

BEFORE THE METRO COUNCIL

<b>FOR THE PURPOSE OF ADDING A NEW</b>	)	RESOLUTION NO. 24-5395
<b>ODOT CARBON FUNDED SIGNAL SYSTEM</b>	)	
<b>PROJECT GROUPING TO THE 2024-27</b>	)	Introduced by: Chief Operating
<b>MTIP TO MEET FEDERAL</b>	)	Officer Marissa Madrigal in
<b>TRANSPORTATION PROJECT DELIVERY</b>	)	concurrence with Council President
<b>REQUIREMENTS</b>	)	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. 23-5335 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, ODOT’s Statewide Carbon Reduction Strategy Plan was created in response to the new requirements in the Bipartisan Infrastructure Law to develop reduction strategies to support efforts and identify projects and strategies to support the reduction of transportation emissions; and

WHEREAS, ODOT has approved \$896,672 of federally appropriated Carbon Reduction Program funds plus state matching funds for a total of \$999,300 from their Carbon Reduction Strategy Plan supporting signal system upgrades; and

WHEREAS, the new Signal System upgrade project will provide improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing and

WHEREAS, completing the MTIP programming actions will enable subsequent required federal approval steps to occur without delay for the new project; and

WHEREAS, the programming updates to add ODOT's new Signal System upgrade project to the 2024-27 MTIP are stated in Exhibit A to this resolution; and

WHEREAS, on March 1, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on March 21, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add ODOT's new Carbon funded Signal System upgrade project as stated within Exhibit A to complete required programming updates to the 2024-27 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this 11 day of April 2024.



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Lynn Peterson, Council President

Approved as to Form:



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Carrie MacLaren, Metro Attorney

**Exhibit A**  
**March FFY 2024 Formal/Full MTIP Amendment Summary**  
**Formal Amendment #: MR24-06-MAR**

The March Federal Fiscal Year 2024 Formal MTIP Amendment adds a new ODOT Carbon funded project grouping bucket (PGB) to the MTIP to meet federal transportation delivery requirements.

- **Key 22546 - Portland & Surrounding Areas Signal System (ODOT):** New Project. The formal amendment adds to new PGB to the 2024-27 MTIP. The PGB is a region-wide revenue bucket across the Metro MPA three-county regional area. The PGB contains Carbon funding to be used for later awarded eligible signalization and interconnect type projects for coordinated signal timing helping to reduce motor vehicle air emissions pollutants and the carbon footprint. The Carbon funding is being split off from ODOT’s Statewide Carbon PGB in Key 23087).

The Exhibit A Table starting below contains a more detailed summary of the changes and programming actions.

2024-2027 Metropolitan Transportation Improvement Program  
**Exhibit A to Resolution 24-5395**

March FFY 2024 Formal Transition Amendment Bundle Contents  
 Amendment Type: Formal/Full  
 Amendment #: MR24-06-MAR  
 Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
<b>Category: Project Cancellations: No cancellations or removals from the MTIP as part of the March 2024 Formal Amendment</b>				
None				

Category: New Projects				
(#1) ODOT Key # <b>23546</b> MTIP ID TBD <i>New Project</i>	ODOT	<b>Portland &amp; Surrounding Areas Signal System</b>	Improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new ODOT Carbon funded Project Grouping Bucket (PGB) supporting later awarded signal system upgrade projects. The Carbon funds originate from Key 23087. The funding is being split off Key 23087 and transferred to this project.
Category: Amendments to Existing Projects				
None				

Proposed Amendment Review and Approval Steps:

- Tuesday, February 27, 2024: Post amendment & begin 30-day notification/comment period.
- Friday, March 1, 2024: TPAC meeting (Required Metro amendment notification)
- Thursday, March 21, 2024: JPACT meeting.
- Wednesday March 27, 2024: End 30-day Public Comment period.
- Thursday, April 11, 2024: Final approval from Metro Council anticipated.
- Mid-May 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 new CRP funded Signal  
 Systems PGB to the MTIP

**Project #1****Project Details Summary**

<b>ODOT Key #</b>	<b>23546</b>	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
<b>MTIP ID:</b>	<b>TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>MR24-06-MAR</b>		STIP Amendment ID:		24-27-0480	

Summary of Amendment Changes Occurring:

The formal amendment adds the new Regional Carbon funded Signal System upgrade project grouping bucket(PGB) to the MTIP. The Carbon funds are being split off of a statewide carbon PGB in Key 23087. The action is also consistent with prior OTC action approving the ODOT Carbon Reduction Strategy plan.

