

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015-18) RESOLUTION NO. 17-4819
METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO MODIFY) Introduced by Chief Operating Officer
AND/OR ADD NEW PROJECTS AS PART OF THE) Martha Bennett in concurrence with
JUNE 2017 FORMAL MTIP AMENDMENT (JN17-) Council President Tom Hughes
06-JUNE) INVOLVING A TOTAL OF FOUR)
PROJECTS AFFECTING CLEAN WATER)
SERVICES, GRESHAM, PORTLAND, AND ODOT)

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 2015-18 MTIP on July 31, 2014; 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 US Department of Transportation (USDOT) has issued new MTIP amendment submission rules and definitions for Formal and Administrative amendments that both ODOT and Oregon MPOs must adhere to; and

WHEREAS, Clean Water Services determined that an ODOT CMAQ grant was not the appropriate funding source for them to develop a CNG fueling center at their facility and have declined receipt of the grant resulting in the project now being deprogrammed and canceled in the MTIP; and

WHEREAS, awarded federal Transportation Community and System Preservation (TCSP) funds to the city of Gresham for their Division Street Corridor Improvements Project have lapsed and now require the TCSP funds programmed in the Right-of-Way and Construction phases to be deprogrammed and removed from the MTIP while Gresham works on an alternative funding plan for the project which will be addressed in the new 2018 MTIP; and

WHEREAS, this amendment will add Portland's new SW Moody and Bond Ave Corridor Improvements Project to the 2015 MTIP that includes an ODOT \$1,000,000 Immediate Opportunity Fund (IOF) grant enabling Portland to initiate Preliminary Engineering before the end of federal fiscal year 2017 plus be ready for construction before the end of federal fiscal year 2018; and

WHEREAS, ODOT's new OR99W SW Naito Pkwy – SW Huber St Phase 2 Project that is being added to the 2015 MTIP through this amendment will erect two overhead signs to increase sign visibility, safety, and improve way finding in support of findings and mitigation recommendations from the Barbur Road Safety Audit allowing ODOT to obligate the awarded Highway Safety Improvement Program (HSIP) funds and initiate the Preliminary Engineering phase before the end of federal fiscal year 2017; and

WHEREAS, all four projects were evaluated against seven MTIP review factors to ensure all requested changes and additions can be accomplished legally through the MTIP amendment process; and

WHEREAS, the MTIP review factors included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, air conformity review, fiscal constraint verification, and compliance with MPO MTIP management responsibilities; and

WHEREAS, the MTIP's financial constraint finding is maintained as the project changes and new funding has been verified, or reflect lateral funding to existing programmed projects; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the June 2017 Formal MTIP Amendment; and

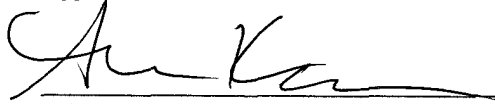
WHEREAS, all projects included in the June 2017 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and


WHEREAS, TPAC received their notification and recommended approval on June 30, 2017; now therefore

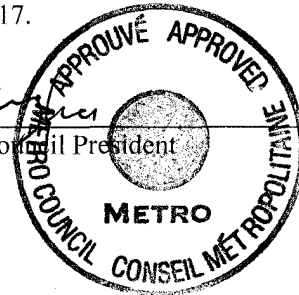
BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on July 20, 2017 to formally amend the 2015-18 MTIP to include the June 2017 Formal Amendment bundle of four projects requiring necessary changes and updates.

ADOPTED by the Metro Council this 10 day of August 2017.

Approved as to Form:


Alison R. Kean, Metro Attorney


Tom Hughes, Council President



2015-2018 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 17-4819



<p align="center">Proposed May 2017 Formal Amendment Bundle Amendment Type: FORMAL, JN17-06-JUNE Total Number of Projects: 4</p>			
ODOT Key	Lead Agency	Project Name	Required Changes
19185	Clean Water Services	ROCK CREEK CNG FUELING INFRASTRUCTURE (HILLSBORO)	Project is being deprogrammed and canceled per ODOT direction. Clean Water Service (planned CMAQ recipient) elected not to receive the CMAQ grant funds.
16986	Gresham	Division Street Corridor Improvements (Gresham)	Deprogram and delete Right-of-Way and Construction phase funding as TCSP funding is no longer available to project. PE phase completed, but no further progress expected. Deprogramming action effectively cancels the project.
21092 New Project	Portland	SW MOODY AVE AND BOND AVE CORRIDOR IMPROVEMENTS	Add new project to the 2015-18 MTIP.
21071 New Project	ODOT	OR99W: SW NAITO PKWY - SW HUBER ST PHASE 2	Add full project to allow PE to obligate the HSIP funds before the end of 2017. Project will erect two overhead signs to increase sign visibility and improve way-finding. Construction phase planned for FFY 2018

Exhibit A to Resolution 17-4819

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19185	70816	Clean Water Services	ROCK CREEK CNG FUELING INFRASTRUCTURE (HILLSBORO)				Other	\$ 3,269,333	
Project Description:			Construct a Compressed Natural Gas fueling station to dispense renewable natural gas.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
CMAQ (State)		Federal	2015					\$ 1,169,000	\$ 1,169,000
Local	Match	Local	2015					\$ 133,797	\$ 133,797
Other	Overmatch	Local	2015					\$ 1,966,536	\$ 1,966,536
Total:			\$ -	\$ -	\$ -	\$ -	\$ 3,269,333	\$ 3,269,333	

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
19185	70832	ODOT	ROCK CREEK CNG FUELING INFRASTRUCTURE (HILLSBORO)				Other	\$ -	
Project Description:			Construct a Compressed Natural Gas fueling station to dispense renewable natural gas.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
CMAQ (State)		Federal	2015					\$ -	
Local	Match	Local	2015					\$ -	
Other	Overmatch	Local	2015					\$ -	
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.								
	2.CMAQ - State: Federal Congestion Mitigation Air Quality (CMAQ) improvement funds allocated to ODOT.								
	Local: Local agency funds provided as the required match to the federal funds.								
Amendment Summary: The amendment deprograms and cancels the project from the 2015 MTIP									

Exhibit A to Resolution 17-4819

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING:									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
16986	70543	Gresham	Division Street Corridor Improvements (Gresham)				Local Road	\$ 1,310,600	
Project Description:			Complete Street construction includes multi-use path sidewalk and pedestrian crossings.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
TCSP	L680	Federal	2013		\$ 161,514				\$ 161,514
Local	Match	Local	2013		\$ 18,486				\$ 18,486
Other	Overmatch	Local	2013		\$ 20,000				\$ 20,000
TCSP	L680	Federal	2017			\$ 211,020			\$ 211,020
Local	Match	Local	2017			\$ 24,152			\$ 24,152
Other	Overmatch	Local	2017			\$ 14,828			\$ 14,828
TCSP	L680	Federal	2017				\$ 460,600		\$ 460,600
Local	Match	Local	2017				\$ 52,718		\$ 52,718
Other	Match	State	2017				\$ 347,282		\$ 347,282
Total:				\$ -	\$ 200,000	\$ 250,000	\$ 860,600	\$ -	\$ 1,310,600
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. TCSP = Transportation Community and System Preservation Program Funds 3. Other = Additional local funds provided by the lead agency (often referred to as overmatch) to cover project phase costs 4. Local = local agency funds provided as the required match to the federal funds.								

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
16986	70543	Gresham	Division Street Corridor Improvements (Gresham)				Local Road	\$ 200,000	
Project Description:			Complete Street construction includes multi-use path sidewalk and pedestrian crossings.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
TCSP	L680	Federal	2013		\$ 161,514				\$ 161,514
Local	Match	Local	2013		\$ 18,486				\$ 18,486
Other	Overmatch	Local	2013		\$ 20,000				\$ 20,000
TCSP	L680	Federal	2017			\$ -			\$ -
Local	Match	Local	2017			\$ -			\$ -
Other	Overmatch	Local	2017			\$ -			\$ -
TCSP	L680	Federal	2017				\$ -		\$ -
Local	Match	Local	2017				\$ -		\$ -
Other	Match	State	2017				\$ -		\$ -
Total:				\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STP-FLX = Federal Surface Transportation Program allocated to ODOT on an annual basis 3. State = Required State matching funds to the federal funds								

Amendment Summary

Right of Way and Construction phase funding deprogrammed and canceled as TCSP federal funding has expired.
Project has not been carried over into the new draft 2018-21 MTIP as well.

Exhibit A to Resolution 17-4819

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING - None **New Project**

PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
21029	TBD	Portland	SW MOODY AVE AND BOND AVE CORRIDOR IMPROVEMENTS				Local Road	\$ 10,270,900	
Project Description:			The project will construct approximately three-tenths of a mile of SW and install new traffic signals on SW Curry Street						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Other	OTH0	Local	2017		\$ 1,000,000				\$ 1,000,000
IOF	S600	State	2018				\$ 1,000,000		\$ 1,000,000
Other	OTH0	Local	2018				\$ 8,270,900		\$ 8,270,900
Total:				\$ -	\$ 1,000,000	\$ -	\$ 9,270,900	\$ -	\$ 10,270,900
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. Other = Additional local funds provided by the lead agency (often referred to as overmatch) to cover project phase costs 3. IOF = State "Immediate Opportunity (grant) Funds" - non federal								

Amendment Summary

This amendment adds the project to the 2015 MTIP enabling the PE phase to be initiated before the end of Federal Fiscal Year (FFY) 2017 to help ensure Construction can begin during FFY 2018

Exhibit A to Resolution 17-4819

2015-2018 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



EXISTING MTIP PROGRAMMING - None New Project

PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
21071	TBD	ODOT	OR99W: SW NAITO PKWY - SW HUBER ST PHASE 2	Highway	\$ 775,000

Project Description: Erect two overhead signs to increase sign visibility and improve way finding

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
HSIP	ZS30	Federal	2017		\$ 162,000				\$ 162,000
HSIP	ZS30	Federal	2018			\$ 50,000			\$ 50,000
HISP	ZS30	Federal	2018				\$ 20,000		\$ 20,000
HSIP	ZS30	Federal	2018					\$ 543,000	\$ 543,000
Total:				\$ -	\$ 162,000	\$ 50,000	\$ 20,000	\$ 543,000	\$ 775,000

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. HSIP = Federal Highway Safety Improvement Program (Fund code of ZS30 =100% federal funds - no match required)

Amendment Summary
 This amendment adds the full project to the 2015 MTIP enabling the Federal PE funds to be obligated before the end of the Federal Fiscal Year 2017. Construction is planned for 2018.

Memo



Date: Tuesday, July 25, 2017
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: June 2017 MTIP Formal Amendment plus Approval Request of Resolution 17-4819

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO MODIFY AND/OR ADD NEW PROJECTS AS PART OF THE JUNE 2017 FORMAL MTIP AMENDMENT (JN17-06-JUNE) INVOLVING A TOTAL OF FOUR PROJECTS AFFECTING CLEAN WATER SERVICES, GRESHAM, PORTLAND, AND ODOT.

BACKGROUND

What this is:

The June 2017 Formal MTIP Amendment bundle contains required changes and updates to four projects. Highlights of the required changes include:

- **Key 19185:**
Impacts ODOT & Clean Water Services' planned Rock Creek Fueling Infrastructure at Hillsboro. The amendment will deprogram the CMAQ plus matching funds and cancel the project from the MTIP & STIP.
- **Key 16986:**
Applies to the city of Gresham's Division Street Corridor Improvements project. The amendment will deprogram lapsed Transportation and Community System Program (TCSP) funds from the Right of Way a (ROW) and Construction phases. Gresham is in progress of developing a new funding plan with additional local funds in place of the TCSP funds.
- **Key 21029:**
The amendment adds the SW Moody Ave and Bond Ave Corridor Improvements project for Portland to the 2015 MTIP allowing the PE phase to be initiated before the end of federal fiscal year 2017.
- **Key 21071:**
The amendment adds ODOT's OR99W SW Naito Pkwy to SW Huber St Phase 2 project to the 2015 MTIP that will erect two overhead signs to increase visibility and improve way finding, plus allow PE to obligate the HSIP funds before the end of 2017.

What is the requested action?

Staff is requesting Metro Council approval of resolution 17-4819 to Metro Council enabling the two new projects, one proposed canceled project, plus one partially deprogramming action to occur in the 2015-18 MTIP allowing final approvals to then occur from USDOT.

A summary of the projects included in the June 2017 Formal MTIP Amendment bundle is provided in the following tables on the next pages.

JUNE 2017 FORMAL AMENDMENT BUNDLE CONTENTS

1. Project: ROCK CREEK CNG FUELING INFRASTRUCTURE (HILLSBORO)	
Lead Agency:	Clean Water Services
ODOT Key Number:	19651
Project Description:	Construct a Compressed Natural Gas (CNG) fueling station to dispense renewable natural gas.
What is changing?	Through this amendment, the project with nearly \$1.17 million of CMAQ plus match for a total of \$3,269,333 is being deprogrammed and canceled from the MTIP and STIP.
Additional Details:	<p>The grant award originates from the ODOT Compressed Natural Gas Infrastructure Program that was approved to award projects that spur clean technology in Oregon and reduce transportation related emissions. Subsequent to the grant award, Clean Water Services decided not to move forward with the construction of the CNG Fueling facility.</p> <p>The federal process to construct a CNG fueling center is complicated. With the associated regulations and requirements when CMAQ funding added to the mix, the effort becomes even more complicated. Clean Water Services' review of the project and requirements resulted in a decision to decline the ODOT CMAQ grant for the Rock Creek Fueling Center. Clean Water Services is still looking at injecting their gas into a pipeline and selling it off-site for vehicle use, but decided that an on-site fueling facility, which is what the ODOT grant would have funded, did not make sense for them at this time.</p>
Why a Formal amendment is required?	Per the STIP & MTIP Amendment Matrix: Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal amendment
Total Programmed Amount:	The project programming will decrease from \$3,269,333 to \$0.
Other and Notes:	The project was a special CMAQ grant award from ODOT.

2. Project: DIVISION STREET CORRIDOR IMPROVEMENTS (GRESHAM)	
Lead Agency:	Gresham
ODOT Key Number:	16986
Project Description:	Complete Street construction includes multi-use path sidewalk and pedestrian crossings.
What is Changing?	This amendment removes the lapsed Transportation Community and System Preservation (TCSP) funds from the ROW and Construction phases. The project will be left with only PE programmed.
Additional Details:	<p>This is a mandated "clean-up" amendment to remove the lapsed TCSP funds from the project before the 2015 MTIP expires. Gresham received a total of \$833,134 in TCSP funding for the project in 2011. As of 2015, only the PE TCSP funds had been obligated. The TCSP funds were awarded with a conditional "year of award plus three years" obligation shelf life requirement. This meant all awarded TCSP funds had to be awarded by September 30, 2014.</p> <p>The city of Gresham requested a funding shelf-life extension from FHWA on 7/22/2014 and provided three primary reasons for the project delay. They included:</p>

	<p>A detailed explanation as to why the extension is needed. What delayed the project?</p> <ul style="list-style-type: none"> o The change associated with FHWA's Map 21 project and the newly acquired NHS status of Division <ul style="list-style-type: none"> ▪ Because Gresham became aware of the Map 21 process after receiving the Division grant, a series of meetings between Gresham, ODOT, Metro & FHWA were needed to sort out what this change meant and how it might affect the project. This caused several months of delay to the original schedule. o Difficulty associated with developing an approvable section in light of the new NHS status <ul style="list-style-type: none"> ▪ The result of the meetings with the parties above resulted in Gresham abandoning the original concept of off-street shared paths and pursue a more conventional on street bicycle arterial cross-section. In order to achieve a layout concept that Gresham felt met the guidance outlined from ODOT, Metro & FHWA, Gresham had to carefully explore existing topographic and right-of-way constraints and investigate feasible options and their impacts. This resulted in an additional four months of delay. o Time associated with getting required consultants under contract <ul style="list-style-type: none"> ▪ ODOT's process and workload caused a significant delay in getting our environmental & right-of-way consultant under contract. The process to get a consulting team under contract and working on the project took over 1 year. Although much of this time overlaps with the delay explained in the 1st 2 bullets, this difficulty getting a consultant under contract added to the delay in developing an acceptable cross-section. <p>The fund extension was denied. FHWA staff directed the city of Gresham to begin working with ODOT for alternative funding options.</p>
Why a Formal amendment?	<p>Changes in Fiscal Constraint by the following criteria: Projects \$1M and over – increase/decrease over 20% require a formal amendment. The cost decrease reflects an 84.7% change in funding which exceeds the 20% threshold.</p>
Total Programmed Amount:	<p>Total programmed amount decreases from \$1,310,600 to \$200,000</p>
Other and Notes:	<p>The city of Gresham is evaluating funding options and developing a new funding plan with local funds for the project. The revised project will be re-added to the 2018 MTIP during the first amendment this Fall.</p>

3. Project:	SW MOODY AVE AND BOND AVE CORRIDOR IMPROVEMENTS
Lead Agency:	Portland
ODOT Key Number:	21029
Project Description:	The project will construct approximately three-tenths of a mile of SW Bond and install new traffic signals on SW Curry Street.
What is Changing?	This amendment adds the project to the 2015 MTIP allowing the PE phase to begin before the end of FFY 2017. The project received an ODOT \$1,000,000 Immediate Opportunity Fund (IOF) grant in support of the project. The remaining required funding for the project will be from local funds. The total project cost is estimated at \$10.27 million.
Additional Details:	<p>The Oregon Business Development (OBDD) and the Oregon Department of Transportation (ODOT) have worked closely with the city of Portland and Oregon Health & Science University (OHSU) on the latter's organization establishment of two new facilities, the Knight Cancer Research Building and the Center for the Health & Healing 2 Facility in the South Waterfront District of Portland's Central City.</p> <p>Completion and operation of the buildings will require transportation improvements to the SW Moody Avenue/SW Bond Avenue Corridor including the extension of SW Bond Avenue between River Parkway and Tilikum Crossing as well as new traffic signals at the intersections of SW Moody Ave and SW Bond Ave with SW Curry Street. A summary of the planned improvements include:</p> <ul style="list-style-type: none"> - Extend SW Bond Ave between SW River Parkway and SW Porter to serve the Knight Cancer Research Building (about 3/10 of a mile) (to be 2 through-lanes, 1 in each direction). - SW Bond extension will connect the existing SW River Pkwy cul-de-sac with Tilikum Crossing and provide a connection to the SW Meade Street extension that will provide access to the Knight Cancer Research Building. - Install new traffic signals at the intersection of SW Moody and SW Curry Street - Install new traffic signals at the intersection of SW Bond and SW Curry Street to serve the Center for Health & Healing 2.

	<ul style="list-style-type: none"> - Include on-street parking access. - Add required street lighting underground utilities. - Add temporary asphalt pedestrian/bicycle facilities to be replaced with permanent 13-foot sidewalks & a separated bike lane upon development of the adjacent sites. <p>The roadway must be elevated for a majority of its extent in order to match the grade of adjacent proposed development and connect to the Tilikum Crossing. As a result, the project will be built in two phases. Retaining walls and fill must be installed and allowed to settle in the first phase, known as surcharge. The second phase includes utility installation, paving, street lights and traffic signals. However, before either phase can begin, contaminated soil must be removed, disposed of, and replaced with fill.</p>
Why Formal?	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a formal/full MTIP amendment.
Total Programmed Amount	The total project programming amount will be \$10,720,900. \$1,000,000 is estimated to complete PE with the remainder in the Construction phase.
Other and Notes:	Construction is planned for 2018.

4. Project:	OR99W: SW NAITO PKWY - SW HUBER ST PHASE 2
Lead Agency:	ODOT
ODOT Key Number:	21071
Project Description:	Erect two overhead signs to increase sign visibility and improve way finding
What is Changing:	The amendment adds the project to the 2015 MTIP enabling the HSIP funds programmed in PE to be obligated before the end of federal fiscal year 2017
Additional Details:	<p>The project supports the Barbur Road Safety Audit (Barbur RSA) implementation. The project is located on Barbur Boulevard (Oregon 99 West) between Southwest Huber Street and Southwest Naito Parkway in Multnomah County. The total cost for the project is approximately \$775,000 and will be funded by the Oregon Department of Transportation (ODOT) Region 1 All Roads Transportation Safety (ARTS) Program via the Road Safety Audit Implementation project in the 2018-2021 Draft STIP.</p> <p>The Oregon Department of Transportation (ODOT) conducted a Road Safety Audit (RSA) in July 2015 on Oregon 99 West (Barbur Boulevard) to identify system-wide and location-specific safety issues including short, intermediate, and long term recommendations for improving safety on Oregon 99 West between Southwest Naito Parkway to Southwest Huber Street in the City of Portland. ODOT has since committed to using the recommendations from the RSA to select and fund projects that support goals for short and intermediate term improvements that will improve safety on the corridor.</p> <p>The Barbur RSA report identified inconsistent signage as one of the key safety issues of Southwest Barbur corridor between Naito Parkway and Capitol Highway and suggested overhead signing to increase sign visibility and improve way finding. ODOT evaluated and prioritized recommendations provided by the Barbur RSA team and identified two overhead signs for priority implementation to improve safety in the corridor:</p> <p>Northbound Oregon 99 West :</p> <ul style="list-style-type: none"> • MP 2.01 – south of Southwest Barbur at Southwest Naito Parkway Split, and • MP 2.2 – north of Southwest Bancroft Street. <p>If the signs are not constructed at these locations, it is possible that ODOT will not fulfill all the safety improvement recommendations in the Barbur Road Safety Audit which could result in more crashes on the corridor.</p>

Why Formal?	Adding or cancelling a federally funded, and regionally significant project to the MTIP/STIP and state funded projects which will potentially be federalized requires a formal amendment.
Total Programmed Amount:	The total project programming amount will be \$775,000 of Highway Safety Improvement Program (HSIP) funds. The HSIP funds are 100% federal and no not require a state or local match.
Other and Notes:	The project was approved by the OTC for inclusion in the STIP during their May 18, 2017 meeting.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against seven MTIP review factors. The seven factors include:

- Project eligibility/proof of funding commitment and verification
- RTP consistency review with the financially constrained element
- RTP goals and strategies consistency
- Amendment type determination; **Formal** or Administrative
- Air conformity review
- Fiscal constraint verification
- MPO responsibilities completion

MPO responsibilities include the completion of a required 30-day public notification period for all projects in the June 2017 Formal Amendment. All four projects have been posted on Metro’s MTIP web page for notification and comment opportunity. **The 30 day public notification period began on June 16, 2017 and was completed on July 17, 2017.** There were no significant comments received requiring a formal response. The projects can be amended as requested and added to the 2015-18 MTIP without issue. TPAC received their notification and presentation of the June 2017 Formal MTIP Amendment on June 30, 2017. JPACT recommended approval of Resolution 17-4819 at their July 20, 2017 meeting.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the June 2017 Formal MTIP amendment will include the following:

- | <u>Action</u> | <u>Target Date</u> |
|---|--------------------|
| • Initiate the required 30-day public notification process..... | June 16, 2017 |
| • TPAC notification and approval recommendation..... | June 30, 2017 |
| • Completion of public notification process..... | July 17, 2017 |
| • JPACT approval recommendation to Council..... | July 20, 2017 |
| • Metro Council approval..... | August 10, 2017 |

USDOT Approval Steps:

- | <u>Action</u> | <u>Target Date</u> |
|--|-----------------------|
| • Metro development of amendment narrative package | August 10, 2017 |
| • Amendment bundle submission to ODOT and USDOT..... | August 11, 2017 |
| • ODOT clarification and approval..... | Mid-late August, 2017 |
| • USDOT clarification and final amendment approval..... | End of August 2017 |

Approval Steps Added Note:

ODOT and USDOT normally expect and require at least 30 days for review and approval of formal amendments submitted to them. On paper, the approval schedule leaves insufficient time for the required review and approvals. However, senior ODOT staff at Salem expressed confidence all required approvals and subsequent fund obligations can occur before the federal fiscal year 2017 obligation window closes as of September 1, 2017.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2015-2018 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 14-4532 on July 31, 2014 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Budget Impacts:** None

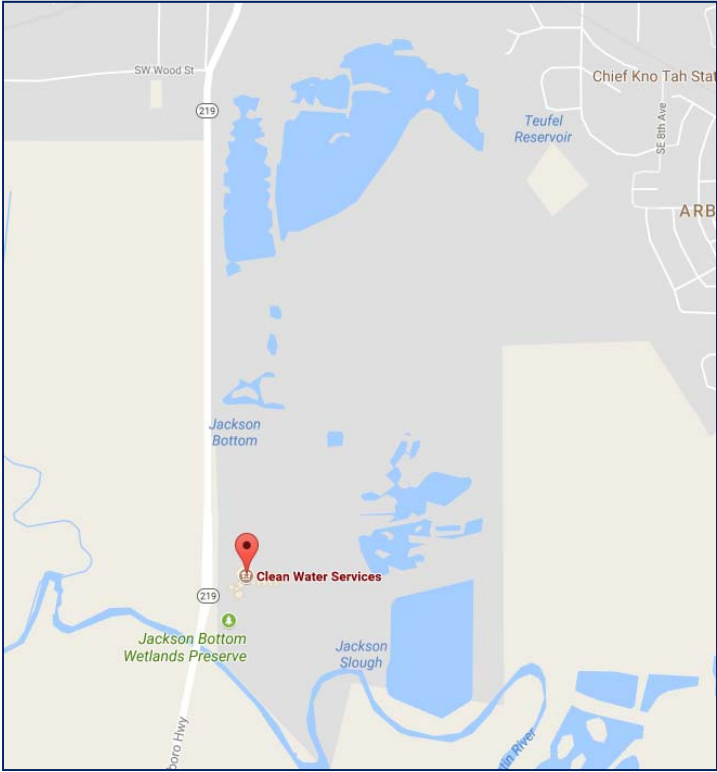
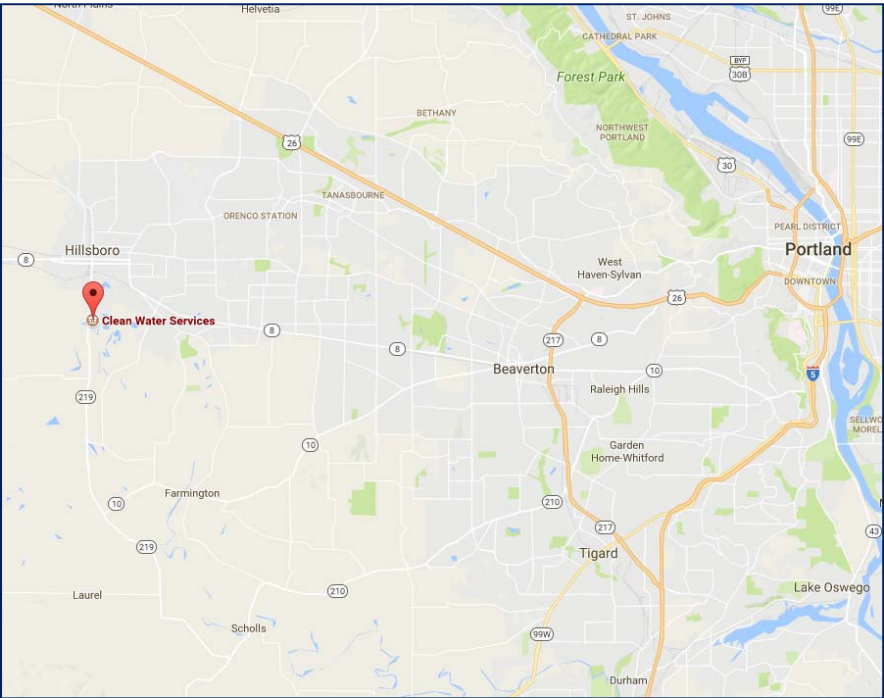
RECOMMENDED ACTION:

JPACT recommends the approval of Resolution 17-4819.

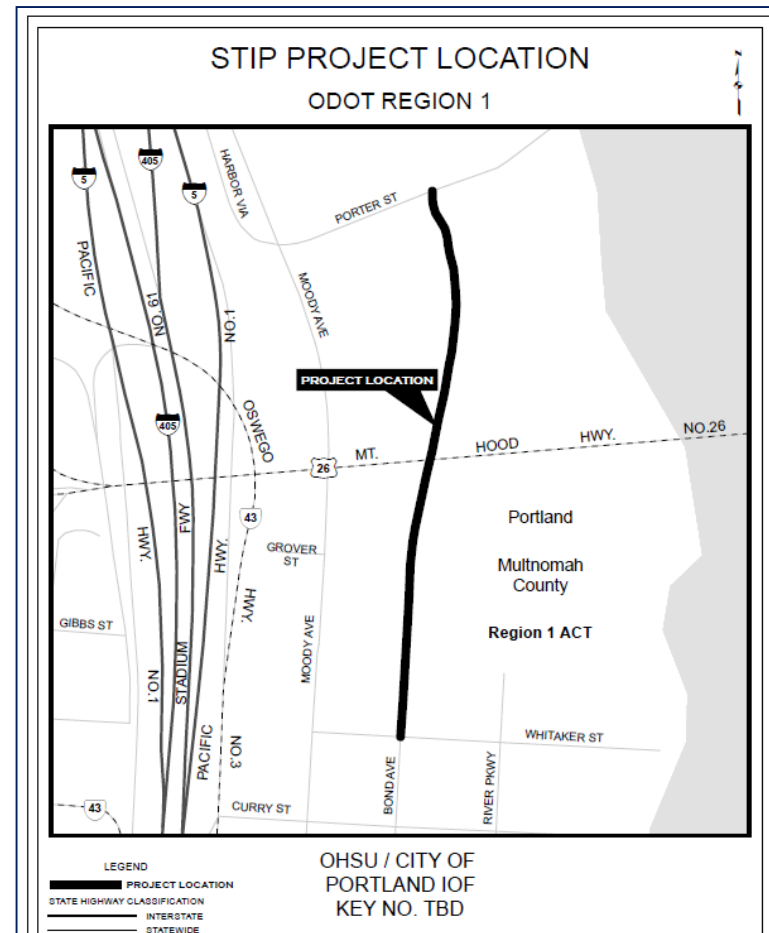
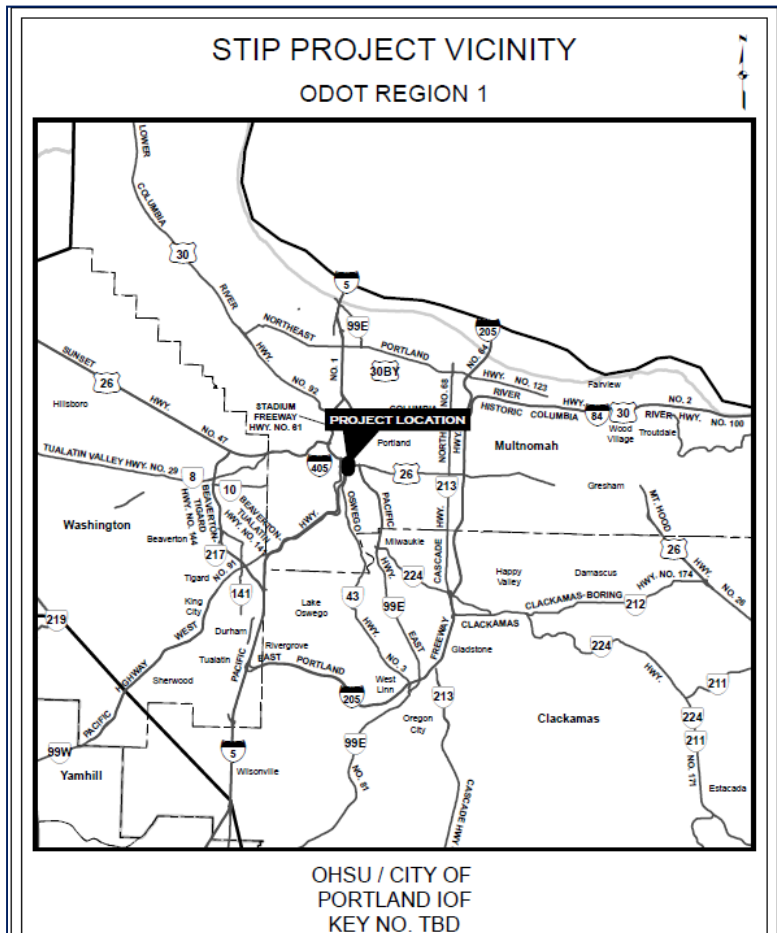
Attachment: Project Location Maps

**JUNE 2017 FORMAL MTIP AMENDMENT
PROJECT LOCATION MAPS
In Support of Resolution 17-4819**

**Key19185
ROCK CREEK CNG FUELING INFRASTRUCTURE (HILLSBORO)**



Key 21029 SW MOODY AVE AND BOND AVE CORRIDOR IMPROVEMENTS



Key 21071
OR99W: SW NAITO PKWY - SW HUBER ST PHASE 2

