

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR)	RESOLUTION NO. 18-4943
AMENDING EXISTING PROJECTS TO THE)	
2018-21 METROPOLITAN TRANSPORTATION)	Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING)	Martha Bennett in concurrence with
FOURTEEN PROJECTS IMPACTING METRO,)	Council President Tom Hughes
ODOT, PORTLAND, AND TRIMET (NV19-04-)	
NOV)		

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, Metro requires an update out to 2030 to the regional 2010 Transportation Systems Management and Operations (TSMO) Strategies Plan which will provide provides money-saving, multimodal solutions that relieve congestion, optimize infrastructure investments, promote travel options plus reduce greenhouse gas emissions, and is now moving forward to complete the updated strategies; and

WHEREAS, changes in how annual Metro planning funds are programmed in the MTIP and STIP in support of the UPWP and other planning efforts resulted in an inadvertent duplicate FY 2018 Surface Transportation Program (STP) planning project added to the MTIP which is now being removed to eliminate the duplication; and

WHEREAS, ODOT has secured funding for the “Package C/Phase 3” construction phase to the I-205 Stafford Rd to OR99E project which requires the cancellation of the I-84 – Farley Slide project from the Statewide Transportation Improvement Program (STIP), reallocating \$3.3 million to the I-205 improvement project, plus will add from their reserves \$838,453 resulting in a new MTIP child project to implement the Utility Relocation phase and Active Transportation Management (ATM) construction Phase 3 component for the I-205 project totaling \$6.2 million dollars which also requires a programming name, limits, and description update to the parent and new child project in the MTIP and STIP; and

WHEREAS, ODOT’s OR217/OR224 Bridge Rail Retrofit and their Region 1 – Bridge Screening and Rail Retrofit possess overlapping scope improvement and location/limit areas that they are being combined to enable a single construction phase to be established that will deliver both projects together more efficiently and economically; and

WHEREAS, the approval of HB2017 provides TriMet state funds in support of their Community Job Connector Shuttles program allowing TriMet to now de-program three-years of FTA sourced federally funded Section 5307 placeholder projects in the MTIP and return the 5307 funds back to their parent Preventative Maintenance projects, and then move forward with state funded Job Connector Shuttle projects when they are ready to be implemented; and

WHEREAS, the scope refinement of the Regional ITS Communications Infrastructure project resulted in a significant scope and lead agency change enabling the project to now be implemented by the city of Portland with an approved scope of work focused on SW Barbur Blvd that will provide preliminary, advanced and final design for the installation of two CCTV cameras, moving one CCTV camera to a different location, and installing 288 count fiber optic cable along Barbur Boulevard; and

WHEREAS, all amended projects were evaluated against seven 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 October 2018 Formal MTIP Amendment; and

WHEREAS, all projects included in the November 2018 (for FFY 2019) 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 November 2, 2018 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on November 15, 2018 to formally amend the 2018-21 MTIP to include the November 2018 (FFY 2019) Formal Amendment bundle consisting of twelve projects.

ADOPTED by the Metro Council this ____ day of _____ 2018.

Tom Hughes, Council President

Approved as to Form:

Nathan A.S. Sykes, Acting Metro Attorney