

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR	)	RESOLUTION NO. 19-5018
AMENDING EXISTING PROJECTS TO THE	)	
2018-21 METROPOLITAN TRANSPORTATION	)	Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING	)	Andrew Scott in concurrence with
THIRTEEN PROJECTS IMPACTING METRO,	)	Council President Lynn Peterson
ODOT, PORTLAND, SMART, TRIMET, AND	)	
WASHINGTON COUNTY (SP20-01-SEP)	)	

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, MTIP amendments now must also include assessments for required performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, the Oregon Department of Transportation (ODOT) secured a Federal Highways Administration \$12 million discretionary grant from the Advance Transportation and Congestion Management (ATCMTD) program in support of statewide Intelligent Transportation System (ITS), and Active Transportation Management Systems (ATMS) improvements and successfully used the I-205 Johnson Creek to Glen Jackson Phase II project with \$14 million in planned ATMS improvements as the match; and

WHEREAS, the I-205 Johnson Creek to Glen Jackson Phase II project first requires a construction phase a programming correction as a result of a net cost change of 20.9% to the project from the construction phase obligation which now requires a formal amendment to correctly state the actual phase obligation amount; and

WHEREAS, ODOT is splitting the ATCMTD grant into nine separate child projects with six located in the Metro MPO boundary area; and

WHEREAS, \$25,000 of ATCMTD grant funds and \$25,000 of ODOT ITS funds will be added to the I-205 Johnson Creek to Glenn Jackson project, but programmed as a separate child project for accounting and tracking purposes titled "I-205 Active Traffic Management" in support of completing required Active Traffic Management improvements; and

WHEREAS, the ATCMTD grant will create a child project, “OR 212.224 Arterial Corridor Management” to implement a variety of ITS/ATMS treatments to improve safety, mobility, and reliability along the congested, industrial OR212/224 corridor in Clackamas County; and

WHEREAS, the city of Portland will participate and lead a ATCMTD grant child project, “NE Airport Way Arterial Corridor Management”, that will deploy ITS infrastructure along Airport Way from 82nd Ave to Riverside Parkway and install message signs, update signal collectors, CCTV cameras, fiber communication, and other ITS improvements; and

WHEREAS, the ATCMTD grant will create a new child project for TriMet, “TriMet Next Generation Traffic Signal Priority”, that will Implement a Next Generation Transit Signal Priority System (TSP), which will allow for fast and reliable high occupancy vehicle travel in TriMet’s service area; and

WHEREAS, Washington County will participate and lead an ATCMTD grant child project, “Cornelius Pass Road Arterial Corridor Management”, that will Implement a variety of Intelligent Transportation System (ITS) treatments to enhance safety and mobility in rural and suburban Washington County and Multnomah County on Cornelius Pass Road; and

WHEREAS, as part of the ATCMTD awarded grant, Metro will lead an Intelligent Transportation System/Transportation System Management and Operations (ITS/TSMO) planning study to develop standardized TSMO/ITS policies for data access and sharing plus required architecture platform supporting shared data; and

WHEREAS, ODOT determined that upon review of their three OR217 improvement projects that they could be combined together for economies of scale and delivery efficiencies resulting in scope and funding combined from project Keys 20473 and 21179 along with adding the construction phase funding for the project into Key 18841 and renaming the project as “OR21: OR10 – OR99W through this formal MTIP amendment; and

WHEREAS, SMART received a discretionary Federal Transit Administration (FTA) Section 5339 funding award from ODOT’s Rail and Public Transit Division Bus Replacement funding program plus their Discretionary Facilities, Equipment, Signage and Shelters program totaling \$555,200 of FTA Section 5339 funds for bus replacements and expansion of their Compressed Natural Gas (CNG) facility; and

WHEREAS, TriMet also received a similar federal transit grant from ODOT’s Rail and Public Transit Division’s discretionary Surface Transportation Program (STP) Bus Replacement Program with a total federal amount of \$1,014,845 for bus replacements; and

WHEREAS, TriMet additionally secured a FTA Section 5339c discretionary grant from FTA’s Fiscal Year 2019 Low or No-Emission Bus Program with a total federal award amount of \$2,088,579 to purchase replacement zero-emission battery electric buses in place of diesel buses; and

WHEREAS, the amendment was subject to MTIP review factors that 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, completing a performance measurements assessment, and compliance with MPO MTIP federal management responsibilities to ensure the changes were in compliance with 23 CFR 450.300-338; 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 September 2019 Formal MTIP Amendment; and

WHEREAS, all projects included in the September 2019 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, JPACT received their notification on September 19, 2019 and requested approval recommendation to Metro Council and recommended approval to the Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on October 3, 2019 to formally amend the 2018-21 MTIP to include the September 2019 Formal Amendment bundle consisting of thirteen projects.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2019.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney