

Metro is in receipt of the 2021-24 MTIP January 2021 Formal Amendment for Resolution 21-XXXX

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)

Public Notification Comment Opportunities for the January 2021 Formal MTIP Amendment for Resolution 21-XXXX

The public review period for this project amendment is **1/6/2021 and concludes on 2/4/2021, at 5:00 pm**.

Requests to submit comments or concerns about this amendment should be submitted to Summer Blackhorse, via email at summer.blackhorse@oregonmetro.gov.

Subject to revisions to address comments received during the public comment period, the 2021-24 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published. Added note: The Metro Resolution number for this amendment has not yet been assigned. The formal Resolution number will be assigned by JPACT committee date (1/17/2021).

Public comment also may occur by attending one of the two Metro approval committees required for the formal amendment to complete: (1) Transportation Policy Alternatives Committee (TPAC), or (2) at the Joint Policy Advisory Committee on Transportation (JPACT). Public comment can also occur at the Metro Council where the formal amendment receives final Metro approval. Please check the Metro website for the specific committee to see if the amendment is included on that month's agenda.

About MTIP Formal/Full Amendments:

Formal MTIP amendments represent a significant change to a project from the original funding or scope of improvement activities. The various required process steps are intended to demonstrate that as a result of the required changes, no impact upon air conformity is present, plus fiscal constraint is still maintained, and/or the priorities, policies, and goals established in the approved Regional Transportation Plan (RTP) have not changed. Formal MTIP amendments normally fall into one or more of the following categories: (1) Significantly adds, revises, reduces, or changes the project scope of improvement activities. (2) Requires a significant change to the project limits limit (greater than 0.25 miles). (3) Involves a significant cost change (increase or decrease normally 20% or greater). (4) Adds or cancels a project from the MTIP.

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



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

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



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

Formal Amendment
COST INCREASE
Increase PE and ROW phases

Lead Agency: Clackamas County		Project Type:	Safety		ODOT Key:	21636
Project Name: SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	1	ODOT Type	Safety		MTIP ID:	71190
		Performance Meas:	Yes		Status:	3
		Capacity Enhancing:	No		Comp Date:	9/30/2025
		Conformity Exempt:	Yes		RTP ID:	11763
Project Status: 3 = (PE) Preliminary Engineering (NEPA) activities initiated		On State Hwy Sys:	No		RFFA ID:	N/A
Short Description: Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2021		Past Amend:	0
		Years Active:	1		OTC Approval:	No
		STIP Amend #: 21-24-0362			MTIP Amnd #: JA21-06-JAN	
Detailed Description: Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations. In Clackamas County on SE Johnson Blvd from SE 70th Place to HWY 213 North: Install a new signal at SE 79th Place, install a raised median from SE 79th Place to SE 82nd Avenue and complete channelization improvements to allow only right-in, right-out turns at SE 80th Avenue at the Fred Meyer shopping complex driveway						
STIP Description: Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.						
Last Amendment of Modification: Administrative: None. This the first amendment to the project.						

PROJECT FUNDING DETAILS

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

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Cost increase: Update PE and ROW phase costs as part of the PE review.

Amendment Summary:

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

- > Will Performance Measurements Apply: Yes - Safety

RTP References:

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

Fund Codes:

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

Other

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



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Add new Advance Traffic Controller
project

Lead Agency: Washington County		Project Type:	TSMO	ODOT Key:	New
Project Name: Washington Cnty Regional ATC Controller Project	2	ODOT Type	Ops	MTIP ID:	New
		Performance Meas:	Yes	Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No	Comp Date:	12/31/2023
		Conformity Exempt:	Yes	RTP ID:	12074
Short Description: Replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades.		On State Hwy Sys:	No	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	2012-15
		Mile Post End:	N/A	UPWP:	No
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2021	Past Amend:	1
		Years Active:	0	OTC Approval:	Yes
		STIP Amend #:	TBD	MTIP Amnd #:	JN21-06-JAN
Detailed Description: This project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC). ATC Controllers are the latest national and state standards with more functionality and built-in performance software tools and will include local software, and central signal system upgrades (2019 Metro TSMO Award).					
STIP Description: TBD					

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

PROJECT FUNDING DETAILS

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

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add New Project: 2019 Metro TSMO awarded project being added to the MTIP with STBG-U awarded funds

Amendment Summary:

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

RTP References:

- > RTP ID: 12024 - Regional TSMO Corridors Priority Investments for 2018-2027
- > RTP Description: Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real-time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal 4.2 - Travel Management
- > Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

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

Other

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



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

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

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

Last Amendment of Modification: None. Initial project programming occurring

PROJECT FUNDING DETAILS

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

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Split funding: \$1,151,936 of STBG-U funds are transferred to the new Washington County ATC project.

Amendment Summary:

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

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal 4.2 - Travel Management
- > Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

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

Other

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