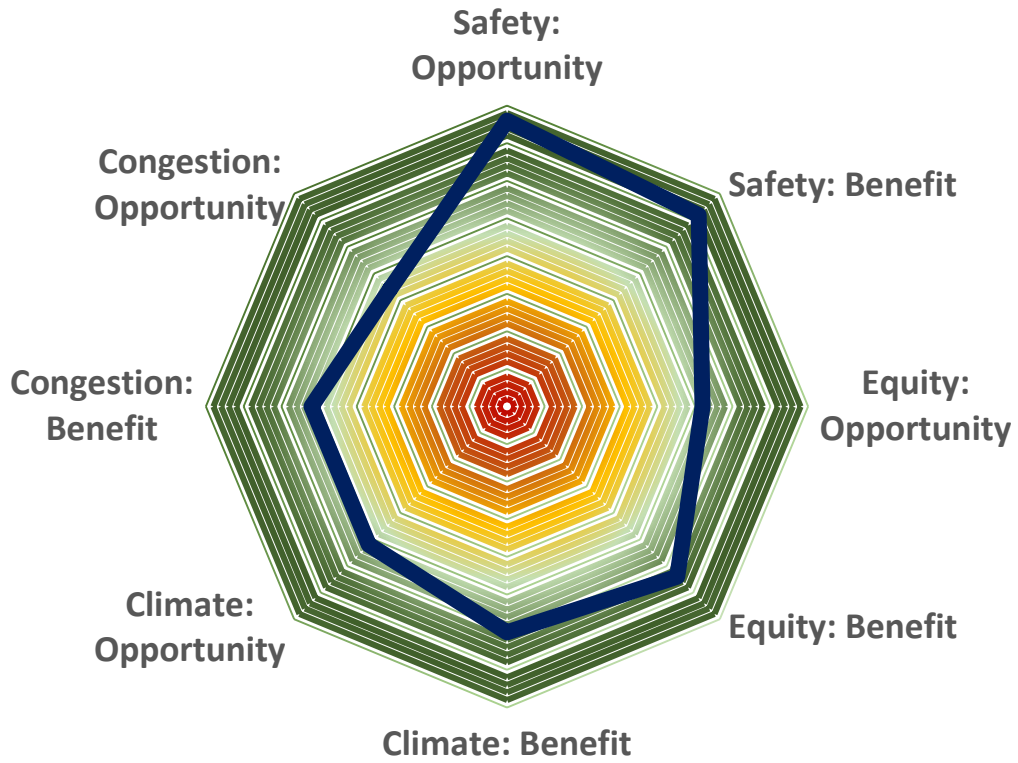




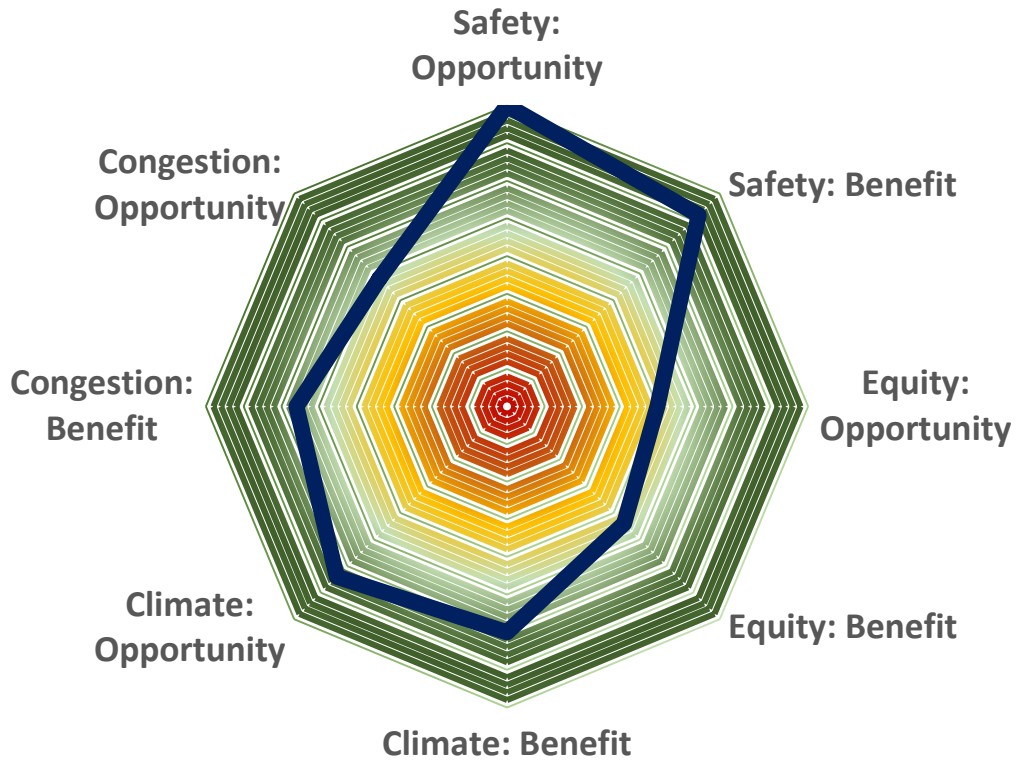




# Washington Co.: Cornelius Pass Bike/Ped Bridge (US26)



# West Linn: Hwy. 43 Multimodal Improvements - Mapleton Dr. to Barlow St.



***5.2 Transportation Systems Management  
Operations (TSMO) Strategy***

*Information/Discussion Items*

Joint Policy Advisory Committee on Transportation  
Thursday, September 19, 2019  
Metro Regional Center, Council Chamber

# Memo



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: Tuesday, September 10, 2019  
To: JPACT  
From: Caleb Winter, Senior Transportation Planner  
Subject: Transportation System Management and Operations (TSMO) Strategy Update Kick-off

---

Purpose: To provide an overview of the Transportation System Management and Operations (TSMO) Strategy Update.

The [2010-2020 TSMO Plan](#)<sup>1</sup> continues to guide the actions in an important topical area of the region's transportation system. This was the region's first collection of strategies to bring advances in Intelligent Transportation Systems (ITS) together with Operations to better manage congestion. The plan has helped coordinate work across agencies to improve responses to incidents, and develop traveler information systems to help coordinate information to the public. By implementing these strategies, the region makes more efficient use of our existing infrastructure.

The strategy guided investments in TSMO for the last ten years and now it is time to look ahead at the next decade. The TSMO Strategy update planning is just beginning and it is an important time to hear from JPACT on the work plan ahead (see attachment). This planning process will assess strategies, set the course for advancing agency capabilities and develop a series of actions to deliver on the region's desired goals and objectives.

The TSMO Strategy will be shaped by the 2018 Regional Transportation Plan policy direction to advance equity and safety while reducing congestion and carbon emissions. These policies create the lens for the TSMO Strategy in developing actions to achieve RTP Goal 4, *Reliability and Efficiency: The transportation system is managed and optimized to ease congestion, and people and businesses are able to safely, reliably and efficiently reach their destinations by a variety of travel options.*

The TSMO Strategy update will set the course for future TSMO Program investments. The current TSMO program has invested in cities and counties to manage traffic with many projects, such as an advanced traffic signal control system, connected to a shared central server. Travelers can access up to date construction, event and crash information provided by local operators in one central place, TripCheck.com, where information is then served to third-parties for use on multiple travel apps. The TSMO program has also coordinated investments and supported ODOT efforts, such as their pioneering of a connected vehicle information platform to share public data directly to vehicle dashboards, in coordination with major automakers.

The TSMO program continues to convene a regional body of Traffic Engineers with stakeholders such as data scientists, cybersecurity experts, incident responders and more through TransPort, a Subcommittee of the region's Transportation Policy Advisory Committee (TPAC). This collaboration has vetted new concepts for the region such as the approach TriMet is spearheading with Next Generation Transit Signal Priority, to make signal priority requests data driven in real-time, benefitting the bus with a full load of passengers to get back on schedule.

What goes into the strategy document that will guide TSMO? The attachment provides an overview of five phases leading towards a TSMO Strategy update, with deliverables that will provide value to

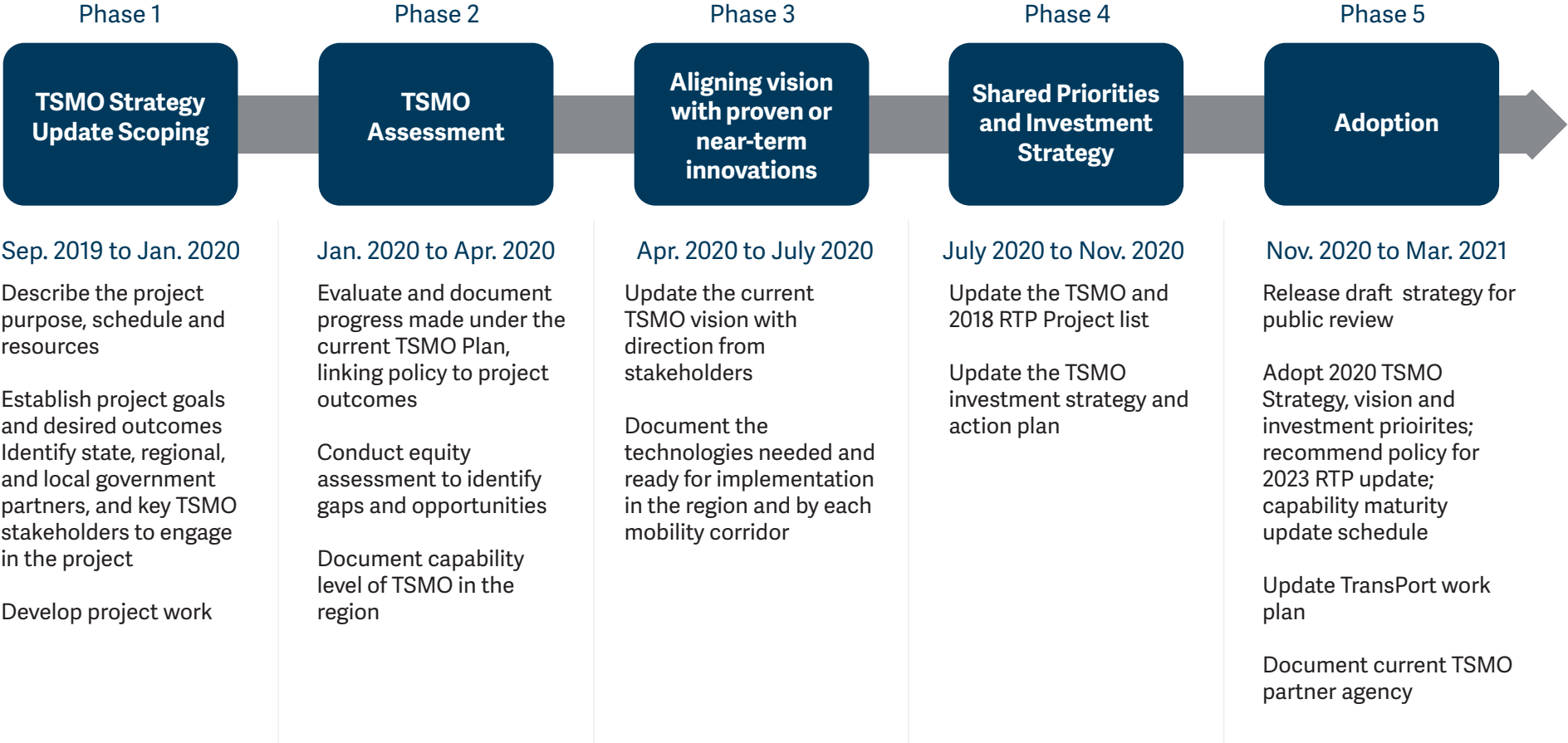
---

<sup>1</sup> The 2010-2020 TSMO Plan is available online: <http://www.oregonmetro.gov/regional-transportation-system-management-and-operations-plan>

the TSMO Program for the next decade. The work ahead will involve a focus on equity and participation from planners, engineers and operators. If you have any questions or comments, please contact me at [caleb.winter@oregonmetro.org](mailto:caleb.winter@oregonmetro.org) or call 503-797-1758.

# 2020 Transportation System Management and Operations Strategy Work Plan

*Getting there with smart systems*



**Deliverables**

Draft project work plan and the Public and Stakeholder Participation Plan	Geodatabase and evaluation report to establish existing conditions	Database of technology that is low risk, high reward to TSMO Vision	TSMO project list with region-wide and mobility corridor projects	Final 2020 TSMO Strategy with vision, investment priorities and action plan
Review of work plan by state, regional and local partners; and key TSMO stakeholders	Update of regional TSMO Capability Maturity	Update ITS Architecture so that the regional system is ready to integrate technologies	TSMO investment scenarios; Model operations scenarios	TransPort Work Plan  Compendium of TSMO partner agreements

Materials following this page were distributed at the meeting.



Metro

# **2022-24 Regional Flexible Funds Allocation**

**Presentation to JPACT**

**September 19, 2019**

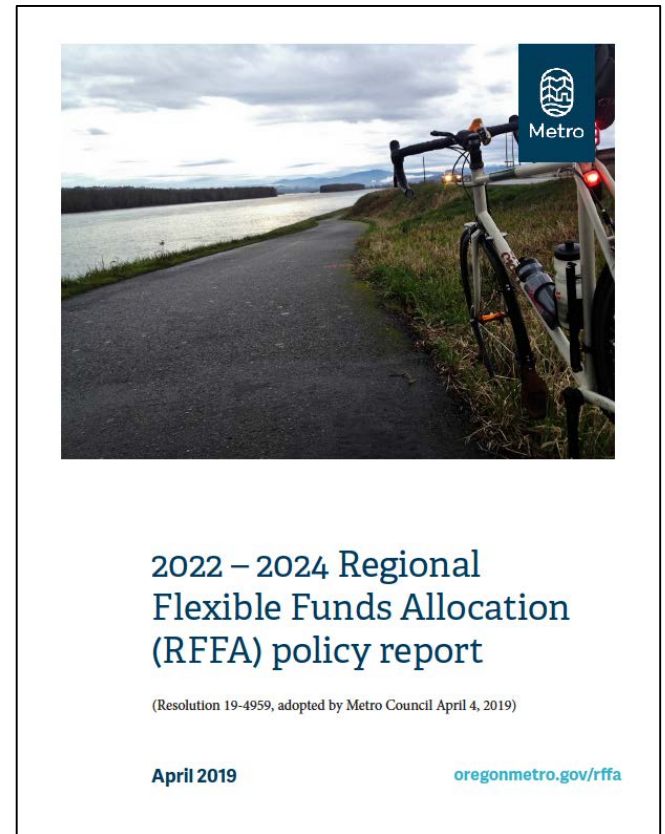


# Today's purpose and outcome

- Brief JPACT on RFFA process to date
- Outline decision-making timeline & next steps

# April 2019 – Policy direction

- Step 1: Regional Commitments \$102M\*
  - Bond repayments
  - Programs & strategic investments
- Step 2: Capital Investments \$43M\*
  - 75% Active Transportation & Complete Streets
  - 25% Freight & Economic Development



\*estimates

# Step 2 project evaluation

- April: Call for projects
- June: 23 applications received
  - \$78 million requested
  - estimated \$43 million available
- July, August: Technical evaluation

# How projects were evaluated

Independent evaluation team looked at how well the projects performed in four RTP policy priority areas: **Equity, Safety, Climate, Congestion**

Two considerations in each policy area:

- Opportunity – the level of need
- Benefit – the extent of how the project addressed the need

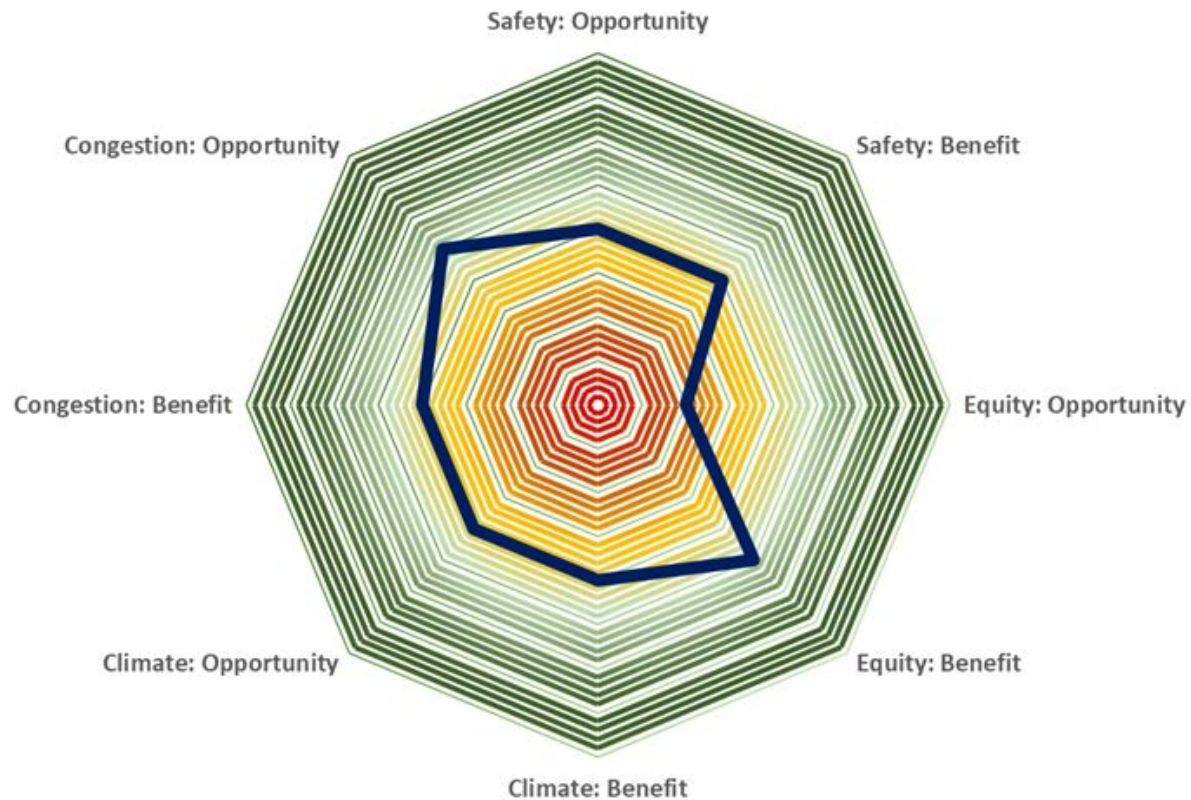
# How we illustrated outcomes

Example 1: Higher-performing project



# How we illustrated outcomes

Example 2: Lower-performing project



# Risk assessment

- Independent evaluation of the projects (Kittelsohn)
- Looking at projects' relative stage of readiness, cost methodology
- Identifying any issues that could result in a change of scope

