



August 6, 2008

To: Metropolitan Policy Committee
From: Susan Payne
Subject: Item 5.c: Endorsement of Intelligent Transportation System (ITS)
Earmark Project Proposal

Action Recommended: Endorse ITS project proposal

ODOT is putting together a list of priority projects that will be presented to the Oregon Transportation Commission for endorsement as the “official Commission Earmark Requests List” and subsequent referral to Oregon’s congressional delegation for consideration as earmarks in the new transportation bill.

Modernization projects for consideration have been solicited from each Region following a process very similar to that for projects requesting STIP funding. In July, MPC approved MPO priorities for a list of seven projects which will be forwarded to the Lane County Board of Commissioners and to the OTC.

ODOT is also considering adding other types of projects to the official OTC earmark list. In April, ODOT’s Intelligent Transportation Systems (ITS) manager attended a meeting of the Transportation Planning Committee (TPC) and expressed ODOT’s desire to include an ITS project from this region. He requested that the region put together a proposal of about \$5 million for consideration. If acceptable to ODOT staff and endorsed by the MPO, this project would be presented directly to OTC.

Operations engineers and system managers from Eugene, Springfield, Lane County, ODOT Area 5, Lane Transit District, and the Public Access Network consortium worked together with MPO staff to identify projects of interest to the region. The Beltline Highway corridor including the Delta Highway interchange was chosen based on existing and future congestion and safety issues. ODOT ITS will be the lead agency on the project if funded.

Attachment 1 is the proposal that was developed. It envisions a multi-agency project focused on the Beltline Highway corridor and utilizing an integrated corridor management approach with a toolbox drawn from the Regional ITS Plan (a component of the RTP). If awarded the funds, the first step would be a study to select the most effective set of ITS tools both on and off the state system with the objective of improving flow and reducing accidents in the corridor without degrading the performance of the local arterials. A secondary objective is to develop a coordinated, multi-agency approach to solving operational problems, and to develop ITS capacity, both managerial as well as technical, within the region.

This proposal has been reviewed by ODOT ITS staff and no changes were recommended. TPC also reviewed the project proposal at their meeting on July 24, and unanimously recommended MPC endorsement. With MPC endorsement, it will be released to the ODOT ITS manager for potential inclusion on the project list to be reviewed by OTC.

An earmark project typically requires a 10.27% match. If this project is accepted by OTC and included on the official Commission Earmark Requests List, it is assumed that the recently-issued OTC “Policy on Federal Reauthorization Highway Program Earmark Requests” (Attachment 2) will be followed:

“In advancing these projects, the Department commits to delivering each project if a sufficient earmark is secured by the congressional delegation. The Department shall provide or help provide matching funds and make up any shortfalls for projects on the official Commission Earmark Requests List to ensure these projects are delivered. “

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Attachment 1. Proposed ITS earmark project for Eugene-Springfield Area.

Attachment 2. OTC Policy # 10, Federal Reauthorization Highway Program Earmark Requests. Effective 13 May 2008.

Attachment 3: Letter endorsing ITS earmark project.