

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-24)	RESOLUTION NO. 21-5182
METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO COMPLETE)	Introduced by: Chief Operating Officer
THE REPROGRAMMING OF UNIFIED PLANNING)	Andrew Scott in concurrence with
WORK PROGRAM (UPWP) ANNUAL PROGRAM)	Council President Lynn Peterson
ESTIMATES IMPACTING METRO, PLUS AMEND,)	
ADD, OR CANCEL SEVERAL PROJECTS)	
IMPACTING ODOT AND TRIMET TO ADDRESS)	
THEIR NEXT FEDERAL APPROVAL STEP (JN21-)	
11-JUN))	

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, Metro is continuing reprogramming out to Federal Fiscal Year (FFY) 2025 Unified Planning Work Programming (UPWP) prepositioned project grouping buckets as part of the June 201 Formal MTIP Amendment Bundle to ensure the funds do not create conflicts with the annual Obligation Targets program; and

WHEREAS, the UPWP PGBs being reprogrammed consist of Safe Routes to Schools (SRTS) projects, Statewide Travel Survey, Transit Oriented Development (TOD), Transportation Systems Management and Operations (TSMO) administration and sub-allocations to awarded projects, and

WHEREAS, the Oregon Transportation Commission's approval of \$327 million for required American Disabilities Act (ADA) curb and ramp improvements enables two ODOT projects located on OR141 and US30 to now progress forward; and

WHEREAS, ODOT's OR99W and US30 Bypass signal and safety improvement project requires a significant project limits adjustment in order to complete final design and engineering activities; and

WHEREAS, ODOT's new Metro Transportation Systems Management and Operations (TSMO) Advance Traffic Controller Upgrade and Deployment project will provide improved traveler safety, plus system operation efficiencies, and will receive the awarded funding from two MTIP pre-positioned project grouping buckets as part of the amendment ; and

WHEREAS, ODOT's I-84 resurfacing project is being canceled from the MTIP as the surface conditions are in better shape than anticipated allowing the project to be delayed until the next STIP cycle; and

WHEREAS, procurement timing difficulties prevents TriMet from moving forward with their CMAQ funded Electric Bus Purchase requiring Metro and TriMet to identify an eligible suitable substitute to apply the CMAQ funds which now will be TriMet's MAX Red Line Extension 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 June 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 June 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 June 4, 2021; and

WHEREAS, JPACT approved Resolution 21-5182 consisting of the June 2021 Formal MTIP Amendment bundle on June 17, 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 July 8, 2021 to formally amend the 2021-24 MTIP to include the required changes identified in the June 2021 Formal MTIP Amendment Bundle and Resolution 21-5182.

ADOPTED by the Metro Council this 8th day of July 2021.

Shirley Craddick, Deputy Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney