

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING TWO)	RESOLUTION NO. 21-5154
EXISTING AND ADDING ONE NEW PROJECT)	
TO THE 2021-24 METROPOLITAN)	Introduced by: Chief Operating Officer
TRANSPORTATION IMPROVEMENT)	Andrew Scott in concurrence with
PROGRAM (MTIP) IMPACTING CLACKAMAS)	Council President Lynn Peterson
COUNTY, METRO, AND WASHINGTON)	
COUNTY (JN21-06-JAN))	

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 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; 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, a project review during Preliminary Engineering (PE) revealed that Clackamas County’s signal installation and roadway channelization project on SE Johnson Creek Blvd: 79th Pl - 82nd Ave was under funded and required additional support funding to the PE and Right-of-Way phases which is occurring through the addition of local funds to the project; and

WHEREAS, Washington County’s new Advanced Traffic Controllers (ATC) and Signal Optimization Metro awarded 2019 Transportation Systems Management and Operations (TSMO) project will upgrade up to one-hundred sixty-three older traffic signals providing central signal system upgrades, plus intersection and signal timing optimized improvements for all users, has developed a sufficient scope and delivery budget to allow MTIP and STIP programming plus development of the Intergovernmental Agreement to now occur; and

WHEREAS, Washington County’s new ATC project awarded funding will be sourced from an existing programmed Metro TSMO project grouping bucket totaling of \$1,151,936 of federal Surface Transportation Block Grant (STBG) funds; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming that no RTP inconsistencies exist as a result of the project changes from the January 2021 MTIP Formal Amendment; and

WHEREAS, the RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the January 2021 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on January 7, 2021; and

WHEREAS, JPACT approved Resolution 21-5154 consisting of the January 2021 Formal MTIP Amendment bundle on January 21, 2021 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on February 11, 2021 to formally amend the 2021-24 MTIP to include the required changes or additions to the three identified projects as part of Resolution 21-5154.

ADOPTED by the Metro Council this 11th day of February 2021.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 21-5154



Proposed January 2021 Formal Transition Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **JN21-06-JAN**
Total Number of Projects: 3

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 21636 MTIP ID 71190	Clackamas County	SE Johnson Creek Blvd: 79th PI - 82nd Ave (Clackamas County)	<u>COST INCREASE:</u> The formal amendment addresses PE and ROW phase cost increases by adding local overmatching funds to the project	The net cost increase to the project adds \$901,976 to the project which equals a 57% cost increase to the project. The cost increase is above 20% which requires a formal amendment.
Project #2 ODOT Key NEW TBD MTIP ID NEW TBD	Washington County	Washington Cnty Regional ATC Controller Project	<u>ADD NEW PROJECT:</u> The formal amendment adds the new 2019 Metro TSMO program awarded project to the MTIP	The project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades.
Project #3 ODOT Key 20884 MTIP ID 70875	Metro	Transportation System Mgmt Operations/ITS (2019)	<u>SPLIT FUNDS:</u> The formal amendment splits off and commits \$1,151,936 of STBG-U to the new Washington County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP.	Key 20884 functions as a project grouping bucket (PGB) with funding committed to Metro TSMO projects.



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
COST INCREASE
 Increase PE and ROW phases

Lead Agency: Clackamas County		Project Type:	Safety	ODOT Key: 21636
Project Name: SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	1	ODOT Type	Safety	MTIP ID: 71190
		Performance Meas:	Yes	Status: 3
Project Status: 3 = (PE) Preliminary Engineering (NEPA) activities initiated		Capacity Enhancing:	No	Comp Date: 9/30/2025
		Conformity Exempt:	Yes	RTP ID: 11763
Short Description: Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.		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:	2021	Past Amend: 0
		Years Active:	1	OTC Approval: No
		STIP Amend #: 21-24-0362		
Detailed Description: Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations. In Clackamas County on SE Johnson Blvd from SE 70th Place to HWY 213 North: Install a new signal at SE 79th Place, install a raised median from SE 79th Place to SE 82nd Avenue and complete channelization improvements to allow only right-in, right-out turns at SE 80th Avenue at the Fred Meyer shopping complex driveway				
STIP Description: Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.				

Last Amendment of Modification: Administrative: None. This the first amendment to the project.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HSIP (92.22%)	ZS30	2021		\$ 110,690				\$ 110,690
HSIP (92.22%)	ZS30	2022		-	\$ 127,539			\$ -
HSIP (92.22%)	ZS30	2022			\$ 131,520			\$ 131,520
HSIP (92.22%)	ZS30	2024			-		\$ 1,222,207	\$ -
HSIP (92.22%)	ZS30	2024					\$ 1,218,226	\$ 1,218,226
								\$ -
							Federal Totals:	\$ 1,460,436
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2021		\$ 9,338				\$ 9,338
Other	OTH0	2021		\$ 434,972				\$ 434,972
Local	Match	2022			\$ 10,760			\$ -
Local	Match	2022			\$ 11,096			\$ 11,096
Other	OTH0	2022			\$ 467,004			\$ 467,004
Local	Match	2024					\$ 103,110	\$ -
Local	Match	2024					\$ 102,774	\$ 102,774
								\$ -
							Local Total	\$ 1,025,184
Phase Totals Before Amend:			\$ -	\$ 120,028	\$ 138,299	\$ -	\$ 1,325,317	\$ 1,583,644
Phase Totals After Amend:			\$ -	\$ 555,000	\$ 609,620	\$ -	\$ 1,321,000	\$ 2,485,620
							Year Of Expenditure (YOE):	\$ 2,485,620

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.
- > Cost increase: Update PE and ROW phase costs as part of the PE review.

Amendment Summary:

The formal amendment addresses PE and ROW phase cost increases by adding local overmatching funds to the project. There is a minor construction phase cost decrease to the project as well. Two reasons have been cited for the cost increase. They include: (1) Increased consultant costs as indicated by recent consultant contracts with Clackamas County has increased the PE phase cost, and (2) identification of a right of way file that likely requires a full take and relocation has increased the ROW phase cost. The net cost increase to the project adds \$901,976 to the project which equals a 57% cost increase to the project. The cost increase is above 20% which requires a formal amendment.

- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 11763 - Johnson Creek Blvd/79th Ave Intersection (TSAP)
- > RTP Description: Construct new signalized intersection at the intersection of Johnson Creek Blvd and either 79th Ave or 80th Place and implement proven safety counter measures at high injury location identified in county Transportation Safety Action Plan, including bike/ped and ADA accessibility improvements as necessary.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.127, Table 3 - Intersection channelization projects + intersection signalization projects at individual locations
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 5 - Safety and Security
- > Goal 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > HSIP = Federal Highway Safety Improvement Program funds appropriated to the states with the purpose of safety improvements
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

- > On NHS: No
- > Metro Model: Yes
- > Model category and type: Motor Vehicle - Minor Arterial
- > TCM project: No
- > Located on the CMP: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Add new Advance Traffic Controller project

Lead Agency: Washington County		Project Type:	TSMO	ODOT Key: New	
Project Name: Washington Cnty Regional ATC Controller Project	2	ODOT Type	Ops	MTIP ID: New	
		Performance Meas:	Yes	Status: 1	
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No	Comp Date: 12/31/2023	
Short Description: Replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades.		Conformity Exempt:	Yes	RTP ID:	12074
		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	2012-15
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2021	Past Amend:	1
		Years Active:	0	OTC Approval:	Yes
		STIP Amend #:	TBD		MTIP Amnd #:
Detailed Description: This project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC). ATC Controllers are the latest national and state standards with more functionality and built-in performance software tools and will include local software, and central signal system upgrades (2019 Metro TSMO Award).					
STIP Description: TBD					

Last Amendment of Modification: Administrative: None - New project being added to the MTIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS/TSMO)	Total
Federal Funds								
STBG-U	2230	2022					\$ 1,151,936	\$ 1,151,936
								\$ -
								\$ -
							Federal Totals:	\$ 1,151,936
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2022					\$ 131,844	\$ 131,844
								\$ -
								\$ -
							Local Total	\$ 131,844
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,283,780	\$ 1,283,780
Year Of Expenditure (YOE):								\$ 1,283,780

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.
- > Add New Project: 2019 Metro TSMO awarded project being added to the MTIP with STBG-U awarded funds

Amendment Summary:

- The formal amendment adds the new 2019 Metro TSMO program awarded project to the MTIP. The project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades
- > Will Performance Measurements Apply: Yes - ITS

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.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal 4.2 - Travel Management
- > Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: Possible for some locations
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
SPLIT FUNDS
 Shift \$1,151,936 of STBG-U to new Washington County ATC project

Lead Agency: Metro		Project Type:	TSMO		ODOT Key: 20884
Project Name: Transportation System Mgmt Operations/ITS (2019)	3	ODOT Type	Ops		MTIP ID: 70875
		Performance Meas:	No		Status: N/A
Project Status: N/A - This is a TSMO project grouping bucket which maintains committed funding for awarded TSMO projects until MTIP programming occurs		Capacity Enhancing:	No		Comp Date: 9/30/2023
		Conformity Exempt:	Yes		RTP ID: 11104
Short Description: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee.		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:	2016		Past Amend: 0
		Years Active:	6		OTC Approval: No
		STIP Amend #:	TBD		MTIP Amnd #: JN21-06-JAN
Detailed Description: The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods. The activities of this program focus on proactive management of the multi-modal transportation system through: (1) Multi-modal traffic management strategies to reduce travel times and vehicle emissions, (2) traveler information to help system users make informed decisions and avoid congestion, and (3)Traffic incident management to reduce crashes and delay, and improve traveler safety. The program also supports the implementation of the region's Congestion Management Process (CMP) by implementing lower cost, high benefit operational improvements for congestion and safety; and by enhancing the region's real-time data collection capabilities in support of performance monitoring.(2016-2018 RFFA Allocation)					
STIP Description: The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.					

Last Amendment of Modification: None. Initial project programming occurring

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TSMO/ITS)	Total
Federal Funds								
STBG-U	Z230	2022					\$ 1,157,696	\$ -
STBG-U	Z230	2022					\$ 5,760	\$ 5,760
								\$ -
							Federal Totals:	\$ 5,760
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2022					\$ 132,503	\$ -
Local	Match	2022					\$ 659	\$ 659
							Local Total	\$ 659
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,290,199	\$ 1,290,199
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 6,419	\$ 6,419
Year Of Expenditure (YOE):								\$ 6,419

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.
- > Split funding: \$1,151,936 of STBG-U funds are transferred to the new Washington County ATC project.

Amendment Summary:

The formal amendment splits off and commits to FY 2021 \$1,51,936 of STBG-U to the new Washington County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call. As a result of this funding shift, Key 20884 programming decreases from \$1,290,199 to \$6,419. The remaining funding will be committed to the next approved Metro awarded TSMO ATC project that is ready for MTIP programming

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11104 - Regional TSMO Program Investments for 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.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal 4.2 - Travel Management
- > Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

- > STBG-U = Federal Surface Transportation Program funds appropriated to the states with a portion allocated to the MPOs for various transportation improvements
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: January 21, 2021
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead
 Subject: January 2021 MTIP Formal Amendment & Resolution 21-5154 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING TWO EXISTING AND ADDING ONE NEW PROJECT TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING CLACKAMAS COUNTY, METRO, AND WASHINGTON COUNTY (JN21-06-JAN)

BACKGROUND

What This Is:

The January 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5154 and being processed under MTIP Amendment JN21-06-JAN.

What is the requested action?

JPACT approved Resolution 21-5154 on January 21, 2021 consisting of three projects in the January 2021 Formal Amendment Bundle, and requests Metro Council approve Resolution 21-5154 enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Proposed January 2021 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: JN21-06- JAN					
Total Number of Projects: 3					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key # 21636	71190	Clackamas County	SE Johnson Creek Blvd: 79th PI - 82nd Ave (Clackamas County)	Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.	<u>COST INCREASE:</u> The formal amendment addresses PE and ROW phase cost increases by adding local overmatching funds to the project. The net cost increase to the project adds \$901,976 to the project which equals a 57% cost increase to the project. The cost increase is above 20% which requires a formal amendment.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key NEW TBD	NEW TBD	Washington County	Washington Cnty Regional ATC Controller Project	Replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades.	ADD NEW PROJECT: The formal amendment adds the new 2019 Metro TSMO program awarded project to the MTIP.
Project #3 Key 20884	70875	Metro	Transportation System Mgmt Operations/ITS (2019)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee.	SPLIT FUNDS: The formal amendment splits off and commits \$1,151,936 of STBG-U to the new Washington County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP.

A detailed summary of the new proposed amended project is provided below.

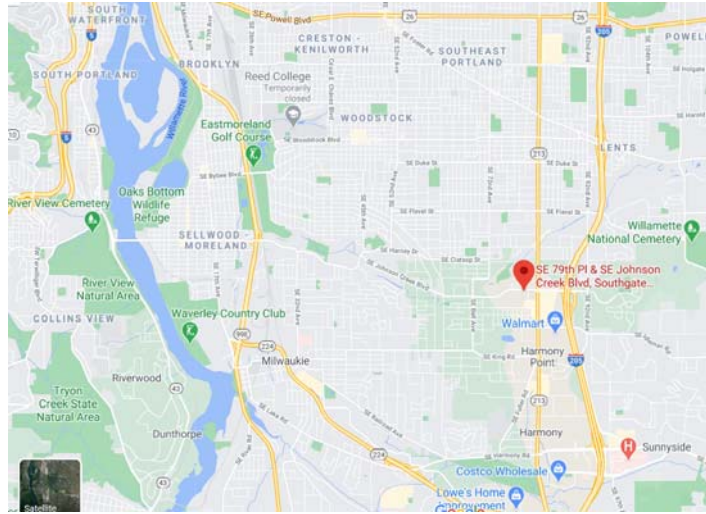
Project 1: SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	
Lead Agency:	Clackamas County
ODOT Key Number:	21636 MTIP ID Number: 71190
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations. Source: Existing project. Funding: The awarded source of funding is a combination of federal Highway Safety Improvement Program (HSIP) and local funds. Project Type: Safety (Air quality exempt) Location: In Clackamas County on SE Johnson Creek Blvd at 79th Place Cross Street Limits: 79th Place to 82nd Ave Overall Mile Post Limits: N/A Current Status Code: 3 = (PE) Preliminary Engineering (NEPA) activities initiated STIP Amendment Number: 21-24-0362 MTIP Amendment Number: JN21-06-JAN OTC approval required: No Metro approval date: Scheduled for February 7, 2021
What is changing?	<p>AMENDMENT ACTION: COST INCREASE</p> <p>The formal amendment addresses a PE and ROW phase cost increase by adding local overmatching funds to the project. There is a minor construction phase cost decrease to the project as well.</p> <p>Two reasons have been cited for the cost increase. They include: (1) Increased consultant costs as indicated by recent consultant contracts with Clackamas County has increased the PE phase cost, and (2) identification of a right of way file that likely requires a full take and relocation has increased the ROW phase cost. The net cost increase to the project adds</p>

\$901,976 to the project which equals a 57% cost increase to the project. The cost increase is above 20% which requires a formal amendment.

Key project benefits include the following:

- Improved safety by restricting some turns to reduce crashes from drivers turning in and out of driveways.
- Increased safety for all modes of traffic, including pedestrians, with a new signal and crossing at SE 79th Place.

Project Location



Additional Details:

SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)
Clackamas County

21636



<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, projects with a total cost of \$1 million or greater and incur a cost increase greater than 20% require a formal/full amendment.</p>
<p>Total Programmed Amount:</p>	<p>The project's total cost increases from \$1,583,644 to \$2,485,620.</p>
<p>Added Notes:</p>	<p>None</p>

Project 2: Washington Cnty Regional ATC Controller Project																																																																													
Lead Agency:	Washington County																																																																												
ODOT Key Number:	New - TBD MTIP ID Number: New - TBD																																																																												
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Washington Cnty Regional ATC Controller Project Source: New project. Funding: The project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades. Project Type: TSMO/ITS Location: Throughout Washington County Cross Street Limits: N/A Overall Mile Post Limits: N/A Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). STIP Amendment Number: TBD MTIP Amendment Number: JN21-06-JAN OTC approval was not required for this amendment. 																																																																												
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT:</u></p> <p>The formal amendment adds the new 2019 Metro TSMO program awarded project to the MTIP. This project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC). ATC Controllers are the latest national and state standards with more functionality and built-in performance software tools and will include local software, and central signal system upgrades. \$1,151,936 of Metro awarded STBG-U from the 2019 TSMO funding call has been awarded to the project.</p>																																																																												
Additional Details:	<p style="text-align: center;">2020 TSMO Project Estimate</p> <p>Project: Washington County Regional ATC Controller Upgrade Project 12/1/2020 Prepared by: Shaun Quayle</p> <p>Project Estimate ("Other": Phase)</p> <table border="1"> <thead> <tr> <th>Agencies</th> <th>New ATC</th> <th>Timing Conversion & Testing</th> <th>Hardware / Software</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Washington County</td> <td>109</td> <td>\$ 218,000.00</td> <td>\$ 457,800.00</td> <td>\$ 675,800.00</td> </tr> <tr> <td>Beaverton</td> <td>26</td> <td>\$ 52,000.00</td> <td>\$ 109,200.00</td> <td>\$ 161,200.00</td> </tr> <tr> <td>Tigard</td> <td>7</td> <td>\$ 14,000.00</td> <td>\$ 29,400.00</td> <td>\$ 43,400.00</td> </tr> <tr> <td>Hillsboro</td> <td>21</td> <td>\$ 42,000.00</td> <td>\$ 88,200.00</td> <td>\$ 130,200.00</td> </tr> <tr> <td></td> <td>163</td> <td>\$ 326,000.00</td> <td>\$ 684,600.00</td> <td>\$ 1,010,600.00</td> </tr> <tr> <td></td> <td></td> <td>Agency Staff Time</td> <td></td> <td>\$ 30,110.00</td> </tr> <tr> <td></td> <td></td> <td>Meetings</td> <td></td> <td>\$ 30,000.00</td> </tr> <tr> <td></td> <td></td> <td>Field Implementation</td> <td></td> <td>\$ 10,000.00</td> </tr> <tr> <td></td> <td></td> <td>Before/After Validation</td> <td></td> <td>\$ 50,000.00</td> </tr> <tr> <td>Sub-Total</td> <td></td> <td></td> <td></td> <td>\$ 1,130,710.00</td> </tr> <tr> <td></td> <td></td> <td>Contingency</td> <td>10%</td> <td>\$ 113,070.00</td> </tr> <tr> <td></td> <td></td> <td>ODOT Overhead</td> <td></td> <td>\$ 40,000.00</td> </tr> <tr> <td></td> <td></td> <td>Total Cost</td> <td></td> <td>\$ 1,283,780.00</td> </tr> </tbody> </table> <p style="text-align: right;">Fed Funds 89.73% \$ 1,151,936 Local Match 10.27% \$ 131,844</p> <p>ATC Controller Per Intersection</p> <table border="1"> <tbody> <tr> <td>ATC Controller Unit Cost (X3C County Std)</td> <td>\$ 3,200.00</td> </tr> <tr> <td>Central Software License Unit Cost</td> <td>\$ 1,000.00</td> </tr> <tr> <td>Total Cost per Intersection</td> <td>\$ 4,200</td> </tr> </tbody> </table>	Agencies	New ATC	Timing Conversion & Testing	Hardware / Software	Total	Washington County	109	\$ 218,000.00	\$ 457,800.00	\$ 675,800.00	Beaverton	26	\$ 52,000.00	\$ 109,200.00	\$ 161,200.00	Tigard	7	\$ 14,000.00	\$ 29,400.00	\$ 43,400.00	Hillsboro	21	\$ 42,000.00	\$ 88,200.00	\$ 130,200.00		163	\$ 326,000.00	\$ 684,600.00	\$ 1,010,600.00			Agency Staff Time		\$ 30,110.00			Meetings		\$ 30,000.00			Field Implementation		\$ 10,000.00			Before/After Validation		\$ 50,000.00	Sub-Total				\$ 1,130,710.00			Contingency	10%	\$ 113,070.00			ODOT Overhead		\$ 40,000.00			Total Cost		\$ 1,283,780.00	ATC Controller Unit Cost (X3C County Std)	\$ 3,200.00	Central Software License Unit Cost	\$ 1,000.00	Total Cost per Intersection	\$ 4,200
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<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project the MTIP requires a formal/full amendment.</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount for the project is \$1,283,780</p>
<p>Added Notes:</p>	<p>Attachment 1: TSMO Sub allocation TPAC Memo (grant award letter)</p>

<p>Project 3: Transportation System Mgmt Operations/ITS (2019)</p>	
<p>Lead Agency:</p>	<p>Metro</p>
<p>ODOT Key Number:</p>	<p>20884</p>
	<p>MTIP ID Number: 70875</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. • Source: Existing project • Funding: The Project Grouping Bucket (PGB) contains STBG funds committed for future Metro awarded Transportation System Management and Operations (TSMO)/Intelligent Transportation System (ITS) projects • Project Type: TSMO/ITS • Location: N/A • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: TBD • MTIP Amendment Number: JN21-06-JAN • OTC approval required: No

What is changing?	<p><u>AMENDMENT ACTION: SPLIT FUNDS</u></p> <p>The formal amendment shifts \$1,151,936 of STBG-U funds to Washington County's new ATC upgrade project.</p>
Additional Details:	<p>Key 20884 is a project grouping bucket (PGB) acts as the Metro TSMO funding reserve and is the basis for the awarded projects. The TSMO funds are programmed in annual PGBs to ensure Regional Flexible Fund Allocation Program – Step 1 allocated funds are appropriately committed to the Metro TSMO program as approved by Metro Council.</p> <p>Once the federally awarded TSMO/ITS projects have a well-developed scope and budget sufficient for development of the Intergovernmental Agreement (IGA) to be initiated, developed, and executed, the projects is split off from the PGB as a stand-alone project in the MTIP and STIP.</p> <p>The awarded projects are maintained in the PGB until the scope and budget are developed satisfactorily to help prevent and ensure major delivery issues do not occur through the federal transportation delivery process. Once federal funds are completely shifted out of the PGB to their approved TSMO/ITS project, the PGB is canceled from the MTIP.</p>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the fund shift represent a programming decrease to the PGB which is above the 20% threshold,
Total Programmed Amount:	The total programmed amount in Key 20884 (federal and match) decreases from \$1,290,199 to \$6,419
Added Notes:	

Note: The Amendment Matrix located on the next page 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

JANUARY 2021 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: JANUARY 21, 2021

- 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.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- 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.
 - 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

ODOT-FTA-FHWA Amendment Matrix
Type of Change
FULL AMENDMENTS
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"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS
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.

- 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.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the January 2021 Formal MTIP amendment (JN21-06-JAN) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	January 6, 2021
● TPAC notification and approval recommendation.....	January 8, 2021
● JPACT approval and recommendation to Council.....	January 21, 2021
● Completion of public notification process.....	February 4, 2021
● Metro Council approval.....	February 11, 2021

Notes:

* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Amendment bundle submission to ODOT for review.....	February 16, 2021
● Submission of the final amendment package to USDOT.....	February 17, 2021
● ODOT clarification and approval.....	Mid-March, 2021
● USDOT clarification and final amendment approval.....	Mid to Late March, 2021

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

JANUARY 2021 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: JANUARY 21, 2021

RECOMMENDED ACTION:

JPACT approved Resolution 21-5154 on January 21, 2021 consisting of three projects in the January 2021 Formal Amendment Bundle, and requests Metro Council approve Resolution 21-5154 enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

- TPAC notification and approval date: January 8, 2021
- JPACT approval date: January 21, 2021

1 Attachment: Metro TSMO Award Memo

**Metro**600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: Jan. 2, 2020
To: TPAC and Interested Parties
From: Caleb Winter, TSMO Program Manager, Senior Transportation Planner
Subject: TSMO Sub-allocation for FFY19-21

Memo Purpose

Share TransPort's Transportation System Management and Operations (TSMO) project recommendations from the 2019 TSMO Project Solicitation (2019-2021 MTIP).

Overview

TransPort is the Subcommittee of TPAC that plays a key role in advancing TSMO projects. TransPort updates the criteria based on the current TSMO strategy and regional policy priorities. Metro leads the TSMO solicitation and review process. TransPort recommends projects for funding.

The 2019 TSMO Project Solicitation process included these steps:

- March-July 2019 – TransPort discussed important 2018 RTP policies to develop the criteria that went into the 2019 TSMO Project Solicitation
- August-September 2019 - Solicitation and submissions
- October 2019 – Metro led the review process including screening for meeting minimum requirements, project readiness/risk review and ratings from a group of regional-level reviewers
- November 2019 - TransPort discussion, including GIS exercises to tie intersection investments to TSMO criteria
- November 2019 – Applicants provided revised requests (optional)
- December 11, 2019 – TransPort took action to unanimously recommend the projects below.

For more background, please see the application and guidance still posted at <https://www.oregonmetro.gov/tsmo>.

The 2019 TSMO Solicitation was based on affording projects with an estimated \$4.6M in federal funds. After budget review and accounting for the TSMO program management costs for three years, Metro determined that \$4.7M in federal funds is available for the 2019 TSMO Project Solicitation. Nearly \$7M in requests were received (\$2.3M above available funds).

During the November 13, 2019 TransPort meeting, consensus was to give each applicant the option of tightening budgets and/or scaling down the project. Most of the applicants submitted revised requests. Revised requests, plus those that were not revised, totaled \$6,341,459 in requested TSMO federal funds (\$1.6M above available funds).

Metro Staff created an option for TransPort to discuss at their Dec. 11 using reviewer ratings, GIS analysis of project locations and other input to help scale projects to the \$4.7M of available TSMO federal funds.

Recommended Projects

TransPort recommends projects in two categories. The first involves upgrading the hardware equipment at many signalized intersections across the region with Advanced Traffic Controllers (ATCs). The second category primarily serves region-wide needs. The following describes these categories with select project details. All projects are listed at the end of this memo.

Advanced Traffic Controller Projects

These projects are located at intersections around the region and applicants provided Metro with locations. Metro compared intersections to 2019 TSMO Solicitation criteria as the basis for investment:

- Equity – fund all in 2018 RTP equity focus areas
- Safety – fund all that are at high-injury crash intersections identified by Metro or by local agency’s safety plan, plus signals nearby or serving fire stations
- Reliability for people – fund all related to transit reliability as well as some additional transit-serving intersections, intersections near schools and intersections that provide a foundation for Integrated Corridor Management
- Reliability for goods movement – fund all related to Metro analysis of reliability on freight routes plus some intersections with identified freight demand
- Reliability – fund some intersections that provide a foundation for Integrated Corridor Management
- Partnerships – fund a portion of intersections in cities that are providing local matching funds

The list of lead agencies deploying ATCs is included at the end of this memo.

All Other Project Applications

PSU – PORTAL keeps the funding level close to historic levels for the next three years of enhancing and continuing the regional transportation data archive.

Metro - TSMO Program Plus provides additional support to bring onboard additional professional services to boost both the technical side and communications for the program.

- \$90,000 for planning supportive of extending the 2020 TSMO Strategy update to city, county and related state planning efforts
- \$30,000 for operator policy development, supportive of operator agreements, sharing agreements and similar efforts called for by the 2020 TSMO Strategy
- \$100,000 for research of a range of needs to be identified in the 2020 TSMO Strategy that may include applying a racial equity lens by understanding TSMO related context around changing travelers access and needs; ranging to, Dynamic Traffic Assignment modeling, to understand performance of different operations scenarios.
- \$40,000 for training, supportive of the skills desired by TSMO partners
- \$48,600 for Communications supportive of TSMO partners to do their work communicating the TSMO strategies, solutions and outcomes

City of Portland - Regional Traffic Signal System Performance Measures for active transportation.

City of Portland - Traffic Signal Communications (fiber optics) for connecting signals on NE Holgate east of 82nd Ave.

Two projects received lower ratings and were ultimately lower priorities for TransPort and will not receive funding from the 2019 TSMO recommendation:

- Metro Regional Operations Asset Data ConOps: a planning project to create a virtual layer of signal and signage infrastructure.
- PBOT Rail Safety Crossing Project: batteries to help in the event of power failure.

Next Steps

The steps ahead for concluding the project recommendation process and beginning projects include:

- Metro newsfeed item announcing recommended projects
- TSMO Program staff finalize recommendation letters with conditions of approval
- Winter/Spring - Lead agencies will refine project scopes, draft IGAs, work with Metro and ODOT on MTIP/STIP programming in preparation for FHWA Obligation

Please contact me with any questions at 503-797-1758 or Caleb.Winter@oregonmetro.gov.

Lead agency	Project name	Project type	TSMO Federal Portion
City of Portland	Traffic Signal Communications	Data communications through fiber optics	\$227,196
City of Portland	Local Traffic Signal Controller Replacement	ATCs	\$840,435
City of Portland	Regional Traffic Signal System Performance Measures	Traffic Signal Performance Measures for Active Transportation	\$619,137
Clackamas County	Clackamas County Regional ATC controller & Signal Optimization Project	ATCs in Clackamas County, Gladstone, Lake Oswego, Milwaukie, Oregon City, West Linn, Wilsonville	\$735,878
Metro	Regional TSMO Program Plus	Advancements in planning, training, research and communications	\$285,880
Oregon Department of Transportation	Advanced Traffic Controller (ATC) Deployment Project 99E and Tualatin Valley Highway	ATCs	\$239,507

Lead agency	Project name	Project type	TSMO Federal Portion
Portland State University	Multimodal Transportation Data Archive	Data archiving and enhancements of PORTAL	\$600,000
Washington County	Advanced Traffic Controller (ATC) Optimization Project	ATCs in Washington County, Beaverton, Hillsboro and Tigard	\$1,151,936
<i>Total =</i>			<i>\$4,700,000</i>