Project Name: **Portland & Surrounding Areas Signal System**

Lead Agency:	<b>ODOT</b>	Applicant:	ODOT	Administrator:	FHWA
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	<b>Yes</b>

Short Description:

Improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing.

MTIP Detailed Description (Internal Metro use only):

Through out the Metro MPA three-county regional area, award eligible signalization and interconnect type projects for coordinated signal timing helping to reduce motor vehicle air emissions pollutants and carbon footprint. (ODOT Carbon fund not Metro allocated CRP funds. Key 23546 Carbon is split from non-MPO Key 23087)

STIP Description:

Improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing.

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-CARBON		

**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>									
Carbon	Y601	2024		\$ 484,004					\$ 484,004
Carbon	Y601	2025					\$ 340,884		\$ 340,884
Carbon	Y601	2026						\$ 71,784	\$ 71,784
<b>Federal Totals:</b>			\$ -	\$ 484,004	\$ -	\$ -	\$ 340,884	\$ 71,784	\$ 896,672

**State Funds**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State - HB2017	S070	2024		\$ 55,396					\$ 55,396
State - HB2017	S070	2025					\$ 39,016		\$ 39,016
State - HB2017	S070	2026						\$ 8,216	\$ 8,216
<b>State Totals:</b>			\$ -	\$ 55,396	\$ -	\$ -	\$ 39,016	\$ 8,216	\$ 102,628

The ODOT Financial Plan/Actual Amounts identifies the origin of the State funds from HB2017

**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>\$ -</del>	\$ -	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 539,400	\$ -	\$ -	\$ 379,900	\$ 80,000	\$ 999,300

Total Estimated Project Cost							\$ 999,300
Total Cost in Year of Expenditure:							\$ 999,300

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:	\$ -	\$ 539,400	\$ -	\$ -	\$ 379,900	\$ 80,000	\$ 999,300
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 55,396	\$ -	\$ -	\$ 39,016	\$ 8,216	\$ 102,628
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	10.27%	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 484,004	\$ -	\$ -	\$ 340,884	\$ 71,784	\$ 896,672
State	\$ -	\$ 55,396	\$ -	\$ -	\$ 39,016	\$ 8,216	\$ 102,628
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 539,400	\$ -	\$ -	\$ 379,900	\$ 80,000	\$ 999,300

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	89.73%	89.73%
State	0.0%	10.27%	0.0%	0.0%	10.27%	10.27%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	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%	48.4%	0.0%	0.0%	34.1%	7.2%	89.73%
State	0.0%	5.5%	0.0%	0.0%	3.9%	0.8%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	54.0%	0.0%	0.0%	38.0%	8.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes/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 approved Carbon Reduction (CRP) federal funds.</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes. The amendment adds new approved CRP funds.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via STIP Impacts Worksheet and prior approved OTC action.</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	N/A - Regional PGB			
Cross Streets	Route or Arterial		Cross Street		Cross Street
	N/A - Regional PGB		N/A - Regional PGB		N/A - Regional PGB

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,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
		X				X	The new PGB is region-wide. Specific eligible projects will awarded funding and split off from the PGB

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b> The new project is being added to the MTIP as an approved Carbon Reduction Program Project Grouping Bucket (9PGB) supporting later eligible signal system upgrade projects.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes. The project is exempt per 40 CFR 93.126, Table 2 and 40 CFR 93.127, Table 3</b>
Exemption Reference:	<b>40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.</b> <b>40 CFR 93.127, Table 3 - Intersection signalization projects at Individual intersections</b>
Was an air analysis required as part of RTP inclusion?	<b>No. However, the specific projects awarded State Carbon funding will be assessed for their carbon reduction impact as part of the RTP's Climate Action and Resilience goal.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable. The project is a region-wide revenue-project grouping bucket. ODOT will split off specific eligible signal system upgrade projects which will also contain their carbon reduction impacts.</b>
RTP Constrained Project ID and Name:	<b>ID# 12095 - Safety &amp; Operations Projects: 2023-2030</b>
RTP Project Description:	<b>Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable. Regional CRP revenue project grouping bucket (PGB) ↓
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	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)? <b>Not applicable.</b>
4. Applicable RTP Goals: <b><u>Goal #2 - Safe System</u></b> Objective 2.1 - Vision Zero Eliminate fatal and severe injury crashes for all modes of travel by 2035.  <b><u>Goal #5 - Climate Action and Resilience</u></b> Objective 5.1 – Climate Change Mitigation: Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capital in order to slow climate change.

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 it exceed \$100 million in total project cost.**

**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? **Estimated to be February 27, 2024 to March 27, 2024**
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.**
7. Added notes: N/A

**Fund Codes References**

Carbon	Federal funds appropriated to the State DOT with the overall purpose to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions
State	General State funds committed to a project usually to cover the required minimum match requirement to the federal funds.
State - HB2017	State funds committed to eligible projects that originate from the Oregon approved HB2017 Legislation. HB 2017 made a significant investment in transportation to help further the things Oregonians value, such as a vibrant economy with good jobs, choices in transportation, a healthy environment, and safe communities.

Key 23546 is a Regional Project Grouping Bucket.





Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y601	Carbon reduction program greater than 200,000 population IIIA	100.00%	539,400.00	89.73%	484,003.62	10.27%	55,396.38	0.00%	0.00
	<b>PE Totals</b>		<b>100.00%</b>	<b>539,400.00</b>		<b>484,003.62</b>		<b>55,396.38</b>		<b>0.00</b>
CN	Y601	Carbon reduction program greater than 200,000 population IIIA	100.00%	379,900.00	89.73%	340,884.27	10.27%	39,015.73	0.00%	0.00
	<b>CN Totals</b>		<b>100.00%</b>	<b>379,900.00</b>		<b>340,884.27</b>		<b>39,015.73</b>		<b>0.00</b>
OT	Y601	Carbon reduction program greater than 200,000 population IIIA	100.00%	80,000.00	89.73%	71,784.00	10.27%	8,216.00	0.00%	0.00
	<b>OT Totals</b>		<b>100.00%</b>	<b>80,000.00</b>		<b>71,784.00</b>		<b>8,216.00</b>		<b>0.00</b>
<b>Grand Totals</b>				<b>999,300.00</b>		<b>896,671.89</b>		<b>102,628.11</b>		<b>0.00</b>

Most Recent Approved Amendment	
Amendment No: <b>21-24-2789</b>	Approval Date: <b>12/15/2022</b>
Requested Action: <b>Add new project, using PROTECT planning program funds.</b>	

<b>Name: Carbon Reduction Program; Small Urban and Rural 22-24</b>		<b>Key: 23087</b>
Description: <b>Develop a carbon reduction strategy based on the state's greenhouse gas reduction goals that supports reduction in transportation emissions and identify projects appropriate to state population density.</b>		Region: <b>6</b>
MPO: <b>Non-MPO</b>	Work Type: <b>OP-CARBON</b>	
Applicant: <b>ODOT</b>	Status: <b>BUCKET OF FUNDS</b>	

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				STATEWIDE	STATEWIDE

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2024		
Total					<b>\$2,046,137.13</b>		<b>\$2,046,137.13</b>
Fund 1					Y606 \$874,517.55		
Match					\$100,092.45		
Fund 2					Y607 \$486,078.18		
Match					\$55,633.82		
Fund 3					Y608 \$475,403.12		
Match					\$54,412.01		

Footnote:	
<b>Most Recent Approved Amendment</b>	
Amendment No: <b>24-27-0708</b>	Approval Date: <b>1/12/2024</b>
Requested Action: <b>Reduce project by \$6,191,283.20, funds previously allocated to projects.</b>	



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: March 23, 2024  
To: Metro Council and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: March FFY 2024 MTIP Formal Amendment & Resolution 24-5395 Approval Request

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## FORMAL MTIP AMENDMENT STAFF REPORT

### Amendment Purpose Statement

**FOR THE PURPOSE OF ADDING A NEW ODOT CARBON FUNDED SIGNAL SYSTEM PROJECT GROUPING TO THE 2024-27 MTIP TO MEET FEDERAL TRANSPORTATION PROJECT DELIVERY REQUIREMENTS**

### BACKGROUND

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

The March 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle adds one new ODOT project. The project is a project grouping bucket (PGB) containing approved Carbon funding to be committed to later approved signal system upgrade projects.

#### **What is the requested action?**

**JPACT approved Resolution 24-5395 on March 21, 2024 to add ODOT's new Carbon funded Signal System upgrade PGB to the 2024-27 MTIP and now recommends Metro Council provide the final Metro approval for Resolution 24-2395.**

A summary of the project is included below:

- **Key 23546 - Portland & Surrounding Areas Signal System:**
  - Lead Agency: ODOT
  - Description: The project will provide improvements to signalize intersections throughout ODOT Region 1 area located in Clackamas, Multnomah, and Washington counties to allow for coordinated signal timing upgrades.
  - Action: The formal amendment adds the new project to the MTIP. Adding a new project to the MTIP requires a formal/full amendment with final approval by FHWA.
  - Added Notes:
    - Key 23546 is authorized a total of \$896,672 of ODOT approved federal Carbon funds.
    - The federal minimum match is 10.27% which result in a project total programming amount of \$999,300.

- The federal funds originate from an existing statewide Carbon PGB in Key 23087. \$896,672 of Carbon funds (plus match) are being split off of Key 23087 and re-programmed to a Region 1 (within the Metro MPA boundary) signal intersections system upgrade bucket.
- Attachment 1 contains a more detailed description and locations for the final authorized signal upgrades within the project grouping bucket.

Most Recent Approved Amendment							
Amendment No: 21-24-2789				Approval Date: 12/15/2022			
Requested Action: Add new project, using PROTECT planning program funds.							
Name: Carbon Reduction Program; Small Urban and Rural 22-24						Key: 23087	
Description: Develop a carbon reduction strategy based on the state's greenhouse gas reduction goals that supports reduction in transportation emissions and identify projects appropriate to state population density.							Region: 6
MPO: Non-MPO			Work Type: OP-CARBON				
Applicant: ODOT			Status: BUCKET OF FUNDS				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				STATEWIDE	STATEWIDE		
Current Project Estimate							
Year	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
					2024		
Total					\$2,046,137.13		\$2,046,137.13
Fund 1					Y606 \$874,517.55		
Match					\$100,092.45		
Fund 2					Y607 \$486,078.18		
Match					\$55,633.82		
Fund 3					Y608 \$475,403.12		
Match					\$54,412.01		
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-27-0708				Approval Date: 1/12/2024			
Requested Action: Reduce project by \$6,191,283.20, funds previously allocated to projects.							

o ODOT Carbon Program:

- The Oregon Transportation Commission approved ODOT's Carbon Reduction Program (CRP) last September 14, 2023. ODOT's CRP outlines the carbon reduction goals and outcomes the funding will provide.



State of Oregon  
Carbon Reduction Strategy



AUGUST 2023

- From the Executive Summary:

The Oregon Carbon Reduction Strategy was developed in response to new requirements in the Bipartisan Infrastructure Law. The Bipartisan Infrastructure Law requires each state, in consultation with any Metropolitan Planning Organization designated within the state, to develop a carbon reduction strategy and update the strategy

every four years. The Bipartisan Infrastructure Law requires carbon reduction strategies to “support efforts and identify projects and strategies to support the reduction of transportation emissions.”

In Oregon, greenhouse gas emissions from transportation accounted for approximately 35% of total emissions in 2021 and represent the largest sector of emissions. Oregon’s best available climate change projections indicate that average annual temperatures will increase 5°F by the 2050s and 8.2°F by the 2080s because of human influenced climate change. Climate change has already begun to exacerbate impacts to the natural and human environments in Oregon such as increased flooding and wildfires.

Oregon has been engaged in reducing emissions for almost two decades. This history has provided the state with a wealth of policy, programs, and projects that are turning the tide and reducing emissions across the state. While the state has made significant progress, more work is still needed to achieve Oregon’s emissions reduction targets of 80% below 1990 levels by 2050.

The Oregon Carbon Reduction Strategy is based on the *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction*. The Statewide Transportation Strategy examines ways that the transportation sector can reduce greenhouse gas emissions and help achieve Oregon’s greenhouse gas reduction goals. The document contains a broad range of strategies and actions for reducing transportation emissions that modeling and analysis have shown to have measurable greenhouse gas reduction results. Oregon continues to monitor the Statewide Transportation Strategy to ensure its effectiveness and has incorporated it into the 2023 Oregon Transportation Plan which will guide investments in Oregon from now until 2050.

The Bipartisan Infrastructure Law provided additional funding for projects that reduce transportation related greenhouse gas emissions. Through the Carbon Reduction Program, Oregon is apportioned \$82.4 million over 5 years for fiscal years 2022-2026. These funds are allocated by federal formula to Transportation Management Areas, Small Urban and Rural areas, and Statewide projects.

As required by federal regulations, the Oregon Department of Transportation (ODOT) coordinated with the state’s transportation management areas and consulted with the Oregon’s regional planning organizations to develop strategies and priorities for the Carbon Reduction Program. ODOT conducted a call for projects in 2023 for the Small Urban and Rural funding. Transportation Management Areas identified projects for their share of the funding. ODOT

conducted an internal project selection process for the Statewide funding.

**TPAC March 1, 2024 Meeting Summary:**

TPAC received their official MTIP amendment notification on March 1, 2024. Ken Lobeck provided an overview of the amendment bundle contents and a brief overview of how some projects are programmed using the project grouping bucket (PGB) logic.

Jamie Lorenzini, representing Clackamas County cities asked if the specific signal intersection locations have been identified. She added that the project name seemed a little vague and if more details are available. Ken Lobeck, Metro staff, answered that at the time programming submission, the specific locations had not been defined and provided as part of the programming submission. Neelam Dora, ODOT clarified this stating that specific corridors now have been identified along with the target intersections. She described that the funding will various traffic signal upgrades and provided a few examples.

With no further discussion, TPAC provide an unanimous approval recommendation to JPACT to approve Resolution 24-5395 to add the new ODOT Signal System upgrade project.

Added Note: After the MTIP amendment item, Ken Lobeck contacted the ODOT Region 1 STIP Coordinator and requested a project location list confirmation. Per the Region 1 STIP Coordinator, the below locations are currently identified as the target site locations for the Carbon funding in the project grouping bucket.

Target locations include:

- Tualatin Valley Hwy between 20th Ave and 26th Ave
- SW 72nd Ave at OR217 interchange
- Tualatin Valley Hwy downtown Hillsboro
- Beaverton-Tualatin Hwy between SW Hunziker Rd and SW Satler St
- Pacific Hwy between SW 64th Ave and SW Fischer Rd.

**JPACT March 21, 2024 Meeting Summary:**

The March FFY 2024 Formal MTIP Amendment under Resolution 24-5395 was included on the JPACT Consent Calendar. JPACT members moved and unanimously approved the Consent Calendar without discussion.

Added Notes: Between the TPAC March 1<sup>st</sup> meeting and the JPACT meeting, follow-on questions emerged about the signal upgrade locations. The initial list noted above has been expanded to seven locations. They include the following:

1. **Tualatin Valley Hwy (OR8) #029 – 3 signals between 20th Ave and 26th Ave** (MP 15.72-16.06) *Sherwood, Washington County*
2. **SW 72nd Ave #144 – 3 signals at OR217 interchange (MP 6.59-6.74)** *Tigard, Washington County*

3. **Tualatin Valley Hwy (OR8) #029 – 13 signals at downtown Hillsboro couplet (MP 12.69-13.92)** *Hillsboro, Washington County*
4. **Beaverton-Tualatin Hwy (OR141) #141 – 6 signals between SW Hunziker Rd and SW Sattler St (MP 5.25-6.66)** *Tigard, Washington County*
5. **Pacific Hwy (OR99W) #091 – 22 signals between SW 64th Ave and SW Fischer Rd (MP 7.56-11.92)** *Tigard, Washington & Multnomah Counties*
6. **Pacific Hwy (OR99W) #091 – 5 signals between SW Langer Farms Pkwy and SW Sunset Blvd (MP 14.67-16.67)** *Sherwood, Washington County*
7. **Clackamas Hwy (OR212/224) #171 – 10 signals between I-205 SB ramp and Rock Creek Junction (MP 4.89-8.20)** *Happy Valley, Clackamas County*

**Additional descriptive details about the seven locations are now included as**

**Attachment 1 to the staff report.** Final note: The use of project grouping buckets allows flexibility with the final approved projects within the bucket. The number of projects and locations can change within the bucket prior to the construction. This is normal and expected when project grouping buckets are utilized. They were specifically authorized to help minimize small and individual project MTIP and STIP programming requirements along with ongoing nickel-and-dime amendments. The overall purpose of the project grouping bucket is to provide additional flexibility in the delivery process without the MTIP and STIP becoming a barrier to the delivery process.

**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 March FFY 2024 Formal MTIP amendment (MR24-06-MAR) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	February 23, 2024
• Initiate the required 30-day public notification process.....	February 27, 2024
• TPAC notification and approval recommendation.....	March 1, 2024
• JPACT approval and recommendation to Council.....	March 21, 2024
• Completion of public notification process.....	March 27, 2024
• <b>Metro Council approval.....</b>	<b>April 11, 2024</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.....	April 17, 2024
• USDOT clarification and final amendment approval.....	Mid-May 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 23-5335 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 final selected projects to be awarded the Carbon funds from this PGB. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** There are no direct or indirect impacts to the approved Metro budget through the actions of this amendment. The Carbon funds belong to ODOT and do not impact Metro's Carbon fund allocation.

