

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR	)	RESOLUTION NO. 19-5046
AMENDING EXISTING PROJECTS TO THE	)	
2018-21 METROPOLITAN TRANSPORTATION	)	Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING	)	Andrew Scott in concurrence with
EIGHT PROJECTS IMPACTING METRO, ODOT,	)	Council President Lynn Peterson
PORTLAND, AND TIGARD (NV20-03-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, 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, MTIP amendments involving planning projects also must successfully meet Unified Planning Work Program (UPWP) consistency assessments in conjunction with the Regional Transportation Plan (RTP) to ensure new federally funded regionally significant planning projects submitted for MTIP inclusion are included in the current UPWP; and

WHEREAS, Metro and Salem resolved an obligation and expenditure status for a past UPWP Transportation System Management and Operations (TSMO) operations project and determined Key 21038, Metro's Regional TSMO Program (2017) project was a duplicate project and could now be removed from the MTIP without issue; and

WHEREAS, Metro and Portland completed a local fund exchange with TriMet for two of their Metro Regional Flexible Fund Allocation (RFFA) funded projects, Central Eastside Intersection Improvements plus their NE 72<sup>nd</sup> Ave from NE Killingsworth to NE Sandy Blvd, and has completed the required-de-federalization programming actions in the MTIP, developed and executed the required local IGA between Metro, TriMet, and Portland which now allows the locally funded projects to be removed from the MTIP and monitored separately as locally delivered projects; and

WHEREAS, ODOT's ongoing project development and review monitoring efforts identified required scope changes to their OR8 at River Rd and US30 NW Saltzman Rd to NW Bridge Ave operations and safety projects to reduce the project scope of approved work for both projects to keep them within their approved budgets ; and

WHEREAS, ODOT will initiate a federally funded planning study to complete multi-modal planning assessment activities to determine the feasibility of replacing the Interstate 5 Bridge across the Columbia River to Vancouver between Oregon and Washington utilizing up to \$8.2 million of federal Redistribution funds; and

WHEREAS, ODOT and Portland's project development update for Portland's Systemic Signal and Illumination project determined that a re-scoping effort was necessary and is completing the down-scoping efforts to remove of four project site locations to ensure the project stays within its authorized budget; and

WHEREAS, ODOT's local project delivery review with the city of Tigard determined the Fanno Creek Trail project required additional construction funding totaling \$1.5 million of local funds and will require additional preliminary engineering actions resulting in the Right-of-Way phase schedule needing to slip to FY 2020 which will then delay the Construction phase from beginning until FY 2021; and

WHEREAS, the November 2019 Formal MTIP 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 accomplished legally; 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 November 2019 Formal MTIP Amendment; and

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

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification, amendment summary overview, and recommended approval to Metro Joint Policy Advisory Committee on Transportation (JPACT) on November 1, 2019; and

WHEREAS, JPACT received their notification on November 21, 2019 and provided an approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on December 5, 2019 to formally amend the 2018-21 MTIP to include the November 2019 Formal Amendment bundle consisting of eight projects.

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

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Sam Chase, Deputy Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney