



Metro is in receipt of the 2018-21 MTIP February 2020 Formal Amendment for Resolution 20-5076

FOR THE PURPOSE OF ADDING A NEW PROJECT TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM SUPPORTING PROJECT DEVELOPMENT ACTIVITIES FOR TRIMET'S NEW SOUTHWEST CORRIDOR LIGHT RAIL PROJECT (FB20-08-FEB)

Public Notification Comment Opportunities for the February 2020 Formal MTIP Amendment for Resolution 20-5076

The public review period for this project amendment is [1/28/2020](#) and concludes on [2/26/2020](#), at 5:00 pm.

Requests to submit comments or concerns about this amendment should be submitted to Pamela Blackhorse, via email at Pamela.blackhorse@oregonmetro.gov. Subject to revisions to address comments received during the public comment period, the 2018-21 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

Public comment also may occur by attending one of the two Metro approval committees required for the formal amendment to complete: (1) Transportation Policy Alternatives Committee (TPAC), or (2) at the Joint Policy Advisory Committee on Transportation (JPACT). Public comment can also occur at the Metro Council where the formal amendment receives final Metro approval. Please check the Metro website for the specific committee to see if the amendment is included on that month's agenda.

About MTIP Formal Amendments:

Formal MTIP amendments represent a significant change to a project from the original funding or scope of improvement activities. The various required process steps are intended to demonstrate that as a result of the required changes, no impact upon air conformity is present, plus fiscal constraint is still maintained, and/or the priorities, policies, and goals established in the approved Regional Transportation Plan (RTP) have not changed. Formal MTIP amendments normally fall into one or more of the following categories: (1) Significantly adds, revises, reduces, or changes the project scope of improvement activities. (2) Requires a significant change to the project limits limit (greater than 0.25 miles). (3) Involves a significant cost change (increase or decrease normally 20% or greater). (4) Adds or cancels a project from the MTIP.

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 20-5076**



**Proposed February 2020 Formal Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **FB20-08-FEB**
Total Number of Projects: **1****

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key TBD New Project	TBD	TriMet	Southwest Corridor Light Rail Project Development	Implement project development actions to complete NEPA environmental, final route alignment, design, and costs for the new SW Corridor Light Rail project	<u>ADD NEW PROJECT:</u> The formal amendment adds the Preliminary Engineering (PE) phase for the new Southwest Corridor Light Rail project



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

**Formal Amendment
ADD NEW PROJECT
Initial Project Programming**

Lead Agency: TriMet	Project Type: Transit	ODOT Key: TBD
Project Name: Southwest Corridor Light Rail Project Development	ODOT Type:	MTIP ID: TBD
Project Status: T21 = Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	Performance Meas: Yes	Status: T21
Short Description: Implement project development actions to complete NEPA environmental, final route alignment, design and costs for the new SW Corridor Light Rail project	Capacity Enhancing: No	Comp Date: 11/30/2027
	Conformity Exempt: Yes	RTP ID: 10907
	On State Hwy Sys: No	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: N/A
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2020	Past Amend: 0
	Years Active: 1	OTC Approval: No
Detailed Description: In the southwestern Portland region, complete Preliminary engineering/project development actions to complete NEPA, the final route alignment, station locations/design, and termini to construct the new Southwest Light Rail Line from downtown Portland to Bridgeport Village north of Tualatin		
STIP Description: TBD		

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							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								
Other	Local	2020		\$ 21,854,403				\$ 21,854,403
								\$ -
							Local Total	\$ 21,854,403
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 21,854,403	\$ -	\$ -	\$ -	\$ 21,854,403
Total Estimated Project Cost - Year of Expenditure (YOE):								\$ 2,850,000,000

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 adds approximately 43% of required funding in support of project development activities in support of Preliminary Engineering requirements for the new SW Corridor Light Rail Line project. The estimated full cost to complete the PE phase is about \$50 million. The remaining \$28 million for PE will be added later. The estimated full cost to construct and complete the new SW Corridor Light Rail Line project is \$2.85 billion. The Southwest Corridor Plan and Shared Investment Strategy is a package of transit, roadway, bicycle and pedestrian projects that can help reduce congestion, increase transportation options, improve safety and enhance quality of life in Southwest Portland and southeastern Washington County. Major tasks to be completed during the PE phase are required project development actions to complete the Final Environmental Impact Statement (FEIS) for the National Environmental Protection Act (NEPA), evaluation and selection of the final route/alignment alternative, locations and designs of the require stations, and determination of the project costs.

> Will Performance Measurements Apply: No - not to complete PE actions

RTP Reviews and References:

- > RTP ID: 10907 - High Capacity Transit - Southwest Corridor - Project Development
- > RTP Description: Project Development through ROW acquisition/early construction for High Capacity Transit project between Portland and Tualatin via Tigard.
- > RTP Consistency Verified: Yes
- > RTP & Submitted Project Costs Consistent: Yes
- > Proof of Funding Verified: Yes
- > Supports RTP Goals and Strategies: Yes - Goal #3, Transportation Choices, Objective 3.3 Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.
- > Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Other - Planning and Technical Studies

Fund Codes:

> Other = Local agency funds committed to the project (can be from various sources). Used in addition to required local or state matching funds to federal funds and referred to as overmatch. If no federal funds are present, then the local Other funds represent the funding commitment to the phase.

Other MTIP/RTP Consistency Review Items:

- > Why Formal/Full amendment: Per the Amendment Matrix, new projects added to the MTIP require a formal/full amendment
- > Metro Legislation Required: Yes, the amendment falls under Resolution 20-5076
- > Regionally Significant Project: Yes
- > MTIP Programming Required: Yes as a regionally significant project
- > Can be included within the ODOT O&M Project Groupings: No
- > Eligible ODOT O&M Project Grouping: N/A
- > Located on the NHS: No
- > Metro Transportation Modeling System: Yes
- > Model Type: Transit. The SW Corridor is included in the current Transit Model and is identified as a HCT improvement in progress
- > OTC Approval Required: No
- > Metro Council approval Required: Yes - projected to Thursday, March 5, 2020