

## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO. 17-4817 FOR THE PURPOSE OF APPROVING THE 2018-2021 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA**

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Date: June 30, 2017

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#### **PURPOSE**

The 2018-2021 Metropolitan Transportation Improvement Program (MTIP) is a report summarizing all programming of federal transportation funding in the Portland metropolitan region for the federal fiscal years 2018 through 2021. Acting on this resolution would:

- Approve the scheduling of previously allocated federal funding to projects by project phase and fiscal year;
- Define administrative authority to add or remove projects from the 2018-2021 MTIP (as defined in Chapter 6);
- Affirm the region meets federal planning and programming rules and permit submission of the 2018-2021 MTIP to the Governor of Oregon and incorporation into the State Transportation Improvement Program.

#### **BACKGROUND**

The 2018-2021 Metropolitan Transportation Improvement Program (MTIP) is the federally mandated four-year schedule of expenditures (i.e., spending) of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. As a report, the MTIP provides the upcoming four-year implementation schedule of transportation projects in the Portland region. The report must also demonstrate the use of federal funds will comply with all relevant federal laws and administrative rules.

In the Portland metropolitan region, there are three processes which propose programming of federal transportation funds and are therefore reflected in the MTIP. These processes are:

- The Regional Flexible Fund Allocation (RFFA): A process led by the Joint Policy Advisory Committee on Transportation and the Metro Council to allocate the region's discretionary federal transportation funds;
- The allocation of "Fix-It" and "Enhance" funding administered by the Oregon Department of Transportation, which predominately focuses on capital improvements and maintenance on the national highway system; and
- TriMet's Capital Investment Program (CIP) and the South Metro Area Rapid Transit (SMART) Capital Improvement Program (CIP): the processes led by the individual transit operators in region. TriMet's CIP is a 5-year rolling capital improvement program that guides the short term implementation of the 20-year service enhancement plans. The South Metro Area Rapid Transit (SMART) is the transit agency for the City of Wilsonville and allocates transit funding in conjunction with the city budget process.

All the projects and programs selected to receive federal funding through the three processes are summarized in the tables listed in Chapter 5 of the 2018-2021 MTIP (Exhibit A) by lead agency. The tables illustrate the assignment of funds by fund type and the amount of funding by disbursement year for the federal fiscal years 2018 through 2021. There are a number of different federal transportation funds assigned to different projects. This includes Federal Highway Administration (FHWA) funds: surface transportation block grant, congestion mitigation/air quality and the FTA funds new starts, small starts, a program for special needs transportation for seniors and people with disabilities, allocations for bus

purchases and allocations for maintenance of the bus and rail systems. Previous programming of these funds have been updated to reflect project completion as well as changes in construction schedules and project costs.

Additionally, programming changes to the adopted 2015-2018 MTIP that also need to be reflected in the 2018-2021 MTIP, will be tracked by staff during this adoption and approval process. These changes will become effective in the 2018-2021 MTIP immediately following federal approval of the 2018-2021 STIP by the U.S. Department of Transportation.

### **Public Comment for the Draft 2018-2021 MTIP**

The Federal Highway Administration and Federal Transit Administration require Metro and other regional agencies nationwide to make the schedule of MTIP projects available for a 30-day public comment prior to final adoption.

On Monday, April 24, 2017, Metro opened a joint public comment period for the 2018-2021 MTIP and the air quality conformity determination (described in the staff report for Resolution 17-4816). As part of the public comment, Metro developed a four question survey which provided some information about the 2018-2021 MTIP and the air quality conformity determination and asked for feedback. The design of the short survey was a way of gather feedback without having members of the public needing to read the entire 2018-2021 MTIP or the air quality conformity determination. The public comment closed on Tuesday, May 23, 2017.

A total of 147 public comments were received on the 2018-2021 MTIP. In review of the public comments, the following main themes emerged from comments:

- More investment is needed; respondents often focused on their preferred mode (road maintenance, road capacity, light rail, bus service, bike facilities, sidewalks).
- Other types of investments could be reduced (road capacity, light rail or transit generally, bike facilities, sidewalks).
- Investment levels should match current demand (higher number of users or number of trips per mode should have higher level of investment) and/or be self-funding.
- Investments should be made to improve the quality of life for underserved populations but done in a way that doesn't trigger market-based displacement.

The public comment report and a summary of comments received on the draft 2018-2021 MTIP can be found in Appendix VII of Exhibit A.

Staff recommends adoption of the 2018-2021 Metropolitan Transportation Improvement Program with no changes.

The summary of comments and responses can be found in the companion documents, considered under Resolution No. 17-4816.

### **ANALYSIS/INFORMATION**

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** This resolution programs transportation funds in accordance with the federal transportation authorizing legislation. The allocation process is intended to implement the Regional Flexible Fund Allocation (RFFA) process for years 2019 through 2021 as defined by Resolution Nos. 13-4467, 16-4756, and 17-4791. The 2018-2021 MTIP must be consistent with the 2014 Regional Transportation Plan, adopted by Metro Ordinance No. 14-1340. This MTIP must also be determined

to be in conformance with the federal Clean Air Act, which will be accomplished through concurrent action on Metro Resolution No. 17-4816.

3. **Anticipated Effects** Adoption of this resolution is a necessary step to make the transportation projects and programs defined in the 2018-2021 MTIP, provided as Exhibit A, eligible to receive federal funds to reimburse project costs.
4. **Budget Impacts** Adoption of this resolution is a necessary step in making eligible federal surface transportation program funds for planning activities performed at Metro. These impacts have been previously described as a part of the actions on Metro Resolution Nos. 11-4313, 13-4467, and 14-4532. This includes \$5,688,777 of federal funds to be used for planning activities at Metro between 2018-2021. Grant funds allocated to Metro planning require a match totaling 10.27% of project costs. This would include \$647,791 through the course of the 2018-2021 time period. An additional \$10,410,740 of planning and programming activities scheduled and funded to take place in the 2018-2021 MTIP. These funds are subject to being sub-allocated to Metro or other agencies, although Metro would only be responsible for matching the portion of funds sub-allocated to Metro. Further action through the annual Unified Planning Work Program (UPWP) and individual Intergovernmental Agreements (IGA) will be needed to execute these planning activities.

#### **RECOMMENDED ACTION**

Staff recommends approval of Resolution No. 17-4817.