**RECOMMENDED ACTION:**

**JPACT approved Resolution 24-5395 on March 21, 2024 to add ODOT's new Carbon funded Signal System upgrade PGB to the 2024-27 MTIP and now recommends Metro Council provide the final Metro approval for Resolution 24-2395.**

One Attachment: Key 23546 – Summary Locations and Descriptions

### **K23546 Portland & surrounding areas signal system coordination**

The Signal System Coordination Project will include evaluating 62 signalized intersections throughout 5 corridors (7 project locations), throughout Washington and Clackamas Counties including the cities of Happy Valley, Tigard, Sherwood, Hillsboro, and Cornelius. The primary goal of the Signal System Coordination Project is to reduce average fuel consumption and emissions by improving traffic mobility and decreasing travel times, traffic delays and the number of vehicle stops at signalized intersections.

The corridors were selected based on need through input from signal managers and overlaid with census tracts identified through Justice40 criteria – i.e., historically disadvantaged communities facing overburdens including diesel particulate matter exposure, traffic proximity and volume, and income. 36 (58%) of the project’s signal locations fall within census tracts that meet burden thresholds and associated socioeconomic thresholds for disadvantaged communities.

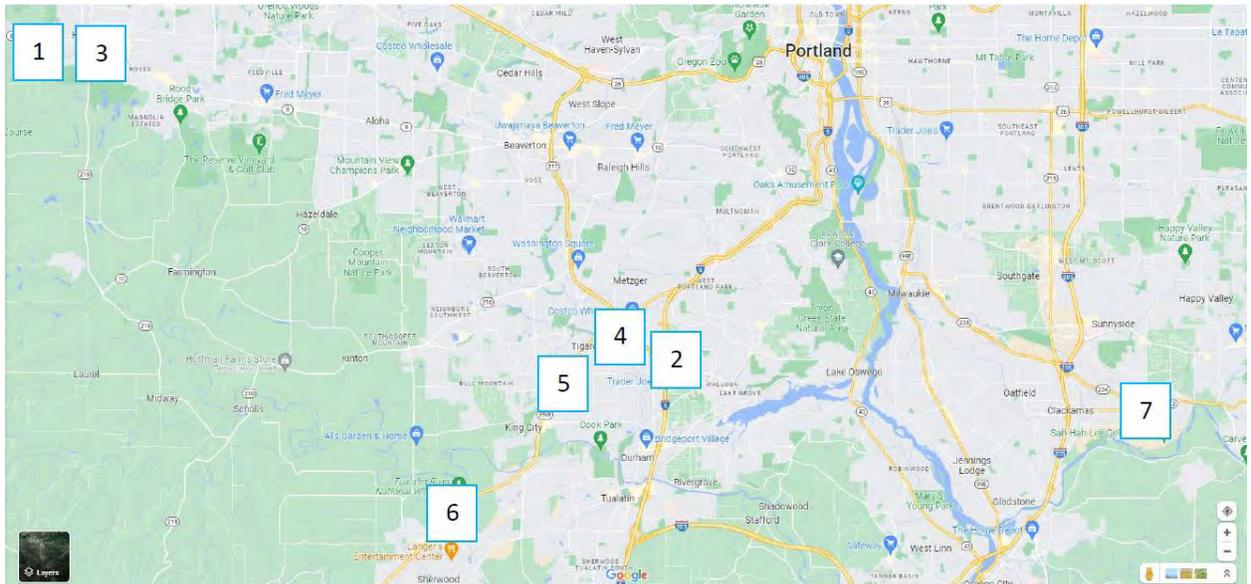
The primary work to be completed by this project is signal corridor retiming. Beyond some minor detection upgrades, there is no plan for major physical upgrades to any intersections. For each identified corridor, the project will complete:

- **Traffic Counts.** Collect traffic data including traffic volume counts and turning movements in order to inform the project traffic models.
- **Component Assessment.** Conduct a signal system hardware and communication components assessment to determine upgrades needed to support the retiming work.
- **Build and Calibrate Traffic Models.** Create and review a traffic model to develop signal system timing coordination plans for each corridor.
- **Implementation.** Implement the new timing plans in the field, and fine-tune them to real traffic conditions. As necessary, install new traffic signal controller equipment, detection, signal heads, and communication infrastructure based on the completed assessment.
- **Post-Implementation Analysis.** Conduct a “before” and “after” analysis and documenting the project benefits.

#### **Project Budget:**

<b>Phase</b>	<b>Planned STIP Year</b>	<b>Phase Total Estimated Cost</b>
Preliminary Engineering	2024	\$539,400
Construction	2025	\$379,900
Other <i>(for post-implementation analysis)</i>	2026	\$80,000
	<b>Total</b>	<b>\$999,300</b>

**Project Location Overview:**



- 1. Tualatin Valley Hwy (OR8) #029 – 3 signals between 20th Ave and 26th Ave (MP 15.72-16.06)  
Sherwood, Washington County**



**2. SW 72nd Ave #144 – 3 signals at OR217 interchange (MP 6.59-6.74)**

*Tigard, Washington County*



**3. Tualatin Valley Hwy (OR8) #029 – 13 signals at downtown Hillsboro couplet (MP 12.69-13.92)**

*Hillsboro, Washington County*



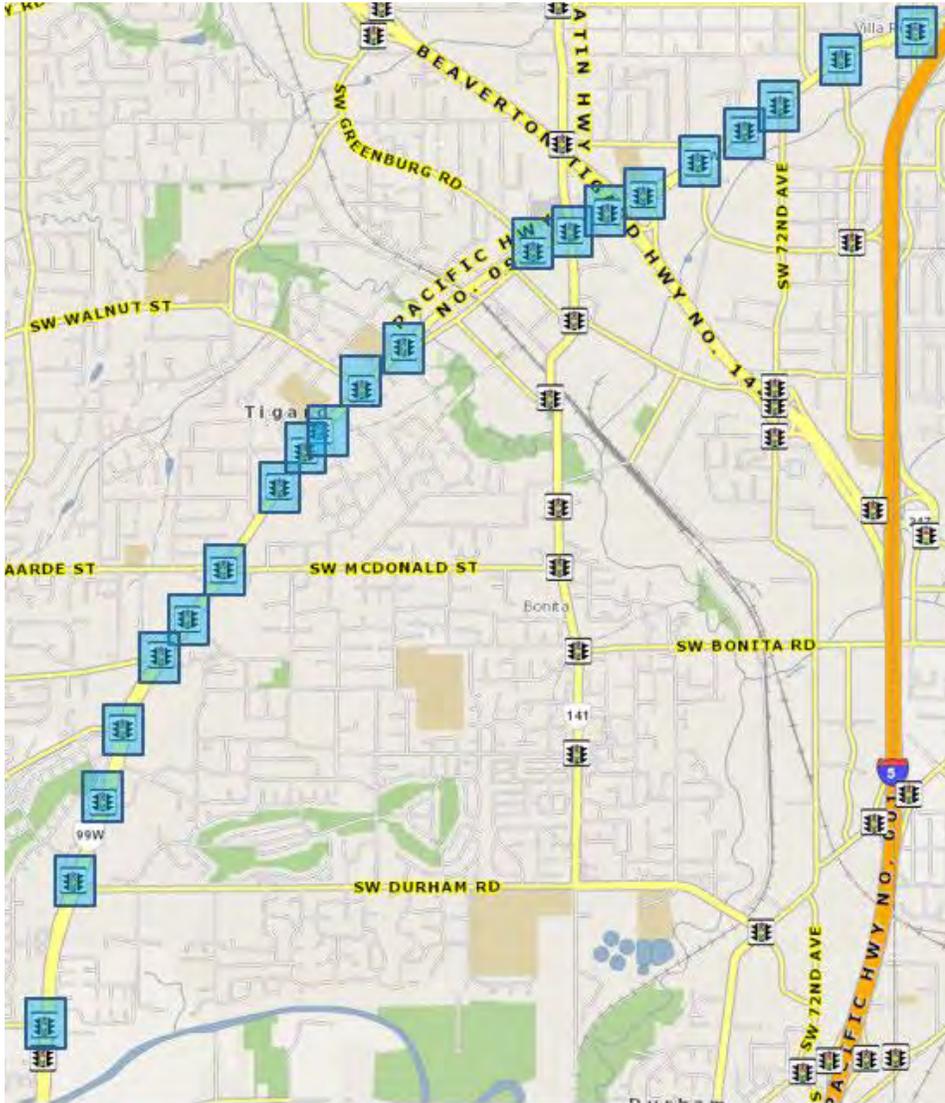
**4. Beaverton-Tualatin Hwy (OR141) #141 – 6 signals between SW Hunziker Rd and SW Sattler St (MP 5.25-6.66)**

*Tigard, Washington County*

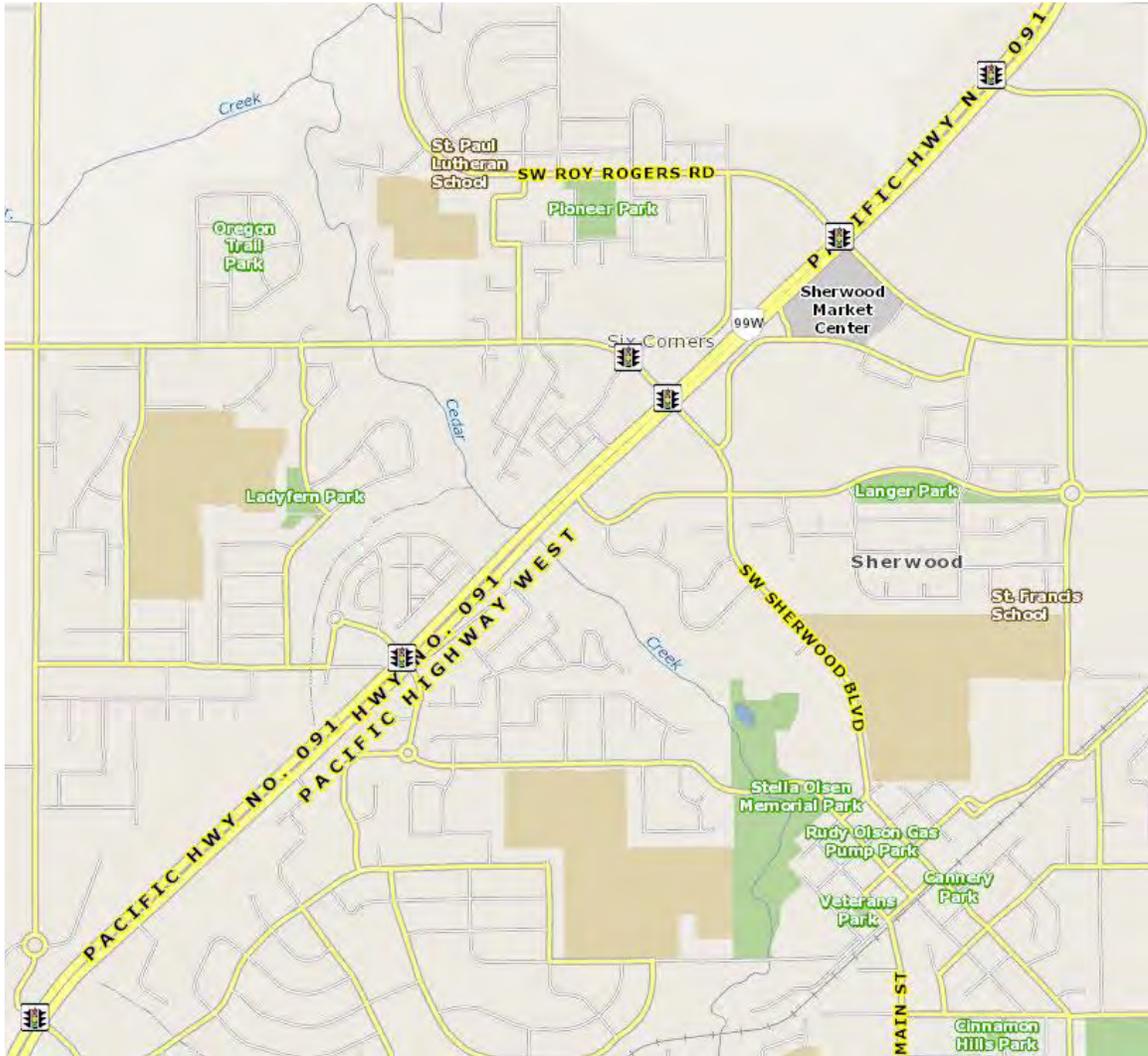


5. Pacific Hwy (OR99W) #091 – 22 signals between SW 64th Ave and SW Fischer Rd (MP 7.56-11.92)

*Tigard, Washington & Multnomah Counties*



- 6. Pacific Hwy (OR99W) #091 – 5 signals between SW Langer Farms Pkwy and SW Sunset Blvd (MP 14.67-16.67)  
*Sherwood, Washington County*



- 7. Clackamas Hwy (OR212/224) #171 – 10 signals between I-205 SB ramp and Rock Creek Junction (MP 4.89-8.20)  
*Happy Valley, Clackamas County*

