

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: January 8, 2021
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: January 2021 MTIP Formal Amendment & Resolution 21-5154 Approval Request

FORMAL AMENDMENT STAFF REPORT

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

BACKGROUND

What This Is:

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

What is the requested action?



TPAC received their official notification on January 8, 2021, and is providing an approval recommendation to JPACT for Resolution 21-5154 consisting of three projects in the January 2021 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

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

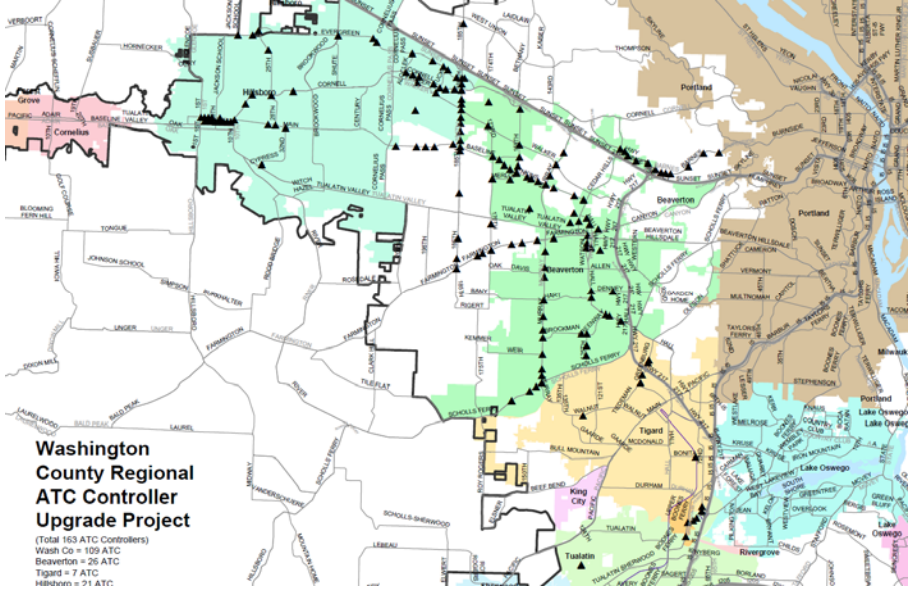
| ODOT Key # | MTIP ID # | Lead Agency | Project Name | Project Description | Description of Changes |
|---|------------|-------------------|--|--|--|
| Project #2 Key NEW TBD | NEW TBD | Washington County | Washington Cnty Regional ATC Controller Project | Replace one hundred and sixty-three (163) older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

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

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

| | |
|-------------------------------------|---|
| | <p>\$901,976 to the project which equals a 57% cost increase to the project. The cost increase is above 20% which requires a formal amendment.</p> <p>Key project benefits include the following:</p> <ul style="list-style-type: none"> Improved safety by restricting some turns to reduce crashes from drivers turning in and out of driveways. Increased safety for all modes of traffic, including pedestrians, with a new signal and crossing at SE 79th Place. |
| Additional Details: | <p>Project Location</p>  <p>SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County) Clackamas County 21636</p>  |
| Why a Formal amendment is required? | Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, projects with a total cost of \$1 million or greater and incur a cost increase greater than 20% require a formal/full amendment. |
| Total Programmed Amount: | The project's total cost increases from \$1,583,644 to \$2,485,620. |
| Added Notes: | None |

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

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| Why a Formal amendment is required? | Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project the MTIP requires a formal/full amendment. |
| Total Programmed Amount: | The total programmed amount for the project is \$1,283,780 |
| Added Notes: | Attachment 1: TSMO Sub allocation TPAC Memo (grant award letter) |

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

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

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment

- Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket
- RTP project cost consistent with requested programming amount in the MTIP
- If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts to include:
 - Safety
 - Asset Management - Pavement
 - Asset Management – Bridge
 - National Highway System Performance Targets
 - Freight Movement: On Interstate System
 - Congestion Mitigation Air Quality (CMAQ) impacts
 - Transit Asset Management impacts

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

- RTP Priority Investment Areas support
- Climate Change/Greenhouse Gas reduction impacts
- Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

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

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

Notes:

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

USDOT Approval Steps:

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

ANALYSIS/INFORMATION

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

RECOMMENDED ACTION:

TPAC received their official notification on January 8, 2021, and is providing an approval recommendation to JPACT for Resolution 21-5154 consisting of three projects in the January 2021 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

1 Attachment: Metro TSMO Award Memo

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

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

Memo Purpose

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

Overview

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

The 2019 TSMO Project Solicitation process included these steps:

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

For more background, please see the application and guidance still posted at

<https://www.oregonmetro.gov/tsmo>.

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

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

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

Recommended Projects

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

Advanced Traffic Controller Projects

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

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

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

All Other Project Applications

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

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

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

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

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

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

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

Next Steps

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

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

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

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

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

Total = \$4,700,000