

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	<u>SCHEDULE CHANGE</u> 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	<u>SCHEDULE CHANGE</u> 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
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		Capacity Enhancing:	No	Comp Date:	12/31/2027
		Conformity Exempt:	Yes	RTP ID:	10811
Short 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.		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
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		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