

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-24)	RESOLUTION NO. 21-5177
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO)	Introduced by: Chief Operating Officer
REPROGRAM UNIFIED PLANNING WORK)	Marissa Madrigal in concurrence with
PROGRAM (UPWP) ANNUAL PROGRAM)	Council President Lynn Peterson
ESTIMATES OUTSIDE THE CONSTRAINED MTIP)	
TO AVOID OBLIGATION TARGET CONFLICTS)	
IMPACTING METRO, PLUS ADD ONE AND)	
CANCEL ONE PROJECT IMPACTING MULTNOMAH)	
COUNTY AND ODOT (MA21-10-MAY))	

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, thirteen of the fifteen May 2021 Formal MTIP Amendment Bundle are future year Unified Planning Work Programming (UPWP) project grouping buckets (PGB) being reprogrammed out to federal fiscal year (FFY) 2025) to ensure the funds do not create conflicts with the annual Obligation Targets program; and

WHEREAS, the UPWP PGBs being reprogrammed consist of Metro Regional Flexible Fund Allocation Step One allocations in support of future UPWP Next Corridor Planning, Freight and Economic Development Planning, Regional MPO Planning, and Regional Travel Options (RTO) planning requirements; and

WHEREAS, each year when the annual UPWP is completed and the actual program funding requirements are identified and approved, the required Surface Transportation Block Grant (STBG) funding will be advanced into current UPWP program year to be obligated and expended appropriately without conflicting with the Obligation Targets program requirements; and

WHEREAS, an updated project delivery review for Multnomah County's Starke Street Multimodal Connections project revealed a significant cost increase to the project that was not anticipated resulting in the decision to cancel the project currently and request funding repurposing from ODOT to another eligible project; and

WHEREAS, ODOT approved the Multnomah County funding repurposing request, authorized funding reprogramming, and will commit additional ODOT funds to the new Cornelius Pass Hwy, US 26 to US30 Intelligent Transportation System (ITS) project which will complete various safety and ITS improvements such as upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety; 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 May 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 May 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 May 7, 2021; and

WHEREAS, JPACT approved Resolution 21-5177 consisting of the May 2021 Formal MTIP Amendment bundle on May 20, 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 June 10, 2021 to formally amend the 2021-24 MTIP to include the required changes identified in the May 2021 Formal MTIP Amendment Bundle and Resolution 21-5177.

ADOPTED by the Metro Council this ____ day of _____ 2021.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney