

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF AMENDING AND  
ADDING NEW FEDERAL DISCRETIONARY  
PLUS METRO TSMO PROGRAM AWARDS  
TO THE 2024-27 MTIP** ) RESOLUTION NO. 23-5365  
)  
) Introduced by: Chief Operating  
) Officer Marissa Madrigal in  
) concurrence with Council President  
) Lynn Peterson

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

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the U.S. Department of Transportation's MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, Metro manages and provides funding support to the regional Transportation Systems Management and Operations (TSMO) program strategy which prioritizes optimization of the existing transportation system by improving business practices and collaboration, encouraging behavior changes through travel demand management, and using technology to understand and manage how the system operates; and

WHEREAS, the 2021 Metro TSMO project solicitation resulted in multiple project funding approval recommendations on April 28, 2023; and

WHEREAS, six of the approved projects are being added to the 2024-27 MTIP through the November FFY 2024 Formal Amendment; and

WHEREAS, the federal funding commitment for the seven new TSMO totals \$9,626,964 which will be secured from three existing project revenue buckets already programmed with committed federal funding supporting the TSMO program; and

WHEREAS, Multnomah County received a new federal discretionary grant award of \$1,430,480 from the National Culvert Removal Replacement and Restoration program for their Beaver Creek Fish Passage Restoration at Troutdale Rd project to support required preliminary engineering and right-of-way phase scope activities and requirements; and

WHEREAS, ODOT's OR8 - SE Brookwood Ave - OR217 Intelligent Transportation System upgrade project has experienced cost issue impacts resulting in limits adjustments and cost increases that exceed the allowable administrative change thresholds and trigger the need for the project updates to occur through a formal/full amendment; and

WHEREAS, completing the MTIP programming actions will enable subsequent required federal approval steps to occur for all of the amended projects; and

WHEREAS, the programming requirements to the twelve projects in the October FFY 2024 Formal MTIP Amendment to the 2024-27 MTIP are stated in Exhibit A to this resolution; and

WHEREAS, on November 3, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on November 16, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add or amend the eleven projects as described in Exhibit A to complete the required programming updates to the 2024-27 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this 7th day of December 2023.



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Lynn Peterson, Council President

Approved as to Form:



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Carrie MacLaren, Metro Attorney

**October FFY 2024 Formal/Full MTIP Amendment Summary  
Formal Amendment #: NV24-02-NOV**

The November Federal Fiscal Year 2024 Formal MTIP Amendment continues the transition and clean-up from the 2021-24 MTIP that began with the October FFY 2024 Formal MTIP Amendment. A FHWA discretionary project award along with new Metro awarded Transportation Systems Management and Operations (TSMO) funding awards included in the amendment bundle. The new projects need to be added now to allow follow-on federal requirements to occur. These include the assignment of the ODOT project identifier code or Key as it is stated in the MTIP, development of the intergovernmental agreement (IGA), and later obligation of the federal funds allowing expenditures to occur. The summary of projects included in the November FFY 2024 Formal Amendment Bundle include the following:

- Amending the scope, limits, and costs to ODOT’s OR8: SE Brookwood Ave - OR217 project in Key 22617
- Adding a new FHWA discretionary grant award to Multnomah County for the Beaver Creek Fish Passage Restoration at Troutdale Rd
- Adding several new Metro TSMO awarded projects to the 2024-27 MTIP.
- Splitting approved TSMO funds from multiple TSMO project grouping buckets to be committed and reprogrammed to the new TSMO awarded projects.

The Exhibit A tables to Resolution 23-5365 (or MTIP Worksheets) follow and provide the specific details about the changes and programming levels for the included projects.

**2024-2027 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 23-5365**

**November FFY 2024 Formal Transition Amendment Bundle Contents**  
Amendment Type: Formal/Full  
Amendment #: NV24-02-NOV  
Total Number of Projects: 12

<b>Key Number &amp; MTIP ID</b>	<b>Lead Agency</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Amendment Action</b>
(#1) ODOT Key # <b>New</b> MTIP ID TBD New Project	Beaverton	<b>Leading Pedestrian Intervals &amp; Smart Detections - Beaverton Citywide</b>	Implement leading pedestrian interval (LPI) at traffic signals running SCATS (Sydney Coordination Adaptive Traffic System) code in transit priority at traffic signals and upgrade existing traffic detections at up to 31 sites for added pedestrian safety.	<b><u>ADD NEW PROJECT:</u></b> Add the new Metro 2023 TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.

<p>(#2) ODOT Key # <b>New</b> MTIP ID TBD-New New Project</p>	<p>Clackamas County</p>	<p><b>Clackamas Countywide Traffic Signal Safety Upgrade</b></p>	<p>Identify and upgrade selected traffic signals across Clackamas County with the new signal hardware and install protected pedestrian and bicycle crossings to provide added safety and accessibility for pedestrian and bicyclists</p>	<p><b><u>ADD NEW PROJECT:</u></b> Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.</p>
<p>(#3) ODOT Key # <b>New</b> MTIP ID New Project</p>	<p>Metro</p>	<p><b>CANCELED PROJECT AMENDMENT SUBMISSION</b></p> <p><b>TSMO Program Investments and ITS Architecture Update</b></p>	<p>Complete TSMO program update activities including the ITS Architecture update, standardized equipment (switches, SFP/lasers) purchase, Next Gen TSP coordination standard, &amp; a progress evaluation made on the 2021 TSMO Strategy and system completeness</p>	<p><b><u>ADD NEW PROJECT:</u></b> Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.</p> <p><b>11-3-2023 Cancellation Note:</b> A project pre-review with ODOT determined the project needs to be split into two projects with the equipment procurement portion being split-off as a separate project from the other scope activities. As a result, the existing project amendment submission is being canceled from the November FFY Formal MTIP Amendment. The split projects will return as part of the December FFY 2024 Formal MTIP Amendment bundle.</p>
<p>(#4) ODOT Key # <b>New</b> MTIP ID New Project</p>	<p>Multnomah County</p>	<p><b>Beaver Creek Fish Passage Restoration at Troutdale Rd</b></p>	<p>Complete design, right of way acquisition, and permitting phase for the replacement of the existing Troutdale Rd culvert and fish ladder on Beaver Creek with a new at-grade bridge.</p>	<p><b><u>ADD NEW PROJECT:</u></b> Add the new FHWA discretionary grant award from the Beaver Creek Fish Passage Restoration at Troutdale Rd</p>



<p>(#5) ODOT Key # <b>21617</b> MTIP ID 71171</p>	<p>ODOT</p>	<p><del>OR8: SE Brookwood Ave -</del> <del>OR217</del> <b>OR8: SE 198th Ave -</b> <b>OR217</b></p>	<p>Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.</p>	<p><b><u>CANCEL PHASE:</u></b> The formal cancels the ROW phase, reduces the project limits resulting in an overall scope change that requires an updated project name and description plus milepost reference adjustments. The main project scope activities remains unchanged. However, the project limit changes are greater than 1 mile threshold limit for administrative limits changes and triggers the need for a formal/full amendment. The project's total cost also increases by \$553,056, or by 14.1%</p>
<p>(#6) ODOT Key # <b>NEW</b> MTIP ID TBD New Project</p>	<p>Portland</p>	<p><b>Portland TSMO Regional Central Network Upgrade</b></p>	<p>Evaluate and upgrade the Regional Central System network, architecture design, configuration and installed equipment to bring it up to the same standards for traffic signal communications as performed by the ITS network for increased traffic mobility.</p>	<p><b><u>ADD NEW PROJECT:</u></b> Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.</p>
<p>(#7) ODOT Key # <b>NEW</b> MTIP ID TBD New Project</p>	<p>Portland</p>	<p><b>Portland Local Traffic Signal Controller Replacement Phase II</b></p>	<p>Purchase and install up to 160 Advance Transportation Controllers (ATC) for PBOT and 79 for the City of Gresham and Multnomah County at selected signalized locations to improve the reliability of signal communications and pedestrian safety at intersections.</p>	<p><b><u>ADD NEW PROJECT:</u></b> Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.</p>

<p>(#8)  ODOT Key #  <b>NEW</b>  MTIP ID  TBD  New Project</p>	<p>Portland</p>	<p><b>Stark/Washington St  Signal ATC Upgrades:  76th Ave – 257th Ave</b></p>	<p>Design, construct, and complete traffic signal interconnect actions plus upgrade Advance Transportation Controllers (ATC) on SE Stark Street for improved signalized intersection efficiency and added motorist and pedestrian safety.</p>	<p><b><u>ADD NEW PROJECT:</u></b>  Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.</p>
<p>(#9)  ODOT Key #  <b>NEW</b>  MTIP ID  TBD-NEW  New Project</p>	<p>Portland</p>	<p><b>E Burnside Transit Signal  Priority Upgrades: 97th -  Powell Blvd</b></p>	<p>Design, construct, and upgrade traffic signal ATCs for priority timing involving the interconnect of ITS equipment including traffic signal controller conversions providing added speed management safety and pedestrian head starts.</p>	<p><b><u>ADD NEW PROJECT:</u></b>  Add the new Metro TSMO awarded project to the 2024-27 MTIP enabling required follow-on federal actions to commence.</p>
<p>(#10)  ODOT Key #  <b>20886</b>  MTIP ID  70875</p>	<p>Metro</p>	<p><b>Transportation System  Mgmt Operations/ITS  (2021)</b></p>	<p>Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2021 allocation year)</p>	<p><b><u>COMBINE PROJECT:</u></b>  All funds are being split of the TSMO project grouping bucket (PGB) and committed to the new TSMO awarded projects included in this amendment. As a result, Key 20886 is “zero programmed” with all funds reprogrammed to the new TSMO awarded projects.</p>
<p>(#11)  ODOT Key #  <b>22168</b>  MTIP ID  71117</p>	<p>Metro</p>	<p><b>TSMO Program Sub-  allocation Funds  (Remaining 2022-2024)</b></p>	<p>Regional Transportation System Management &amp; Operations (TSMO) remaining funding from 2022-24 allocation cycles which will support Metro awarded TSMO/ITS capital and operations projects to increase highway system operational efficiency and motorist safety</p>	<p><b><u>COMBINE PROJECT:</u></b>  All funds are being split of the TSMO project grouping bucket (PGB) and committed to the new TSMO awarded projects included in this amendment. As a result, Key 22168 is “zero programmed” with all funds reprogrammed to the new TSMO awarded projects.</p>

(#12) ODOT Key # <b>23209</b> MTIP ID	Metro	<b>TSMO Program Sub-allocation Funds (FFY 2025-27)</b>	Regional Transportation System Management & Operations program for capital and system improvements. (RFFA Step 1 FFY 2025-27 allocation years)	<b>SPLIT FUNDS:</b> Split 3,829,474 from Key 23209 and reprogram to the new TSMO awarded projects in this amendment bundle. Remaining STBG-U in Key 23209 is \$2,476,696
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Proposed Amendment Review and Approval Steps:

- Wednesday, October 31, 2023: Post amendment & begin 30-day notification/comment period.
- Friday, November 3, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, November 16 19, 2023: JPACT meeting.
- Thursday, December 1, 2023: End 30-day Public Comment period.
- Thursday, December 7, 2023: Final approval from Metro Council anticipated.
- Mid-January 2024: Estimated final USDOT amendment approvals occur.

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro  
2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment  
**ADD NEW PROJECT**  
Add the new TSMO awarded project to the MTIP

**Project #1**

Project Details Summary							
ODOT Key #	New-TBD	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV24-02-NOV		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:  
The formal amendment adds the new awarded TSMO project to the MTIP. The TSMO Leading Pedestrian Intervals and Smart Detections is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last March.

Project Name:	<b>Leading Pedestrian Intervals &amp; Smart Detections - Beaverton Citywide</b>					
Lead Agency:	Beaverton	Applicant:	Beaverton	Administrator:	ODOT	

Short Description:  
Implement leading pedestrian interval (LPI) at traffic signals running SCATS (Sydney Coordination Adaptive Traffic System) code in transit priority at traffic signals and upgrade existing traffic detections at up to 31 sites for added pedestrian safety.

MTIP Detailed Description (Internal Metro use only):  
Implement leading pedestrian interval (LPI) at traffic signals currently running SCATS (Sydney Coordination Adaptive Traffic System), code in transit priority, at traffic signals and upgrade existing traffic detections at approx. 31 site locations in Beaverton on SW Cedar Hills Blvd, SW Jenkins Rd, SW Millikan Way, OR8/SW Canyon Rd, and OR10/Farmington Rd/SW Beaverton Hillsdale Hwy.

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
STBG-U	Y230	2025						\$ 1,938,940	\$ 1,938,940
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,938,940	\$ 1,938,940
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 221,921	\$ 221,921
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,921	\$ 221,921
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,160,861	\$ 2,160,861
Total Estimated Project Cost									\$ 2,160,861
Total Cost in Year of Expenditure:									\$ 2,160,861

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,160,861	\$ 2,160,861
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,921	\$ 221,921
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,938,940	\$ 1,938,940
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 221,921	\$ 221,921
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,160,861	\$ 2,160,861

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not	Aid ID
Federal Funds Obligated:						Obligated	
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/30/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

**Project Location References**

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	OR8	MP 4.60	MP 1.30	3.3
	Yes	OR 10	MP 4.60	MP 2.35	2.25

Cross Streets	Route or Arterial	Cross Street	Cross Street
	OR8	SW Murray Rd	SW 107th Ave
	OR 10	SW Murray Rd	SW 102nd Ave
	SW Cedar Hills Blvd	OR8/Tualatin Valley Highway	SW Walker Rd
	SW Millikan Way	SW Murray Rd	SW Cedar Hills Blvd
	SW Jenkins Rd	SW Jenkins Rd	SW Hall Blvd

Proposed Project Traffic Signal Intersections	PROJECT TRAFFIC SIGNAL INTERSECTIONS
	1. SW Murray Blvd_SW Millikan Way
	2. SW Murray Blvd_SW TV Hwy
	3. SW Murray Blvd_SW Farmington Rd
	4. SW Farmington Rd_SW 142nd Ave
	5. SW TV Hwy_SW Hocken Ave
	6. SW Farmington Rd_SW Hocken Ave
	7. SW Jenkins Rd_SW Mall B
	8. SW Cedar Hills_SW Walker Rd
	9. SW Cedar Hills_SW Mall B
	10. SW Cedar Hills_Jenkins Rd
	11. SW Cedar Hills_Fairfield St
	12. SW Cedar Hills_SW Hall Blvd
	13. SW Cedar Hills_SW Millikan Wy
	14. SW Cedar Hills_SW Canyon Rd
	15. SW Cedar Hills_SW Farmington Rd
	16. SW Canyon Rd_SW Watson Ave
	17. SW Farmington Rd_SW Watson Ave
	18. SW Canyon Rd_SW Hall Blvd
	19. SW Farmington Rd_SW Hall Blvd
	20. SW Canyon Rd_SW Lombard Ave
	21. SW Farmington Rd_SW Lombard Ave
	22. SW Canyon Rd_SW 117th Ave
	23. SW Canyon Rd_SW 115th Ave
	24. SW Beaverton-Hillsdale Hwy_SW Griffith Drive
	25. SW Canyon Rd_Hwy 217 SB Ramps
	26. SW Beaverton-Hillsdale Hwy 217 SB Ramps
	27. SW Canyon Rd_Hwy 217 NB Ramps
	28. SW Beaverton-Hillsdale Hwy_Hwy 217 NB Ramp
	29. SW Canyon Rd_SW 110th Ave
	30. SW Beaverton-Hillsdale Hwy_SW 110th Ave
	31. SW Canyon Rd_SW 107th Ave

**Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification**

1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.	
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num	N/A
Last Amendment	Not applicable. Tus is the initial amendment to program the project.						



Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes People of Color (POC) = Yes Limited English Proficiency (LEP) = Yes Low Income (LI) = Yes
				X	X	X	
<b>ODOT (federal) Performance Measurements</b>							
Mobility	Passenger Rail Ridership	Walkways/Bikeways		Traffic Congestion		Transit Rides	
		X					
Preservation	Pavement Condition	Bridge Condition		Public Transit Vehicle Condition			
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time	Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service	
	X	X		X		X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per Table 2, Safety</b>
Exemption Reference:	<b>Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project Description:	<b>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.</b>

Project Location in the Metro Transportation Network					
Yes/No	Network	Designation			
Yes	Motor Vehicle	OR8	Major Arterial	OR10	Major Arterial
		Cedar Hills Blvd	Minor Arterial	Millikan Way	No designation
		Jenkins Rd	Minor Arterial		
Yes	Transit	OR8	Frequent Bus	OR10	Frequent Bus
		Cedar Hills Blvd	Frequent Bus	Millikan Way	No designation
		Jenkins Rd	Frequent Bus		
Yes	Freight	OR8	Roadway Connectors	OR10	Roadway Connectors
		Cedar Hills Blvd	No designation	Millikan Way	No designation
		Jenkins Rd	No designation		
Yes	Bicycle	OR8	Bicycle Parkway & Regional Bikeway	OR10	Bicycle Parkway & Regional Bikeway
		Cedar Hills Blvd	Regional Bikeway	Millikan Way	No designation
		Jenkins Rd	Regional Bikeway		
Yes	Pedestrian	OR8	Pedestrian Parkway	OR10	Pedestrian Parkway
		Cedar Hills Blvd	Pedestrian Parkway	Millikan Way	No designation
		Jenkins Rd	Regional Pedestrian Corridor		

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	OR8	Other NHS Routes
	Yes	OR10	Map-21 NHS Principal Arterials
	No	Cedar Hills Blvd	No designation
	No	Jenkins Rd	No designation
	No	Millikan Way	No designation
Functional Classification		OR8	Urban Other Principal Arterial
		OR10	Urban Other Principal Arterial
		Cedar Hills Blvd	Urban Minor Arterial
		Jenkins Rd	Urban Minor Arterial
		Millikan Way	Urban Major Collector
Federal Aid Eligible Facility		OR8	3 = Other Principal Arterial
		OR10	3 = Other Principal Arterial
		Cedar Hills Blvd	4 = Minor Arterial
		Jenkins Rd	4 = Minor Arterial
		Millikan Way	5 = Major Collector

#### Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **Yes (for OR 8 and OR10 site locations).**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
  - Goal 4: Reliability and Efficiency:**  
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
  - Goal 5: Safety and Security:**  
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
  - Goal 9: Equitable Transportation:**  
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

**Public Notification/Opportunity to Comment Consistency Requirement**

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31, 2023 to December 1, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected**

**Fund Codes References**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

**Memo**

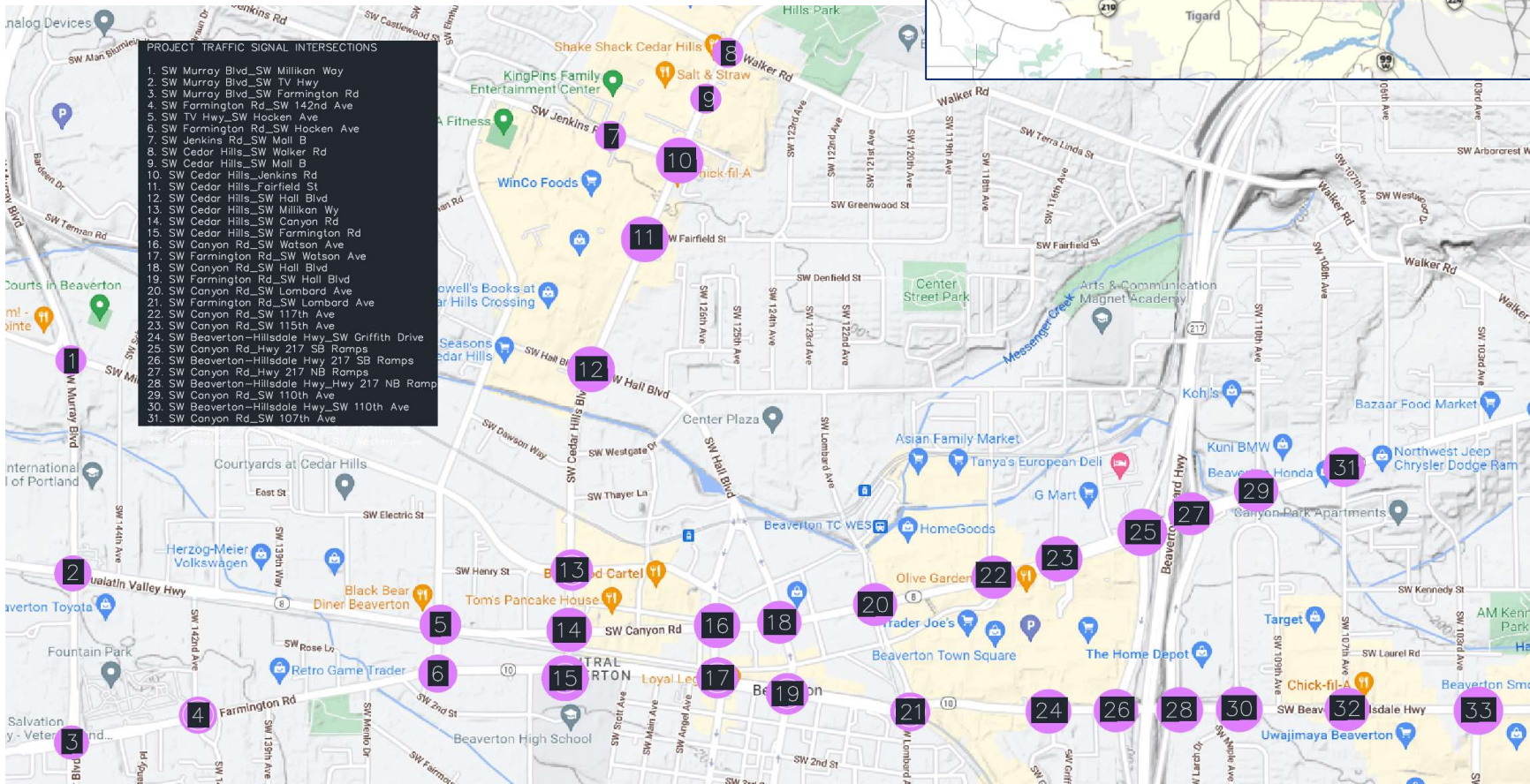
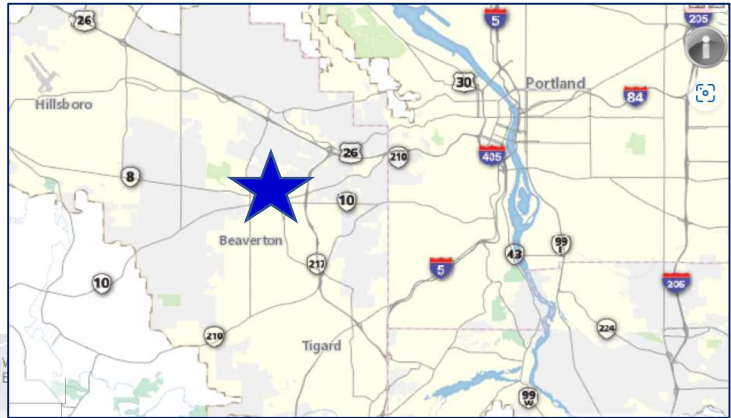


Date: Friday, April 28, 2023  
 To: Transportation Policy Alternatives Committee  
 From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
 A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
 Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
 Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,481	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	526
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
<i>Subtotal for seven (7) projects</i>		<i>\$ 8,356,106</i>	

## Project Location Map and Proposed Sites in Beaverton





2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro  
2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment  
**ADD NEW PROJECT**  
Add the new TSMO awarded project to the MTIP

**Project #2**

Project Details Summary							
ODOT Key #	New-TBD	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV24-02-NOV		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:  
The formal amendment adds the new awarded TSMO project to the MTIP. The Clackamas Countywide TSMO Traffic Signal Safety Upgrade Project is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last March.

Project Name:	<b>Clackamas Countywide Traffic Signal Safety Upgrade</b>						
Lead Agency:	Clackamas County	Applicant:	Clackamas County	Administrator:	ODOT		

Short Description:  
Identify and upgrade selected traffic signals across Clackamas County with the new signal hardware and install protected pedestrian and bicycle crossings to provide added safety and accessibility for pedestrian and bicyclists

MTIP Detailed Description (Internal Metro use only):  
Identify and upgrade selected traffic signals across Clackamas County in the cities of Milwaukie, Happy Valley, Gladstone, Lake Oswego, West Linn, Oregon City and Canby, plus selected county area locations with the new signal hardware and install protected pedestrian and bicycle crossings to provide added safety and accessibility for pedestrian and bicyclists

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
STBG-U	Y230	2025						\$ 933,192	\$ 933,192
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 933,192	\$ 933,192
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 106,808	\$ 106,808
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,808	\$ 106,808
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,040,000	\$ 1,040,000
Total Estimated Project Cost									\$ 1,040,000
Total Cost in Year of Expenditure:									\$ 1,040,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,040,000	\$ 1,040,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,808	\$ 106,808
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 933,192	\$ 933,192
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 106,808	\$ 106,808
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,040,000	\$ 1,040,000

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.00%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%



Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not	Aid ID
Federal Funds Obligated:						Obligated	
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/30/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	Various	Various	Various	Various
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Various		Various	Various	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num
Last Amendment	Not applicable. Tus is the initial amendment to program the project.					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes People of Color (POC) = Yes Limited English Proficiency (LEP) = Yes Low Income (LI) = Yes
				X	X	X	
<b>ODOT (federal) Performance Measurements</b>							
Mobility	Passenger Rail Ridership	Walkways/Bikeways		Traffic Congestion		Transit Rides	
		X					
Preservation	Pavement Condition	Bridge Condition		Public Transit Vehicle Condition			
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time	Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service	
	X	X		X		X	

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per Table 2, Safety</b>
Exemption Reference:	<b>Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project Description:	<b>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.</b>

#### Project Location in the Metro Transportation Network

Yes/No	Network	Designation
Yes	Motor Vehicle	Multiple locations and designations. Specific intersection locations to be determined.
Yes	Transit	Multiple locations and designations. Specific intersection locations to be determined.
Yes	Freight	Multiple locations and designations. Specific intersection locations to be determined.
Yes	Bicycle	Multiple locations and designations. Specific intersection locations to be determined.
Yes	Pedestrian	Multiple locations and designations. Specific intersection locations to be determined.

#### National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	To be determined	Final intersection locations on state routes or local arterials will determine the possible designation on the NHS.
Functional Classification	Yes	To be determined	Final intersection locations on state routes or local arterials will determine the functional classification.
Federal Aid Eligible Facility	Yes	To be determined	Final intersection locations on state routes or local arterials will determine their federal aid eligibility status.

### Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **Yes for some selected sites.**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
  - Goal 4: Reliability and Efficiency:**  
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
  - Goal 5: Safety and Security:**  
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
  - Goal 9: Equitable Transportation:**  
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31, 2023 to December 1, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected**

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

# Memo



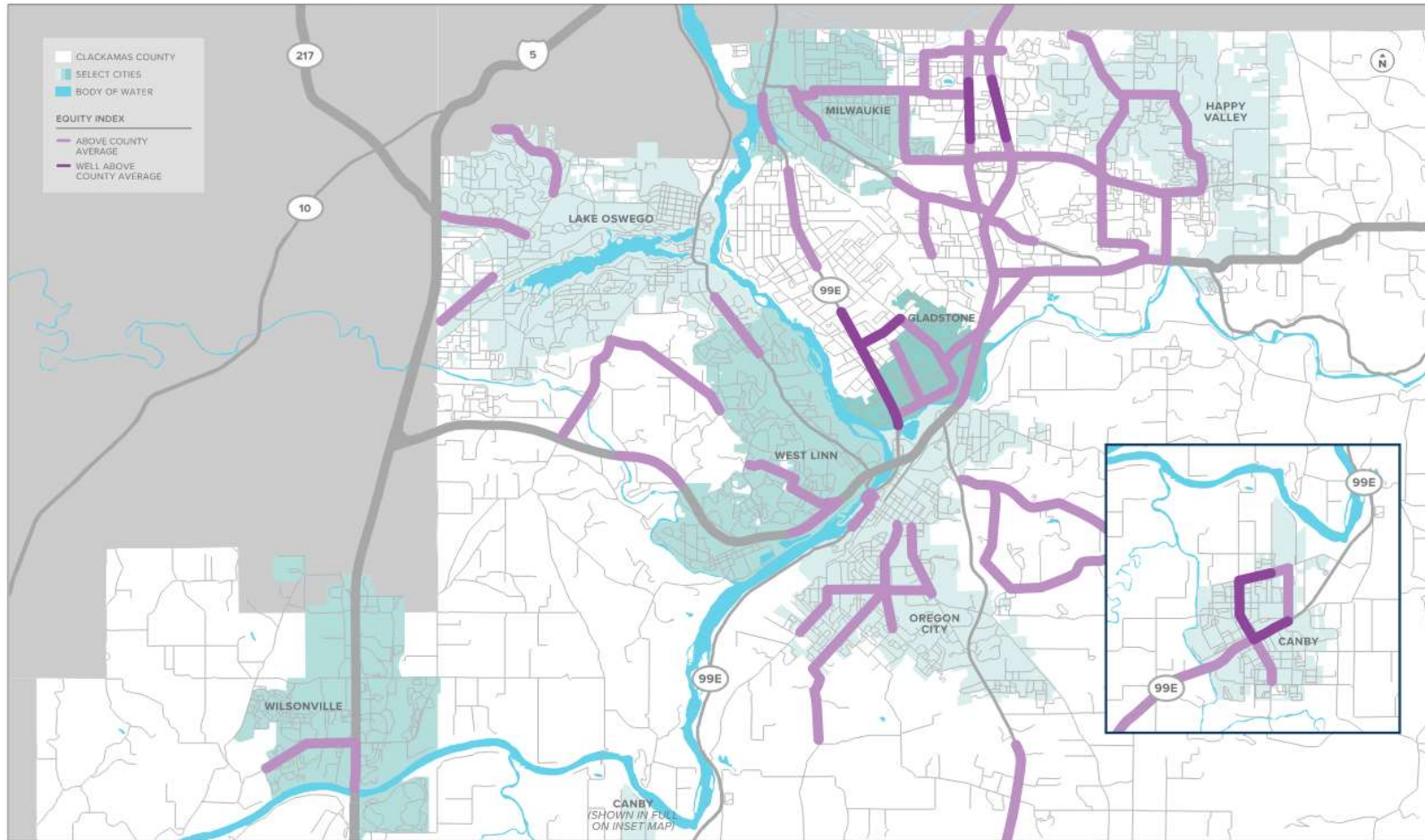
Date: Friday, April 28, 2023  
 To: Transportation Policy Alternatives Committee  
 From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
 A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
 Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
 Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,481	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	526
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
<i>Subtotal for seven (7) projects</i>		<i>\$ 8,356,106</i>	

# Project Location Map

FIGURE 14: TRANSPORTATION EQUITY INDICATOR PRIORITIZED CORRIDORS





2024-2027 Constrained MTIP Formal Amendment: Exhibit A



**Canceled Project Amendment Submission**  
 The pre-review of the project determined it needs to be split into two projects. The revised split projects will be re-submitted next month as part of the December FFY 2024 Formal MTIP Amendment

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new TSMO awarded project to the MTIP

Project #3	
ODOT Key #	New-TBD
MTIP ID:	New-TBD
MTIP Amendment ID:	NV24-02-NOV
RTP Approval Date:	12/6/2018
TA Flex & Conversion Code	No
STIP Amendment ID:	TBD

Summary of Amendment Changes Occurring:  
 The formal amendment adds the new awarded TSMO project to the MTIP. The Metro TSMO Program Investments and ITS Architecture Update project is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last March.

Project Name: **TSMO Program Investments and ITS Architecture Update**

Lead Agency: Metro      Applicant: Metro      Administrator: ODOT

Short Description:  
 Complete TSMO program update activities including the ITS Architecture update, standardized equipment (switches, SFP/lasers) purchase, Next Gen TSP coordination standard, & a progress evaluation made on the 2021 TSMO Strategy and system completeness

MTIP Detailed Description (Internal Metro use only):  
 Complete various TSMO program update activities including the ITS Architecture update among regional stakeholders, purchasing of standardized required equipment (switches, SFP/lasers), developing a coordination standard for deploying Next Gen TSP throughout the region, complete a progress evaluation made on the 2021 TSMO Strategy, and the TSMO system completeness

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary	Right of Way	Utility	Construction	Other	Total
<b>Canceled Project Amendment Submission</b>									
Federal Funds									
STBG-U	Y230	2025						\$ 387,371	\$ 387,371
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 387,371	\$ 387,371
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 44,336	\$ 44,336
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,336	\$ 44,336
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 431,707	\$ 431,707
Total Estimated Project Cost									\$ 431,707
Total Cost in Year of Expenditure:									\$ 431,707



Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$				-	\$ 431,707	\$ 431,707
Phase Change Percent:	0.0%				0%	100.0%	100.0%
Amended Phase Matching Funds:	\$				-	\$ 44,336	\$ 44,336
Amended Phase Matching Percent:	N/A				/A	10.27%	10.27%

**Canceled Project Amendment Submission**

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 387,371	\$ 387,371
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,336	\$ 44,336
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 431,707	\$ 431,707

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.00%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

Project Phase Obligation History								
Item	Planning	PE	ROW	UR	Cons	Other	Federal	
Total Funds Obligated						Not	Aid	
Federal Funds Obligated:						Obligated		
EA Number:	Canceled Project Amendment Submission							FHWA or FTA
Initial Obligation Date:								FHWA
EA End Date:								FMIS or TRAMS
Known Expenditures:								FMIS
						Estimated Project Completion Date:	12/30/2027	
Completion Date Notes:								
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A		
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.								

Fiscal Constraint Consistency Review	
1. What is the source of funding?	<b>Metro TSMO program awarded STBG-U.</b>
2. Does the amendment include changes or updates to the project funding?	<b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>
3. Was proof-of-funding documentation provided to verify the funding change?	<b>Yes.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	<b>No ODOT approval required, but TransPort approval was required with concurrence from TPAC</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	<b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Various	Various
Cross Streets		Route or Arterial	Cross Street		Cross Street
		Not Applicable	Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programme	2025	Years Active	0	Project Status	0	0 = No activity.
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num
Last Amendment	Not applicable. Tus is the initial amendment to program the project.					

Anticipated Required Performance Measurements Monitoring							
Metro RFP Performance Measurements	Congestion Mitigation	Climate Change Resilience	Economic	Equity	Mobility	Safety	Notes Equity assessment based on a region-wide application
						X	
<b>ODOT (federal) Performance Measurements</b>							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per Table 2, Safety</b>
Exemption Reference:	<b>Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>11104 - Regional TSMO Program Investments for 2018-2027</b>
	<p>Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, operations and archiving) and coordinate program also includes strategy planning (e.g., coordination of activities for TransPort 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.</p>

Canceled Project Amendment Submission

Project Location in the Metro Transportation Network			
Yes/No	Network		Designation
Yes	Motor Vehicle	Not Applicable	
Yes	Transit	Not Applicable	
Yes	Freight	Not Applicable	
Yes	Bicycle	Not Applicable	
Yes	Pedestrian	Not Applicable	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Not Applicable	Not Applicable
Functional Classification	Yes	Not Applicable	Not Applicable
Federal Aid Eligible Facility	Yes	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>

- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:  
**Goal 4: Reliability and Efficiency:**  
 Objective 4.1 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.  
**Goal 5: Safety and Security:**  
 Objective 5.1 Transportation Safety – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs  
**Goal 9: Equitable Transportation:**  
 Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

**Canceled Project Amendment Submission**

Public Notification / Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>
2. What are the start and end dates for the comment period? <b>October 31, 2023 to December 1, 2023</b>
3. Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>
4. Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5. Did the project amendment result in a significant number of comments? <b>Not Expected</b>
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not Expected</b>

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

**Memo**



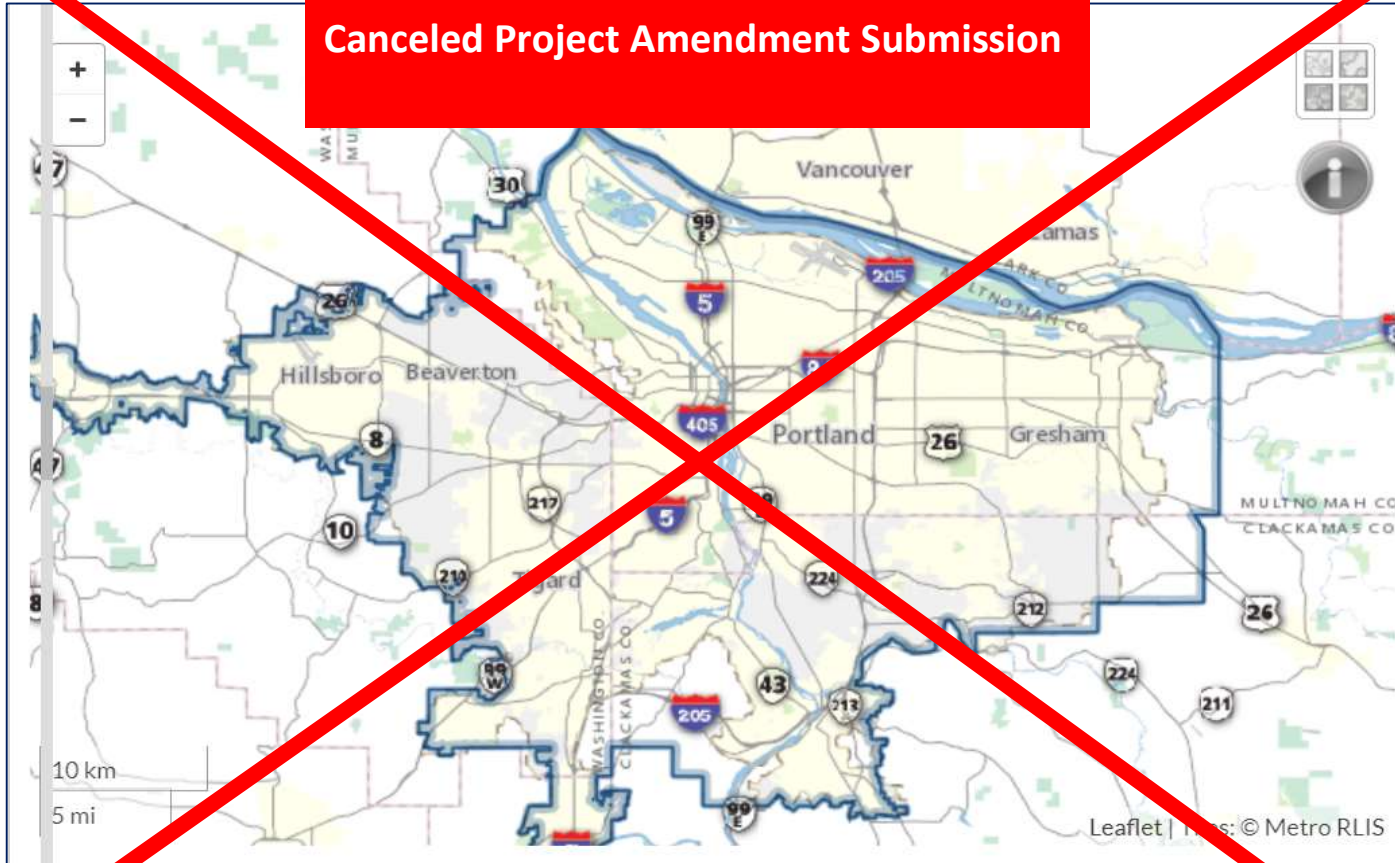
Date: Friday, April 28, 2023  
 To: Transportation Policy Alternatives Committee  
 From: Kate Freitag, Transport Chair, ODOT Region 1 Traffic Engineer  
 A.J. O'Connell, Transport Vice Chair, TriMet Intelligent Transportation Systems Director  
 Caleb Walker, TSMO Program Manager, Metro Senior Transportation  
 Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,400	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	560
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
<i>Subtotal for seven (7) projects</i>		<i>\$ 8,356,106</i>	

Project Location Map (Region Wide Application)

**Canceled Project Amendment Submission**



2024-2027 Constrained MTIP Formal Amendment: Exhibit A



**Metro**  
**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new USDOT Culvert AOP grant award to the MTIP

**Project #4**

Project Details Summary							
ODOT Key #	New-TBD	RFFA ID:	N/A	RTP ID:	11673	2023 RTP Approval Date:	December 2023
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV24-02-NOV		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:  
 The formal amendment adds the new USDOT FFY 2022 National Culvert Removal, Replacement, and Restoration Grant Program (Culvert AOP Program) discretionary grant award (\$1,430,480 federal) to Multnomah County to fund the design, right-of-way acquisition, and permitting phase of a project to replace the existing undersized culvert and failed fish ladder with a new bridge at Troutdale Rd on Beaver Creek

Project Name:	<b>Beaver Creek Fish Passage Restoration at Troutdale Rd</b>					
Lead Agency:	Multnomah County	Applicant:	Multnomah County	Administrator:	ODOT	

Short Description:  
 Complete design, right of way acquisition, and permitting phase for the replacement of the existing Troutdale Rd culvert and fish ladder on Beaver Creek with a new at-grade bridge.

MTIP Detailed Description (Internal Metro use only):  
 In the northeast Metro region on South Troutdale Rd at Beaver Creek (Coordinates: Lat/long: 45.521788, -122.386953), complete design, right of way acquisition, and permitting phase for the replacement of the existing Troutdale Rd culvert and fish ladder on Beaver Creek with a new at-grade bridge, plus remove the flow restriction, relieve the risk of debris blockage, and fill a gap in sidewalks and bicycle lanes on Troutdale Rd.

STIP Description: TBD



Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway  ODOT Work Type:	Roadway - Bridge	Reconstruction/Preservation	Capital Improvement
	Roadway - Pedestrian	Sidewalk New (gap fill)	
	Roadway - Bicycle	On Street Striped	
	Roadway - Other	Other (culvert/fish passage reconstruction)	
	TBD		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
ADVCON	ACPO	2024		\$ 1,330,480					\$ 1,330,480
ADVCON	ACPO	2025			\$ 100,000				\$ 100,000
<b>Federal Totals:</b>			\$ -	\$ 1,330,480	\$ 100,000	\$ -	\$ -	\$ -	\$ 1,430,480

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 332,620					\$ 332,620
Other	OTH0	2024		\$ 25,000					\$ 25,000
Local	Match	2025			\$ 25,000				\$ 25,000
<b>Local Totals:</b>			\$ -	\$ 357,620	\$ 25,000	\$ -	\$ -	\$ -	\$ 332,620

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 1,688,100	\$ 125,000	\$ -	\$ -	\$ -	\$ 1,813,100

Total Estimated Project Cost (including the later construction phase):							\$ 11,600,000
Total Cost in Year of Expenditure:							\$ 11,600,000



Programming Summary	Yes/No	Reason if Short Programmed					
Is the project short programmed?	Yes	Only PE and Row phases are being added now per the USDOT grant award. The construction phase will be added later.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 1,688,100	\$ 125,000	\$ -	\$ -	\$ -	\$ 1,813,100
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	N/A	\$ 332,620	\$ 25,000	N/A	N/A	N/A	\$ 357,620
Amended Phase Matching Percent:	N/A	20.00%	20.00%	N/A	N/A	N/A	20.00%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,330,480	\$ 100,000	\$ -	\$ -	\$ -	\$ 1,430,480
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 357,620	\$ 25,000	\$ -	\$ -	\$ -	\$ 382,620
Total	\$ -	\$ 1,688,100	\$ 125,000	\$ -	\$ -	\$ -	\$ 1,813,100

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	78.82%	80.00%	0.0%	0.0%	0.0%	78.90%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	21.18%	20.0%	0.0%	0.0%	0.0%	21.10%
Total	0.0%	100.00%	100.00%	0.0%	0.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	73.38%	5.52%	0.0%	0.0%	0.0%	78.90%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	19.72%	1.4%	0.0%	0.0%	0.0%	21.10%
Total	0.0%	93.11%	6.89%	0.0%	0.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		Not Obligated	Not Obligated				Aid ID
Federal Funds Obligated:			Obligated				
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	Not stated
Completion Date Notes: The project will complete PE and initiate ROW. The schedule does not yet address the construction timing							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding?	<b>USDOT/FHWA's National Culvert Removal Replacement and Restoration Grant Program</b>
2. Does the amendment include changes or updates to the project funding?	<b>Yes. This is new funding being added to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change?	<b>Yes. Grant award confirmation documentation was provided.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	<b>No. However, FHWA approval was required.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	<b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not applicable	Not applicable	Not applicable	Not applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Troutdale Rd		at Beaver Creek	Coordinates Lat/long: 45.521788, -122.386953	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	
Total Prior Amendments	0	Last Amendment	Not applicable	Date of Last Amendment	Not applicable	Last MTIP Amend Num	Not applicable
Last Amendment Action	None. This is the initial MTIP and STIP programming for the project.						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X		X	Troutdale Rd east of Beaver Creek: LEP, LE, and LI are no. Troutdale Rd west of Beaver Creek: LEP and LE are no. Low Income (LI) is
<b>ODOT (federal) Performance Measurements</b>							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	No
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, per Table 2 under Safety and Other categories
Exemption Reference:	Safety: Widening narrow pavements or reconstructing bridges (no additional travel lanes). Other: Engineering to assess social, economic, and environmental effects of the proposed action or alternatives
Was an air analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. The project is not capacity enhancing.
2023 RTP Constrained Project ID and Name:	11673 - Beaver Creek Crossing at Troutdale Rd
2023 RTP Project Description:	Replace the existing culvert and failed fish ladder on Beaver Creek at Troutdale Rd with a new bridge. The project will fill a gap in sidewalks and bicycle lanes on Troutdale Rd where there is currently not adequate space over the existing culvert. (542U)

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	The project location is not identified as part of the Motor Vehicle network
Yes	<b>Transit</b>	The project location is identified as part of a <b>Frequent Bus</b> route in the Transit network
No	Freight	The project location is not identified as part of the Freight network
Yes	<b>Bicycle</b>	The location is identified as part of a <b>Bicycle Parkway</b> in the Bicycle network
Yes	Pedestrian	The location is identified as a future <b>Regional Pedestrian Corridor</b> in the Pedestrian network

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	S. Troutdale Rd	Not identified as part of the NHS system,
Functional Classification	Yes	S. Troutdale Rd	Urban Major Collector
Federal Aid Eligible Facility	Yes	S. Troutdale Rd	FHWA Functional Classification Code: 5 (Major Collector)

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not applicable</b>
3a.	If yes, is an amendment required to the UPWP? <b>Not applicable</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4.	Applicable RTP Goal: <b>Goal 6: Healthy Environment, Objective 6.1 Biological and Water Resources – Protect fish and wildlife habitat and water resources from the negative impacts of transportation</b>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing or exceeds \$100 million in cost.</b>

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>
2.	What are the start and end dates for the comment period? <b>Estimated to be: October 31, 2023 to December 1, 2023.</b>
3.	Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>
4.	Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5.	Did the project amendment result in a significant number of comments? <b>Not expected.</b>
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not expected.</b>

**Fund Codes References**

CULAOP22	Discretionary federal funds originating from the USDOT FFY 2022 National Culvert Removal, Replacement, and Restoration Grant Program (Culvert AOP Program). The Culvert AOP Program stands for the "Culvert Aquatic Organism Passage (AOP) Program". The federal share is set at a maximum of 80% with a 20% minimum match requirement, The funding provides competitive grants for the replacement, removal, and repair of culverts or weirs that: (1) would meaningfully improve or restore fish passage for anadromous fish; and (2) with respect to weirs, may include (A) infrastructure to facilitate anadromous fish passage around or over the weir; and (B) weir improvements
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds.



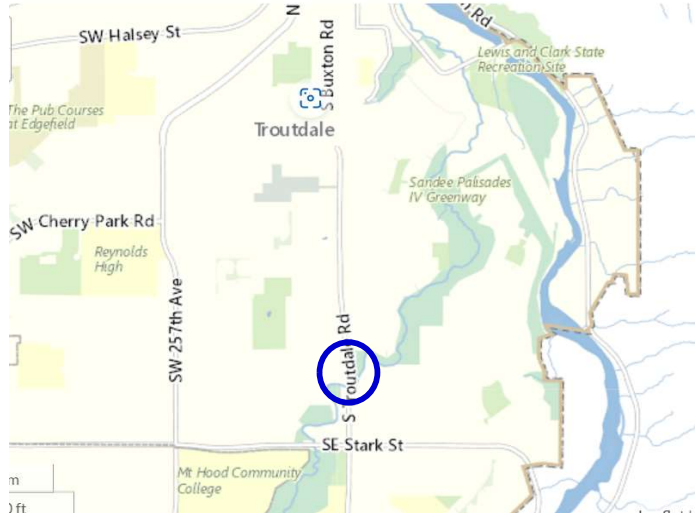
**National Culvert Removal Replacement and Restoration Grant Program**

Year One [FY 2022] Grant Recipients

Award	Application Name	Applicant	State	Awarded	Application Description
29	Mill Creek – Brickyard Road AOP Barriers 1106 and 1137 Design and Construction Bundle	Tillamook County	OR	\$1,492,800	The Mill Creek project is part of the Salmon SuperHwy (SSH) strategic effort to restore 95% of historic habitat connectivity for 5 species of anadromous ESA-listed salmonids and Pacific lamprey, while reducing flooding and improving public safety in the flood-prone coastal community of Tillamook County. The application seeks design and construction funding to replace two fish passage barriers on Brickyard Road with structures that meet Federal fish passage requirements.
30	Smith River Basin Priority Passage Projects	Coquille Indian Tribe	OR	\$1,490,792	This application covers the removal and replacement of five culverts and removal or modification of 8 weirs to address access by anadromous fish to approximately 62 river miles in the lower Umpqua River watershed. These projects will improve passage to spawning and rearing habitat for anadromous populations of Chinook Salmon, Oregon Coastal Coho Salmon (ESA listed, threatened), Oregon Coast Steelhead (BLM Sensitive), and Cutthroat Trout, Pacific Lamprey (BLM Sensitive Species) as well as resident populations of Rainbow and Cutthroat Trout, Western Brook Lamprey, and other native fish species.
31	Clackamas County Oregon Culvert AOP Funding Application	Clackamas County, Oregon	OR	\$1,490,320	The Lead Applicant for this project will be Clackamas County, Oregon. It is a design and construction project that would remove the existing culverts, which are passage barriers under certain flow regimes, and replace them with a modular 20' clear span bridge. Conway Creek flows under Aschoff Road in Rhododendron, OR via two degraded and undersized culverts. Aschoff Road has experienced several minor washout and over-topping events. This application would provide access to a minimum of 0.76 miles of upstream spawning and rearing habitat for wild Coho salmon and wild steelhead among other aquatic organisms.
32	Beaver Creek Fish Passage Restoration at Troutdale Rd	Multnomah County	OR	\$1,430,480	The proposal is for the design, right of way acquisition, and permitting phase for the replacement of the existing Troutdale Rd culvert and fish ladder on Beaver Creek with a new at-grade bridge.



Project Location Map







2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro  
2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment  
**CANCEL PHASE**  
Cancel ROW, and update the project name, limits, description

**Project #5**

Project Details Summary							
ODOT Key #	21617	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
MTIP ID:	71171	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV24-02-NOV		STIP Amendment ID:		24-27-0214	

Summary of Amendment Changes Occurring:  
The formal amendment cancels the ROW phase, reduces the project limits resulting in an overall scope change that requires an updated project name and description plus milepost reference adjustments. The main project scope activities remains unchanged. However, the project limit changes are greater than 1 threshold limit for administrative limits changes and triggers the need for a formal/full amendment. The project's total cost also increases by \$553,056, or by 14.1%. Project needs in PE (Preliminary Engineering) were underestimated and severely under-budgeted and ROW (Right of Way) was overestimated. During the course of project development, PE costs increased actual and inflationary), ROW was determined to not be required, and CN (Construction) could be reduced to keep the project scope and funding in balance.

Project Name: ~~OR8: SE Brookwood Ave - OR217~~  
**OR8: SE 198th Ave - OR217**

Lead Agency: ODOT      Applicant: ODOT      Administrator: ODOT

Short Description:  
Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.

MTIP Detailed Description (Internal Metro use only):  
**On OR8, Tualatin Valley Highway, in the NW Portland Region from net MP 2.85 to MP 7.27, (cross streets 198th Ave to OR217), employ ITS upgrades that include the installation of ~~Install~~ fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.**

STIP Description: Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	System Management and Operations	System Management, ITS and Operations
ODOT Work Type:	OP-ITS		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
NHPP	M001	2021		\$ 403,930					\$ 403,930
NHPP (IIJA)	Y001	2021		\$ 215,498					\$ 215,498
NHPP (FAST)	Z0E1	2021		\$ 147,726					\$ 147,726
Redistribution	Z030	2021		\$ 329,321					\$ 329,321
<del>NHPP</del>	<del>Y001</del>	<del>2024</del>			<del>\$ 28,199</del>				\$ -
<del>NHPP</del>	<del>Z001</del>	<del>2024</del>					<del>\$ 3,091,714</del>		\$ -
NHPP	Z001	2024					\$ 2,923,626		\$ 2,923,626
									\$ -
<b>Federal Totals:</b>			\$ -	\$ 1,096,475	\$ -	\$ -	\$ 2,923,626	\$ -	\$ 4,020,101

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State (M001)	Match	2021		\$ 46,232					\$ 46,232
State (Y001)	Match	2021		\$ 24,665					\$ 24,665
State (Z0E1)	Match	2021		\$ 16,908					\$ 16,908
State (Redist)	Match	2021		\$ 37,692					\$ 37,692
<del>State</del>	<del>Match</del>	<del>2024</del>			<del>\$ 3,228</del>				\$ -
<del>State</del>	<del>Match</del>	<del>2024</del>					<del>\$ 353,861</del>		\$ -
State	Match	2024					\$ 334,622		\$ 334,622
									\$ -
<b>State Totals:</b>			\$ -	\$ 125,497	\$ -	\$ -	\$ 334,622	\$ -	\$ 460,119

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ 450,162</del>	<del>\$ 31,427</del>	\$ -	<del>\$ 3,445,575</del>	\$ -	<del>\$ 3,927,164</del>
Amended Programming Totals	\$ -	\$ 1,221,972	\$ -	\$ -	\$ 3,258,248	\$ -	\$ 4,480,220
Total Estimated Project Cost							\$ 4,480,220
Total Cost in Year of Expenditure:							\$ 4,480,220

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 771,810	\$ (31,427)	\$ -	\$ (187,327)	\$ -	\$ 553,056
Phase Change Percent:	0.0%	171.5%	-100.0%	0.0%	-5.4%	0.0%	14.1%
Amended Phase Matching Funds:	\$ -	\$ 125,497	\$ -	\$ -	\$ 334,622	\$ -	\$ 460,119
Amended Phase Matching Percent:	N/A	10.27%	0.0%	N/A	10.27%	N/A	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,096,475	\$ -	\$ -	\$ 2,923,626	\$ -	\$ 4,020,101
State	\$ -	\$ 125,497	\$ -	\$ -	\$ 334,622	\$ -	\$ 460,119
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ 1,221,972	\$ -	\$ -	\$ 3,258,248	\$ -	\$ 4,480,220

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	10.27%	0.0%	0.0%	10.27%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	0.0%	100.00%	0.0%	0.0%	100.00%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	24.47%	0.0%	0.0%	65.26%	0.0%	89.73%
State	0.0%	2.80%	0.0%	0.0%	7.47%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	27.27%	0.0%	0.0%	72.73%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 1,221,972					Aid ID
Federal Funds Obligated:		\$ 1,096,475					S029(036)
EA Number:		PE003253					FHWA or FTA
Initial Obligation Date:		12/4/2020					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
						Estimated Project Completion Date:	12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding?	<b>ODOT, Federal National Highway Performance Program and Redistribution funds.</b>
2. Does the amendment include changes or updates to the project funding?	<b>Yes, TPC increases by \$553k or 14.1% (still within admin threshold)</b>
3. Was proof-of-funding documentation provided to verify the funding change?	<b>Yes. Program has authority to add the funds per CMR</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	<b>No. Authority under Program Manager</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	<b>Yes.</b>

Project Location References					
	Yes/No	Route	MP Begin	MP End	Length
On State Highway	Yes	OR8	2.94	9.73	6.79
	Yes	OR8	2.85	7.27	4.42
The net limit change to the project adjust it by 2.37 miles which is greater than the 1 mile threshold.					2.37
Cross Streets	Route or Arterial		Cross Street		Cross Street
	OR8		198th Ave		OR217

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	3	Last Amendment	Administrative	Date of Last Amendment	August 2023	Last MTIP Amend Num	AM23-23-AUG2
Last Amendment Action	PHASE SLIP: Slip ROW phase to FFY 2024						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes People of Color (POC) = Yes Limited English Proficiency (LEP) = Yes Low Income (LI) = Yes
	X			X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
					X		
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>No.</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt per Table 2 - Safety</b>
Exemption Reference:	<b>Safety - Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not required</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. The project is not capacity enhancing.</b>

RTP Constrained Project ID and Name:	<b>11104 - Regional TSMO Program Investments for 2018-2027</b>
RTP Project Description:	<b>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.</b>

#### Project Location in the Metro Transportation Network

Yes/No	Network	Designation
Yes	Motor Vehicle	Throughway
Yes	Transit	Frequent Bus and future HCT
Yes	Freight	Main Roadway Routes and Branch Rail Lines
Yes	Bicycle	Bicycle Parkway
Yes	Pedestrian	Pedestrian Parkway

#### National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	OR8	Other NHS Routes
Functional Classification	Yes	OR8	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	OR8	3 = Other Principal Arterial

#### Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes.</b>
3. Is the project included as part of the approved: UPWP? <b>Not Applicable</b>
3a. If yes, is an amendment required to the UPWP? <b>Not Applicable.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not Applicable.</b>

4. Applicable RTP Goal: **Goal 4: Reliability and Efficiency**  
**Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.**
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does exceed \$100 million dollars.**

**Public Notification/Opportunity to Comment Consistency Requirement**

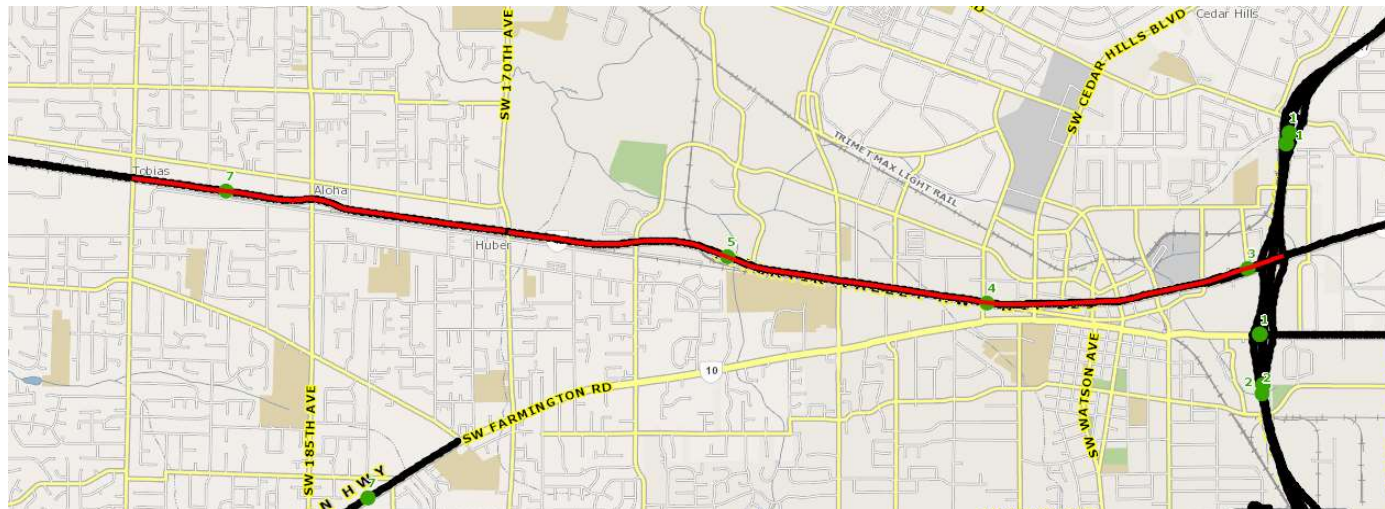
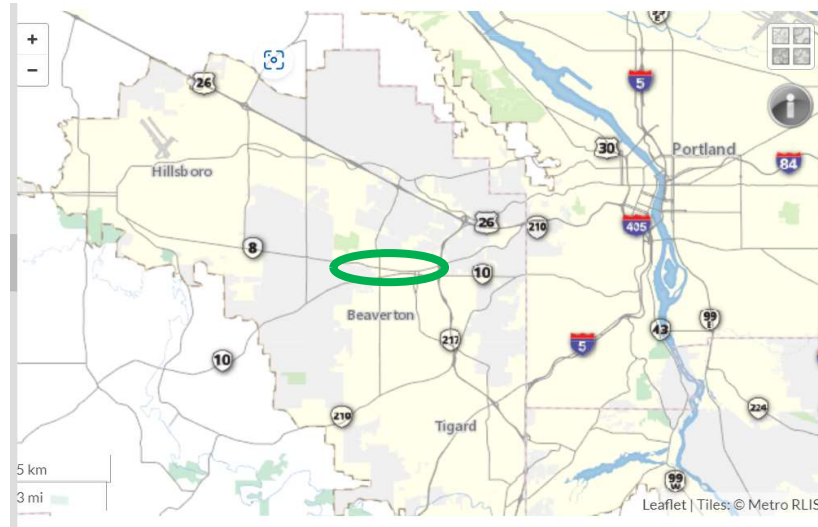
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31 through December 1, 2023.**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

**Fund Codes References**

State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
NHPP	A federal funding source (FHWA based) appropriated to the State DOT. The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and [NEW] to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. [§ 11105(1); 23 U.S.C. 119(b)]
Redistribution	A special federal funding source (FHWA based). Every State DOT is required to meet annual obligation targets. If a State DOT does not meet its required obligation goals, FHWA may rescind a portion of the appropriated funds and redistribute them to other states that met their targets. Redistribution of certain authorized funds when programmed reflects a portion of the rescinded funds from other states to Oregon,



**Project Location Map**



## 2024-2027 Constrained MTIP Formal Amendment: Exhibit A



**Metro**  
**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new TSMO awarded  
 project to the MTIP

**Project #6****Project Details Summary**

<b>ODOT Key #</b>	<b>New-TBD</b>	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>NV24-02-NOV</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the new awarded TSMO project to the MTIP. The Portland Regional Central Network Upgrade project is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last March.

**Project Name:** **Portland TSMO Regional Central Network Upgrade**

**Lead Agency:** **Portland**      **Applicant:** **Portland**      **Administrator:** **ODOT**

Short Description:

Evaluate and upgrade the Regional Central System network, architecture design, configuration and installed equipment to bring it up to the same standards for traffic signal communications as performed by the ITS network for increased traffic mobility.

MTIP Detailed Description (Internal Metro use only):

Across the city of Portland with monitoring and evaluation assistance provided by the cities of Gresham and Beaverton plus Clackamas and Washington Counties, evaluate and upgrade the existing Regional Central System network, architecture design, configuration and installed equipment to bring it up to the same standards for traffic signal communications as performed by the ITS network for increased traffic mobility.

STIP Description: TBD

**Project Classification Details**

<b>Project Type</b>	<b>Category</b>	<b>Features</b>	<b>System Investment Type</b>
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
STBG-U	Y230	2025						\$ 870,381	\$ 870,381
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 870,381	\$ 870,381
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 99,619	\$ 99,619
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,619	\$ 99,619
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 970,000	\$ 970,000
Total Estimated Project Cost									\$ 970,000
Total Cost in Year of Expenditure:									\$ 970,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 970,000	\$ 970,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,619	\$ 99,619
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 870,381	\$ 870,381
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,619	\$ 99,619
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 970,000	\$ 970,000

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not	Aid ID
Federal Funds Obligated:						Obligated	
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/30/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References						
On State Highway	Yes/No	Route	MP Begin	MP End	Length	
	Yes	Multiple	Various	Various	Various	
Cross Streets	Route or Arterial		Cross Street		Cross Street	
	Multiple		Various		Various	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num
Last Amendment	Not applicable. Tus is the initial amendment to program the project.					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X	X	X	
<b>ODOT (federal) Performance Measurements</b>							
Mobility	Passenger Rail Ridership	Walkways/Bikeways	Traffic Congestion	Transit Rides			
Preservation	Pavement Condition	Bridge Condition	Public Transit Vehicle Condition				
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time	Construction Projects On-Budget	Disadvantage Business Enterprise Utilization	ODOT Customer Service			
	X	X	X	X			

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per Table 2, Safety</b>
Exemption Reference:	<b>Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project Description:	<b>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.</b>

### Project Location in the Metro Transportation Network

Yes/No	Network	Designation
Yes	Motor Vehicle	Multiple
Yes	Transit	Multiple
Yes	Freight	Multiple
Yes	Bicycle	Multiple
Yes	Pedestrian	Multiple

### National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	Multiple	Multiple
Functional Classification	Yes	Multiple	Multiple
Federal Aid Eligible Facility	Yes	Multiple	Multiple

### Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**



3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goals: <u><b>Goal 4: Reliability and Efficiency:</b></u> Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors. <u><b>Goal 5: Safety and Security:</b></u> Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel. <u><b>Goal 9: Equitable Transportation:</b></u> Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing or exceeds \$100 million dollars.</b>

Public Notification/Opportunity to Comment Consistency Requirement
1. Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>
2. What are the start and end dates for the comment period? <b>October 31, 2023 to December 1, 2023</b>
3. Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>
4. Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5. Did the project amendment result in a significant number of comments? <b>Not expected</b>
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not Expected</b>

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

# Memo

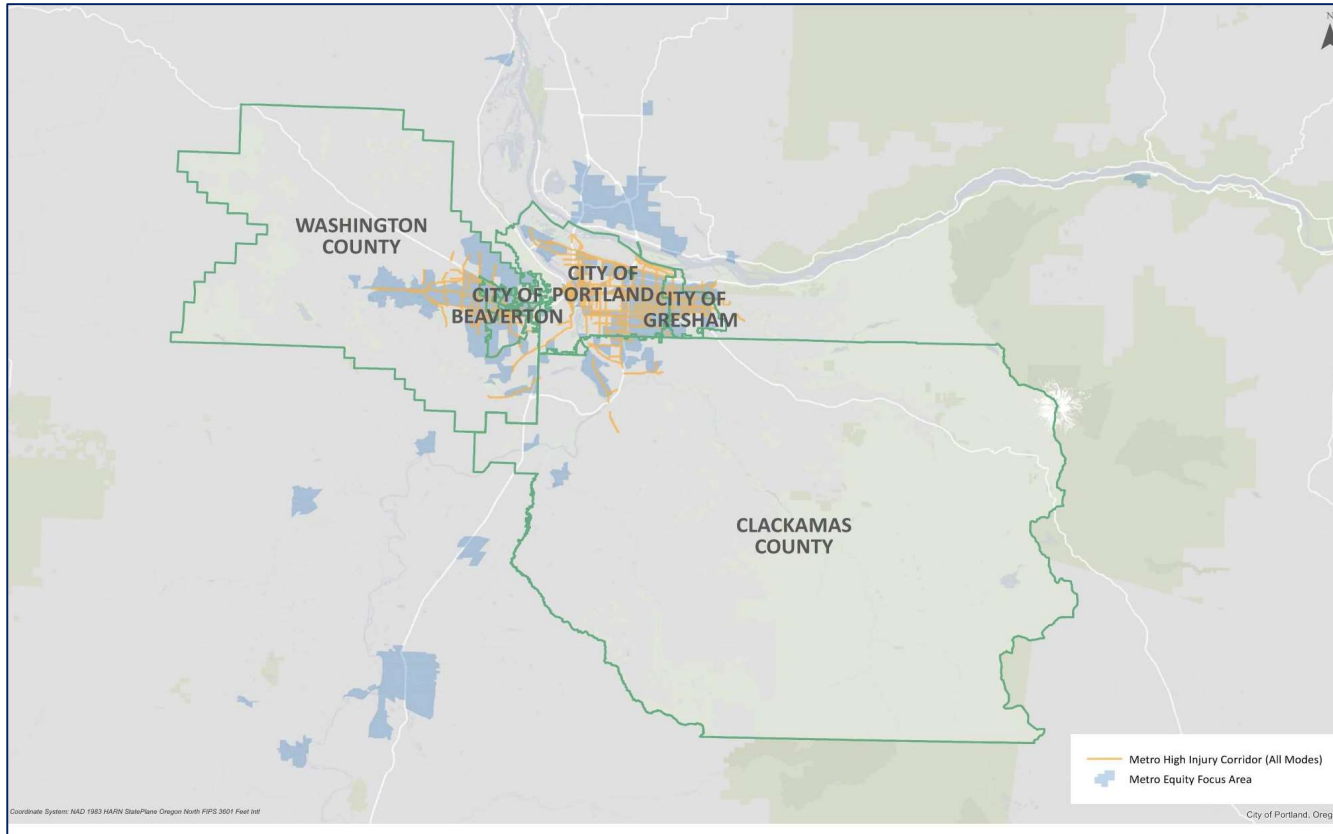


Date: Friday, April 28, 2023  
 To: Transportation Policy Alternatives Committee  
 From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
 A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
 Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
 Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,481	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	526
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
<i>Subtotal for seven (7) projects</i>		<i>\$ 8,356,106</i>	

## Project Location Map (Region Wide Application)



## 2024-2027 Constrained MTIP Formal Amendment: Exhibit A



**Metro**  
**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new TSMO awarded  
 project to the MTIP

**Project #7****Project Details Summary**

<b>ODOT Key #</b>	<b>New-TBD</b>	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>NV24-02-NOV</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the new awarded TSMO project to the MTIP. The Portland Local Traffic Signal Controller Replacement, Part II project is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last March. The project is a combined and joint effort among PBOT, the city of Gresham, and Multnomah County.

**Project Name:** **Portland Local Traffic Signal Controller Replacement Phase II**

**Lead Agency:** **Portland**      **Applicant:** **Portland**      **Administrator:** **ODOT**

Short Description:

Purchase and install up to 160 ATCs for PBOT and 79 for the City of Gresham and Multnomah County at selected signalized locations to improve the reliability of signal communications and pedestrian safety at intersections.

MTIP Detailed Description (Internal Metro use only):

Throughout Portland, Gresham, and Multnomah County, purchase and install up to 160 Advance Transportation Controllers (ATC) for PBOT and 79 for the City of Gresham and Multnomah County at selected signalized locations to improve the reliability of signal communications and pedestrian safety at intersections

STIP Description: TBD

**Project Classification Details**

<b>Project Type</b>	<b>Category</b>	<b>Features</b>	<b>System Investment Type</b>
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
STBG-U	Y230	2025						\$ 1,588,849	\$ 1,588,849
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,588,849	\$ 1,588,849
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 181,851	\$ 181,851
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 181,851	\$ 181,851
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,770,700	\$ 1,770,700
Total Estimated Project Cost									\$ 1,770,700
Total Cost in Year of Expenditure:									\$ 1,770,700

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,770,700	\$ 1,770,700
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 181,851	\$ 181,851
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,588,849	\$ 1,588,849
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 181,851	\$ 181,851
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,770,700	\$ 1,770,700

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not	Aid ID
Federal Funds Obligated:						Obligated	
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/30/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes/No	Multiple	Various	Various	Various
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Multiple		Various	Various	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num
Last Amendment	Not applicable. Tus is the initial amendment to program the project.					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X	X	X	
<b>ODOT (federal) Performance Measurements</b>							
Mobility	Passenger Rail Ridership	Walkways/Bikeways	Traffic Congestion	Transit Rides			
Preservation	Pavement Condition	Bridge Condition	Public Transit Vehicle Condition				
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time	Construction Projects On-Budget	Disadvantage Business Enterprise Utilization	ODOT Customer Service			
	X	X	X	X			

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per Table 2, Safety</b>
Exemption Reference:	<b>Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>



RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project 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.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Multiple
Yes	Transit	Multiple
Yes	Freight	Multiple
Yes	Bicycle	Multiple
Yes	Pedestrian	Multiple

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Multiple	Multiple
Functional Classification	Yes	Multiple	Multiple
Federal Aid Eligible Facility	Yes	Multiple	Multiple

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>

- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
- Goal 4: Reliability and Efficiency:**  
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
- Goal 5: Safety and Security:**  
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
- Goal 9: Equitable Transportation:**
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

**Public Notification/Opportunity to Comment Consistency Requirement**

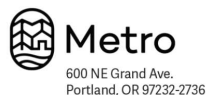
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31, 2023 to December 1, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected**

**Fund Codes References**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

**Memo**

Date: Friday, April 28, 2023  
 To: Transportation Policy Alternatives Committee  
 From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
 A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
 Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
 Subject: 2021 TSMO Strategy Solicitation - Project Recommendations



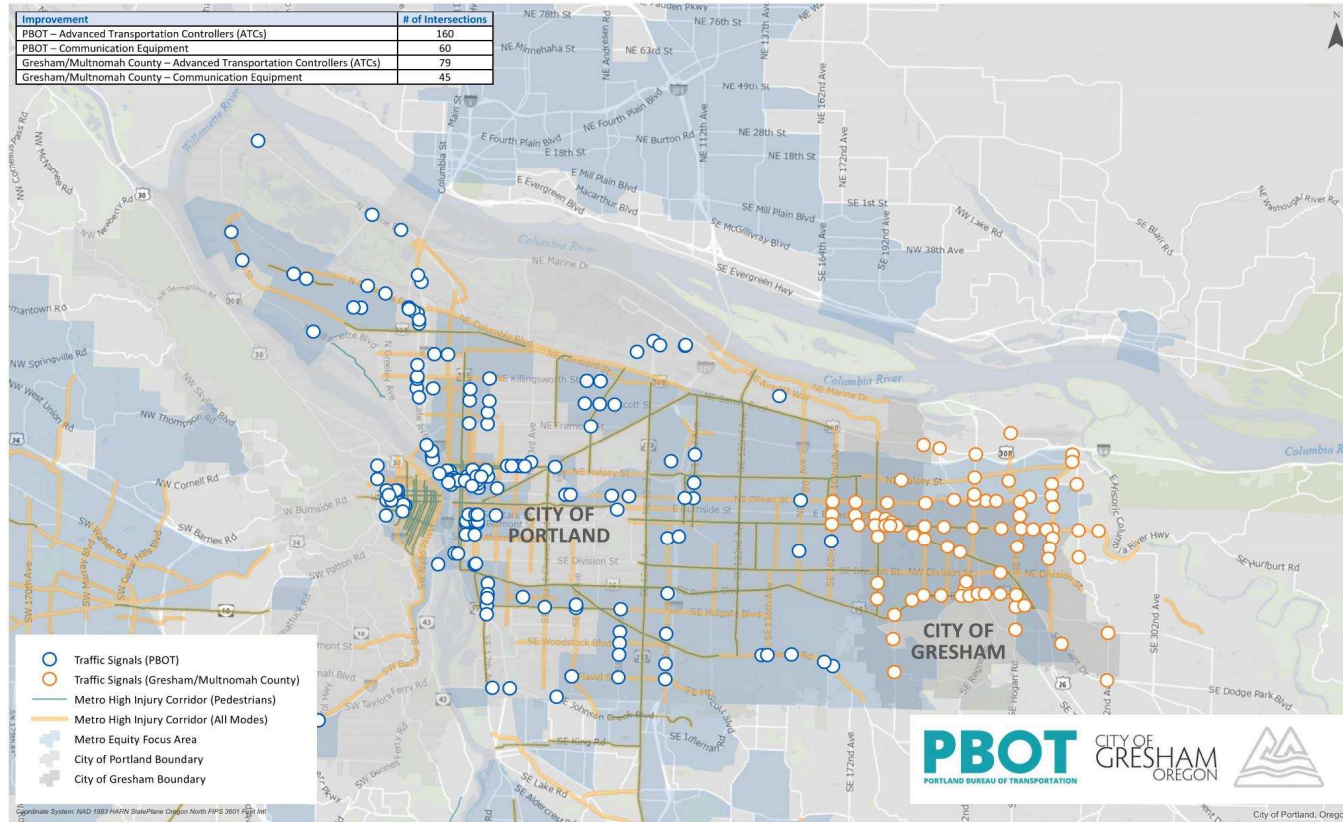
The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,481	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	526
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
<i>Subtotal for seven (7) projects</i>		<i>\$ 8,356,106</i>	

## Project Location Map (Region Wide Application)

Site locations include the city of Portland, Gresham and Multnomah County

Exhibit 1. Project Map



## 2024-2027 Constrained MTIP Formal Amendment: Exhibit A



**Metro**  
**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new TSMO awarded  
 project to the MTIP

**Project #8****Project Details Summary**

<b>ODOT Key #</b>	<b>New-TBD</b>	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>NV24-02-NOV</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the new awarded TSMO project to the MTIP. The t is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last March. The project is a joint effort among Portland, Gresham, and Multnomah County.

**Project Name:** **Stark/Washington St Signal ATC Upgrades: 76th Ave – 257th Ave**

**Lead Agency:** **Portland**      **Applicant:** **Portland**      **Administrator:** **ODOT**

Short Description:

Design, construct, and complete traffic signal interconnect actions plus upgrade Advance Transportation Controllers (ATC) on SE Stark Street for improved signalized intersection efficiency and added motorist and pedestrian safety.

MTIP Detailed Description (Internal Metro use only):

On SE Stark and Washington Streets from SE 76th Ave east to SW 257th Ave across Portland and Gresham, design, construct, and complete traffic signal interconnect actions plus include ATC upgrade conversions including, wireless radio interconnect, radar detection, and pan-tilt-zoom (PTZ) cameras at approximately 26 intersection locations to provide driving increased safety including speed management and pedestrian head starts

STIP Description: TBD

**Project Classification Details**

<b>Project Type</b>	<b>Category</b>	<b>Features</b>	<b>System Investment Type</b>
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
STBG-U	Y230	2025						\$ 1,668,340	\$ 1,668,340
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,668,340	\$ 1,668,340
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 190,949	\$ 190,949
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 190,949	\$ 190,949
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,859,289	\$ 1,859,289
Total Estimated Project Cost									\$ 1,859,289
Total Cost in Year of Expenditure:									\$ 1,859,289

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,859,289	\$ 1,859,289
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 190,949	\$ 190,949
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,668,340	\$ 1,668,340
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 190,949	\$ 190,949
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,859,289	\$ 1,859,289

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not	Aid ID
Federal Funds Obligated:						Obligated	
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/30/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	SE Stark Street		SE 76th Ave (Portland)		SW 257th Ave (Gresham)
	Washington Street		SE 76th Ave (Portland)		SE 106th Ave (Portland)

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num
Last Amendment	Not applicable. This s is the initial amendment to program the project.					



Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes People of Color (POC) = Yes Limited English Proficiency (LEP) = Yes Low Income (LI) = Yes
				X	X	X	
<b>ODOT (federal) Performance Measurements</b>							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per 40 CFR 93.126, Table 2, Safety</b>
Exemption Reference:	<b>Table 2 - Safety: Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project Description:	<b>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.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	SE Stark Street = Major Arterial
		SE Washington Street = Major Arterial
Yes	Transit	SE Stark Street = Frequent Bus
		SE Washington Street = Frequent Bus
No	Freight	SE Stark Street = No Designation
		SE Washington Street = No Designation
Yes	Bicycle	SE Stark Street = Regional Bikeway and Bicycle Parkway
		SE Washington Street = Regional Bikeway
Yes	Pedestrian	SE Stark Street = Pedestrian Parkway
		SE Washington Street = Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	SE Stark Street	No designation
	No	SE Washington Street	No designation
Functional Classification	Yes	SE Stark Street	Urban Minor Arterial
	Yes	SE Washington Street	Urban Minor Arterial
Federal Aid Eligible Facility	Yes	SE Stark Street	4 = Minor Arterial
	Yes	SE Washington Street	4 = Minor Arterial

### Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
  - Goal 4: Reliability and Efficiency:**  
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
  - Goal 5: Safety and Security:**  
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
  - Goal 9: Equitable Transportation:**  
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31, 2023 to December 1, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected**

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

# Memo



Date: Friday, April 28, 2023  
 To: Transportation Policy Alternatives Committee  
 From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
 A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
 Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
 Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

Project	Lead Agency	TSMO Program Funds (federal)	Score
E Burnside Next-Gen TSP Investments	Portland	To be determined	494
NE Halsey Street Speed Management	Portland	To be determined	488
SE Stark Street Next-Gen TSP Investments	Portland	To be determined	480
<i>Subtotal for three (3) projects</i>		<i>\$3,908,212</i>	

# Metro

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

September 22, 2023

Bikram Raghubansh  
 City of Portland  
 1120 SW 5<sup>th</sup> Ave.  
 Portland, OR 97204

Dear Bikram,

The purpose of this letter is to officially share that TransPort, Subcommittee of the Transportation Policy Alternatives Committee (TPAC), voted unanimously to suballocate Metro TSMO Program funds for the SE Stark Street Next-Gen TSP Investments project. This letter includes next steps and conditions for the project. Please note that this letter does not permit the project to start (no funds can be reimbursed until an Agreement is followed by a Notice to Proceed).

Through TransPort and our communications, the applied-for sums were updated to a total project cost of \$1,859,289 for which Metro is prepared to support up to \$1,668,340 from federal sources, requiring the project lead and partners to fund \$190,949 from local sources. City of Portland, City of Gresham and Multnomah County indicated budget for local match in the January 2023 letters attached to the application.

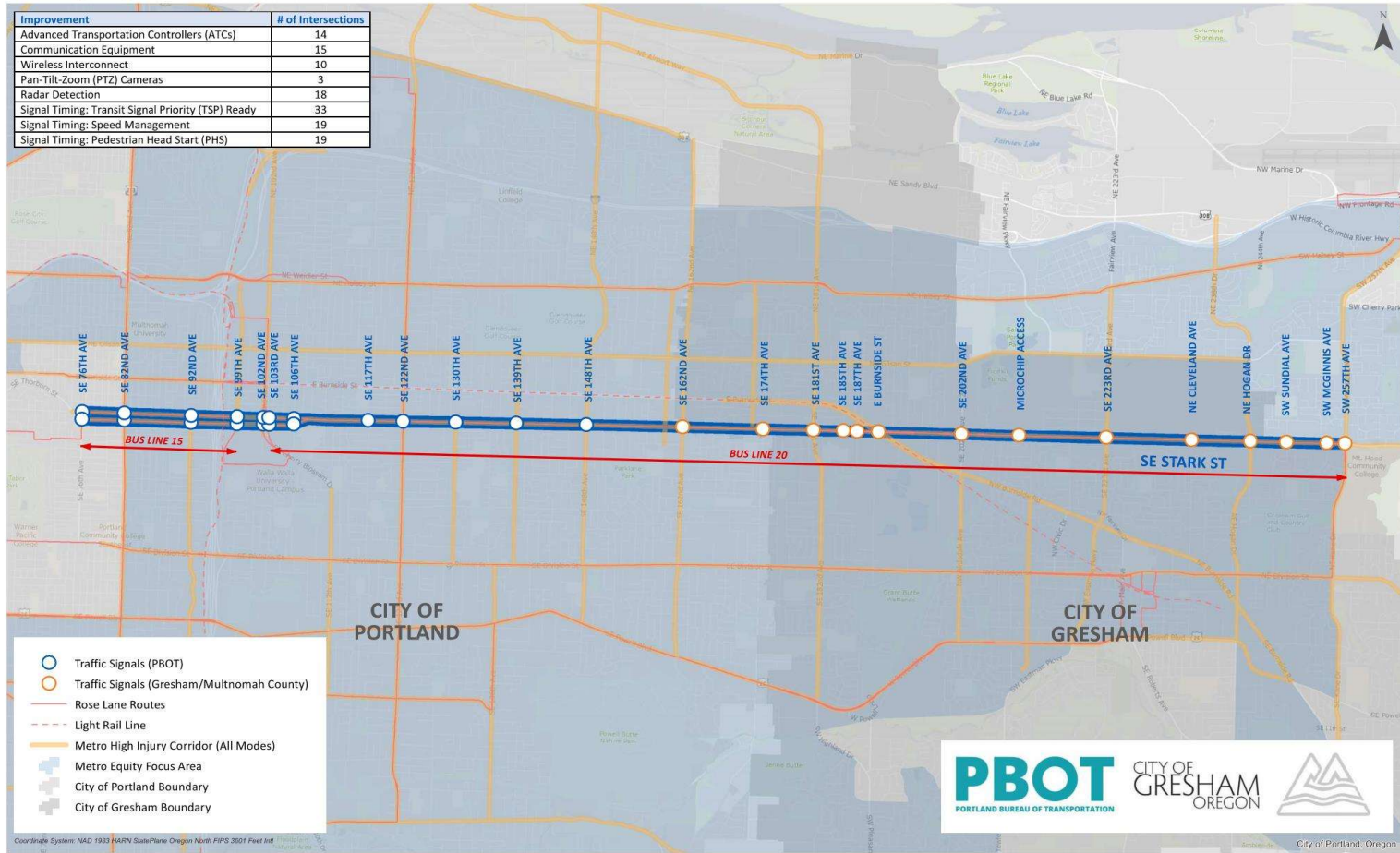
- Steps you can take in the next two months to help ensure a smooth start to the process:
- Please utilize TSMO Project ID 23SEStark in all correspondence until ODOT assigns a key number through the MTIP/STIP amendment process.
  - In order to not overwhelm TPAC, Metro staff need to wait until November for the soonest possible MTIP Amendment date, likely amending the STIP in January 2024.
  - Reply with a list of people and emails you would like to invite to a kick-off meeting (project manager, partners, application writer, etc.). Metro will schedule this meeting in fall 2023 with your invitees, Metro staff and ODOT LAL staff.
  - Review conditions of approval on the following pages of this letter and reply with any concerns or clarifying questions.
  - Draft the Local Agency Technical Scope Sheet (formerly Prospectus), assisted by information in the original TSMO application. The latest form (734-5151) can be found [here](#).

Please let me know if you have any questions.

Sincerely,  
 Caleb Winter, TSMO Program Manager

## Project Location Map

Exhibit 1. Project Map





2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro  
2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment  
**ADD NEW PROJECT**  
Add the new TSMO awarded project to the MTIP

**Project #9**

Project Details Summary							
ODOT Key #	New-TBD	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV24-02-NOV		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:  
The formal amendment adds the new awarded TSMO project to the MTIP. The project is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last March. The project is a joint effort among Portland, Gresham, and Multnomah County.

Project Name: **E Burnside Transit Signal Priority Upgrades: 97th - Powell Blvd**

Lead Agency: **Portland**      Applicant: **Portland**      Administrator: **ODOT**

Short Description:  
Design, construct, and upgrade traffic signal ATCs for priority timing involving the interconnect of ITS equipment including traffic signal controller conversions providing added speed management safety and pedestrian head starts

MTIP Detailed Description (Internal Metro use only):  
On East Burnside Street from NE 97th Ave to SE Powell Blvd, design, construct, and upgrade traffic signal advance transportation controllers (ATC) for priority timing at up to 29 intersection locations involving the interconnect of ITS equipment including traffic signal controller conversions with the addition of fiber optic interconnect, radar detection, and pan-tilt (PTZ) cameras to support the next generation transit priority to provide added speed management safety and pedestrian head starts.

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
STBG-U	Y230	2025						\$ 2,239,872	\$ 2,239,872
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,239,872	\$ 2,239,872
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 256,363	\$ 256,363
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 256,363	\$ 256,363
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,496,235	\$ 2,496,235
Total Estimated Project Cost									\$ 2,496,235
Total Cost in Year of Expenditure:									\$ 2,496,235



Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,496,235	\$ 2,496,235
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 256,363	\$ 256,363
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,239,872	\$ 2,239,872
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 256,363	\$ 256,363
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,496,235	\$ 2,496,235

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not	Aid ID
Federal Funds Obligated:						Obligated	
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/30/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No		If yes, expected FTA conversion code:		N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	East Burnside Street		NE 97th Ave		SE Powell Blvd

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num
Last Amendment	Not applicable. Tus is the initial amendment to program the project.					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes People of Color (POC) = Yes Limited English Proficiency (LEP) = Yes Low Income (LI) = Yes
				X	X	X	
<b>ODOT (federal) Performance Measurements</b>							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per 40 CFR 93.126, Table 2, Safety</b>
Exemption Reference:	<b>Table 2 - Safety: Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project 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.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	No designation from 97th Ave to 181st Ave. Major Arterial designation from 181st Ave to SE Powell Blvd
Yes	Transit	Commuter Rail
No	Freight	No designation from 97th Ave to SE 223rd Ave. Roadway Connector from SE 223rd Ave to SE Powell Blvd.
Yes	Bicycle	Bicycle Parkway
Yes	Pedestrian	Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	E. Burnside Street	No designation from 97th Ave to 181st Ave. "Other NHS Route" from 181st Ave to SE Powell.
Functional Classification	Yes	E. Burnside Street	Urban Major Collector
Federal Aid Eligible Facility	Yes	E. Burnside Street	5 = Major Collector

### Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **Yes from 181st Ave to SE Powell Blvd.**
3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
  - Goal 4: Reliability and Efficiency:**  
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
  - Goal 5: Safety and Security:**  
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
  - Goal 9: Equitable Transportation:**  
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31, 2023 to December 1, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected**

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

# Memo



Date: Friday, April 28, 2023  
 To: Transportation Policy Alternatives Committee  
 From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
 A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
 Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
 Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

Project	Lead Agency	TSMO Program Funds (federal)	Score
E Burnside Next-Gen TSP Investments	Portland	To be determined	494
NE Halsey Street Speed Management	Portland	To be determined	488
SE Stark Street Next-Gen TSP Investments	Portland	To be determined	480
<i>Subtotal for three (3) projects</i>		\$3,908,212	



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

September 22, 2023

Bikram Raghubansh  
 City of Portland  
 1120 SW 5<sup>th</sup> Ave.  
 Portland, OR 97204

Dear Bikram,

The purpose of this letter is to officially share that TransPort, Subcommittee of the Transportation Policy Alternatives Committee (TPAC), voted unanimously to suballocate Metro TSMO Program funds for the E Burnside Next-Gen TSP Investments project. This letter includes next steps and conditions for the project. Please note that this letter does not permit the project to start (no funds can be reimbursed until an Agreement is followed by a Notice to Proceed).

Through TransPort and our communications, the applied-for sums were updated to a total project cost of \$2,496,235 for which Metro is prepared to support up to \$2,239,872 from federal sources, requiring the project lead and partners to fund \$256,363 from local sources. City of Portland and City of Gresham indicated budget for local match in the January 2023 letters attached to the application.

- Steps you can take in the next two months to help ensure a smooth start to the process:
- Please utilize TSMO Project ID 23EBurnside in all correspondence until ODOT assigns a key number through the MTIP/STIP amendment process.
  - In order to not overwhelm TPAC, Metro staff need to wait until November for the soonest possible MTIP Amendment date, likely amending the STIP in January 2024.
  - Reply with a list of people and emails you would like to invite to a kick-off meeting (project manager, partners, application writer, etc.). Metro will schedule this meeting in fall 2023 with your invitees, Metro staff and ODOT LAL staff.
  - Review conditions of approval on the following pages of this letter and reply with any concerns or clarifying questions.
  - Draft the Local Agency Technical Scope Sheet (formerly Prospectus), assisted by information in the original TSMO application. The latest form (734-5151) can be found [here](#).

Please let me know if you have any questions.

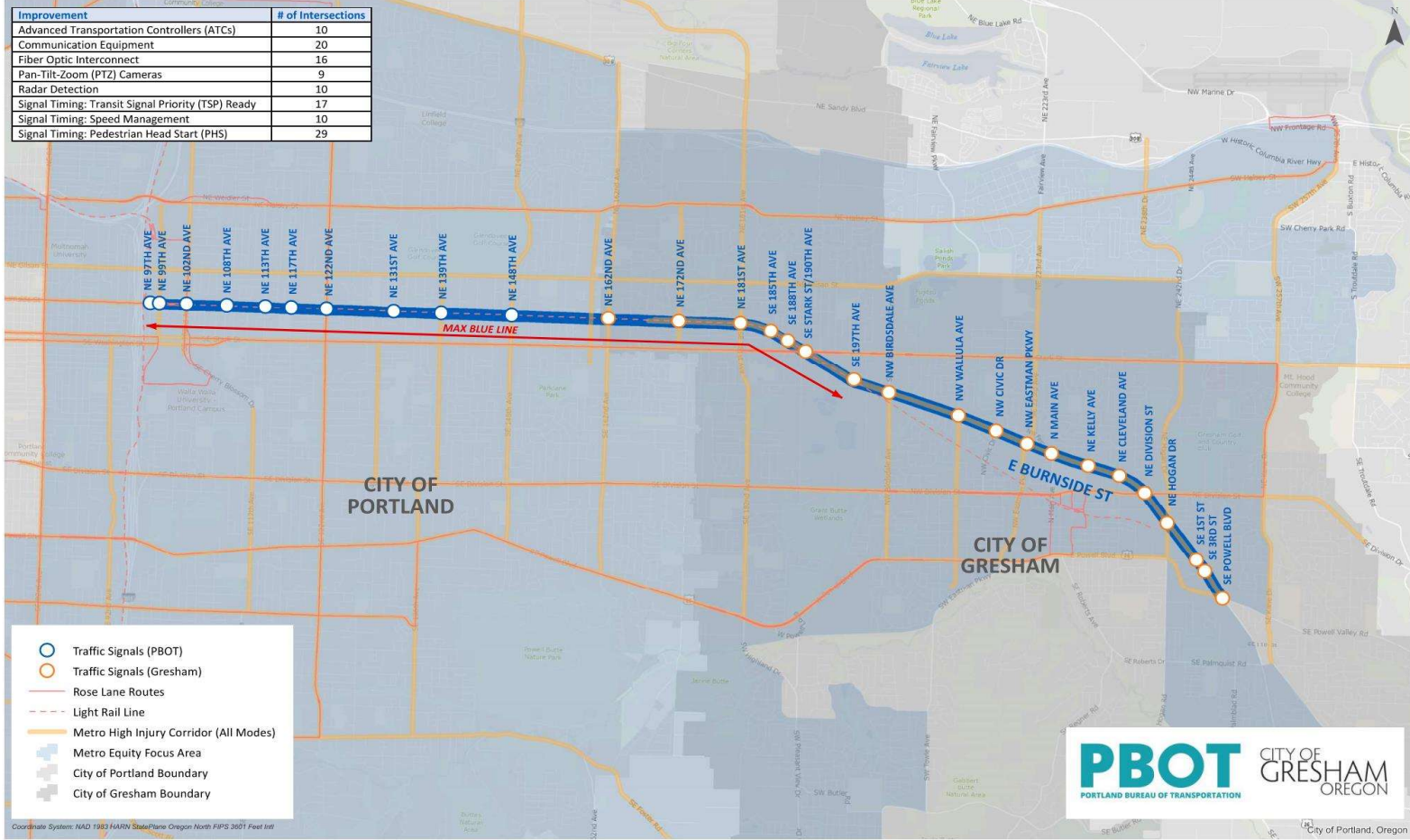
Sincerely,

Caleb Winter, TSMO Program Manager



## Project Location Map

Exhibit 1. Project Map





2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro  
2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment  
**COMBINE PROJECT**  
Split and combine the funds into  
the new TSMO awarded projects

**Project #10**

Project Details Summary

ODOT Key #	20886	RFFA ID:	50361	RTP ID:	11104	RTP Approval Date:	12/6/2018
MTIP ID:	70875	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV24-02-NOV	STIP Amendment ID:		TBD		

Summary of Amendment Changes Occurring:  
The formal amendment splits the existing TSMO project grouping bucket (PGB) funding and commits and combines the funds into the new awarded TSMP projects that are being added to the 2024-27 MTIP as part of this formal amendment. Key 20886 was established to provide the prior approved TSMO funding for later specific projects that would evolve from the TSMO calls. The funding from this pub is now being applied to the various new approved TSMO awarded projects.

Project Name: **Transportation System Mgmt Operations/ITS (2021)**

Lead Agency:	Metro	Applicant:	Metro	Administrator:	Metro
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Short Description:  
Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2021 allocation year)

MTIP Detailed Description (Internal Metro use only):  
Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; allocation and implementation of MTIP programming for TSMO; manage regional policy and project development; and oversee performance data development and tracking. (FY 2021 allocation year)

STIP Description: Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.

Project Classification Details

Project Type	Category	Features	System Investment Type
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	OP-ITS		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
<del>STBG-U</del>	<del>Y230</del>	<del>2025</del>	-	-				<del>\$ 1,801,828</del>	\$ -
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,801,828	\$ -
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2025</del>	-					<del>\$ 206,227</del>	\$ -
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 206,227	\$ -
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 2,008,055</del>	<del>\$ 2,008,055</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,008,055)	\$ (2,008,055)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
						Estimated Project Completion Date:	N/A
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	Completed	11 = Project completed, reimbursements finished.	
Prior Amend	2	Last Amend	Formal	Date	Jun-21	Amend Num	JN21-11-JUN
Last Amendment	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	Not Applicable	—————→					
<b>ODOT (federal) Performance Measurements</b>							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
	Not Applicable		N/A		N/A		N/A
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
	N/A		N/A		N/A		
Safety	Fatalities/Injuries Reduction						
	N/A						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	N/A		N/A		N/A		N/A

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per 40 CFR 93.126, Table 2, Safety</b>
Exemption Reference:	<b>Table 2 - Safety: Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project Description:	<b>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.</b>

### Project Location in the Metro Transportation Network

Yes/No	Network	Designation
Yes	Motor Vehicle	No designation
Yes	Transit	No designation
No	Freight	No designation
Yes	Bicycle	No designation
Yes	Pedestrian	No designation

### National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	E. Burnside Street	No designation
Functional Classification	Yes	E. Burnside Street	No designation
Federal Aid Eligible Facility	Yes	E. Burnside Street	No designation

### Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
  2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
  3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
    - Goal 4: Reliability and Efficiency:**  
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
    - Goal 5: Safety and Security:**  
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
    - Goal 9: Equitable Transportation:**  
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
  5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31, 2023 to December 1, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected**

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas





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**ODOT Key: 20886 | MTIP ID: 70875**

Transportation System Mgmt Operations/ITS (2021) - Cycle 2024-29

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
<b>Other (explain)</b>	<b>2025</b>		<b>\$1,801,828</b>	<b>\$206,227</b>	<b>\$0</b>	<b>\$2,008,055</b>	<input type="checkbox"/>
	2021	STBG-URBAN	\$1,801,828	\$206,227	\$0	\$2,008,055	
<b>Totals &gt;&gt;</b>			<b>\$1,801,828</b>	<b>\$206,227</b>	<b>\$0</b>	<b>\$2,008,055</b>	

[update](#)

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro  
2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment  
**COMBINE PROJECT**  
Split and combine the funds into  
the new TSMO awarded projects

**Project #11**

Project Details Summary

ODOT Key #	22168	RFFA ID:	50408	RTP ID:	11104	RTP Approval Date:	12/6/2018
MTIP ID:	71117	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV24-02-NOV	STIP Amendment ID:		TBD		

Summary of Amendment Changes Occurring:

The formal amendment splits the existing TSMO project grouping bucket (PGB) funding and commits and combines the funds into the new awarded TSMO projects that are being added to the 2024-27 MTIP as part of this formal amendment. Key 22168 was established to provide the prior approved TSMO funding for later specific projects that would evolve from the TSMO calls. The funding from this pub is now being applied to the various new approved TSMO awarded projects.

Project Name: **TSMO Program Sub-allocation Funds (Remaining 2022-2024)**

Lead Agency:	Metro	Applicant:	Metro	Administrator:	Metro
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Short Description:

Regional Transportation System Management & Operations (TSMO) remaining funding from 2022-24 allocation cycles which will support Metro awarded TSMO/ITS capital and operations projects to increase highway system operational efficiency and motorist safety

MTIP Detailed Description (Internal Metro use only):

The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effectively. It also includes the administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2024 allocation year)

STIP Description: Regional Transportation System Management & Operations remaining funding from 2022-24 allocation cycles which support Metro awarded TSMO/ITS capital & operations projects to increase highway system operational efficiency & motorist safety.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	OP-ITS		

**Phase Funding and Programming**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
<del>STBG-U</del>	<del>Y230</del>	<del>2025</del>	<del>—</del>	<del>—</del>				<del>\$ 5,153,017</del>	\$ -
									\$ -
<b>Federal Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
<b>State Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**Local Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2025</del>	<del>—</del>					<del>\$ 589,786</del>	\$ -
									\$ -
<b>Local Totals:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 2,008,055</del>	<del>\$ 2,008,055</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost							\$ -
Total Cost in Year of Expenditure:							\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,008,055)	\$ (2,008,055)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
						Estimated Project Completion Date:	N/A
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	2	Project Status	Completed	11 = Project completed, reimbursements finished.	
Prior Amend	1	Last Amend	Formal	Date	Jun-21	Amend Num	JN21-11-JUN
Last Amendment	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	Not Applicable	—————→					
<b>ODOT (federal) Performance Measurements</b>							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
	Not Applicable		N/A		N/A		N/A
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
	N/A		N/A		N/A		
Safety	Fatalities/Injuries Reduction						
	N/A						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	N/A		N/A		N/A		N/A

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per 40 CFR 93.126, Table 2, Safety</b>
Exemption Reference:	<b>Table 2 - Safety: Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project 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.

### Project Location in the Metro Transportation Network

Yes/No	Network	Designation
Yes	Motor Vehicle	No designation
Yes	Transit	No designation
No	Freight	No designation
Yes	Bicycle	No designation
Yes	Pedestrian	No designation

### National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	Yes	E. Burnside Street	No designation
Functional Classification	Yes	E. Burnside Street	No designation
Federal Aid Eligible Facility	Yes	E. Burnside Street	No designation



### Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
  2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
  3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
    - Goal 4: Reliability and Efficiency:**  
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
    - Goal 5: Safety and Security:**  
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
    - Goal 9: Equitable Transportation:**  
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
  5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31, 2023 to December 1, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected**

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

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**ODOT Key: 22168 | MTIP ID: 71117**

TSMO Program Sub-allocation Funds (Remaining 2022-2024) - Cycle 2024-29

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2025		\$5,153,017	\$589,786	\$0	\$5,742,803	<input type="checkbox"/>
	2024	STBG-URBAN	\$5,153,017	\$589,786	\$0	\$5,742,803	
<b>Totals &gt;&gt;</b>			<b>\$5,153,017</b>	<b>\$589,786</b>	<b>\$0</b>	<b>\$5,742,803</b>	

2024-2027 Constrained MTIP Formal Amendment: Exhibit A



Metro  
2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment  
**SPLIT PROJECT**  
Split and combine the funds into  
the new TSMO awarded projects

**Project #12**

Project Details Summary

ODOT Key #	23209	RFFA ID:	50435	RTP ID:	11104	RTP Approval Date:	12/6/2018
MTIP ID:	71293	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		NV24-02-NOV	STIP Amendment ID:		TBD		

Summary of Amendment Changes Occurring:

The formal amendment splits the existing TSMO project grouping bucket (PGB) funding and commits and combines the funds into the new awarded TSMO projects that are being added to the 2024-27 MTIP as part of this formal amendment. Key 23209 was established to provide the prior approved TSMO funding for later specific projects that would evolve from the TSMO calls. The funding from this pub is now being applied to the various new approved TSMO awarded projects.

Project Name: **TSMO Program Sub-allocation Funds (FFY 2025-27)**

Lead Agency:	Metro	Applicant:	Metro	Administrator:	Metro
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Short Description:

Regional Transportation System Management & Operations program for capital and system improvements. (RFFA Step 1 FFY 2025-27 allocation years)

MTIP Detailed Description (Internal Metro use only):

The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effectively. Funding for awarded projects will be split off and programmed separately. (RFFA Step 1 FFY 2025-27 allocation years)

STIP Description: Regional Transportation System Management & Operations (TSMO) program for capital and system improvements during federal fiscal years 2025-2027.

Project Classification Details

Project Type	Category	Features	System Investment Type
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	OP-ITS		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
<b>Federal Funds</b>									
<del>STBG-U</del>	<del>Y230</del>	<del>2027</del>	-	-				<del>\$ 6,306,170</del>	\$ -
STBG-U	Y230	2027						\$ 2,864,067	\$ 2,864,067
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,306,170	\$ 2,864,067
<b>State Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Funds</b>									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>Local</del>	<del>Match</del>	<del>2027</del>						<del>\$ 721,769</del>	\$ -
Local	Match	2027						\$ 327,805	\$ 327,805
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,049,575	\$ 327,805
<b>Phase Totals</b>			<b>Planning</b>	<b>PE</b>	<b>ROW</b>	<b>UR</b>	<b>Cons</b>	<b>Other</b>	<b>Total</b>
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 7,027,939</del>	<del>\$ 7,027,939</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,191,872	\$ 3,191,872
Total Estimated Project Cost									\$ 3,191,872
Total Cost in Year of Expenditure:									\$ 3,191,872

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,836,067)	\$ (3,836,067)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-54.6%	-54.6%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 327,805	\$ 327,805
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%

**Phase Programming Summary Totals**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,864,067	\$ 2,864,067
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 327,805	\$ 327,805
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,191,872	\$ 3,191,872

**Phase Composition Percentages**

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

**Phase Programming Percentage**

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						N/A	Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
						Estimated Project Completion Date:	12/31/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>	
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2027	Years Active	1	Project Status	No activity	0 = No activity.
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num
Last Amendment	Not applicable					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	Not Applicable	—————→					
<b>ODOT (federal) Performance Measurements</b>							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
	Not Applicable		N/A		N/A		N/A
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
	N/A		N/A		N/A		
Safety	Fatalities/Injuries Reduction						
	N/A						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	N/A		N/A		N/A		N/A

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per 40 CFR 93.126, Table 2, Safety</b>
Exemption Reference:	<b>Table 2 - Safety: Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>



RTP Constrained Project ID and Name:	<b>ID# 12024 - Regional TSMO Corridors Priority Investments for 2018- 2027</b>
RTP Project 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.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	No designation
Yes	Transit	No designation
No	Freight	No designation
Yes	Bicycle	No designation
Yes	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Not Applicable	No designation
Functional Classification	Yes	Not Applicable	No designation
Federal Aid Eligible Facility	Yes	Not Applicable	No designation

### Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
  2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
  3. Is the project included as part of the approved: UPWP? **No. Not applicable.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goals:
    - Goal 4: Reliability and Efficiency:**  
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
    - Goal 5: Safety and Security:**  
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
    - Goal 9: Equitable Transportation:**  
Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
  5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 31, 2023 to December 1, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected**

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
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**ODOT Key: 23209 | MTIP ID: 71293**

TSMO Program Sub-allocation Funds (FFY 2025-27) - Cycle 2024-29

**Current Programming**

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
<b>Other (explain)</b>	<b>2027</b>		<b>\$6,306,170</b>	<b>\$721,769</b>		<b>\$7,027,939</b>	<input type="checkbox"/>
	2027	STBG-URBAN	\$6,306,170	\$721,769		\$7,027,939	
<b>Totals &gt;&gt;</b>			<b>\$6,306,170</b>	<b>\$721,769</b>	<b>\$0</b>	<b>\$7,027,939</b>	

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

# Memo

Date: November 21, 2023  
To: Metro Council and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: November FFY 2024 MTIP Formal Amendment & Resolution 23-5365 Approval Request

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

#### **FOR THE PURPOSE OF AMENDING AND ADDING NEW FEDERAL DISCRETIONARY PLUS METRO TSMO PROGRAM AWARDS TO THE 2024-27 MTIP**

### **BACKGROUND**

#### **What This Is - Amendment Summary:**

The November FFY 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle continues the transition clean-up effort to the new 2024-27 MTIP. The amendment bundle contains several new projects being added to the MTIP.

The US Department of Transportation (Federal Highways Administration (FHWA) and Federal Transit Administration have established numerous conditions to complete and requirements for the use of federal funds. One of many conditions is the project programming requirement in the MTIP and State Transportation Improvement Program (STIP). The MTIP and STIP are used to verify funding and project aspects through the project development and delivery process. A key verification occurs through the fund obligation process. In order for FHWA or FTA to authorize the federal funds must be verified as programmed in the correct phase and with the correct amount in the MTIP and STIP. Without this verification, the fund obligation process won't occur and the lead agency will not be granted a notice to proceed to expend the funds. This is a key reason why you see numerous new projects being added to the MTIP often every month.

The November Federal Fiscal Year (FFY) 2024 Formal MTIP Amendment continues the action to add new projects. New projects being added include the Beaver Creek Fish Passage Restoration at Troutdale Rd project for Multnomah County and seven new Metro Transportation System Management and Operations (TSMO) project awards. The approved funding for these seven projects originates from prior approved Metro project grouping buckets (PGB) which contain the approved program funding for the new TSMO projects. Prior approved TSMO funds are being split for the TSMO PGBs and combined into the new awarded TSMO projects.

NOVEMBER FFY 2024 FORMAL MTIP AMENDMENT FROM: KEN LOBECK DATE: NOVEMBER 21, 2023

In addition to the new project programming actions, ODOT's OR8: SE Brookwood Ave - OR217 Intelligent Transportation System traffic monitoring upgrade project has experience a significant cost increase and now requires as scope, limits and cost adjustment. The required changes exceed the thresholds FHWA has established for making the changes administratively. As a result, the changes must occur through the completion of a formal/full MTIP amendment.

**What is the requested action?**

**JPACT approved Resolution 23-5365 on November 16, 2023 and now recommends Metro Council provide the final approval of Resolution 23-5365 to add and amend the eleven projects to the 2024-27 MTIP.**

**JPACT Meeting Summary – November 16, 2023:**

The November FFY 2024 Formal MTIP Amendment was included on JPACT's Consent Calendar. JPACT passed the Consent calendar unanimously and without any discussion.

**TPAC Meeting Summary – November 3, 2023:**

Ken Lobeck, Metro Funding Programs Lead, provide an overview of the formal amendment bundle and the required changes to the 2024-27 MTIP. The formal amendment bundle as described in Exhibit A contains a total of twelve projects. Seven are new Metro TSMO awarded project from Metros recent TSMO project funding call. Three existing TSMO funding project grouping buckets (PGB) are providing the funding for the seven new projects. The PGBs will reprogram their prior approved TSMO committed revenues to the new TSMO awarded projects. One new project is Multnomah County's FHWA discretionary project grant award, Beaver Creek Fish Passage Restoration at Troutdale Rd. The project will design, complete right of way acquisition, and permitting phase for the replacement of the existing Troutdale Rd culvert and fish ladder on Beaver Creek with a new at-grade bridge. The last project being amended is existing ODOT OR8 - SE Brookwood Ave - OR217 ITS upgrade project. The project requires the Right-of-Way phase to be canceled along with an adjustment in the project limits.

Ken noted that an ODOT pre-review of the Metro TSMO Program Investments and ITS Architecture Update resulted in the need to split the project into two projects. The planned TSMO equipment portion to the project needs to be separated from the remaining TSMO planning elements. A conflict in developing the Intergovernmental Agreement (IGA) will result if the scope elements are not separated into two projects. As a result of ODOT's comments, Metro's TSMO Program Investments and ITS Architecture Update is being withdrawn from the November FFY 2024 MTIP Formal Amendment bundle. Staff will work with ODOT to split the project and return the equipment portion for MTIP and STIP programming next month. The remaining TSMO scope elements within the project are considered planning activities. As a result of this, staff expect the planning activities to be incorporated into the SFY 2025 UPWP.

The was no discussion and TPAC members provided their unanimous approval recommendation to JPACT for the remaining eleven projects with Exhibit A.

**PROJECT AMENDMENT NOTES:**

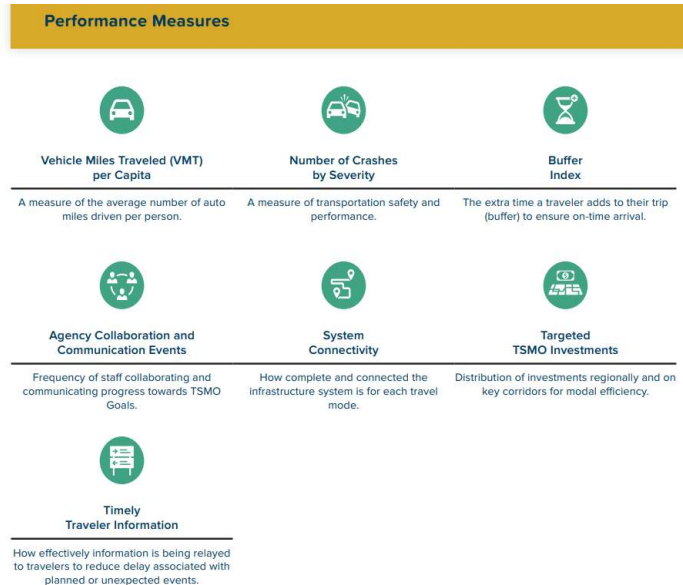
Approval of the Metro TSMO projects dates back to last April 2023 when TPAC was notified of the new project awards. However, MTIP programming delayed due to the final review lock-down for the 2024-27 MTIP. The programming action is moving forward now that the 2024-27 MTIP has been approved.

The Metro TSMO Program represents an innovative, holistic, multimodal, and cost-effective approach to managing the region's transportation system. An effective TSMO Strategy prioritizes optimization of the existing transportation system by improving business practices and collaboration, encouraging behavior changes through travel demand management, and using technology to understand and manage how the system operates.



The new awarded projects are from the 2023 TSMO Project Funding call. The final awards originate from the 2021 Strategy. A copy of the TSMO strategy is available for down from the Metro website. The program identifies seven key performance measures that help guide the selection of later specific projects. The performance measures are shown at right and include:

- Vehicle Miles Traveled (VMT)
- Number of Crashes by Severity
- Buffer Index
- Agency Collaboration and Communication Events
- System Connectivity
- Targeted TSMO Investments
- Timely Traveler Information



**Memo**



Date: Friday, April 28, 2023  
 To: Transportation Policy Alternatives Committee  
 From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
 A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
 Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
 Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

Through the long project review and evaluation developed from the TSMO Strategy emerged the final project selects that are now being added to the MTIP. They include:

Lead Agency	Project Name	Description	Federal Funds Awarded
Beaverton	Leading Pedestrian Intervals & Smart Detections - Beaverton Citywide	Implement leading pedestrian interval (LPI) at traffic signals running SCATS (Sydney Coordination Adaptive Traffic System) code in transit priority at traffic signals and upgrade existing traffic detections at up to 31 sites for added pedestrian safety.	\$1,938,940
Clackamas County	Clackamas Countywide Traffic Signal Safety Upgrade	Identify and upgrade selected traffic signals across Clackamas County with the new signal hardware and install protected pedestrian and bicycle crossings to provide added safety and accessibility for pedestrian and bicyclists.	\$933,192
<p>Per a submitted comment and preview conducted by ODOT. Metro's new TSMO Program Investments and ITS Architecture Update is being removed from Exhibit A as part of the November FFY 2024 Formal MTIP Amendment bundle. The project will be split into two projects. The TSMO equipment purchase project is expected to be ready for MTIP and STIP programming as part of next month's formal amendment submission.</p>			
Metro	<del>TSMO Program Investments and ITS Architecture Update</del>	<del>Complete TSMO program update activities including the ITS Architecture update, standardized equipment (switches, SFP/lasers) purchase, Next Gen TSP coordination standard, &amp; a progress evaluation made on the 2021 TSMO Strategy and system completeness</del>	<del>\$387,371</del>
Portland	Portland TSMO Regional Central Network Upgrade	Evaluate and upgrade the Regional Central System network, architecture design, configuration and installed equipment to bring it up to the same standards for traffic signal communications as performed by the ITS network for increased traffic mobility.	\$870,381
Portland	Portland Local Traffic Signal Controller Replacement Phase II	Purchase and install up to 160 ATCs for PBOT and 79 for the City of Gresham and Multnomah County at selected signalized locations to improve the reliability of signal communications and pedestrian safety at intersections.	\$1,588,849
Portland	Stark/Washington St Signal ATC	Design, construct, and complete traffic signal interconnect actions plus upgrade Advance Transportation Controllers	\$1,668,340



	Upgrades: 76th Ave – 257th Ave	(ATC) on SE Stark Street for improved signalized intersection efficiency and added motorist and pedestrian safety.	
Portland	E Burnside Transit Signal Priority Upgrades: 97th - Powell Blvd	Design, construct, and upgrade traffic signal ATCs for priority timing involving the interconnect of ITS equipment including traffic signal controller conversions providing added speed management safety and pedestrian head starts	\$2,239,872
Total new federal funds for TSMO being programmed being programmed through the November FFY 2024 Formal MTIP Amendment:			\$9,626,945

Note: Additional details about project are included Exhibit A to Resolution 23-5365 (*the MTIP Worksheets*).

The awarded federal funds committed to the TSMO projects will be sourced from three TSMO PGBs: Keys 20886, 22168, and 23209. The adjustments to these three PGBs are included as part of the formal amendment bundle.

The Metro TSMO program receives a portion of the Step 1 - Regional Flexible Funds Allocation (RFFA). The federal funds for the TSMO program already have been approved through the RFFA process. The approved funds are programmed in the MTIP in PGBs to reflect that the funds are now committed to the Metro TSMO program. An example of one of the TSMO PGBs is shown below. The TSMO PGBs function like a bank checking account. As projects are awarded, the required funds are split off from the PGB and reprogrammed to the specific TSMO.

2024-2027 Metropolitan Transportation Improvement Program (MTIP)  
Current Approved Project List with Approved Amendments

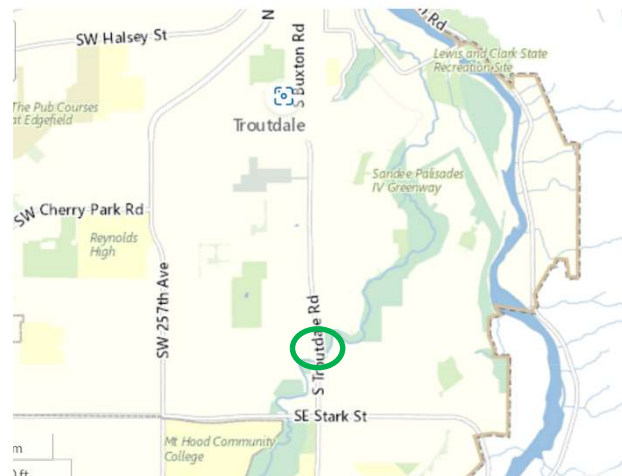


LEAD AGENCY		Metro				
PROJECT NAME		TSMO Program Sub-allocation Funds (Remaining 2022-2024)				
Project IDs		Project Description			Project Type	
ODOT KEY	22168	Regional Transportation System Management & Operations (TSMO) remaining funding from 2022-24 allocation cycles which will support Metro awarded TSMO/ITS capital and operations projects to increase highway system operational efficiency and motorist safety			TSMO/TDM	
MTIP ID	71117					
RTP ID	12024					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$5,153,017	\$589,786	\$0	\$5,742,803
FY 24-29 Totals			\$5,153,017	\$589,786	\$0	\$5,742,803
Estimated Project Cost (YOES)			\$5,153,017	\$589,786	\$0	\$5,742,803

The new TSMO project awards and funding PGBs account for ten of the twelve projects in the amendment bundle. The two remaining project amendments are the following:

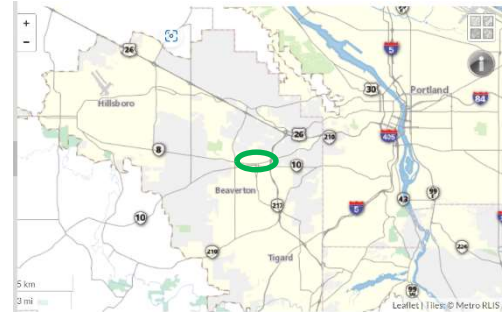
- **Add Multnomah County's new FHWA discretionary project grant award, Beaver Creek Fish Passage Restoration at Troutdale Rd, to the MTIP**

- The project received a \$1,430,480 federal grant award for the project from FHWA's FY 2022 National Culvert Removal Replacement and Restoration Grant Program
- The project will design, right of way acquisition, and permitting phase for the replacement of the existing Troutdale Rd culvert and fish ladder on Beaver Creek with a new at-grade bridge.
- Only the preliminary Engineering (PE) and Right-of-Way (ROW) phases are being added now. The construction phase will be added to the MTP at a later date.
- The PE phase is projected to begin before the end of FFY 2024.

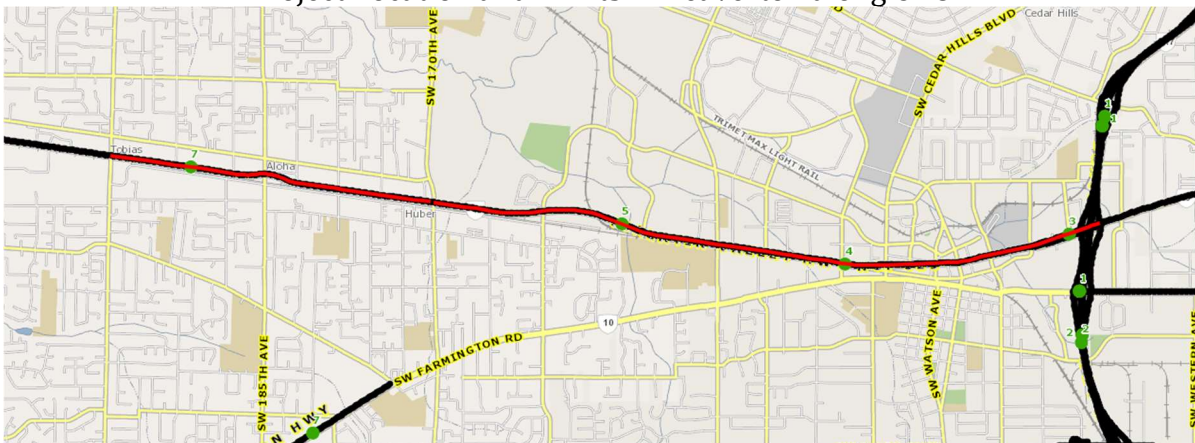


- **Key 21617 - ODOT OR8: SE Brookwood Ave - OR217 ITS upgrade project:**
  - Action: Cancel Phase (along with limits and cost updates)
  - The project focus is to Install fiber optic cable where gaps exist in order to operate traffic control and monitoring systems and rapidly respond to incidents.
  - The formal amendment cancels the ROW phase, reduces the project limits resulting in an overall scope change that requires an updated project name and description plus milepost reference adjustments:
    - As a result, the project will be modified to be "OR8: SE 198th Ave - OR217".

- The project limits are adjusted from “MP 2.94 to MP 9.73” to be MP 2.85 to MP 7.27”.
  - The Right-of-Way (ROW) phase is being canceled.
  - The project's total cost also increases by \$553,056, or by 14.1%.
  - The overall project scope does not change.
- Summary: Project needs in PE (Preliminary Engineering) were underestimated and severely under-budgeted and ROW (Right of Way) was overestimated. During the course of project development, PE costs increased actual and inflationary), ROW was determined to not be required, and CN (Construction) could be reduced to keep the project scope and funding in balance.
  - The adjustments to the project limits exceed the 1-mile threshold for administrative adjustments and triggers the need for the changes to be complete via a formal/full amendment to the MTIP.



Project Location and Limits in Beaverton along OR8



## 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. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate and fiscal constraint as a result of the required changes..

- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Contains applicable project scope elements that can be applied to Metro’s performance requirements.
- Verified to be part of the Metro’s annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

**APPROVAL STEPS AND TIMING**

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the November FFY 2024 Formal MTIP amendment (NV24-02-NOV) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	October 27, 2023
• Initiate the required 30-day public notification process.....	October 31, 2023
• TPAC notification and approval recommendation.....	November 3, 2023
• JPACT approval and recommendation to Council.....	November 16, 2023
• Completion of public notification process.....	December 1, 2023
• <b>Metro Council approval.....</b>	<b>December 7, 2023</b>

Notes:

- \* The above dates are estimates. JPACT and Council meeting dates could change.
- \*\* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	December 13 ,2023
• USDOT clarification and final amendment approval.....	Mid-January 2024

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
  - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
  - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
  - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
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:** A follow-on budget change will occur to the TSMO program as follows:
  - a. The funding source for the newly awarded TSMO projects will be from three existing project grouping buckets (in Keys 20886, 22168, and 23209) with prior approved TSMO program funding. Funding from the buckets is being split off and combined into the new TSMO projects to cover their funding award amounts. The funding commits STBG-U from Metro prior year approved allocations.
  - b. The STBG-U funds are part of the RFFA Step 1 allocation to the TSMO program. Fund approval occurred through the TransPort Subcommittee to TPAC. The approval of the TSMO awards dates back to April 2023.
  - c. Since the funds are already prior approved by Metro through the RFFA Step 1 process, the overall action reflects a lateral move for the funds. There is no direct budget impact from the TSMO funding actions upon Metro budget.
  - d. A total of Metro approved \$9,626,945 is being split of the TSMO project grouping buckets in Keys 20886, 22168, and 23209 to support the seven new TSMO projects.

**RECOMMENDED ACTION:**

**JPACT approved Resolution 23-5365 on November 16, 2023 and now recommends Metro Council provide the final approval of Resolution 23-5365 to add and amend the eleven projects to the 2024-27 MTIP.**

No Attachments.