

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR AMENDING	)	RESOLUTION NO. 18-4897
EXISTING PROJECTS TO THE 2018-21	)	
METROPOLITAN TRANSPORTATION	)	Introduced by: “Chief Operating Officer
IMPROVEMENT PROGRAM (MTIP) INVOLVING	)	Martha Bennett in concurrence with
SIXTEEN PROJECTS IMPACTING METRO,	)	Council President Tom Hughes”
ODOT, PORTLAND, SMART, TRIMET, AND	)	
WASHINGTON COUNTY (JN18-11-JUN)	)	

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 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; 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, the Oregon Transportation Commission (OTC) approved ODOT’s request to transfer funding from four illumination and lighting projects including the I-5 - N Denver Ave NB Tunnel Illumination, OR217 – SW Allen Blvd & Denny Rd Interchanges, I-5 at I-205 Interchange, and the I-205 at OR43 project to fully fund the I-5 – Marquam Bridge Electrical & Lighting System Replacement project; and

WHEREAS, higher than expected construction phase bids for the OR99E Rockfall – Oregon City Tunnel to Old Canemah Park project requires and approximately an additional \$400,000 to be added to the project to address both construction and PE phase funding shortfalls ; and

WHEREAS, ODOT’s US30BY (Lombard) Safety Extension project is required to address additional American Disability Act program requirements resulting in a cost increase and a limits adjustment to be North Fiske Ave to North Wilbur for the project, and a decision to split the project in two projects with the second one being US30BY (Lombard) at Fenwick project which will be locally funded and completed by the city of Portland; and

WHEREAS, ODOT has approved PBOT’s request to down-scope the Connected Cully project by removing four of six main scope elements to keep the project within the federal grant funding award limits, but must also complete a second locally funded project consisting of the removed scope elements and will consist of and be in parallel to a Metro Regional Flexible Funding Allocation (RFFA) award project in the Cully neighborhood area to ensure the main scope elements are delivered as promised; and

WHEREAS, PBOT has received ODOT’s approval to re-scope their Highway Safety Improvement Program (HSIP) funding award to address their highest safety upgrades and needs, plus will add \$318,186 of local funds to complete the required safety upgrades; and

WHEREAS, Metro, DEQ, and the State CMAQ Manager have approved Portland's re-scoped Red Electric Trail project to be an off-street bike/ped trail between Bertha Blvd to Capitol Highway and have determined it to be a satisfactory Transportation Control Measure (TCM) suitable substitute, and have evaluated the new air quality emission reduction project analysis and determined the re-scoped project to be acceptable for the continued use of Congestion Mitigation Air Quality (CMAQ) improvement funds; and

WHEREAS, Metro has authorized the annual Regional Travel Options (RTO) funding allocation to SMART and TriMet in the amount of \$81,306 of federal STP for SMART and \$502,626 of federal STP for TriMet for both agencies to assist Metro in the continue efforts to promote and achieve RTO program goals and objectives; and

WHEREAS, continuing preliminary engineering assessments have revealed that the Beef Bend Culvert Replacement Emergency Relief project requires additional environmental mitigation requirements to be added to the scope of work which has impacted the project delivery schedule and required formal FHWA approval to slip the construction phase to 2019, but also will be covered by an approved increase in federal Emergency Relief funds in the amount of \$1,611,551; and

WHEREAS, all amended projects were evaluated against six revised 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, inclusion in the Metro transportation regional models, determination of Regional Significance, fiscal constraint verification, and compliance with MPO MTIP federal management responsibilities; and

WHEREAS, the MTIP's financial constraint finding is maintained as all projects proof of funding has been verified; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the June 2018 Formal MTIP Amendment; and

WHEREAS, all projects included in the June 2018 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 and recommended approval on June 1, 2018 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on June 21, 2018 to formally amend the 2018-21 MTIP to include the June 2018 Formal Amendment bundle consisting of seventeen projects.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2018.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney