

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-24	)	RESOLUTION NO. 21-5169
METROPOLITAN TRANSPORTATION	)	
IMPROVEMENT PROGRAM (MTIP) TO	)	Introduced by: Chief Operating Officer
CORRECTLY REFLECT THE NEW METRO STATE	)	Andrew Scott in concurrence with
FISCAL YEAR 2022 UNIFIED PLANNING WORK	)	Council President Lynn Peterson
PROGRAM (UPWP) CONSISTING OF SEVEN	)	
PROJECTS PLUS AMENDING FOUR ADDITIONAL	)	
PROJECTS TO ENSURE THEIR NEXT FEDERAL	)	
APPROVAL STEP CAN OCCUR IMPACTING	)	
METRO, ODOT, AND PORTLAND(AP21-09-APR)	)	

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 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; 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, Metro is now under formal annual obligation targets resulting in additional accountability for Metro to commit, program, obligate, and expend allocated federal formula funds; and

WHEREAS, seven of the eleven projects in April 2021 Formal MTIP Ament Bundle reflect required updates and changes to complete MTIP programming for the State Fiscal Year (SFY) 2022 Unified Planning Work Program (UPWP) to ensure the funds can be obligated by July 1, 2021; and

WHEREAS, the unexpended carryover funds from the SFY 2020 UPWP exceed the 20% funding change threshold and requires the seven UPWP projects to complete a formal/full MTIP amendment; and

WHEREAS, a detailed review determined which approved SFY 2022 UPWP projects can be included in the UPWP Master Agreement and which ones must be programmed as stand-alone projects; and

WHEREAS, funding impacts to the UPWP projects impact Metro's Regional Travel Program, Corridors and Systems Planning, Master Agreement list of Metro annual recurring projects and ODOT Westside Corridor Multimodal Improvements Study; and

WHEREAS, the UPWP Master Agreement list of annual recurring projects consist of federal Planning funds, FTA Section 5303 Transit funds, Surface Transportation Block Grant funds, State Support funds and local funds supporting Regional Transportation Planning projects, Corridor and Area Planning projects, plus Administration and Support projects that total \$8,645,108 for SFY 2022; and

WHEREAS, the April 2021 Formal Amendment includes four non-UPWP related project amendments which include ODOT's OR141 (Hall Blvd), Scholls Ferry Rd to Locust St project which having received OTC approval can now add the construction phase plus funding and move forward toward construction; and

WHEREAS, ODOT has evaluated their OR99W, Rock Creek Northbound Bridge project to install a new bridge rail to meet current safety standards and determined the project can be delayed allowing the funds to be reprogrammed to their Indian Creek bridge project in Region 2; and

WHEREAS, ODOT is adjusting their OR224 repaving project so that it does not overlap with the planned capacity improvement project from Rusk Rd to OR213 allowing the repaving project to progress independently; and

WHEREAS, Portland has completed the required pre-scoping documents for their newly Metro awarded Transportation Systems Management and Operations (TSMO) Local Traffic Signal Controller Replacement project to be programmed in the MTIP and development of the Intergovernmental Agreement to now occur to implement the project; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming that no RTP inconsistencies exist as a result of the project changes from the April 2021 MTIP Formal Amendment; and

WHEREAS, RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the April 2021 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on April 2, 2021; and

WHEREAS, JPACT approved Resolution 21-5169 consisting of the April 2021 Formal MTIP Amendment bundle on April 15, 2021 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on May 6, 2021 to formally amend the 2021-24 MTIP to include the required changes identified in the April 2021 Formal MTIP Amendment Bundle and Resolution 21-5169.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2021.

Approved as to Form:

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Lynn Peterson, Council President

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Carrie MacLaren, Metro Attorney

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