

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR) RESOLUTION NO. 19-5037
AMENDING EXISTING PROJECTS TO THE)
2018-21 METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM INVOLVING FOUR) Andrew Scott in concurrence with
PROJECTS IMPACTING PORTLAND,) Council President Lynn Peterson
TUALATIN, TRIMET, AND WASHINGTON)
COUNTY (OC20-02-OCT)

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, Metro, Portland, and TriMet have agreed upon a fund exchange to swap out the unobligated federal Congestion Mitigation Air Quality improvement program funding with local funds to allow the Central City In Motion active transportation and transit improvement project to be delivered faster and more efficiently; and

WHEREAS, the October 2019 Formal MTIP amendment is replacing the CMAQ funds with local funds for the Central City In Motion project in Key 19299 now that required local Intergovernmental Agreement (IGA) among Metro, Portland, and TriMet is close to be completed; and

WHEREAS, the Federal Transit Administration (FTA) has confirmed TriMet's approved Section 5309 Small Starts discretionary funding at approximately \$87.5 million dollars for their Division Transit Project which will implement bus rapid transit (BRT) from Portland's Central Business District east to Gresham; and

WHEREAS, to ensure TriMet can complete and is awarded their FTA Transit Award Management System (TrAMS) grant for the 5309 funds by December 2019, MTIP programming adjustments are being made to cancel TriMet's FY 2019 allocation and advance their FY 2021 5309 allocation to 2020 via a separate administrative modification in the MTIP to meet FTA's 5309 Small Starts grant approval deadline for the Division Transit project; and

WHEREAS, the city of Tualatin received a 2019-21 Regional Flexible Fund Allocation (RFFA) of \$625,000 of federal Surface Transportation Block Grant (STBG) funds in support of project development activities for their SW Herman Rd to support the construction of bike lanes and sidewalks along a half-mile stretch of Herman Road from SW 124th Ave to SE Cheyenne Way and now wish to complete the project development activities with local funds; and

WHEREAS, Metro, Tualatin, and Washington County have agreed to a fund exchange where the SW Herman Rd STBG will be transferred to Washington County's Basalt Creek Parkway Extension project and committed to the Preliminary Engineering (PE) phase with Washington County providing Metro with \$625,000 of local funds from the project to then be used by Tualatin to support project development activities for their SW Herman Rd project; and

WHEREAS, the October 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 October 2019 Formal MTIP Amendment; and

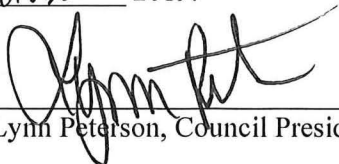
WHEREAS, all projects included in the October 2019 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

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 October 4, 2019; and

WHEREAS, JPACT received their notification on October 17, 2019 and provided an approval recommendation to Metro Council; now therefore

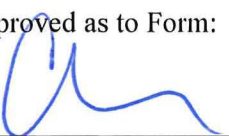
BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on October 31, 2019 to formally amend the 2018-21 MTIP to include the October 2019 Formal Amendment bundle consisting of four projects.

ADOPTED by the Metro Council this 31st day of October 2019.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-5037**



<p align="center">Proposed October 2019 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: OC20-02-OCT Total Number of Projects: 4</p>					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
19299	70677	Portland	Portland Central City Safety Project—Phase 2 Central City In Motion	The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.	FUND EXCHANGE: The amendment replaces the current federal CMAQ funds with local funds. The project will proceed through all implementation phases as a locally funded project. The fund swap is made possible through a fund exchange among Portland, Metro, and TriMet.
20844	70930	TriMet	Division Transit Project (2019)	High capacity transit on Division from Portland Central Business District to Gresham Town Center.	CANCEL PROJECT: The amendment cancels the project from the MTIP as the approved 5309 Small Starts funding for the Division Trans Project will originate from Keys 20445 and 2046 per FTA guidance and direction. The 5309 Small Starts funds are not required as a result to support the Division Transit Project and is being cancelled from the MTIP as a result to avoid funding over programming.
20815	70881	Tualatin	SW Herman Rd: SW 124th Ave - SW Cheyenne Way	In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road (2019-21 RFFA Awarded Project).	CANCEL PROJECT: The amendment cancels the project from the MTIP as the result of a three-way fund exchange among Metro Tualatin, and Washington County. The \$625,000 of Surface transportation Program funding is being transferred to Washington County's Basalt Creek project in Key 19358. Washington County will provide \$625k of local funds from Key 19358 to Metro. Metro will then reimburse Tualatin as the Herman Rd project development study is completed.

19358	70789	Washington County	Basalt Creek Ext: Grahams Ferry to Boones Ferry Rd	This project will complete Basalt Creek Parkway, the key new arterial roadway providing industrial freight access identified in the Basalt Creek Planning Area, a Regionally Significant Industrial Area.	<p>FUND EXCHANGE: The formal amendment completes the Washington County portion to the three-way fund swap among Metro, Tualatin, and Washington County. \$625,000 of Surface Transportation funds from Tualatin's SW Herman Rd project on Key 20815 (also this amendment bundle). The STP funds are being added to the PE phase (along with required match). Washington County is then providing Metro with \$625,000 of local funds that will be used to reimburse Tualatin's SW Herman Rd project in Key 20815. Metro will monitor three way fund exchange through a separate multi-agency Intergovernmental Agreement</p>
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Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
FUND EXCHANGE**
5th Amendment to Project

Lead Agency: Portland	Project Type: Active Trns	ODOT Key: 19299
Project Name: Portland Central City Safety Project – Phase 2 Central City in Motion	ODOT Type: Active Trns	MTIP ID: 70677
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	Performance Meas: Yes	Status: 2
Short Description: The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.	Capacity Enhancing: No	Comp Date: 12/31/2022
	Conformity Exempt: Yes	RTP ID: 11832
	On State Hwy Sys: No	RFFA ID: 50218
	Mile Post Begin: N/A	RFFA Cycle: 2016-18
	Mile Post End: N/A	UPWP: Yes
	Length: N/A	UPWP Cycle: SFY 18
	1st Year Program'd: 2018	Past Amend: 4
	Years Active: 3	OTC Approval: No
Detailed Description: The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City. The project will also fund the preliminary development of a new greenway trail south of the Marquam Bridge, providing access to the new transit bridge serving South Waterfront.		
STIP Description: (Planning Study description): Develop a strategy that identifies multimodal safety projects and prioritizes investments		

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
CMAQ	Mult	2016	\$ 852,000					\$ 852,000
CMAQ	Z400	2020		\$ 648,000				\$ -
CMAQ	Z400	2021			\$ 100,000			\$ -
CMAQ	Z400	2021				\$ 3,900,000		\$ -
CMAQ Planning program codes used = M40E, Z400, M400, L40E, & L400							Federal Totals:	\$ 852,000
Federal Fund Obligations:			\$ 852,000					Federal Aid ID
EA Number:			C3265210					5900(288)
Initial Obligation Date:			9/21/2016					
State Funds								\$ -
							State Total:	\$ -

State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2016	\$ 97,515					\$ 97,515
Local	Match	2020	-	\$ 74,166				\$ -
Other	Local	2020		\$ 722,166				\$ 722,166
Local	Match	2021			\$ 11,445			\$ -
Other	Local	2021		\$ 111,445				\$ 111,445
Local	Match	2021				\$ 446,372		\$ -
Other	Local	2021				\$ 4,346,372		\$ 4,346,372
								\$ -
							Local Total	\$ 5,179,983
Phase Totals Before Amend:			\$ 949,515	\$ 722,166	\$ 111,445	\$ -	\$ 4,346,372	\$ 6,129,498
Phase Totals After Amend:			\$ 949,515	\$ 722,166	\$ 111,445	\$ -	\$ 4,346,372	\$ 6,129,498
							Year Of Expenditure (YOE):	\$ 6,129,498

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment de-programs the PE, ROW, and Construction phase CMAQ from the project and replaces it with local funds from Portland. Portland's will initially complete the project with their local funds. The proposed projects identified in the planning study raised some delivery efficiency questions with the use of CMAQ to complete the project. As a result, Metro, TriMet, and Portland developed a project fund exchange to complete Portland's Central City project with local funds.

The fund exchange has been approved with TriMet to commit the CMAQ to an appropriate CMAQ eligible project. TriMet will provide Metro with the local funds as part of the fund exchange. Metro will reimburse Portland as required. Portland's project will be locally administered and monitored by Metro through a separate IGA. The Central City Safety Project will remain in the 2018-21 MTIP, but will not need to be carried over into the 2021-2026 MTIP. TriMet will use the CMAQ funds to purchase electric buses.

RTP References:

- > RTP IDs: 11832 - Central City Multimodal Safety Improvements, Phase 2
- > RTP Description: Construct high-priority bikeways, pedestrian improvements, and transit priority treatments in the Central City, identified through the Central City Multimodal Project planning phase.
- > Will Performance Measurements Apply: Appears Yes

Fund Codes:

- > CMAQ = Federal Congestion Mitigation Air Quality improvement program funds. CMAQ funds provide funding to support projects that provide a maximum air quality improvement benefit. CMAQ funds are allocated to Metro via a statewide formula allocation
- > Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs
- > Other = Additional local funds contributing to the project beyond the required match.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project .
- > Project is located on the NHS: No
- > Located on the Metro Modeling network: YES. Candidate projects are located along various identified pedestrian parkways or Regional Pedestrian Corridors in the Metro Pedestrian modeling network. The final selected projects will be incorporated into the Pedestrian model as appropriate.
- > Regionally Significant Project: The location of the candidate projects on the Pedestrian model result in the project being identified as Regionally Significant
- > ODOT LAL: . Daniel Ramirez-Cornejo
- > Project Manager or Agency Contact(s): Gabriel Graff, PBOT
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
CANCELLED PROJECT**
5th Amendment to Project

Lead Agency: TriMet	Project Type: Transit	ODOT Key: 20844
Project Name: Division Transit Project (2019)	ODOT Type: Transit	MTIP ID: 70930
	Performance Meas: Yes	Status: T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP	Capacity Enhancing: No	Comp Date: N/A
	Conformity Exempt: Yes	RTP ID: 11590
Short Description: High capacity transit on Division from Portland Central Business District to Gresham Town Center.	On State Hwy Sys: No	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2018	Past Amend: 4
	Years Active: 3	OTC Approval: No

Detailed Description: None

CANCELLED PROJECT

STIP Description: High capacity transit on Division from Portland CBD to Gresham TC.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other/Transit	Total
Federal Funds								
5309-SS	FF40	2020					\$ 7,718,985	\$ 7,718,985
								\$ -
CMAQ Planning program codes used = M40E, Z400, M400, L40E, & L400							Federal Totals:	\$ 7,718,985
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds									
Local	Match	2020	-				\$ 5,145,990	\$ 5,145,990	
								\$ -	
							Local Total	\$ -	
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,718,985	\$ 7,718,985	
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Year Of Expenditure (YOE):								\$	175,000,000

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment cancels the 5309 small starts funds from the 2019 Division Transit Project allocation as for 2019. FTA will approve the FY 2020 and 2021 allocations from Keys 20845 and 20846. Together, they total \$90 million. The project's final approval amount at a 50% federal contribution rate is approximately \$87.5 million of 5309 small start funds. TriMet's grant approval in TrAMS. is estimated to occur by December 2019. Obligating the funds using Keys 20845 and 20846 simplifies the grant approval process for FTA. Key 20844 was slipped into FY 2020 via the STIP Re-Balancing amendment during late July and now is being cancelled from the MTIP. . Key 20846 is currently programmed in 2021 with \$34,688,806 and will be administratively advanced to FY 2020. Deleting Key 20844 doe not negatively impact the project. By advancing Key 20846 into 2020, Key 20844 becomes an unnecessary project in the MTIP.

The Division Transit Project:

TriMet proposes to implement bus rapid transit (BRT) from Portland's Central Business District east to Gresham. The route provides access across the Willamette River over the Tilikum Crossing bridge, which currently is only open to pedestrians, bicycles, and light rail vehicles making its way to the Portland Transit Mall. The Project includes a portion of the reconstruction and expansion of Powell Garage to accommodate and maintain the BRT fleet. The project also includes transit signal priority, a real-time bus arrival information system and the purchase of 33 uniquely branded vehicles. The service is planned to operate every six minutes during weekday peak periods, every 12 minutes during weekday off-peak periods, and every 15 minutes during weekday evenings and weekends. Project Purpose: The Project is intended to improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service. It is expected to minimize travel times while providing important transit connections.

The estimated construction total project cost is \$175 million dollars, The funding originates form multiple sources including FTA (via the FTA Section 5309 Small Starts grant supporting 50% of the project cost, CMAQ funds from Metro/FHWA, State contributions, and various local contributions. The funding contribution split is approximately \$113.84 in federal funds, 0.75 million in state funds and \$60.09 million in local funds . Service is expected to be initiated in 2022. Additional project details can be found on TriMet's website at <https://trimet.org/division/>.

RTP References:

> RTP IDs: 11590 - HCT: Division Transit Project: Capital Construction

> RTP Description: The Division Transit Project will improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service.

Will Performance Measurements Apply: Appears Yes

Fund Codes:

- > 5309 Small Starts = Federal Section 5309 Small Starts funding allocated by FTA in a discretionary basis to support capital transit improvements.
- > Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs
- > Other = Additional local funds contributing to the project beyond the required match.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project .
- > Project is located on the NHS: No
- > Located on the Metro Modeling network: YES. Candidate projects are located along various identified pedestrian parkways or Regional Pedestrian Corridors in the Metro Pedestrian modeling network. The final selected projects will be incorporated into the Pedestrian model as appropriate.
- > Regionally Significant Project: The location of the candidate projects on the Pedestrian model result in the project being identified as Regionally Significant
- > ODOT LAL: . Daniel Ramirez-Cornejo



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
CANCELLED PROJECT
2nd Amendment to Project**

Lead Agency: Tualatin	Project Type:	Planning	ODOT Key:	20815
Project Name: SW Herman Rd: SW 124th Ave - SW Cheyenne Way	ODOT Type	Planning	MTIP ID:	70881
	Performance Meas:	No	Status:	A
Project Status: A = In approved MTIP moving forward to obligate funds	Capacity Enhancing:	No	Comp Date:	N/A
	Conformity Exempt:	Yes	RTP ID:	10715
Short Description: In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road (2019-21 RFFA Awarded Project).	On State Hwy Sys:	No	RFFA ID:	50292
	Mile Post Begin:	N/A	RFFA Cycle:	2019-21
	Mile Post End:	N/A	UPWP:	No
	Length:	N/A	UPWP Cycle:	N/A
	1st Year Program'd:	2019	Past Amend:	1
	Years Active:	2	OTC Approval:	No

Detailed Description: In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road (2019-21 RFFA Awarded Project) (UPWP Regionally Significant Project)

STIP Description: Complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Rd

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	2230	2020	\$ 625,000					\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
							State Total:	\$ -

State Fund Obligations:							
EA Number:							
Initial Obligation Date:							
Local Funds							
Local	Match	2020	\$ 71,534				\$ -
Local	Match	2020	\$ 28,466	-			\$ -
							\$ -
						Local Total	\$ -
Phase Totals Before Amend:			\$ 725,000	\$ -	\$ -	\$ -	\$ 725,000
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):							\$ -

Notes and Summary of Changes:
Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:
The formal amendment de-programs the STBG and transfers it to Washington County's Basalt Creek Pkwy improvement project in Key 19358. Tualatin has agreed to provide Washington County the STBG in exchange for local funds to complete the Herman Rd project development effort. Washington County will provide Metro the \$625,000 of local funds. Tualatin will complete reimbursements through Metro to complete project development activities for Herman Rd. The 625,000 of STBG will be re-programmed to the Basalt Creek Parkway's PE phase in Key 19358. As a result of the three-way fund exchange, Tualatin's Herman Road project will only require local funds and can be canceled from the MTIP and STIP, Metro will provide local oversight of the Herman Rd project development project study.

RTP References:
> RTP IDs: 10715 - Herman
> RTP Description: To improve safety and add active transportation options: Upgrade this road section to urban standards with sidewalks, bicycle lanes and curbs/gutters.
Will Performance Measurements Apply: Appears No

Fund Codes:
> STBG = Federal Surface Transportation Block Grant funds allocated to Metro. Metro then awards a portion of the STBG annual allocation to eligible Regional Flexible Fund Allocation (RFFA) awarded projects. STBG funds may be used for various transportation system improvements.
> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs
> Other = Additional local funds contributing to the project beyond the required match.

Amendment Review and Development Personnel:
> Exemption Status: Exempt project . Project is located on the NHS: No Located on the Metro Modeling network: YES. Minor Arterial in the Motor Vehicle Network
> Regionally Significant Project: N/A ODOT LAL: . N/A Metro Manager: Grace Cho Project Manager or Agency Contact(s): N/A
> Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
FUND EXCHANGE**
2nd Amendment to Project

Lead Agency: Washington County	Project Type: Modern	ODOT Key: 19358
Project Name: Basalt Creek Ext: Grahams Ferry to Boones Ferry Rd	ODOT Type: Capital	MTIP ID: 70789
	Performance Meas: Yes	Status: 4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	Capacity Enhancing: Yes	Comp Date: 1/31/2023
	Conformity Exempt: No	RTP ID: 11470
Short Description: This project will complete Basalt Creek Parkway, the key new arterial roadway providing industrial freight access identified in the Basalt Creek Planning Area, a Regionally Significant Industrial Area.	On State Hwy Sys: No	RFFA ID: 50296
	Mile Post Begin: N/A	RFFA Cycle: 2019-21
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2016	Past Amend: 1
	Years Active: 5	OTC Approval: No

Detailed Description: This project will complete Basalt Creek Parkway, the key new arterial roadway providing industrial freight access identified in the Basalt Creek Planning Area, a Regionally Significant Industrial Area. The extension of Basalt Creek Pkwy would have an east-west alignment that would cross the Seely Ditch with a 600 ft long bridge at a location that minimizes bridge length and provides excellent slopes to support a bridge structure.

STIP Description: Construct a new arterial roadway providing industrial freight access in the Basalt Creek Planning Area. The extension of the parkway is an east-west alignment crossing the Seely Ditch with a 600 ft long bridge.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP-U	Z230	2016		\$ 2,132,000				\$ -
STP-U	Z230	2016		\$ 2,757,000				\$ 2,757,000
STBG-U	Z230	2020			\$ 2,805,879			\$ 2,805,879
								\$ -
							Federal Totals:	\$ 5,562,879
Federal Fund Obligations:				\$ 2,132,000				Federal Aid ID
EA Number:				PE002708				C067(109)
Initial Obligation Date:				8/16/2019				
State Funds								
								\$ -
							State Total:	\$ -

State Fund Obligations:						
EA Number:						
Initial Obligation Date:						

Local Funds							
Local	Match	2016	\$ 244,017			\$ -	
Local	Match	2016	\$ 315,551			\$ 315,551	
Local	Match	2020		\$ 321,145		\$ 321,145	
Other	OV	2020		\$ 873,976		\$ 873,976	
Other	OTH	2021				\$ 28,798,000	
Other	OTH	2021				\$ 28,173,000	
						\$ -	
						\$ -	
						Local Total	\$ 29,683,672
Phase Totals Before Amend:	\$ -	\$ 2,376,017	\$ 4,001,000	\$ -	\$ 28,798,000	\$ 35,175,017	
Phase Totals After Amend:	\$ -	\$ 3,072,551	\$ 4,001,000	\$ -	\$ 28,173,000	\$ 35,246,551	
Year Of Expenditure (YOE):						\$	35,246,551

Notes and Summary of Changes:
 Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:
 The formal amendment adds \$625,000 of federal STP funds to the PE phase to support continued PE activities to complete the PS&E package. STP funds originate from Key 20815, Tualatin's SW Herman Rd - SW 124th Ave to SW Cheyenne Way project development project. The second part of the fund exchange requires Washington County to provide Metro with \$625,000 of local funds (pulled from the Construction phase. At this time the construction phase does not require backfill. If the Construction phase is higher, a project amendment will occur at the 90% design/plans completion point. Through a multi-agency IGA, Metro will reimburse Tualatin for costs to complete their SW Herman Rd project. Tualatin will complete their project now with only local funds. The net change to Washington County's Basalt Rd project is that it increases by \$71,534 to an estimated \$35,246,551.

RTP References:
 > RTP IDs: 11470 - Basalt Creek Parkway
 > RTP Description: Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting.
 > Will Performance Measurements Apply: Appears Yes

Fund Codes:
 > STP/STBG-U = Federal Surface Transportation Program/Surface Transportation Block Grant allocated to Metro through an annual formula allocation. A portion of these funds are awarded on a competitive basis to local agencies through the Regional Flexible Fund Allocation (RFFA) program
 > Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs
 > Other = Additional local funds contributing to the project beyond the required match.

Amendment Review and Development Personnel:
 > Exemption Status: Non Exempt project. The new Basalt Rd extension has been modeled in the 2018 RTP Motor Vehicle network
 > Project is located on the NHS: No Located on the Metro Modeling network: YES. Will be come a major arterial in the Metro Motor Vehicle modeling network
 > Regionally Significant Project: Yes - federal funds and inclusion in the motor vehicle network
 > ODOT LAL: . Justin Bernt Project Manager or Agency Contact(s): Melissa De Lyser, Public Affairs and Communications Manager
 > Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia

Memo



Date: Friday, October 18, 2019
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: October 2019 MTIP Formal Amendment & Approval Request of Resolution 19-5037

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING FOUR PROJECTS IMPACTING PORTLAND, TUALATIN, TRIMET, AND WASHINGTON COUNTY (OC20-02-OCT)

BACKGROUND

What This Is:

The October 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle (for FFY 2020) contains required changes and updates impacting Portland, Tualatin, TriMet, and Washington County. Four projects comprise the amendment bundle.

What is the requested action?

JPACT recommends Metro Council approval for Resolution 19-5037 and the October 2019 Formal MTIP Amendment to be amended correctly into the 2018 MTIP and with final approval to occur from USDOT.

Proposed October 2019 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: OC20-02-OCT Total Number of Projects: 4					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
19299	70677	Portland	Portland Central City Safety Project - Phase 2 Central City In Motion	The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.	FUND EXCHANGE: The amendment replaces the current federal CMAQ funds with local funds. The project will proceed through all implementation phases as a locally funded project. The fund swap is made possible through a fund exchange among Portland, Metro, and TriMet.
20844	70930	TriMet	Division Transit Project (2019)	High capacity transit on Division from Portland Central Business District to Gresham Town Center.	CANCEL PROJECT: The amendment cancels the project from the MTIP as the approved 5309 Small Starts funding for the Division Trans Project will originate from Keys 20445 and 2046 per FTA guidance and direction. The 5309 Small Starts funds are not required as a result to support the Division Transit Project and is being cancelled from the MTIP as a result to avoid funding over programming.

20815	70881	Tualatin	SW Herman Rd: SW 124th Ave - SW Cheyenne Way	In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road (2019-21 RFFA Awarded Project).	CANCEL PROJECT: The amendment cancels the project from the MTIP as the result of a three-way fund exchange among Metro Tualatin, and Washington County. The \$625,000 of Surface transportation Program funding is being transferred to Washington County's Basalt Creek project in Key 19358. Washington County will provide \$625k of local funds from Key 19358 to Metro. Metro will then reimburse Tualatin as the Herman Rd project development study is completed.
19358	70789	Washington County	Basalt Creek Ext: Grahams Ferry to Boones Ferry Rd	This project will complete Basalt Creek Parkway, the key new arterial roadway providing industrial freight access identified in the Basalt Creek Planning Area, a Regionally Significant Industrial Area.	FUND EXCHANGE: The formal amendment completes the Washington County portion to the three-way fund swap among Metro, Tualatin, and Washington County. \$625,000 of Surface Transportation funds from Tualatin's SW Herman Rd project on Key 20815 (also this amendment bundle). The STP funds are being added to the PE phase (along with required match). Washington County is then providing Metro with \$625,000 of local funds that will be used to reimburse Tualatin's SW Herman Rd project in Key 20815. Metro will monitor three way fund exchange through a separate multi-agency Intergovernmental Agreement

A detailed summary of the amended projects is provided in the tables on the following pages.

Project 1:	Portland Central City Safety Project - Phase 2 (Central City In Motion)		
Lead Agency:	Portland		
ODOT Key Number:	19299	MTIP ID Number:	70677
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements (Project Development Phase): <ul style="list-style-type: none"> ○ The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City. ○ The project will also fund the preliminary development of a new greenway trail south of the Marquam Bridge, providing access to the new transit bridge serving South Waterfront. ○ The final deliverable will be a list of projects to fund pedestrian and bicycle improvements ○ The implementation phase will use the remaining Regional Flexible Fund Allocation (RFFA) award to fund specific projects that emerge from the project development study. • Source: Existing MTIP project • Funding: FHWA Congestion Mitigation Air Quality (CMAQ) funds to complete project development activities awarded from 2008-11 RFFA project call • Type: Active Transportation/Transit/Safety • Location: The PBOT "Central City In Motion" project development study recommends a total of 18 projects to provide various active transportation, transit, and safety upgrades throughout the Portland central city region. • Cross Streets: N/A - various locations recommended • Mile Post Limits: N/A 		

- Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) Project is now ready to move out of pre-NEPA, project development into NEPA and Preliminary Engineering (PE)
- STIP Amendment Number: TBD
- MTIP Amendment Number: OC20-02-OCT

AMENDMENT ACTION: FUND EXCHANGE

Originally named the Central City Safety Improvement Project – Phase 2, the revised project name of Central City In Motion will complete a formal MTIP amendment to de-program the remaining awarded unobligated CMAQ funding with local funds.

A total of \$5.5 million of federal RFFA funds were awarded to the project from the 2008-2011 RFFA call. \$852,000 of CMAQ (and local match) was programmed in support of required project development activities. \$4,648,000 remain of awarded RFFA funds to support PE, Right-of-Way (ROW), and Construction phase needs.

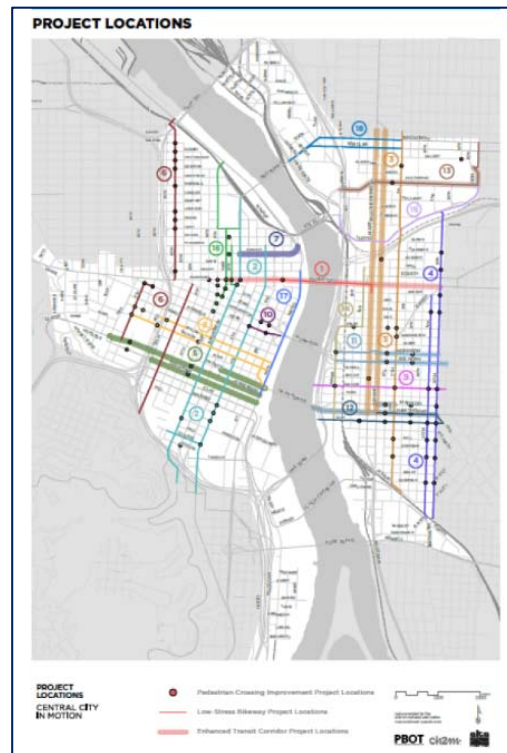
LEAD AGENCY		Portland					
PROJECT NAME		Portland Central City Safety Project - Phase 2					
Project IDs		Project Description			Project Type		
ODOT KEY	19299	The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.			Bike		
MTIP ID	70677						
RTP ID	10232						
Phase							Year
Preliminary engineering		2020	CMAQ - Urban	\$648,000	\$74,166	\$0	\$722,166
Purchase right of way		2021	CMAQ - Urban	\$100,000	\$11,445	\$0	\$111,445
Construction		2021	CMAQ - URBAN	\$3,900,000	\$446,372	\$0	\$4,346,372
FY 18-21 Totals				\$4,648,000	\$531,983	\$0	\$5,179,983
Prior Years' Totals				\$852,000	\$97,515	\$0	\$949,515
Estimated Project Cost (YOES)				\$5,500,000	\$629,498	\$0	\$6,129,498

What is changing?

The Central City In Motion project was designed to be implemented in two stages. First, Portland would complete the project development study to develop a final list of priority projects eligible for CMAQ funds. Second, a portion of the final list of projects would be funded with the awarded CMAQ from the Metro RFFA call.

\$5,179,983 of CMAQ and local match from the total award was committed and programmed in the MTIP for the Construction phase. However, upon receipt of the Central City In Motion Implementation Plan, delivery discussions began to emerge.

The estimated costs of the 18 recommended projects covering an implementation period of five years totaled \$35.7 million which greatly exceed the \$4.3 construction phase funding amount. Questions emerged concerning how much “bang for the buck” could be achieved if the selected



	<p>projects remained federalized. PBOT indicated they could deliver the projects faster if they were locally funded and maximize funding efficiencies.</p> <p>Recommended projects for implementation</p> <p>1-5 Year Project Recommendations Projects are not listed in priority order</p> <table border="1"> <thead> <tr> <th rowspan="2">#</th> <th rowspan="2">NAME/DESCRIPTION</th> <th rowspan="2">APPROXIMATE COST</th> <th colspan="3">PRIMARY ELEMENTS</th> </tr> <tr> <th>Transit Priority</th> <th>Safer Crossings</th> <th>Low-stress Bikeways</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Burnside (from W 10th to E 12th)</td> <td>\$5.5M</td> <td>x</td> <td>x</td> <td>x</td> </tr> <tr> <td>2</td> <td>Broadway (from SW Grant to Broadway Bridge) 4th Avenue (from SW Caruthers to NW Flanders) , and SW College</td> <td>\$6.6M</td> <td></td> <td>x</td> <td>x</td> </tr> <tr> <td>3</td> <td>NE/SE 7th Avenue (from Sullivan's Span to Division)</td> <td>\$4.5M</td> <td></td> <td>x</td> <td>x</td> </tr> <tr> <td>3</td> <td>Grand</td> <td>\$900K</td> <td>x</td> <td>x</td> <td></td> </tr> <tr> <td>5</td> <td>SW Madison (from SW 5th to SW 1st)</td> <td>\$170K</td> <td>x</td> <td></td> <td></td> </tr> <tr> <td>6</td> <td>NW 14th (from Burnside to Front)</td> <td>\$530K</td> <td></td> <td>x</td> <td>x</td> </tr> <tr> <td>7</td> <td>NW Everett (from Broadway to Steel Bridge)</td> <td>\$1M</td> <td>x</td> <td></td> <td></td> </tr> <tr> <td>8</td> <td>SW Salmon/SW Taylor/SW 1st</td> <td>\$3.9M</td> <td></td> <td>x</td> <td>x</td> </tr> <tr> <td>9</td> <td>SE Salmon</td> <td>\$490K</td> <td></td> <td>x</td> <td>x</td> </tr> <tr> <td>12</td> <td>SE Hawthorne (from viaduct to 12th)</td> <td>\$1.2M</td> <td>x</td> <td>x</td> <td>x</td> </tr> <tr> <td>13</td> <td>NE Multnomah</td> <td>\$3.8M</td> <td>x</td> <td>x</td> <td>x</td> </tr> <tr> <td>15</td> <td>NE Lloyd (from MLK to 12th)</td> <td>\$740K</td> <td></td> <td>x</td> <td>x</td> </tr> <tr> <td>16</td> <td>Pedestrian crossings of Burnside</td> <td>\$870K</td> <td></td> <td>x</td> <td></td> </tr> <tr> <td>17</td> <td>Naito</td> <td>\$4M</td> <td></td> <td></td> <td>x</td> </tr> <tr> <td>18</td> <td>NE Broadway/Weidler (phase I)</td> <td>\$1.5M</td> <td></td> <td>x</td> <td>x</td> </tr> <tr> <td colspan="2">TOTAL 1-5 YEAR PROGRAM COST</td> <td>\$35.7M</td> <td colspan="3"></td> </tr> </tbody> </table> <p>As a result of these questions, Metro, ODOT, and PBOT began examining other funding options. Metro and PBOT approached TriMet to evaluate if a local fund exchange was feasible. Discussions began around November 2018 to work through the logistics of the fund exchange with a conceptual agreement finally reached among the three agencies around June 2019. Development of a locally developed Intergovernmental Agreement (IGA) is now at the final draft/review stage allowing the MTIP de-programming action to occur. TriMet will provide the local funds in exchange for the CMAQ funds.</p> <p>Key 19299 will now become a locally funded project in the MTIP. Metro will monitor delivery of the project through a separate IGA. The project will not be carried over into the 2021-2026 MTIP when it is updated.</p> <p>The CMAQ funds de-programmed from the central City Safety Project Phase 2 will be committed to TriMet for their later purchase of electric buses.</p>	#	NAME/DESCRIPTION	APPROXIMATE COST	PRIMARY ELEMENTS			Transit Priority	Safer Crossings	Low-stress Bikeways	1	Burnside (from W 10th to E 12th)	\$5.5M	x	x	x	2	Broadway (from SW Grant to Broadway Bridge) 4th Avenue (from SW Caruthers to NW Flanders) , and SW College	\$6.6M		x	x	3	NE/SE 7th Avenue (from Sullivan's Span to Division)	\$4.5M		x	x	3	Grand	\$900K	x	x		5	SW Madison (from SW 5th to SW 1st)	\$170K	x			6	NW 14th (from Burnside to Front)	\$530K		x	x	7	NW Everett (from Broadway to Steel Bridge)	\$1M	x			8	SW Salmon/SW Taylor/SW 1st	\$3.9M		x	x	9	SE Salmon	\$490K		x	x	12	SE Hawthorne (from viaduct to 12th)	\$1.2M	x	x	x	13	NE Multnomah	\$3.8M	x	x	x	15	NE Lloyd (from MLK to 12th)	\$740K		x	x	16	Pedestrian crossings of Burnside	\$870K		x		17	Naito	\$4M			x	18	NE Broadway/Weidler (phase I)	\$1.5M		x	x	TOTAL 1-5 YEAR PROGRAM COST		\$35.7M			
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Additional Details:	Additional details about the Central City In Motion program can be found at: https://www.portlandoregon.gov/transportation/71158																																																																																																									
Why a Formal amendment is required?	A formal/full amendment is occurring to complete the required changes due to the complexity of the fund exchange among the three agencies.																																																																																																									
Total Programmed Amount:	The total project programming amount remains unchanged at \$6,129,498																																																																																																									
Added Notes:																																																																																																										

Project 2:	Division Transit Project (2019)		
Lead Agency:	TriMet		
ODOT Key Number:	20844	MTIP ID Number:	70930
Projects Description:	Project Snapshot: <ul style="list-style-type: none"> Proposed improvements: High capacity transit on Division from Portland Central Business District to Gresham Town Center. Source: Existing MTIP project. 		

- Funding: Federal Transit Administration (FTA) Section 5309 Small Starts funds
- Type: Transit
- Location: The alignment is from Portland’s Central Business District east to Gresham. The route provides access across the Willamette River over the Tilikum Crossing bridge and east along Division St to Gresham the Cleveland station Park-n-Ride
- Cross Streets: Multiple
- Overall Mile Post Limits: N/A
- Current Status Code: T22 = Programming actions in progress or programmed in current MTIP
- STIP Amendment Number: TBD
- MTIP Amendment Number: SP20-01-SEP



AMENDMENT ACTION: CANCEL PROJECT

This formal amendment to the MTIP removes TriMet’s Division Transit Project (2019) allocation from the 2018-21 MTIP.

TriMet’s Division Transit project is funded from FTA discretionary Section 5309 Small Starts funding program. The overall project cost is approximately \$175 million has been awarded up to \$87.5 million of 5309 Small Starts funding. Since the funding awards are very large, FTA often allocates the funding over a multiple year period.

Once an agency receives confirmation of the funding, MTIP programming can then occur. MTIP programming is required to obligate the funds. However, MTIP programming may occur very early in the life of the project based on initial funding estimates.

What is changing?

In the 2018-21 MTIP, three years of 5309 Small Starts funds along with required match were programmed over FY 2019-21 as part of the 2018 MTIP Update. The programming logic at that time indicated the following allocation could occur:

LEAD AGENCY		TriMet				
PROJECT NAME		Division Transit Project (2019)				
Project IDs		Project Description			Project Type	
ODOT KEY	20844	High capacity transit on Division from Portland Central Business District to Gresham Town Center.			Transit	
MTIP ID	70930					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit	2019	5309 Small Starts	\$7,718,985	\$5,145,990	\$0	\$12,864,975
FY 18-21 Totals			\$7,718,985	\$5,145,990	\$0	\$12,864,975
Estimated Project Cost (YOES)			\$7,718,985	\$5,145,990	\$0	\$12,864,975

LEAD AGENCY		TriMet				
PROJECT NAME		Division Transit Project (2020)				
Project IDs		Project Description			Project Type	
ODOT KEY	20845	Hight capacity transit on Division from Portland Central Business District to Gresham Town Center.			Transit	
MTIP ID	70931					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit	2020	5309 Small Starts	\$56,005,914	\$37,337,276	\$0	\$93,343,190
FY 18-21 Totals			\$56,005,914	\$37,337,276	\$0	\$93,343,190
Estimated Project Cost (YOE\$)			\$56,005,914	\$37,337,276	\$0	\$93,343,190

LEAD AGENCY		TriMet				
PROJECT NAME		Division Transit Project (2021)				
Project IDs		Project Description			Project Type	
ODOT KEY	20846	Hight capacity transit on Division from Portland Central Business District to Gresham Town Center.			Transit	
MTIP ID	70932					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Transit	2021	5309 Small Starts	\$34,688,806	\$23,125,871	\$0	\$57,814,677
FY 18-21 Totals			\$34,688,806	\$23,125,871	\$0	\$57,814,677
Estimated Project Cost (YOE\$)			\$34,688,806	\$23,125,871	\$0	\$57,814,677

The three-year 5309 programming totals \$98,413,705. As mention previously, FTA has authorized approximately \$87.5 to support the Division Transit Project. TriMet is now ready to secure the grant award through FTA’s TrAMS system to implement the project.

FTA has requested that the 5309 Small Start funding be sourced from Keys 20845 and 20846 since together they are above the needed \$87.5 million threshold. Because these two projects contain the required 509 Small Starts funds, the FY 2019 programming in Key 20844 is now not required. As a result Key 20844 can be canceled from the MTIP as the programmed funds are not required to support the Division Transit Project.

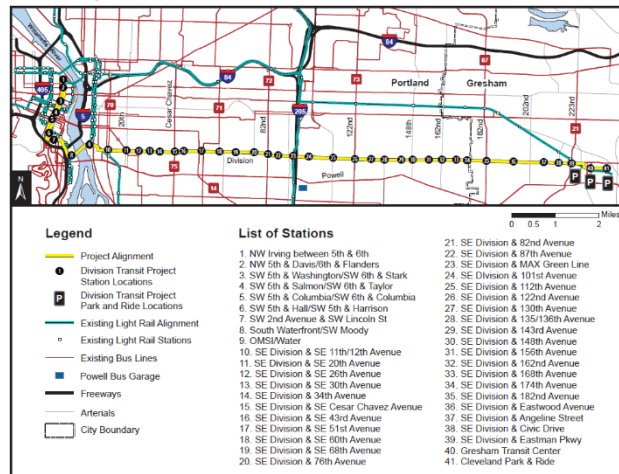
Key 20846 also will be advanced from FY 2021 via separate Administrative Modification per guidance from FTA.

The TriMet Division Transit Project:

TriMet proposes to implement bus rapid transit (BRT) from Portland’s Central Business District east to Gresham. The route provides access across the Willamette River over the Tilikum Crossing bridge, which currently is only open to pedestrians, bicycles, and light rail vehicles making its way to the Portland Transit Mall. The Project includes a portion of the reconstruction and expansion of Powell

Additional Details:

Division Transit Project
Portland, Oregon

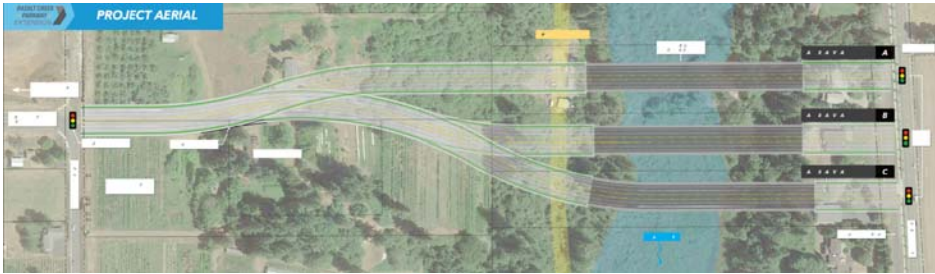
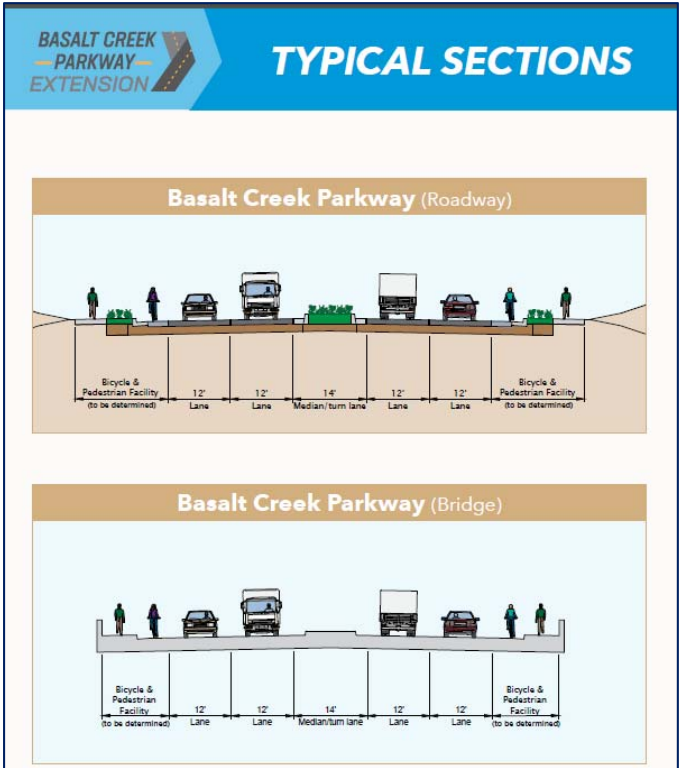


	<p>Garage to accommodate and maintain the BRT fleet. The project also includes transit signal priority, a real-time bus arrival information system and the purchase of 33 uniquely branded vehicles. The service is planned to operate every six minutes during weekday peak periods, every 12 minutes during weekday off-peak periods, and every 15 minutes during weekday evenings and weekends. Project Purpose: The Project is intended to improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service. It is expected to minimize travel times while providing important transit connections.</p> <p>Service is expected to be initiated in 2022. Additional project entails can be found on TriMet's website at https://trimet.org/division/.</p>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or cancelling a project to the MTIP requires a formal amendment
Total Programmed Amount:	The total project programming amount for Key 20844 decreases from \$7,718,985 to \$0
Added Notes:	

Project 3: SW Herman Rd: SW 124th Ave - SW Cheyenne Way	
Lead Agency:	Tualatin
ODOT Key Number:	20815 MTIP ID Number: 70881
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road Source: Existing MTIP project. Funding: Federal STBG funds awarded from the 2019-21 RFFA project call Type: Planning/Project Development Location: On SE Herman Rd Cross Streets: Between SW 124th Ave and SW Cheyenne Way Overall Mile Post Limits: N/A Current Status Code: A = In approved MTIP moving forward to obligate funds STIP Amendment Number: TBD MTIP Amendment Number: OC20-02-OCT
What is changing?	<p>AMENDMENT ACTION: CANCEL PROJECT</p> <p>The formal amendment cancels the project from the 2018-21 MTIP.</p> <p>Tualatin’s SW Herman Rd improvement project is a FY 2019-21 RFFA awarded project in support of required project development activities prior to starting Preliminary Engineering. Ongoing reviews of this project determined that it could be delivered faster as a locally funded project and improve implementation efficiencies.</p> <p>The SW Herman Rd project proposes various active transportation (pedestrian and bicycle) improvements between SW 124th Ave and Cheyenne Way. The project intends to provide a much needed safety corridor for bikes and pedestrians connecting residential neighborhoods with Tualatin’s major employment district. The project will also improve Herman Rd to allow for more transit stops on the existing last mile transit shuttle served by Ride Connection. The RFFA award to the project totaled \$625,000 of federal STBG funds.</p> <p>Ongoing reviews of this project determined that it could be delivered faster as a locally funded project and improve implementation efficiencies.</p>

	<p>Tualatin and Washington County contacted Metro to discuss the feasibility of de-federalizing the SW Herman Rd improvement project through a possible fund exchange. A three-way fund exchange has now been approved among Tualatin, Metro, and Washington County.</p> <p>The unobligated \$625,000 of STBG from the Herman Rd project in Key 20815 is being de-programmed and transferred to Washington County’s Basalt Creek Parkway Extension project in Key 19358. Washington County will provide Metro with \$625,000 of local funds from the Key 19358. Tualatin will continue project development actions for their SW Herman Rd project and seek reimbursements through Metro.</p>
Additional Details:	A separate three-way IGA has been developed and executed among Metro, Tualatin, and Washington County to complete the fund exchange. This now allows Tualatin’s SW Herman Rd project to continue project development activities as a locally funded project. As such, the project is not required to be in the MTIP and is being removed now that the IGA has been executed.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or cancelling a new project to the MTIP requires a formal amendment
Total Programmed Amount:	The total project programming amount decreases from \$725,000 to \$0
Added Notes:	

Project 4:	Basalt Creek Ext: Grahams Ferry Rd to Boones Ferry Rd		
Lead Agency:	Washington County		
ODOT Key Number:	19358	MTIP ID Number:	T70789
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Construct a new Basalt Creek Pkwy extension from Grahams Ferry Rd to Boone Ferry Rd Source: Existing MTIP project Funding: Federal RFFA Award funds along with Washington County MSTIP local funding allocation Type: Capacity enhancing roadway improvement Location: In SW Washington County west of I-5 and south of Tualatin Cross Street Limits: Grahams Ferry Rd to Boones Ferry Rd Overall Mile Post Limits: N/A (arterial) Current Status Code: = 4 (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: TBD MTIP Amendment Number: OCT20-01-OCT 		
What is changing?	<p>AMENDMENT ACTION: FUND EXCHANGE</p> <p>The formal amendment adds \$625,000 of STBG and required match to the PE phase in Key 19358. The STBG originates from Tualatin’s SW Herman Rd project in Key 20815 (also included in this amendment bundle). The additional STBG will support require final design requirements form Washington County to complete the Project Specifications, and Estimates (PS&E) package which is required prior to authorizing the construction phase.</p>		

	<p>As part of the fund exchange Washington, County will transfer \$625,000 of local funds from Key 19358 (Basalt Creek Parkway Extension) to Metro. Tualatin will then seek reimbursement for these local funds in support of their project development scope for the SW Herman Rd project.</p>
<p>Additional Details:</p>	<p>Washington County's Basalt Creek Extension will lengthen the Basalt Creek Parkway from Grahams Ferry Rd to Boones Ferry Rd, west of I-5. The possible alignments and planned section configuration are shown below.</p>  
<p>Why a Formal amendment is required?</p>	<p>The fund exchange is tied to Tualatin's SW Herman Rd project in Key 20815 which is being cancelled through this amendment bundle. For consistency, the un exchange is completing a formal amendment as well.</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount slightly increases from \$35,175,017 to \$35,246,551</p>
<p>Added Notes:</p>	

Note: The Amendment Matrix located on the next page is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

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 multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype 	
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30% 	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)	
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3	
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.	
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)	
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.	
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)	
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.	

- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT as well.

- Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts to include:
 - Safety
 - Asset Management - Pavement
 - Asset Management – Bridge
 - National Highway System Performance Targets
 - Freight Movement: On State Freight Network System
 - Congestion Mitigation Air Quality (CMAQ) impacts
 - Transit Asset Management impacts
 - RTP Priority Investment Areas support
 - Climate Change/Greenhouse Gas reduction impacts
 - Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the October 2019 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	September 27, 2019
● TPAC notification and approval recommendation.....	October 4, 2019
● JPACT approval and recommendation to Council.....	October 17, 2019*
● Completion of public notification process.....	October 28, 2019
● Metro Council approval.....	October 31, 2019

Notes:

* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
● Metro development of amendment narrative package	November 5, 2019
● Amendment bundle submission to ODOT for review.....	November 6, 2019
● Submission of the final amendment package to USDOT.....	November 6, 2019
● ODOT clarification and approval.....	Late November, 2019
● USDOT clarification and final amendment approval.....	Late November to early December, 2019

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (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. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION FOR JPACT:

JPACT recommends the approval of Resolution 19-5037.

- JPACT approval date: October 17, 2019
- TPAC approval date: October 4, 2019

Attachment: Project Location Maps

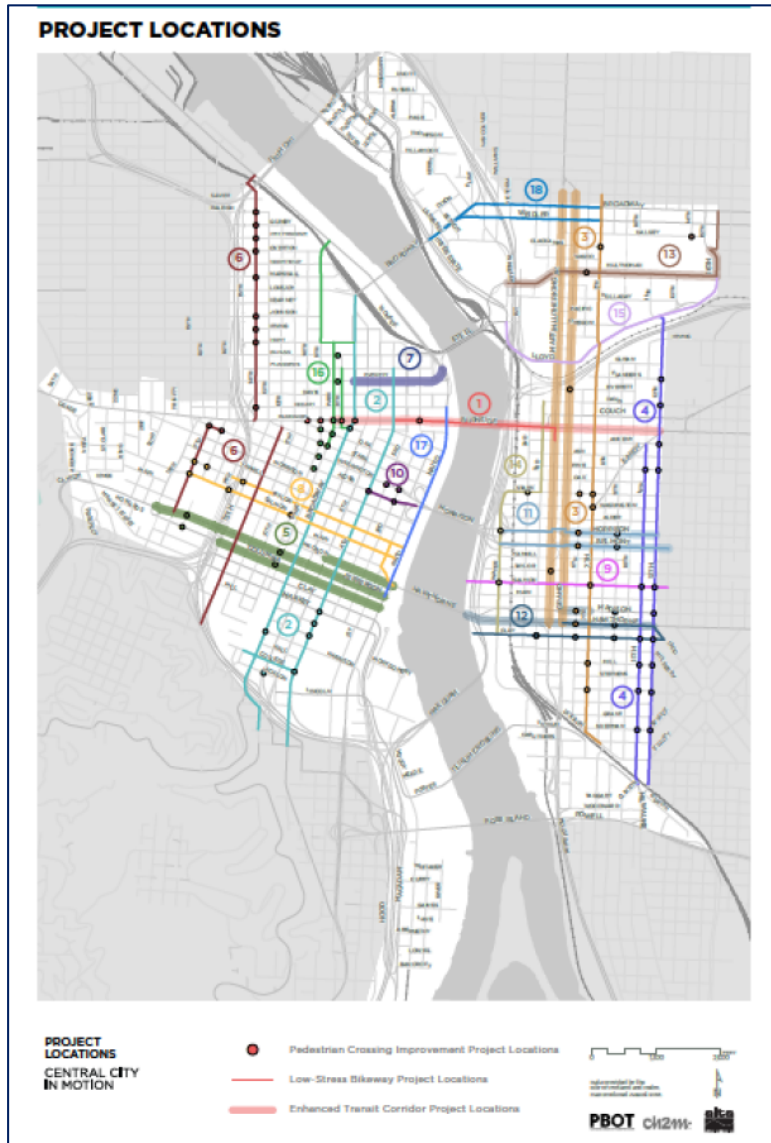
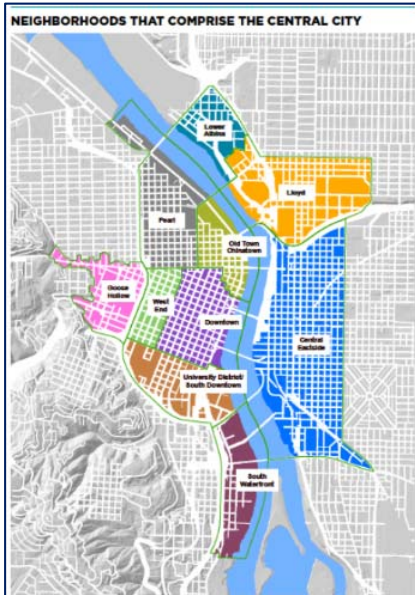
Date: Friday, October 18, 2019
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Attachment 1 to the October 2019 MTIP Formal Amendment Staff Report – Project Location Maps

BACKGROUND

Available project location maps are included for reference to their applicable projects and include:

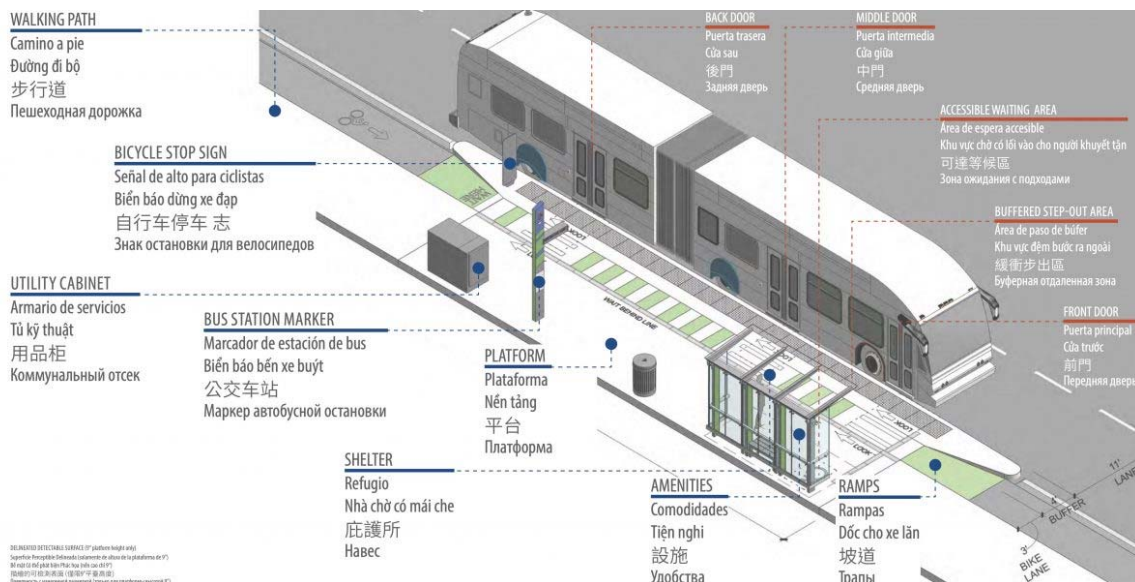
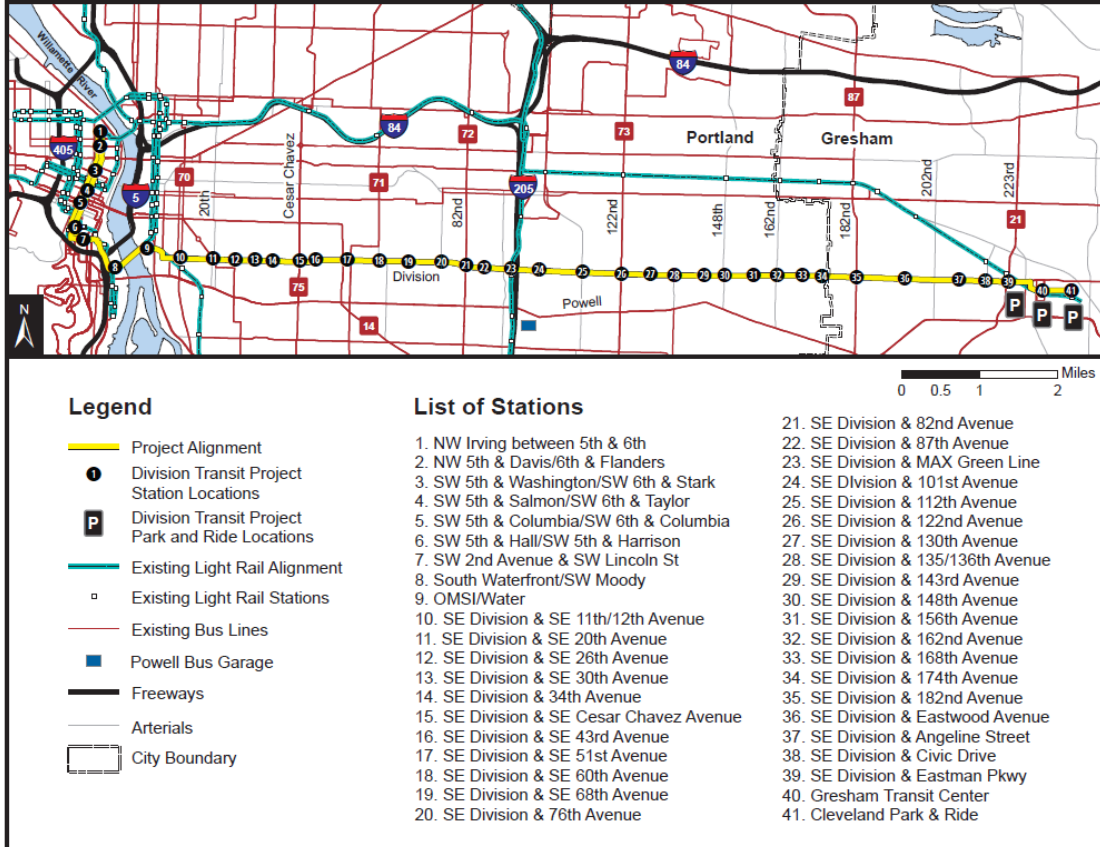
- Page 2:
Key 19299: Portland Central City Safety Project Phase 2 (Also Central City In Motion)
- Page 3:
Key 20844: TriMet Division Transit Project
- Page 4:
Key 20815: SW Herman Rd – SW 124th Ave to Cheyenne Way
- Page 5:
Key 19358: Basalt Creek Parkway Extension

Key 19299
Portland Central City Safety Project Phase 2/Central City In Motion



Key 20844 TriMet Division Transit Project

Division Transit Project Portland, Oregon

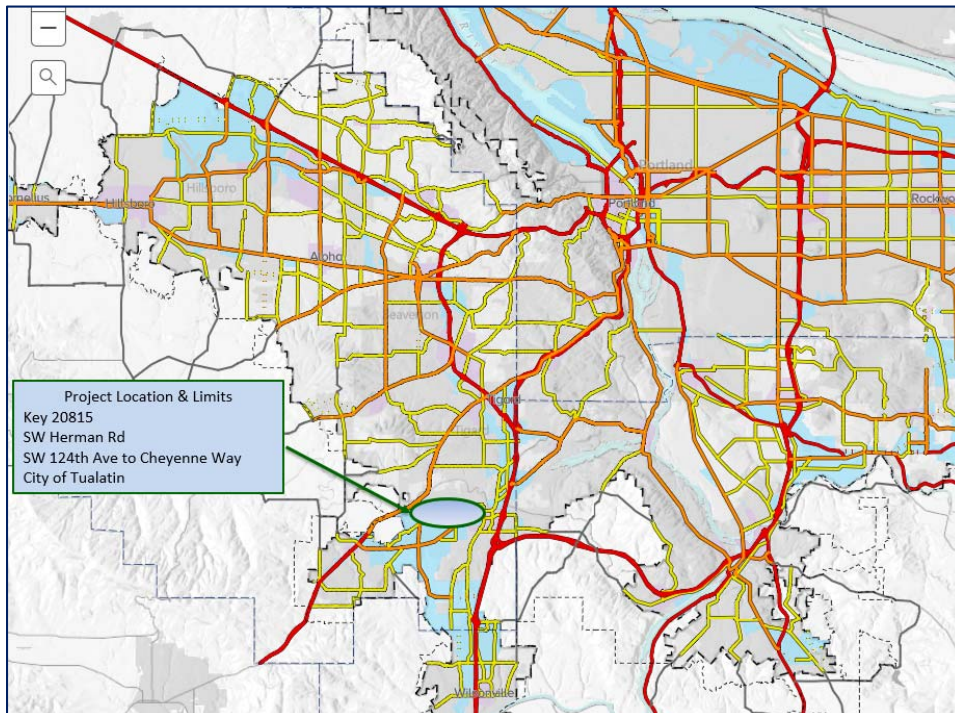


Key 20815
SW Herman RD: SW 124th Ave – SW Cheyenne Way



City of Tualatin
www.tualatinoregon.gov

HERMAN ROAD ACTIVE TRANSPORTATION CORRIDOR - DESIGN DEVELOPMENT
PROJECT EXTENTS MAP - Washington County MSTIP Opportunity Fund Request



Key 19358
Basalt Creek Pkwy Extension