# Public comment

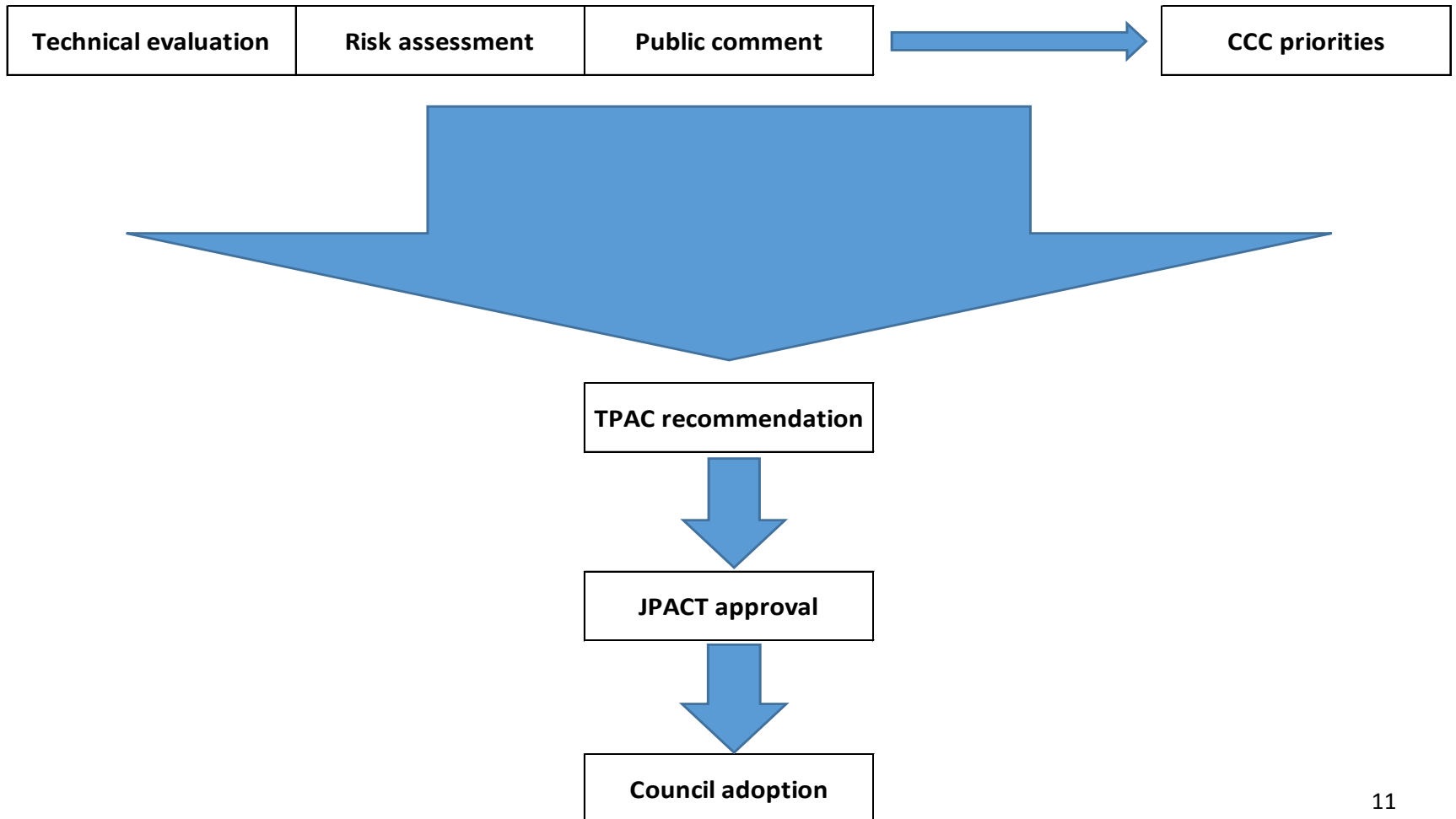
- 30 days, required federal process
- Gives decision-makers direct input from community groups and citizens
- September 6 – October 7
- Council public hearing Sept. 26, 5 p.m.
- Report completed mid-October



# Identifying Coordinating Committee priorities

- Optional step
- Provides decision-makers with additional local information about project's relevance and need
- Informed with technical evaluation, risk assessment & public comment

# Reaching a decision



# Next steps

October, November: Considering the input, identifying local priorities

December: creating and approving a recommended package of projects

January 2020: Council action on the JPACT-approved package of projects

Late winter, spring: Developing the MTIP for state, federal adoption

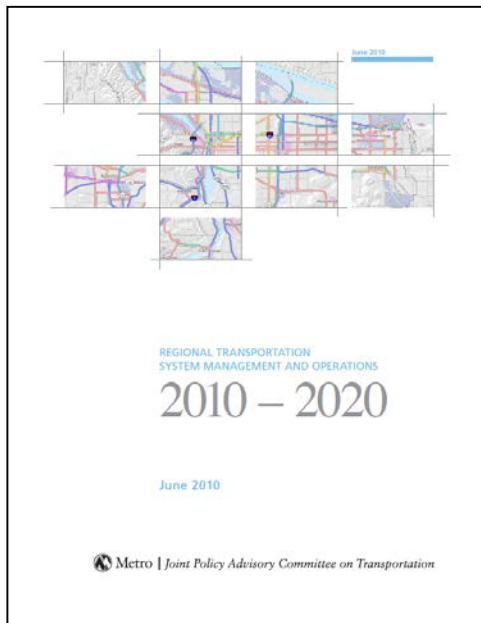
# Discussion

[oregonmetro.gov/RFFA](https://oregonmetro.gov/RFFA)



Arts and events  
Garbage and recycling  
Land and transportation  
Oregon Zoo  
Parks and nature

[oregonmetro.gov](https://oregonmetro.gov)



# Transportation System Management and Operations Strategy Update Begins

Caleb Winter, Senior Transportation Planner, TSMO  
Program Manager, Metro  
JPACT, Thursday, September 19, 2019

# What is TSMO?

## Multimodal Traffic Management



## Traffic Incident Management



## Traveler Information



## Transportation Demand Management



# Why? Increases Reliability

- Freeway ramp meters, advisory speeds, warnings based on weather, travel time
- Arterials across the region are served by a central traffic signal system for all modes, travel time



Source =  
[www.roadsbridges.com](http://www.roadsbridges.com)

# Why? Efficient use of Existing Infrastructure

- Traveler information through TripCheck, incident alerts and in-vehicle information
- Next Gen Transit Signal Priority
- Freight Intelligent Transportation Systems





# Why? Safer System

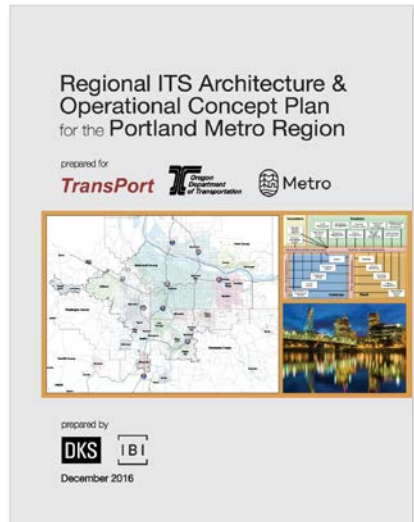
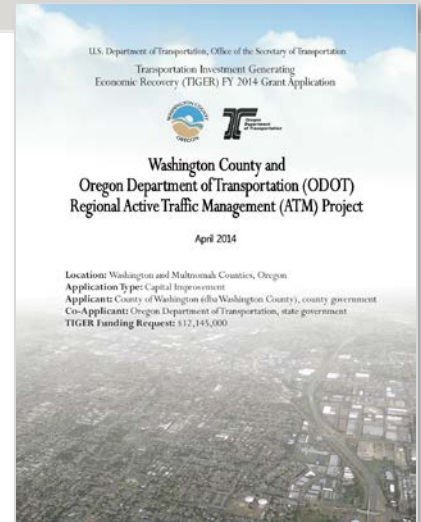
- Incident response and management
- Pedestrian and freight detection to avoid crashes from red-light running



Source: Washington County

# TSMO 10-year Outcomes

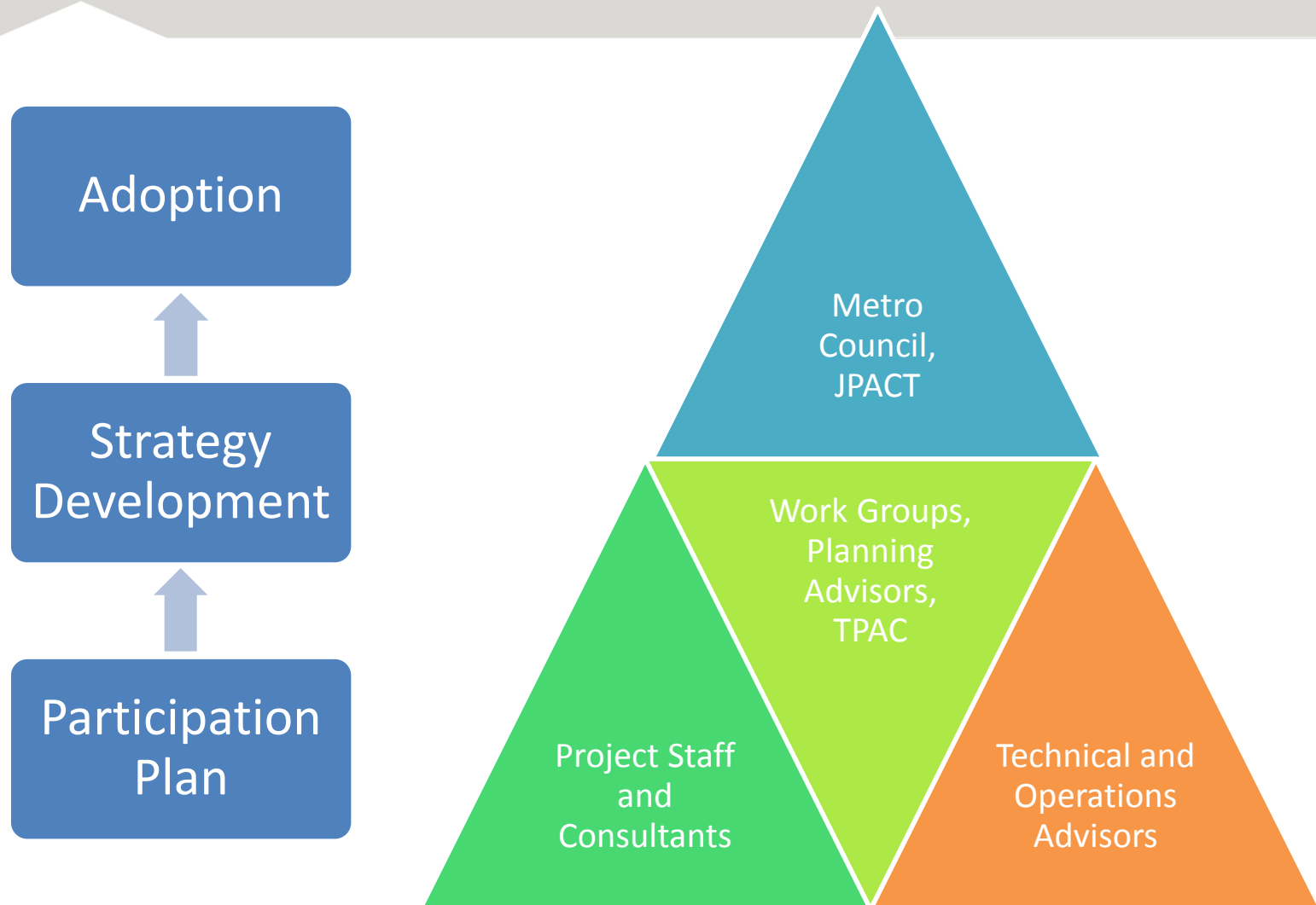
- Support for projects, implemented across boundaries
- Advancing capabilities
- Rewarded for leadership



# Task Work Ahead

- Equity Assessment, plus Stakeholder Participation Plan
- Program Evaluation, review of region-wide capability maturity
- Multimodal Integrated Corridor Management
- Concepts and technologies to serve transportation operators through a transformational decade

# Participation to Adoption

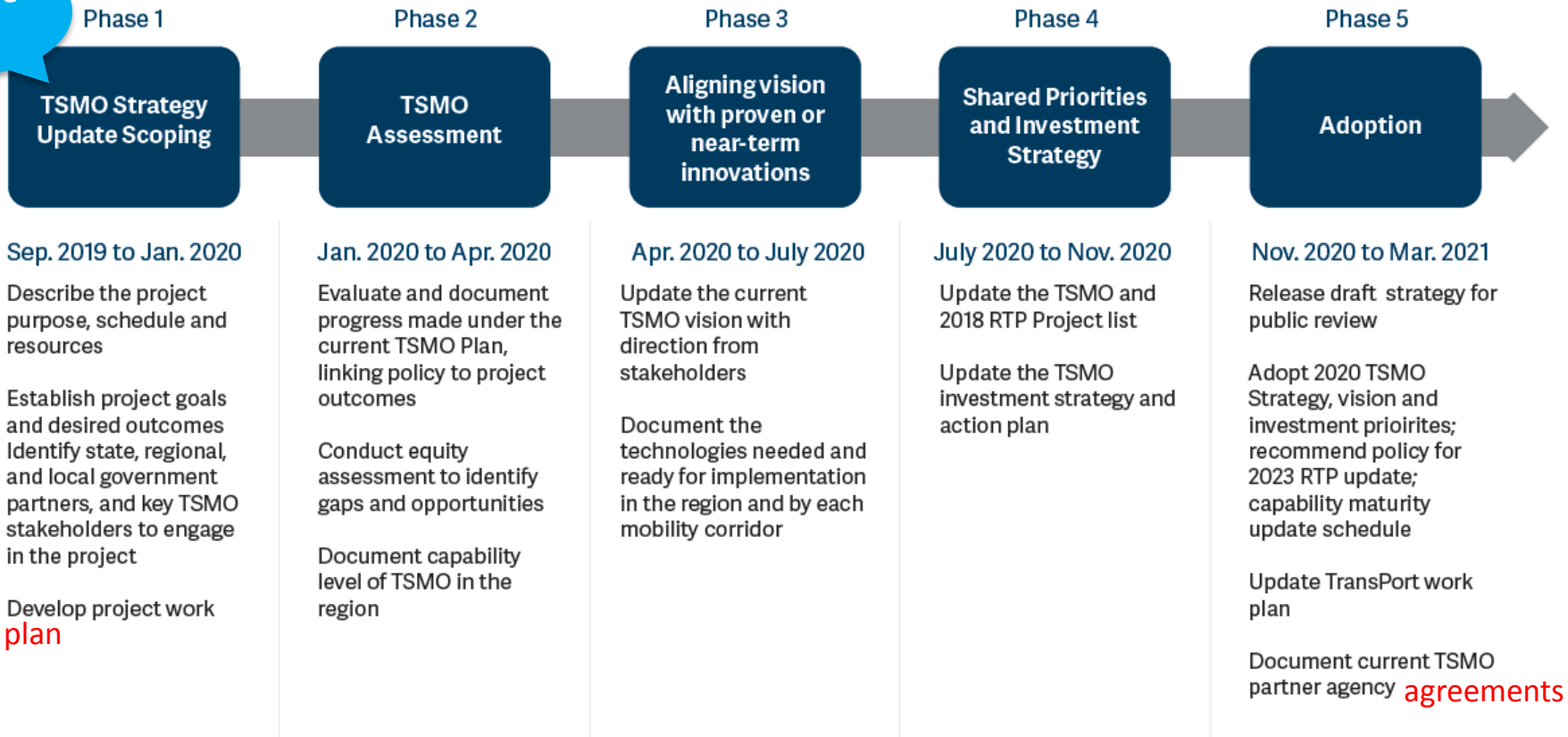


# 2020 Transportation System Management and Operations Strategy Work Plan

*Getting there with smart systems*



We are here



## Deliverables

Draft project work plan and the Public and Stakeholder Participation Plan	Geodatabase and evaluation report to establish existing conditions	Database of technology that is low risk, high reward to TSMO Vision	TSMO project list with region-wide and mobility corridor projects	Final 2020 TSMO Strategy with vision, investment priorities and action plan
Review of work plan by state, regional and local partners; and key TSMO stakeholders	Update of regional TSMO Capability Maturity	Update ITS Architecture so that the regional system is ready to integrate technologies	TSMO investment scenarios; Model operations scenarios	TransPort Work Plan
				Compendium of TSMO partner agreements

# RTP Community Input

*Getting there*



*2018 RTP*

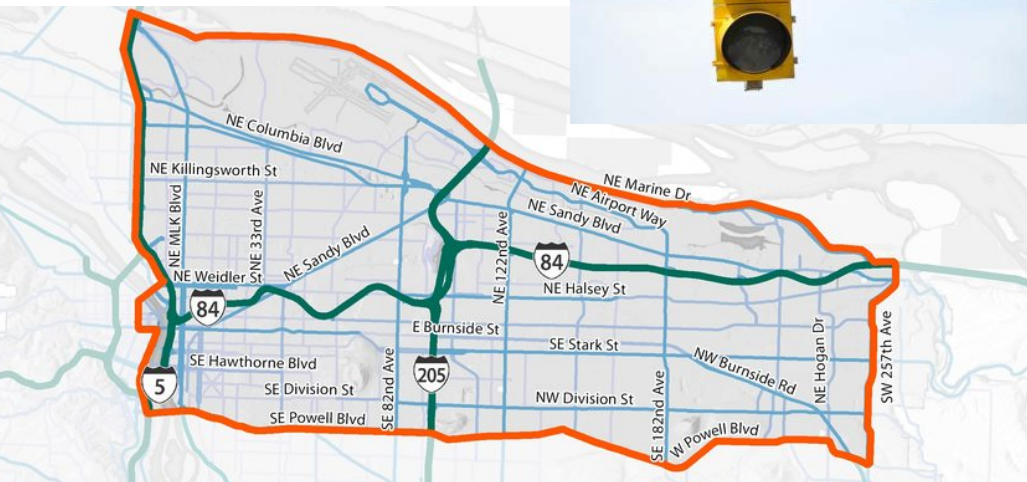
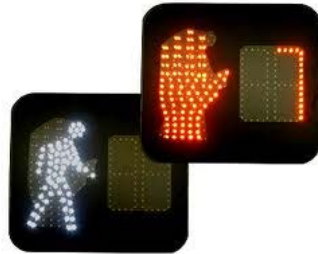
- ⚙️ Vibrant Communities
- ⚙️ Shared Prosperity
- ⚙️ Transportation Choices
- ⚙️ **Reliability and Efficiency**
- ⚙️ **Safety and Security**
- ⚙️ Healthy Environment
- ⚙️ Healthy People
- ⚙️ **Climate Protection**

- ⚙️ **Equitable Transportation**
- ⚙️ Fiscal Stewardship
- ⚙️ **Transparency and Accountability**



# Thank you!

caleb.winter@oregonmetro.gov  
503-797-1758



# MAX Red Line Extension and Reliability Improvements Project

## Project Briefing to JPACT

September 19, 2019



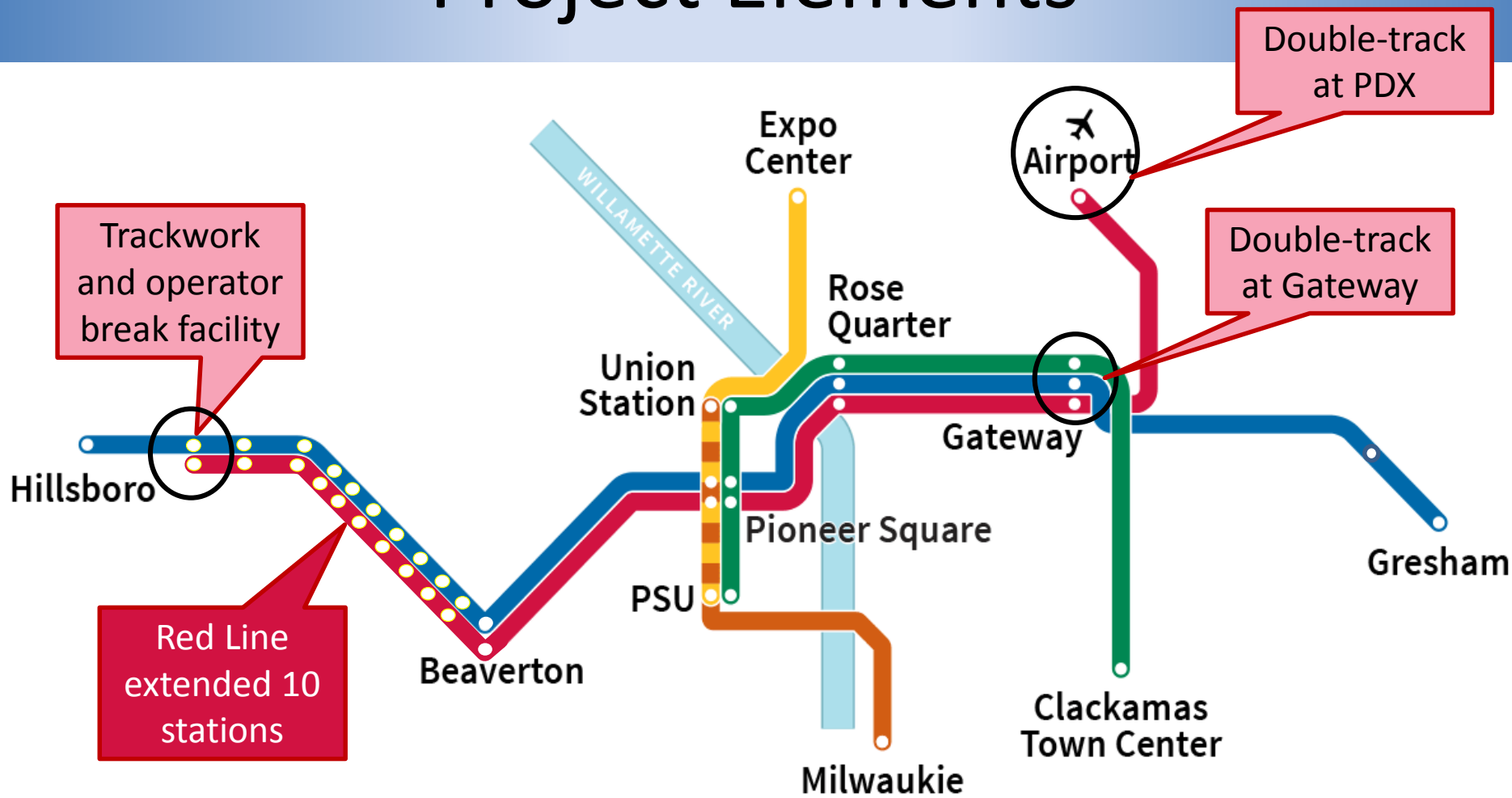
# Outline of Presentation

1. Project Description and Goals
2. Project History
3. Public and Agency Engagement
4. Project Schedule and Cost/Budget

# Why This Project?

- Addresses largest systemwide bottleneck that we have on MAX
- Adds substantial new service on West side
- Improves service reliability systemwide
- Leverages up to \$100M in federal funds
- Allows MAX service to grow in the future

# Project Elements



6 additional light rail vehicles

# Project Goals

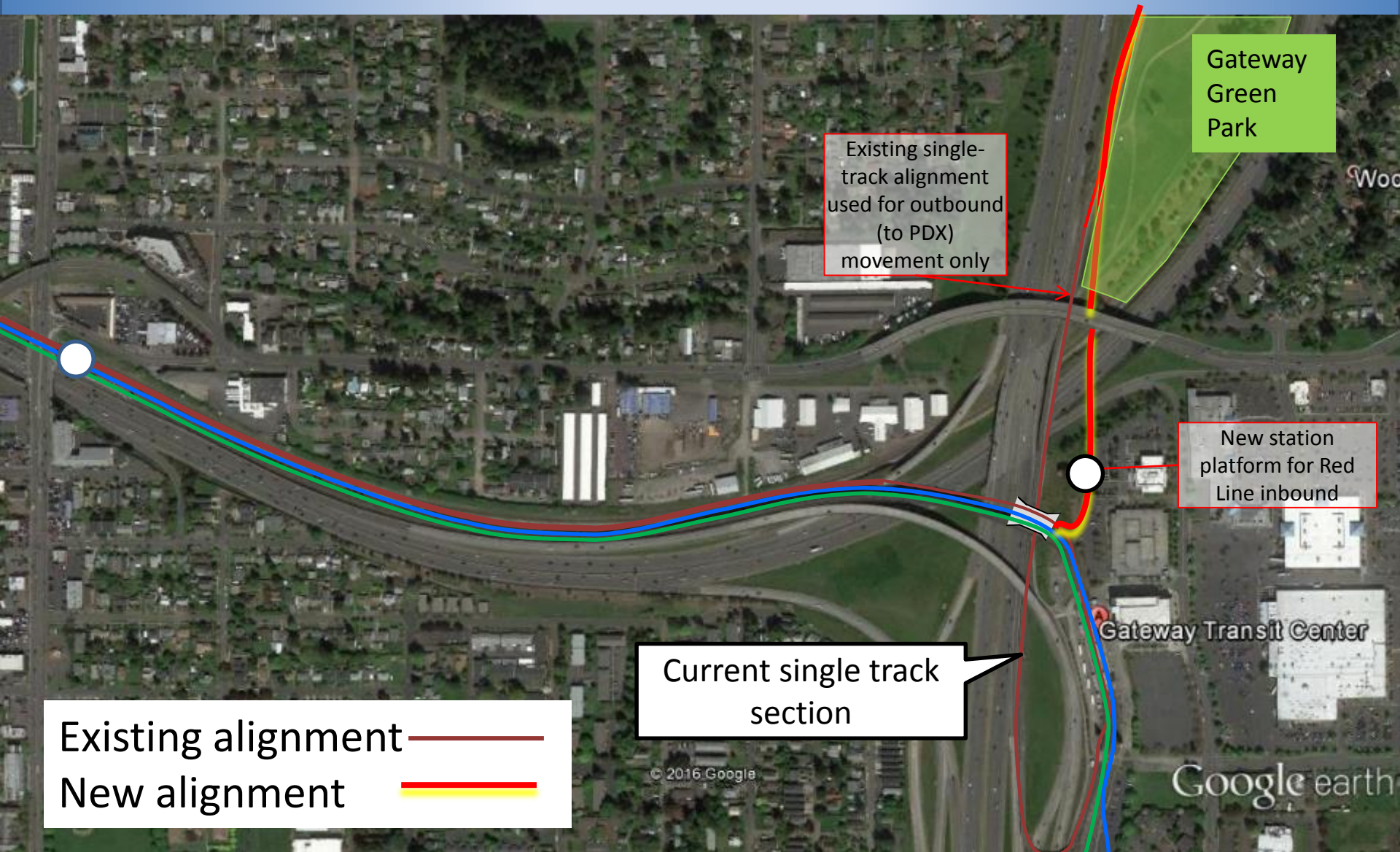
- 1. Extend Red Line west of Beaverton Transit Center**
  - Provide more service to Hillsboro (Fairplex) and Beaverton
  - Fulfill community desires for direct connection to Airport
- 2. Allows MAX system to operate **reliably****
  - Removes system wide scheduling constraint resulting from single track segments
  - Allow TriMet to increase service in the future

# FairPlex– Proposed Improvements





# Gateway - Proposed Double Track



Gateway Green Park

Existing single-track alignment used for outbound (to PDX) movement only

New station platform for Red Line inbound

Current single track section

Existing alignment ———  
New alignment ———

Gateway Transit Center

Google earth

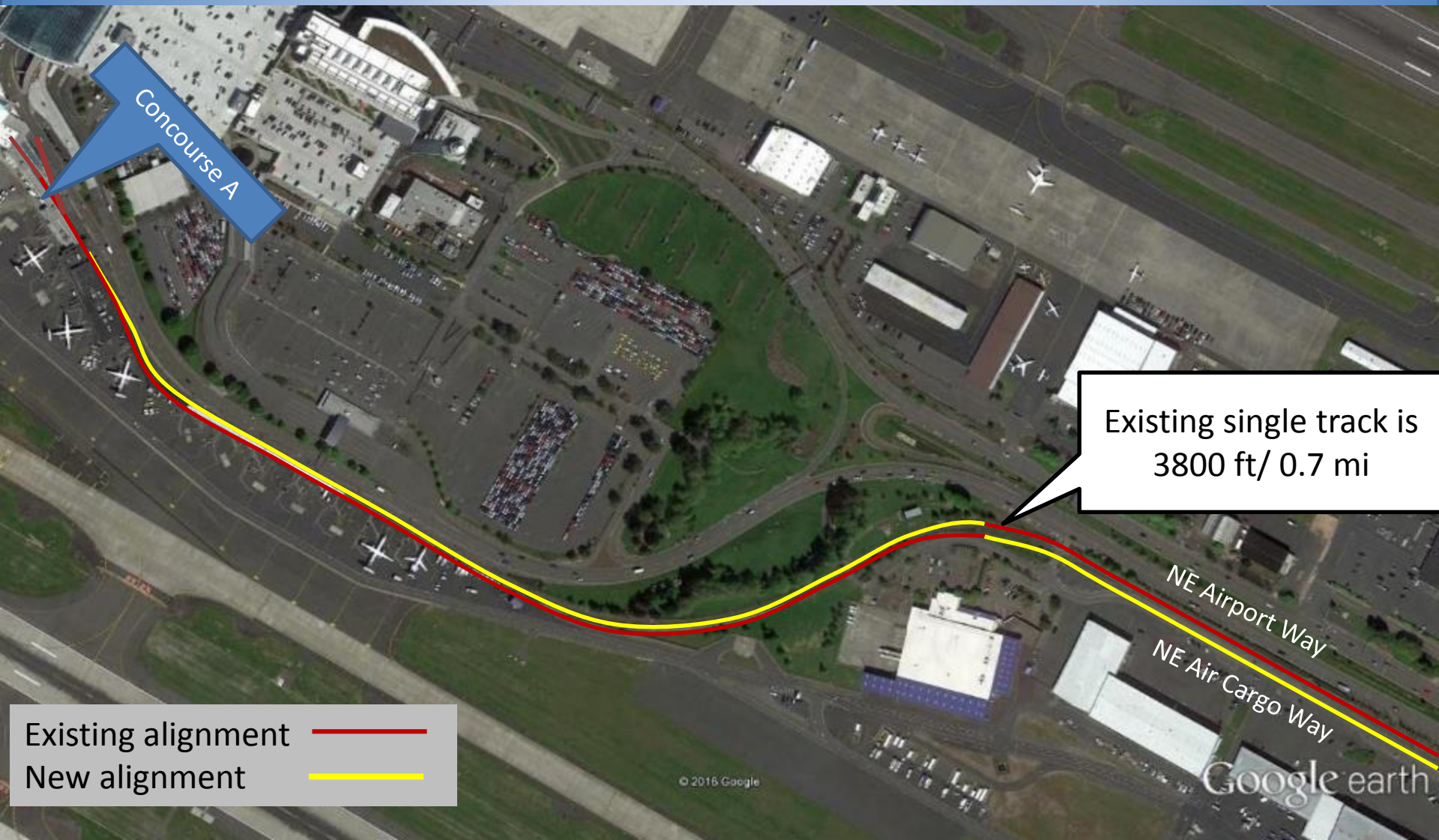
© 2016 Google



# Gateway Transit Center – Another View



# PDX – Proposed Double Track



Concourse A

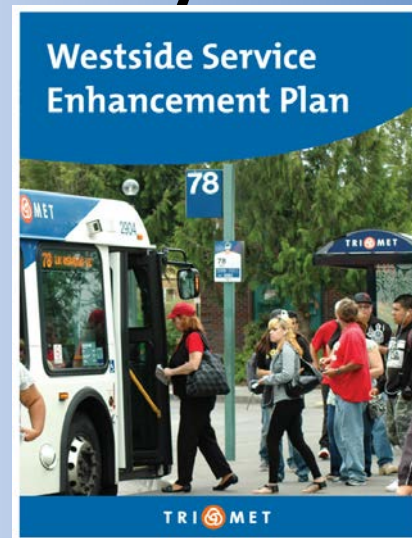
Existing single track is  
3800 ft/ 0.7 mi

Existing alignment ———  
New alignment ———



# Project Planning History

- Red Line Extension was included in **Westside Service Enhancement Plan** (2013)
- Gateway and Airport double-tracks were identified as part of **systemwide modeling of capital improvements** (2017)



**LTK**  
LTK Engineering Services

**TriMet MAX Light Rail Simulation  
Tech Memo Part II:  
Concepts for Operational Improvement**



Prepared for:  
TRIMET

# Agency and Public Involvement

- The **Project Advisory Group** has advised the selection of the Locally Preferred Alternative.
- Broad public outreach process 2017-2019
- Focused outreach with Gateway stakeholders
- IGA with Port of Portland
- MOU with Portland Parks

# General Themes of Public Comment

- Support for project and extension to Hillsboro
- Interest in the project's ability to improve Gateway Transit Center; safe, accessible, comfortable transfers
- Support for improved access to Gateway Green Park
- Also explored AORTA's suggestion for alternative design

# Project Cost

- Total project cost currently estimated at approximately \$206M
- \$100M request from FTA Small Starts
- \$105M local funding from TriMet bonds (contingent upon milestone activities)
- \$1M from Port of Portland

# Project Timeline

- July 2019 activities
  - Enter FTA Project Development for Small Starts
  - 30% design
  - Risk assessment July 2019
- Final Design contract September 2019
- CMCG proposal anticipated Oct 2019
- Environmental (NEPA) complete by Fall 2019
- Federal Grant agreement anticipated 2021
- Begin construction 2021/2022
- Opening in 2023/24