

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015-18)	RESOLUTION NO. 17-4811
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO MODIFY)	Introduced by Chief Operating Officer
AND/OR ADD NEW PROJECTS AS PART OF THE)	Martha Bennett in concurrence with
MAY 2017 FORMAL MTIP AMENDMENT (MY17-)	Council President Tom Hughes
04-MAY) INVOLVING A TOTAL OF NINE)	
AFFECTED PROJECTS FOR ODOT, METRO,)	
TRIMET, AND RIDE CONNECTION)	

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 2015-18 MTIP on July 31, 2014; 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 US Department of Transportation (USDOT) has issued new MTIP amendment submission rules and definitions for Formal and Administrative amendments that both Oregon Department of Transportation (ODOT) and Oregon (Metropolitan Planning Organization) MPOs must adhere to which requires the below project changes to be processed and approved as a formal MTIP amendment; and

WHEREAS, the primary reason for the May 2017 formal MTIP amendment to the nine identified projects is to ensure required changes are made and approved in time to allow federal fund obligations to occur before the end of Federal Fiscal Year 2017; and

WHEREAS, ODOT's I-5: Interstate Bridge Northbound Trunnion Shaft Replacement project in Multnomah County requires an additional \$1,170,000 that will come from the State Bridge program from the 2018-21 STIP and from the Washington Department of Transportation to be added to the Preliminary Engineering phase to complete required tasks and activities for the project; and

WHEREAS, adding to the MTIP ODOT's new Region 1 Bridge Screening Project, estimated at a total of \$2,766,794, which will include the installation of bridge protective screening and bridge rail repair/replacement elements on twelve freeway overpasses in Region, will enable the Preliminary Engineering phase to begin before the end of Federal Fiscal Year 2017 and result in improved safety for motorists; and

WHEREAS, through this formal amendment action to cancel ODOT's OR99E Kellogg Creek project, which initially provided funding for culvert replacement design activities, will enable preliminary engineering funding of \$495,000 of State Surface Transportation Program and matching funds to be

transferred to three other culvert improvement projects, two in Region 2 and one in Region 1, the US30 Corridor new culvert design project; and

WHEREAS, a result of cancelling ODOT's OR99E Kellogg Creek Preliminary Engineering project, ODOT's new U.S.30 Corridor project at mile post 9.08 to 17.68 new culvert design project can be added to the 2015 MTIP with \$196,000 of funds transferred from the OR99E Kellogg Creek project for Preliminary Engineering culvert design activities; and

WHEREAS, ODOT's Key 18502, Traffic Safety Grant Program 2016 project grouping bucket, has been authorized to transfer \$172,200 to the new ODOT project, OR219 at Laurel, Midway, and I-84 at Fairview Ramp as part of ODOT's new High Friction Surface Treatment (HFST) pilot program; and

WHEREAS, ODOT's Public Transit Section determined additional state allocated Surface Transportation Program (STP) funds were available to support Metro's FY 2017 Drive Less Connect Outreach Program and authorized an additional \$207,061 of STP for program activities; and

WHEREAS, the ODOT Public Transit Section provided two funding awards in support of the FTA Section 5310 Elderly and Disabled program areas to TriMet and Ride Connection for both agencies to procure required vehicles, obtain required contracted services, support mobility management needs, and for preventative maintenance requirements; and

WHEREAS, the Oregon Transportation Commission (OTC) approved the required changes to the STIP across multiple meetings between December 2016 and June 2017 enabling them now to complete the MTIP amendment process; and

WHEREAS OTC approval action provides the proof of funding verification in support of the MTIP fiscal constraint requirement; and

WHEREAS, all nine projects were evaluated against seven MTIP review factors to ensure all requested changes and additions can be accomplished legally through the MTIP amendment process; and

WHEREAS, the MTIP review factors included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, air conformity review, fiscal constraint verification, and compliance with MPO MTIP management responsibilities; and

WHEREAS, the MTIP's financial constraint finding is maintained as the project changes and new funding has been verified, or reflect lateral funding to existing programmed projects; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the May 2017 Formal MTIP Amendment; and

WHEREAS, all projects included in the May 2017 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, TPAC received their notification on May 26, 2017; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on June 15, 2017 to formally amend the 2015-18 MTIP to include the May 2017 Formal Amendment bundle of nine projects requiring necessary changes and updates.

ADOPTED by the Metro Council this ____ day of _____ 2017.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney