

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING TWO) RESOLUTION NO. 21-5159
EXISTING PROJECTS TO THE 2021-24)
METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM (MTIP) IMPACTING) Marissa Madrigal in concurrence with
TUALATIN PRD AND WASHINGTON COUNTY) Council President Lynn Peterson
(FB21-07-FEB)

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, MTIP amendments now must also include assessments for required performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, Metro is now under formal annual obligation targets resulting in additional accountability for Metro to commit, program, obligate, and expend allocated federal formula funds; and

WHEREAS, Ongoing project development activities supporting Tualatin Hills PRD's Beaverton Creek Trail active transportation project requires schedule delivery adjustments as well as cost refinements resulting in the reprogramming of the Preliminary Engineering (PE) phase to FY 2022 and the Construction phase outside of the MTIP's constrained years into FY 2026 which will avoid FY 2021 Obligation Targets Program conflicts; and

WHEREAS, Washington County's Basalt Creek Parkway Extension project also has experienced project delivery schedule delays in completing the PE phase resulting the reprogramming of the Right-of-Way (ROW) phase to FY 2023 and moving the Construction phase out of the MTIP's constrained years to FY 2026 allowing time to resolve the delivery issues; and

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

WHEREAS, the RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation

assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the February 2021 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on February 5, 2021; and

WHEREAS, JPACT approved Resolution 21-5159 consisting of the February 2021 Formal MTIP Amendment bundle on February 18, 2021 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on March 4, 2021 to formally amend the 2021-24 MTIP to include the required changes to the two identified projects as part of Resolution 21-5159.

ADOPTED by the Metro Council this 18th day of March 2021.



Lynn Peterson, Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
 Exhibit A to Resolution 21-5159



Proposed February 2021 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **FB21-07-FEB**
 Total Number of Projects: 2

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 19357 MTIP ID 70689	Tualatin Hills PRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	<p>SCHEDULE CHANGE</p> The PE phase adjustment to FY 2022 is re-affirmed and the construction phase is reprogrammed to FY 2026 to allow time to resolve various delivery issues.	The first four years of the six-year mtip are constrained. When project phases and funding are moved beyond the constrained years, a full/formal MTIP is required to satisfy fiscal constraint requirements
Project #2 ODOT Key 19358 MTIP ID 70789	Washington County	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd	<p>SCHEDULE CHANGE</p> The ROW phase is reprogrammed to FY 2023 with the Construction phase pushed-out to FY 2026	Same situation as noted above for Key 19357. Moving project phases and funding outside of constrained requires a full/formal amendment



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
SCHEDULE CHANGE
 Construction phase reprogrammed
 to FY 2026

Lead Agency: Tualatin PRD		Project Type:	Active	ODOT Key: 19357
Project Name: Beaverton Creek Trail: Westside Trail - SW Hocken Ave	1	ODOT Type:	Ops	MTIP ID: 70689
		Performance Meas:	Yes	Status: 2
		Capacity Enhancing:	No	Comp Date: 12/31/2027
		Conformity Exempt:	Yes	RTP ID: 10811
		On State Hwy Sys:	No	RFFA ID: 50252
		Mile Post Begin:	N/A	RFFA Cycle: 2016-18
		Mile Post End:	N/A	UPWP: No
		Length:	N/A	UPWP Cycle: N/A
		1st Year Program'd:	2016	Past Amend: 3
		Years Active:	6	OTC Approval: No
STIP Amend #: TBD			MTIP Amnd #: FB21-07-FEB	
Detailed Description: Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.				
STIP Description: Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. This section of trail will provide an off-street, safer and more pleasant transportation option to connect with light-rail, bus lines, employment and commercial areas as well as providing recreation opportunities for walkers, joggers and cyclists.				

Last Amendment of Modification: Administrative - December 2020 - AB21-05-DEC2, Reprogram PE to FY 2022 (Phase slip amendment for FY 2021 obligation targets)

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
TAP>200K	M3E1	2016	\$ 800,000					\$ 800,000
STBG-U	Z230	2021		\$ 589,309				\$ -
STBG-U	Z230	2022		\$ 589,309				\$ 589,309
STBG-U	Z230	2021					\$ 3,103,903	\$ -
STBG-U	Z230	2026					\$ 3,103,903	\$ 3,103,903
								\$ -
								\$ -
Note: PE reprogramming to FY 2022 accomplished as part of the December 2020 Obligation Targets Amendment							Federal Totals:	\$ 4,493,212
Federal Fund Obligations \$:			\$ 800,000					Federal Aid ID
EA Number:			C8345200					
Initial Obligation Date:			9/19/2016					
EA End Date:			9/30/2022					
Known Expenditures:			\$ 263,922					
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2016	\$ 91,564					\$ 91,564
Local	Match	2021		\$ 67,449				\$ -
Local	Match	2022		\$ 67,449				\$ 67,449
Local	Match	2021					\$ 355,206	\$ -
Local	Match	2026					\$ 355,206	\$ 355,206
Other	OTH0	2021					\$ 827,115	\$ -
Other	OTH0	2026					\$ 827,115	\$ 827,115
							Local Total	\$ 1,341,334
Phase Totals Before Amend:			\$ 891,564	\$ 656,758	\$ -	\$ -	\$ 4,286,224	\$ 5,834,546
Phase Totals After Amend:			\$ 891,564	\$ 656,758	\$ -	\$ -	\$ 4,286,224	\$ 5,834,546
							Year Of Expenditure (YOE):	\$ 5,834,546

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.
- > Project Schedule delay: Current activities being completed as part of project development reveal numerous issues and cost challenges that need to be resolved before PE can begin. PE has been reprogrammed to FY 2022 and Cons now is moved out to FY 2026.

Amendment Summary:

The formal amendment reprograms the construction phase out to FY 2026. It also re-affirms the previous amendment to push-out the PE phase to FY 2022. Based on the current progress of project development activities (planning phase), PE will not start until FY 2022. Delivery issues are present and need to be resolved including a significant cost increase, plus the need for ROW and UR phases. As a result, the construction phase is being pushed out to FY 2026 to allow time to resolve the delivery issues and add ROW plus UR in FY 2024 later.

- > Will Performance Measurements Apply: No for now. Later, Yes - pedestrian improvements to the pedestrian model

RTP References:

- > RTP ID: 10811 - Beaverton Creek Trail (Regional) Seg. #1 & #2
- > RTP Description: To design and construct a 12' wide regional multi-use trail segment in a greenway, connecting the City of Hillsboro to the THPRD Nature Park. The off-street facility increases safety by providing an alternate route to high injury corridors/intersections. Completing the trail gap increases access to jobs, transit, and is located with in historically marginalized communities.
- > Exemption Status:
 - The current project is completing project development activities. As such, it is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies.
 - Once PE begins, the project will still be exempt under 40 CFR 93.126, Table 2 - Air Quality - Bicycle and pedestrian facilities.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective 3.2 - Active Transportation System Completion.
- > Goal Description: Complete all gaps in regional bicycle and pedestrian networks.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

- > On NHS: No
- > Metro Model: Yes
- > Model category and type: Pedestrian - Future Pedestrian Parkway
- > TCM project: No
- > Located on the CMP: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
 SCHEDULE CHANGE
 Shift ROW to FY 2023 and Cons to
 FY 2026

Lead Agency: Washington County		Project Type: Capital	ODOT Key: 19358
Project Name: Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd	2	ODOT Type: Modern	MTIP ID: 70789
		Performance Meas:	Status: 4
		Capacity Enhancing: No	Comp Date:
		Conformity Exempt: Yes	RTP ID: 11470
		On State Hwy Sys: No	RFFA ID: N/A
		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: 2018	Past Amend: 4
		Years Active: 3	OTC Approval: No
STIP Amend #: TBD	MTIP Amnd #: FB21-07-FEB		
Detailed Description: Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area including a 600 foot bridge across the Seely ditch.			
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.			

Last Amendment of Modification: Administrative - AB21-05-DEC2, December 2020, Reprogram ROW to FY 2024.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP	Z230	2016		\$ 2,757,000				\$ 2,757,000
STBG-U	Z230	2021			\$ 2,805,879			\$ -
STBG-U	Z230	2023			\$ 2,803,605			\$ 2,803,605
								\$ -
								\$ -
							Federal Totals:	\$ 5,560,605
Federal Fund Obligations \$:				\$ 2,757,000				Federal Aid ID
EA Number:				PE002708				
Initial Obligation Date:				8/16/2016				
EA End Date:				12/31/2022				
Known Expenditures:				\$ 1,414,910				
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2016		\$ 315,551				\$ 315,551
Local	Match	2021			\$ 321,145			\$ -
Local	Match	2023			\$ 320,885			\$ 320,885
Other	OTH0	2021			\$ 873,976			\$ -
Other	OTH0	2023			\$ 873,976			\$ 873,976
Other	OTH0	2021					\$ 28,173,000	\$ -
Other	OTH0	2026					\$ 28,173,000	\$ 28,173,000
							Local Total	\$ 29,683,412
Phase Totals Before Amend:			\$ -	\$ 3,072,551	\$ 4,001,000	\$ -	\$ 28,173,000	\$ 35,246,551
Phase Totals After Amend:			\$ -	\$ 3,072,551	\$ 3,998,466	\$ -	\$ 28,173,000	\$ 35,244,017
Year Of Expenditure (YOE):								\$ 35,244,017

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.
- > Project schedule change/delay. ROW adjusted to FY 2023 based on obligation restriction. Cons is pushed-out to FY 2026 to allow for PE and ROW phases to be completed.

Amendment Summary:

The formal amendment advances ROW in the MTIP to FY 2023 and pushes-out ROW to FY 2023 in the STIP. ROW is being reprogrammed to FY 2023. The STBG funds committed to the ROW phase are considered "older Funds" and must obligate by the end of FY 2023. Therefore, the programming year can't exceed FY 2023. In a future amendment, the ROW STBG will be shifted back to the PE phase to address PE phase cost requirements. ROW will be back funded with local funds and move forward in FY 2023 or FY 2024. This will ensure the STBG funds obligate prior to their shelf-life expiration. The Construction phase funding requirement will be addressed at a later time. For the time being, the Construction phase is being moved out to FY 2026 until the updated delivery schedule is developed. The adjustments will allow the project to remain in schedule, provide added time to work through funding issues, and ensure the older STBG funds do not lapse.

- > Will Performance Measurements Apply: Yes - Pavement

RTP References:

- > RTP ID: 11470 - Basalt Creek Parkway
- > RTP Description: Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting
- > Exemption Status: Project is Not exempt project. The project is a capacity enhancing project. Required air conformity analysis has been completed in the RTP.
- > The project has been modeled as five lane new arterial (2 through lanes in each direction) and includes sidewalks
- > RTP/Air Conformity Consultation Date: December 18, 2018
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10 - Fiscal Stewardship
- > Goal 10.1: Infrastructure Condition
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

- > On NHS: No
- > Metro Model: Yes
- > Model category and type: The basalt Creek Pkwy Extension is modeled as a future Major Arterial in the Metro Motor Vehicle Network
- > TCM project: No
- > Located on the CMP: No



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: February 18, 2021
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: February 2021 MTIP Formal Amendment & Resolution 21-5159 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING TWO EXISTING PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING TUALATIN PRD AND WASHINGTON COUNTY (FB21-07-FEB)

BACKGROUND

What This Is:

The February 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5159 and being processed under MTIP Amendment FB21-07-FEB.

What is the requested action?

JPACT approved Resolution 21-5159 on February 18, 2021 consisting of two projects in the February 2021 Formal Amendment Bundle and is recommending Metro Council approve Resolution 21-5159 enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Proposed February 2021 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: FB21-07-FEB					
Total Number of Projects: 2					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 19357	70689	Tualatin Hills PRD	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings.	SCHEDULE CHANGE The PE phase adjustment to FY 2022 is re-affirmed and the construction phase is reprogrammed to FY 2026 to allow time to resolve various delivery issues.
Project #2 Key 19358	70789	Washington County	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd	Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area.	SCHEDULE CHANGE The ROW phase is reprogrammed to FY 2023 with the Construction phase pushed-out to FY 2026

A detailed summary of the new proposed amended project is provided below.

Project 1: Beaverton Creek Trail: Westside Trail - SW Hocken Ave	
Lead Agency:	Tualatin Hills PRD
ODOT Key Number:	19357 MTIP ID Number: 70689
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Construct a 1.5-mile long, 12-foot wide regional trail consisting of paving, bridges/boardwalks, lighting, road right-of-way improvements, environmental mitigation and bicycle/pedestrian amenities and site furnishings. • Source: Existing project. • Funding: The awarded source of funding originates from Metro from the Regional Flexible Fund Allocation (RFFA) discretionary funding call for projects. \$800k of federal Transportation Alternatives Program funding was awarded to the project supporting project development. An additional \$3,693,212 of RFFA funds (STBG-U) were awarded for construction. Total federal funds currently awarded to the project totals \$4,414,293 • Project Type: Active Transportation (Pedestrian/bicycle facility improvement) • Location: In Beaverton on the Beaverton Creek Trail near the Beaverton Creek Transit Center (See project location map in the Additional Details section) • Cross Street Limits: Westside trail to SW Hocken Ave • Overall Mile Post Limits: N/A • Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) • Air Conformity/Capacity Status: The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Air Quality – Bicycle and Pedestrian facility improvements. However, project is included in the Metro Pedestrian modeling network and defined as a future Pedestrian parkway. • Regional Significance Status: Regionally significant project. The project contains federal funds and is located in the Metro Pedestrian Modeling Network. • STIP Amendment Number: TBD • MTIP Amendment Number: FB21-07-FEB • OTC approval required: No • Metro approval date: Tentatively scheduled for March 4, 2021
What is changing?	<p><u>AMENDMENT ACTION: SCHEDULE CHANGE</u></p> <p>The formal amendment reprograms the project based on a revised estimated project delivery schedule. The Preliminary Engineering (PE) phase is re-affirmed to be reprogrammed to FY 2022. The initial</p>

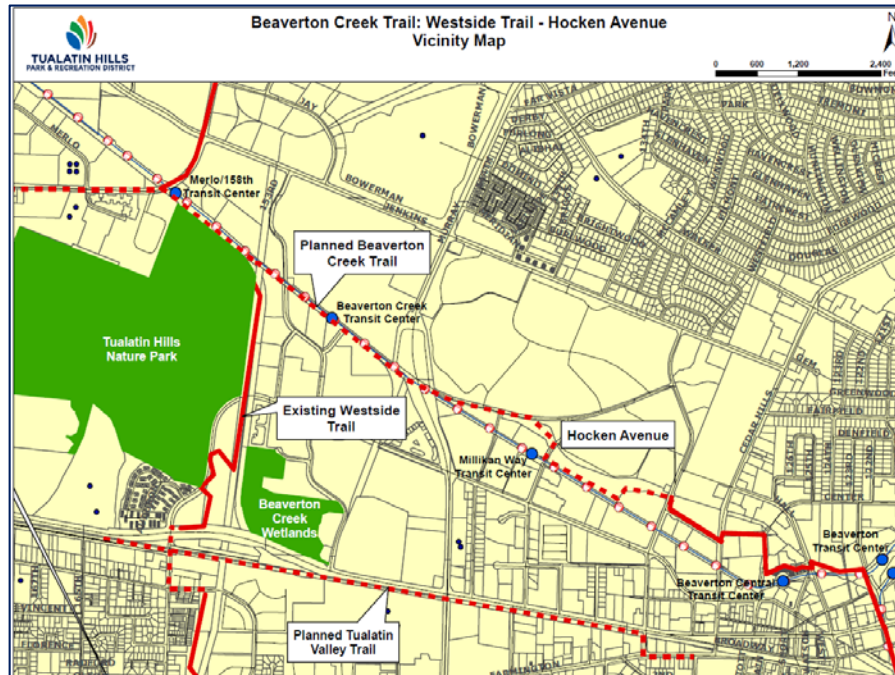
adjustment was completed in the MTIP as part of the December 2020 Obligation Targets amendment. However, to avoid confusion with the STIP, the adjustment is shown again in the MTIP Worksheet for consistency.

Second, the Construction is pushed-out and reprogrammed to FY 2026. As work project development activities are being completed, overall project delivery requirements are becoming clearer. Project Development will not be completed until FY 2022 resulting in the slip to the PE phase. The project appears will require a Right-of-Way (ROW) and Utility Relocation (UR) phases. Based on a standard two-year PE phase, ROW and UR would not start until FY 2024. Applying a two-year ROW and UR phase schedule, pushes Construction out to FY 2026.

Third, the project faces additional project costs which were not originally identified or committed to the project. Currently, there is no funding plan for the ROW and UR phases as well as covering the estimated cost increase to the Construction phase. By moving Construction out of the MTIP's first four constrained years and into year six, the project staff have time to work through the various project delivery and cost issues without the construction phase becoming a conflict with the annual Obligation Targets Program.

Project Location

Additional Details:



Why a Formal amendment is required?

Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, schedule delays resulting in phase reprogramming outside of the MTIP constrained years requires a formal/full amendment to complete.

Total Programmed Amount:

The project's total cost remains unchanged at \$5,834,546 through this action.

Added Notes:

None

Project 2: Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd			
Lead Agency:	Washington County		
ODOT Key Number:	19358	MTIP ID Number:	70789
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Extend the new east-west arterial from Grahams Ferry Road to Boones Ferry Road and provide access between I-5 and the Basalt Creek industrial area including a 600 foot bridge across the Seely ditch. Source: Existing project. Funding: The project is funded by a combination of federal and local funds. The federal funds committed total \$5,560,605. Local funds cover the remaining costs for the project which has a preliminary total project cost of \$35,244,014. Project Type: Roadway capacity enhancing capital improvement Location: Extend Basalt Pkwy east of Tualatin and north of Wilsonville Cross Street Limits: Between Grahams Ferry Road to Boones Ferry Road Overall Mile Post Limits: N/A Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). Air Conformity/Capacity Status: The project is considered a “capacity enhancing” as it will construct a new 5 lane arterial (two through lanes in each direction). The project completed required air conformity analysis as part of the 2018 RTP Update and is included in the Metro Motor Vehicle modeling network. RTP/Ai Conformity approval date is December 18, 2018. Regional Significance Status: Regionally significant project. The project contains federal funds and is located in the Metro Motor Vehicle Modeling Network. STIP Amendment Number: TBD MTIP Amendment Number: FB21-07-FEB OTC approval was not required for this amendment. 		
What is changing?	<p><u>AMENDMENT ACTION: ADD SCHEDULE CHANGE:</u></p> <ul style="list-style-type: none"> The amendment adjusts the ROW to FY 2023 and corrects the Metro awarded STBG amount to be \$2,803,605. The Construction phase and funding is pushed-out to FY 2026. A minor description update is also being accomplished to the MTIP Detailed Description field. <p>The project is completing Project, Specifications, and Estimates (PS&E). Cost updates are occurring and schedule adjustments are needed. The re-programming action initially requested FY 2024 as the ROW phase obligation year. The STBG funds programmed for the ROW are considered “Older Funds” and must be obligated no later than the end of FY 2023. However, the PE phase also requires additional funds and a later amendment most likely will shift the ROW phase STBG to PE covering the PE phase funding needs and ensuring the funds do not lapse.</p>		

<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, schedule delays resulting in phase reprogramming outside of the MTIP constrained years requires a formal/full amendment to complete.</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount for the project slightly decreases to \$35,244,017</p>
<p>Added Notes:</p>	<p>None</p>

Note: The Amendment Matrix located on the next page 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.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment

FEBRUARY 2021 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: FEBRUARY 5, 2021

- 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.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- 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.
 - 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 Interstate System
 - Congestion Mitigation Air Quality (CMAQ) impacts
 - Transit Asset Management impacts

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.

- 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 February 2021 Formal MTIP amendment (FB21-07-FEB) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	February 1, 2021
● TPAC notification and approval recommendation.....	February 5, 2021
● JPACT approval and recommendation to Council.....	February 18, 2021
● Completion of public notification process.....	March 3, 2021
● Metro Council approval.....	March 4, 2021

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 (The below time line is an estimation only):

<u>Action</u>	<u>Target Date</u>
● Amendment bundle submission to ODOT for review.....	March 9, 2021
● Submission of the final amendment package to USDOT.....	March 9, 2021
● ODOT clarification and approval.....	Late March, 2021
● USDOT clarification and final amendment approval.....	Early April, 2021

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

FEBRUARY 2021 FORMAL MTIP AMENDMENT

FROM: KEN LOBECK

DATE: FEBRUARY 5, 2021

RECOMMENDED ACTION:

JPACT approved Resolution 21-5159 on February 18, 2021 consisting of two projects in the February 2021 Formal Amendment Bundle and is recommending Metro Council approve Resolution 21-5159 enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Note: No attachments:

Reference Images for Testimony by Robert Liberty
To the Metro Council
On Transportation Projects & Planning Matters
March 4, 2021

Today's Topic: Gross versus Net

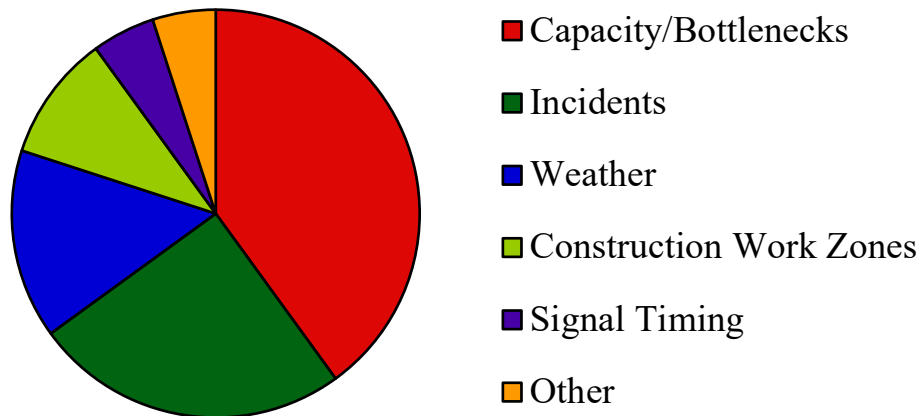
Today's topic is gross versus net benefits of proposed transportation projects or plans.

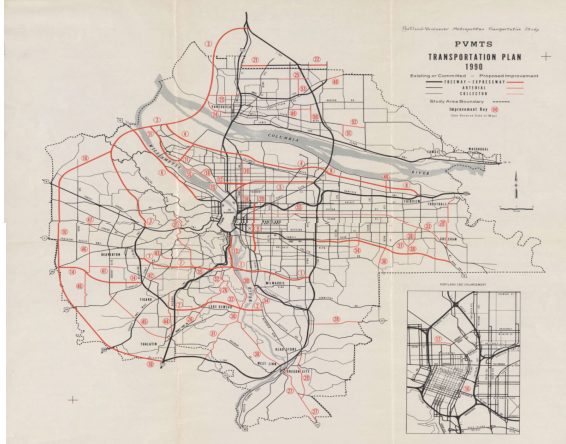
The first image is of pie chart showing the sources of congestion, from data Metro produced 15 years ago, but which is broadly accurate today.

The leaf green pie slice in the upper left is congestion caused by road construction, about 10% of the total pie, equal to about a quarter the congestion caused by bottlenecks.

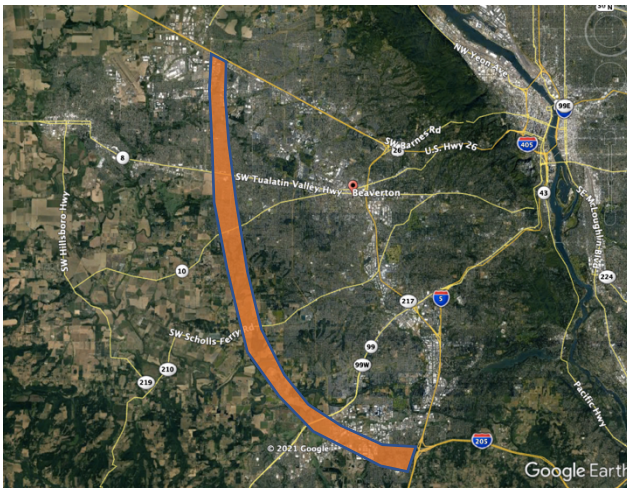
I have noticed that the congestion relief I have never seen the construction delay that will be caused by fixing a bottleneck offset by the congestion relief that will be provided by the project – the difference between a gross benefit and a net benefit.

Figure 9: Causes of congestion, Metropolitan Briefing Book 2007, IPMS page 57 Data source: Metro





PVMTS 1960 showing Western Bypass outer highway



Rough Representation of Western Bypass Corridor

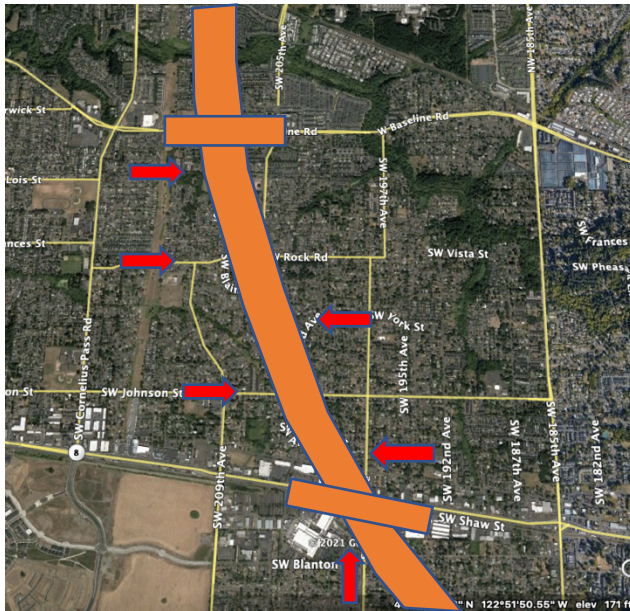
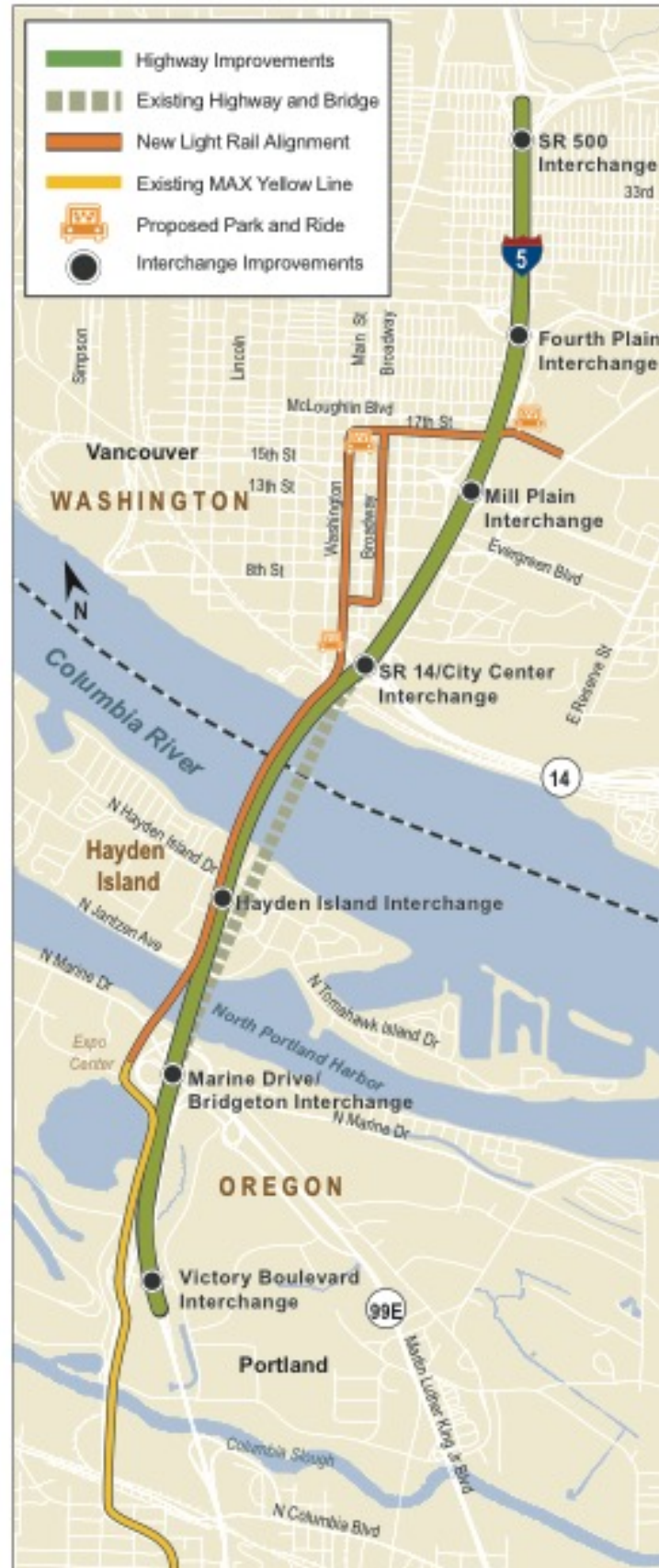


Exhibit 1.3-1
Columbia River Crossing Project Area



Most Portland, Vancouver drivers would dodge Columbia River Crossing's Interstate 5 tolls, poll finds

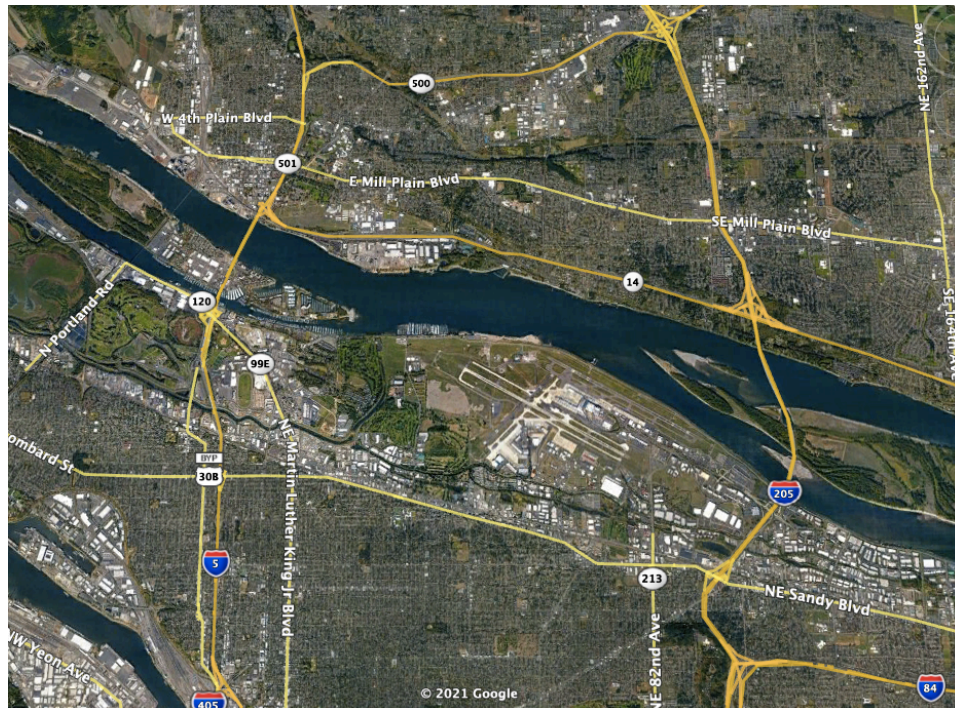


By [Joseph Rose, The Oregonian](#)

on November 30, 2012 at 9:16 AM, updated November 30, 2012 at 10:57 AM

[Print](#)

Some 52 percent of Portland drivers and a whopping 77 percent of Clark County drivers would likely use the I-205 Glenn Jackson Bridge rather than pay tolls, according to poll results released by Seattle-based PEMCO Insurance.



The difference between gross and net congestion benefits is a small piece of a much bigger topic – what can be called broad-spectrum net benefit cost ratio analysis. That is an ugly clunky term for something that is both interesting and useful – and perhaps a subject for later testimony.

Testimony for 3/18 Council Meeting

Name * Austin Brague

Email * asbrague@gmail.com

Your testimony

Please work with TriMet and develop a new bus shelter and bus stop improvements program. New bus shelters shouldn't be decided on how many riders use the bus stop, it should be just for the sake of accessibility and convenience. Having shelters and other bus stop amenities will encourage new ridership because it is accessible. Whether or not a certain number of riders qualify the bus stop for shelter, shelters should be a standard and put for every 1 mile of the bus line. Putting a bus shelter where the bus stop is just a pole in the ground and not used at all will help make it become more widely used because investment in accessibility and convenience made all of difference.

Is your testimony related to an item on an upcoming agenda? * Yes
