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DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
DEVELOPMENT SERVICES BUILDING  
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May 5, 2016

Board of County Commissioners  
Clackamas County

Members of the Board:

**Approval of Amendment No. 1 to Local Agency Agreement No. 29996 with  
Oregon Department of Transportation for the  
Clackamas County Regional Freight Intelligent Transportation System (ITS) Project**

<b>Purpose/Outcomes</b>	Amendment to Local Agency Agreement with ODOT for the Clackamas County Regional Freight Intelligent Transportation System (ITS) Project.
<b>Dollar Amount and Fiscal Impact</b>	Total Project Cost Estimate: \$2,251,198 Federal-Aid STP Funds: \$2,020,000 Road Fund Match (10.27%): \$231,198
<b>Funding Source</b>	Federal-Aid Surface Transportation Program (STP) County Road Fund
<b>Duration</b>	Completion of the Project or ten (10) years following the date of final execution
<b>Previous Board Action</b>	10/02/2014 - BCC Approval to Local Agency Agreement
<b>Strategic Plan Alignment</b>	<ol style="list-style-type: none"> <li>1. This project will help grow a vibrant economy and ensure safe communities by improving safety and travel time reliability on major freight corridors in Clackamas County by deploying Intelligent Transportation System (ITS) technologies.</li> <li>2. Developing Clackamas County Regional Freight Intelligent Transportation System (ITS) Action Plan and implementing high priority projects consisting of traffic signal equipment upgrades and signal re-timing will help address freight mobility (connections to goods and services) and freight related safety.</li> </ol>
<b>Contact Person</b>	Bikram Raghubansh, Project Manager 503-742-4706

**BACKGROUND:**

This is an amendment to the original intergovernmental agreement between Clackamas County and Oregon Department of Transportation (ODOT) to the Clackamas County Regional Freight ITS Project. The scope of the Project is to improve the reliability and safety of the regional freight system by managing freight vehicle delay in known congested areas and improve freight-related roadway design deficiencies within Clackamas County. The project consists of a two part process, which includes the creation of Freight ITS Plan in Phase 1 and Project implementation of that plan in Phase 2.

This amendment will add additional \$1,230,000 to the original \$790,000 Federal-Aid STP funds, bringing the total project estimate from \$880,419 to \$2,251,198. County local match for the project will be \$231,198. Since the Freight ITS Plan is anticipated to identify many more projects than the original funding can address, the additional funds will be used in the implementation of projects identified in the Phase 1 priority list. This additional funding was awarded to the County from Metro's Regional Flexible Funds to address Green Economy and Freight Initiative projects.

This agreement has been reviewed and approved by County Counsel.

**RECOMMENDATION:**

Staff respectfully recommends that the Board of County Commissioners approve the attached Amendment to the original Local Agency Agreement for the Clackamas County Regional Freight Intelligent Transportation System (ITS) Project.

Respectfully submitted,

M. Barbara Cartmill

**AMENDMENT NUMBER 01**  
**Oregon Department of Transportation**  
**Local Agency Agreement**  
**Clackamas County Regional Freight ITS Project**

This is Amendment No. 1 to the Agreement between the **State of Oregon**, acting by and through its Department of Transportation, hereinafter referred to as "ODOT," and Clackamas County acting by and through its elected officials, hereinafter referred to as "Agency" entered into an Agreement on October 15, 2014.

It has now been determined by ODOT and Agency that the Agreement referenced above shall be amended to document the change in the scope and the funding of the original project and to authorize an additional \$1,370,779 in federal STP funds to the total estimated cost of the Project.

1. **Effective Date.** This Amendment shall become effective on the date it is fully executed and approved as required by applicable law.
2. **Amendment to Agreement**

**TERMS OF AGREEMENT Paragraph 1, Page 1, which reads:**

1. Under such authority, State and Agency agree to Agency improving the reliability and safety of the regional freight system by reducing freight vehicle delay in known congested areas and improve freight-related roadway design deficiencies within Clackamas County, hereinafter referred to as "Project." The Project consists of a two part process which includes the creation of Freight ITS Plan in Phase 1 and Project implementation of that plan in Phase 2. The location of the Project is approximately as shown on the detailed map attached hereto, marked "Exhibit A," and by this reference made a part hereof.

**Shall be deleted in its entirety and replace with the following:**

1. Under such authority, State and Agency agree to Agency improving The Clackamas County Regional Freight Intelligent Transportation System (ITS) Project. To improve reliability and safety of the Freight System, this project will deploy several priority ITS improvements on various routes within Clackamas County. ITS improvements may be deployed on some or all of the following freight corridors and employment areas: 1) Milwaukie Expressway (Highway 224) at Lake Road, Pheasant Court, and Johnson Road intersections; 2) OR Highway 212/OR Highway 224, between McKinley Street to Rock Creek Junction, Jennifer Street / Evelyn Street / 102nd Drive; 3) SE 82nd Drive signalized intersection between the Gladstone Interchange and OR Highway 212/OR Highway 224; 4) Wilsonville North/South I-5 connection at Day Road/Elligsen Road/Boones Ferry Road/95th Ave, Wilsonville Road; and 5) Sunnybrook between 97th Avenue and 82nd Avenue. Potential ITS treatments

include signal system upgrades, traffic surveillance cameras, fiber optic communication systems, enhanced traveler information website, freight way finding signs, over height vehicle active warning systems, enhancements at low vertical clearance underpasses, at-grade rail crossing surfacing improvements, weight in motion sensors and radar video counters. The location of the Project is approximately as shown on the detailed map attached hereto, marked "Revised Exhibit A," and by this reference made a part hereof.

**TERMS OF AGREEMENT Paragraph 2, Page 1, which reads:**

2. The Project will be conducted as a part of the Federal-Aid Surface Transportation Program (STP) under Title 23, United States Code. The total Project cost is estimated at \$880,419, which is subject to change. STP urban funds for this Project will be limited to \$880,419. The Project will be financed with STP funds at the maximum allowable federal participating amount, with Agency providing the match and any non-participating costs, including all costs in excess of the available federal funds.

**Shall be deleted in its entirety and replace with the following:**

2. The Project will be conducted as a part of the Federal-Aid Surface Transportation Program (STP) under Title 23, United States Code. The total Project cost is estimated at \$2,251,198, which is subject to change. STP urban funds for this Project will be limited to \$2,020,000. The Project will be financed with STP funds at the maximum allowable federal participating amount, with Agency providing the match and any non-participating costs, including all costs in excess of the available federal funds. **Agency shall be responsible for all remaining costs of the work it incurs, including the 10.27% match for all eligible costs, any nonparticipating costs, and all costs in excess of the available federal funds.**
3. **Counterparts.** This Amendment may be executed in two or more counterparts (by facsimile or otherwise) each of which is an original and all of which when taken together are deemed one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart.
4. **Original Agreement.** Except as expressly amended above, all other terms and conditions of the original Agreement are still in full force and effect. Recipient certifies that the representations, warranties and certifications in the original Agreement are true and correct as of the effective date of this Amendment and with the same effect as though made at the time of this Amendment.

**THE PARTIES**, by execution of this Agreement, hereby acknowledge that their signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

This Project is in the 2015-2018 Statewide Transportation Improvement Program (STIP), Key #18001 and Key #19277 by this reference, as subsequently approved by amendment to the STIP on February 11, 2016.

**Clackamas County**, by and through its  
elected officials

By \_\_\_\_\_

Date \_\_\_\_\_

By \_\_\_\_\_  
Recording Secretary

Date \_\_\_\_\_

**APPROVED AS TO LEGAL  
SUFFICIENCY**

By \_\_\_\_\_  
Agency Counsel

Date \_\_\_\_\_

**Recipient Contact:**

Bikram Raghubansh  
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Oregon City, OR 97045  
503-742-4706  
bikramrag@co.clackamas.or.us

**STATE OF OREGON**, by and through  
its Department of Transportation

By \_\_\_\_\_  
Highway Division Administrator

Date \_\_\_\_\_

**APPROVAL RECOMMENDED**

By \_\_\_\_\_  
Technical Services Manager/Chief  
Engineer

Date \_\_\_\_\_

By \_\_\_\_\_  
State Roadway Engineer

Date \_\_\_\_\_

By \_\_\_\_\_  
Region 1 Manager

Date \_\_\_\_\_

**APPROVED AS TO LEGAL  
SUFFICIENCY**

By \_\_\_\_\_  
Bonnie Heisch,  
Senior Assistant Attorney General

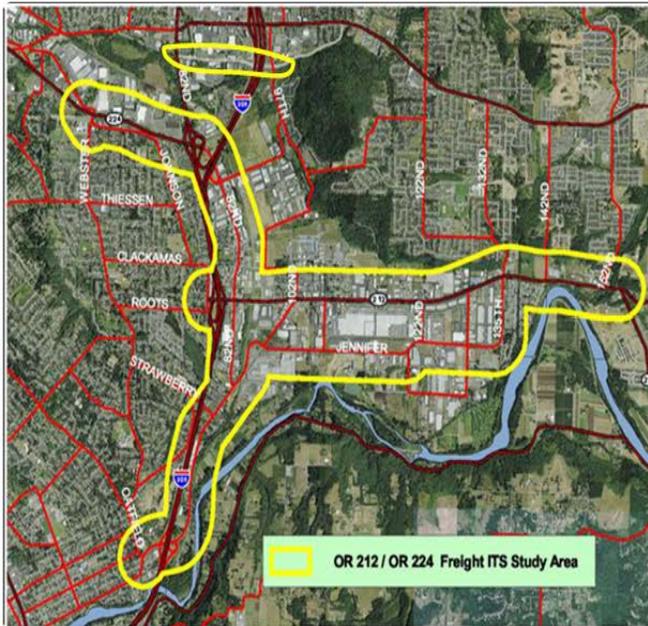
Date: \_\_\_\_\_

**ODOT Contact:**

Mahasti Hastings  
123 NW Flanders Street  
Portland, OR 97209  
503-731-8595  
mahasti.v.hastings@odot.state.or.us

**REVISED EXHIBIT "A"**

**Clackamas County  
Regional Freight ITS Project**



**OR 212/224 Study Area -  
Potential Deployment Area**



**Wilsonville Study Area -  
Potential Deployment Area**

Vicinity Map