

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-26)	RESOLUTION NO. 21-5230
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO AMEND)	Introduced by: Chief Operating Officer
FOUR PROJECTS IMPACTING ODOT ALLOWING)	Marissa Madrigal in concurrence with
FEDERAL APPROVALS AND PHASE OBLIGATIONS)	Council President Lynn Peterson
TO BE APPROVED (DC22-05-DEC))	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, ODOT's review of their proposed Interstate 84 Culverts Repairs project east out to the NE Corbett Hill Road interchange determined that a second phase to the initial project now ready to move forward to construction during federal fiscal year 2022 is required and is being added through this formal amendment which will draw required funding from the phase one project in Key 20363, a separate culverts repair project on US26, and from savings from the HB2017 culvert repairs program; and

WHEREAS, ODOT's review of their I-84 pavement rehabilitation improvement project from I-205 to Marine Drive requires extending the western limits beyond the administrative modification threshold limits to include required rehabilitation efforts and is being accomplished as part the formal amendment without an impact to the project cost and scope of work; and

WHEREAS, ODOT's OR8 safety and signal improvement project from western Beaverton west to Forest Grove would end up being short funded is completing a scope change through the formal amendment to revise scope and funding to allow the project to move forward with the majority of scope elements still intact; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP; and

WHEREAS, RTP consistency check areas included financial/fiscal constraint verification, an assessment of possible air quality impacts, consistency with regional approved RTP goals and strategies, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the December MTIP formal amendment bundle; and

WHEREAS, none of the four projects includes capacity enhancing scope elements, or has an estimated total project cost which exceeds \$100 million dollars negating the need to complete a special amendment performance evaluation against any of the four projects; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on December 3, 2021; and

WHEREAS, JPACT approved Resolution 21-5230 consisting of the December 2021 Formal MTIP Amendment on December 16, 2021 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on January 6, 2021 through Resolution 21-5230 to formally amend the 2021-26 MTIP to with the four projects included in the December formal MTIP amendment bundle.

ADOPTED by the Metro Council this ____ day of _____ 2022.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney