

**Date:** October 23, 2019

**To:** Board of Directors

**From:** Doug Kelsey 

**Subject:** **RESOLUTION NO. 19-10-83 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING AN INTERGOVERNMENTAL AGREEMENT (IGA) WITH METRO TO FACILITATE TRANSIT-SUPPORTIVE ACTIVITIES THROUGH THE EXCHANGE OF FEDERAL FUNDS FOR UNRESTRICTED TRIMET FUNDS**

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**1. Purpose of Item**

This Resolution requests the TriMet Board of Directors (Board) to authorize the General Manager or his designee to execute a Funding Exchange Intergovernmental Agreement (IGA) with Metro to facilitate transit-supportive activities. Under the IGA Metro will allocate to TriMet certain Congestion Mitigation and Air Quality (CMAQ) funds originally allocated to Metro by the Federal Highway Administration (FHWA) for CMAQ-eligible projects, in exchange for TriMet’s transfer to Metro of a like amount of unrestricted TriMet Funds which will be used to advance transit-supportive projects.

**2. Type of Agenda Item**

- Initial Contract
- Contract Modification
- Other: Fund Exchange Intergovernmental Agreement (IGA)

**3. Reason for Board Action**

Metro and TriMet wish to exchange certain CMAQ funds allocated to Metro for a like amount of unrestricted TriMet Funds in order to advance City of Portland “Central City in Motion” projects that benefit transit, to permit TriMet to purchase electric buses, and to further Metro’s regional transit corridor development planning. Authorization from the Board is required for TriMet to participate in this fund exchange because the amounts exchanged will exceed \$1,000,000, even though the exchange will be revenue and expenditure neutral.

**4. Type of Action**

- Resolution
- Ordinance 1<sup>st</sup> Reading
- Ordinance 2<sup>nd</sup> Reading
- Other \_\_\_\_\_

**5. Background**

In the 2016-2018 Regional Flexible Funds allocation cycle, FHWA awarded the City of Portland a \$6,000,000 grant for the Central City Multimodal Safety Project. The City subsequently separated the Project into two phases: Central City Safety Project Phase I and

Central City Safety Project Phase II. Phase I of the Project focused on planning and prioritizing various multimodal safety and reliability improvements in the Central City, which resulted in the Central City in Motion Plan and expended a little more than \$1.1 million of the grant. Phase I projects included a number of Enhanced Transit Concept (ETC) investments that are providing significant benefit to TriMet travel time and reliability. Phase II of the Project focuses on construction of high-priority projects identified in the Central City in Motion Plan.

Since the completion of Phase I of the Central City in Motion Plan, the City of Portland requested that Metro facilitate a fund exchange with TriMet, so that the City can obtain greater flexibility in funding projects identified in the Central City in Motion Plan, including additional ETC projects that benefit TriMet.

To accomplish the exchange, Metro and TriMet have agreed to enter into an Intergovernmental Agreement (IGA) whereby Metro will re-allocate CMAQ funds to TriMet through its 2021-2024 Metropolitan Transportation Improvement Program (MTIP). TriMet will expend these funds in its electric bus program, which is eligible for CMAQ funds. In exchange, TriMet will transfer to Metro a like amount of TriMet's unrestricted funds, upon reimbursement of the electric bus expenditures by the Federal Transit Administration (FTA). Metro will in turn enter into an IGA with the City of Portland to make funding available to the city for additional Central City in Motion investments.

In addition to this exchange, Metro will re-allocate to TriMet \$300,000 of CMAQ funds originally awarded in the 2014-2015 Regional Flexible Fund allocation cycle, which had been allocated to Metro to advance electric vehicle and infrastructure deployment. After TriMet expends the additional \$300,000 in its electric bus program and is reimbursed by the FTA, TriMet will transfer \$300,000 of unrestricted funds to Metro.

A copy of the proposed IGA, executed by Metro only, is attached hereto as Exhibit A.

6. **Procurement Process**

N/A

7. **Diversity**

N/A

8. **Financial/Budget Impact**

There is no financial impact associated with this Funding Exchange Intergovernmental Agreement. It is a revenue and expenditure neutral transaction. Metro allocates CMAQ funds to TriMet. Next, TriMet expends the funds for CMAQ-eligible purposes, and is reimbursed by the FTA. Then TriMet transfers the same amount of unrestricted funds to Metro. The total amount of funds to be exchanged in the proposed Fund Exchange Intergovernmental Agreement is \$4,946,372.

9. **Impact if Not Approved**

If the attached Resolution is not approved, funds will not be exchanged with Metro and the projects proposed to be funded by Metro and TriMet may be delayed or not occur.

**RESOLUTION NO. 19-10-83**

**RESOLUTION NO. 19-10-83 OF THE TRI-COUNTY METROPOLITAN  
TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING  
AN INTERGOVERNMENTAL AGREEMENT (IGA) WITH METRO TO  
FACILITATE TRANSIT-SUPPORTIVE ACTIVITIES THROUGH THE  
EXCHANGE OF FEDERAL FUNDS FOR UNRESTRICTED TRIMET  
FUNDS**

**WHEREAS**, TriMet has authority under ORS 267.200 to enter into a Fund Exchange Intergovernmental Agreement with Metro, a form of which is attached hereto as Exhibit A; and

**WHEREAS**, the exchange of funds is revenue and expenditure neutral, but the total amount of funds to be exchanged by the parties pursuant to the Exhibit A Intergovernmental Agreement exceeds \$1,000,000; and

**WHEREAS**, by Resolution dated October 25, 2017, the TriMet Board of Directors (Board) adopted a Statement of Policies requiring the Board to authorize any Intergovernmental Agreement that obligates TriMet to expend more than \$1,000,000;

**NOW, THEREFORE, BE IT RESOLVED:**

1. That the Intergovernmental Agreement shall conform with applicable law.
2. That the General Manager or his designee is authorized to execute the Intergovernmental Agreement, in a form substantially similar to the attached Exhibit A, through which Metro will transfer to TriMet Congestion Mitigation and Air Quality (CMAQ) funds in the amount of \$4,946,372, initially allocated to Metro by the Federal Highway Administration (FHWA) for CMAQ-eligible projects, in exchange for TriMet's transfer to Metro of a like amount of unrestricted TriMet Funds, upon TriMet's reimbursement by the FTA for the eligible CMAQ expenditures.

Dated: October 23, 2019

\_\_\_\_\_  
Presiding Officer

Attest:

\_\_\_\_\_  
Recording Secretary

Approved as to Legal Sufficiency:

  
\_\_\_\_\_  
Legal Department



# Intergovernmental Agreement

Metro Contract No. 936318  
TriMet Contract No. \_\_\_\_\_

## Project: Metro and TriMet CMAQ Unrestricted Fund Exchange Coordination

This Intergovernmental Agreement (Agreement) is by and between Metro, a municipal corporation and political subdivision of the State of Oregon (Metro), and the Tri-County Metropolitan Transportation District of Oregon (TriMet).

### Background

Metro is the federally mandated metropolitan planning organization (MPO) designated by the Governor to develop an overall transportation plan for the region. The Metropolitan Transportation Improvement Program (MTIP) documents how all federal transportation money is spent in the Portland metropolitan area. It also documents state- and locally-funded projects that may significantly affect the region's air quality. As the MPO for the Portland region, Metro is required to prepare the MTIP documenting funded projects scheduled for the next four years.

TriMet is a mass transportation district organized under ORS Chapter 267 that provides transportation services in Clackamas, Multnomah, and Washington Counties. TriMet is a municipal corporation of the State of Oregon and a public body.

Regional flexible funds are money from the federal government that may be used for a wide range of projects. These funds come from two federal grant programs. Surface Transportation Block Grant Program (STBG) funds may be used for projects to preserve and improve conditions and performance on public roads, pedestrian and bicycle infrastructure, and transit capital projects. Congestion Mitigation/Air Quality Program (CMAQ) funds may be used for surface transportation projects and other related efforts that contribute to air quality improvements and provide congestion relief.

The City of Portland was awarded \$6,000,000.00 for the Central City Multimodal Safety Project in 2016-2018 Regional Flexible Funds allocation cycle. After some negotiation, the City and Oregon Department of Transportation agreed to separate the project into two phases; Central City Safety Project Phase I and Central City Safety Project Phase II. The Phase I project focused on planning and prioritizing various multimodal safety and reliability improvements in the Central City and expended a little more than \$1.1 million. This resulted in the Central City in Motion Plan. Phase II focuses on construction of priority projects to emerge out of the Central City in Motion Plan. Since the completion of Phase I and the Central City in Motion Plan, the City of Portland approached TriMet and requested a fund exchange. The City's goal is to have flexibility in the delivery of several different projects identified in the Central City in Motion Plan. TriMet has agreed to conduct the exchange with Metro to be allocated to the City of Portland by Metro. Metro is in agreement with the exchange of funds. To help facilitate the exchange, Metro will reprogram CMAQ funds in the MTIP to TriMet. TriMet will provide Metro with a like amount of its unrestricted funds upon reimbursement of these funds from the Federal Transit Administration (FTA) for CMAQ eligible expenses.

In addition, Metro has \$300,000 of remaining CMAQ funds originally awarded in the 2014-2015 Regional Flexible Fund allocation cycle. These funds were programmed to Metro to advance electric vehicle and infrastructure deployment. Since the allocation award in 2011, Metro has struggled to identify a partner and a project to expend the CMAQ funds awarded towards electric vehicles. With the update of the Regional Transportation Plan (RTP) in December 2018, there are a number of different regional studies, including, but not limited to the Emerging Mobility Services and Technology study, seeking funding in which the \$300,000 could be applied towards. Metro has requested TriMet exchange Metro's \$300,000 in CMAQ funds along with the Central City Multimodal Safety Project CMAQ fund exchange. Following reimbursement for CMAQ eligible project expenses by the FTA, TriMet has agreed to provide an additional \$300,000 in unrestricted funds to Metro, in exchange for Metro taking steps to amend the MTIP and reprogram \$300,000 in CMAQ funds to TriMet.

Both fund exchanges will take place in FY2021 or later years.

# Intergovernmental Agreement

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**Metro Contract No. 936318**  
**TriMet Contract No. \_\_\_\_\_**

Metro and TriMet, through this Agreement, wish to provide for the exchange between Metro and TriMet of CMAQ funds allocated to Metro for TriMet unrestricted funds. The exchange is intended to fund the Central City Multimodal Safety projects identified mutually by the City of Portland, Metro, and TriMet. TriMet will provide unrestricted funds to Metro for these projects upon receiving reimbursement for eligible CMAQ expenditures from the FTA.

## Agreement

Pursuant to the above recitals, the authority granted in ORS Chapters 267 and 268 and the Metro Charter, and in recognition of the mutual interests of the parties and based upon the terms and conditions herein, the parties hereby mutually agree as follows:

### 1. Obligation and Transfer of Funds

Metro and TriMet wish to make TriMet unrestricted funds available for the City of Portland Central City Multimodal Safety Project Phase II. TriMet will send a check in an amount equal to the CMAQ eligible expenses which TriMet has drawn down pursuant to this agreement, up to \$4,946,372, to Metro no later than 30 days after receipt by TriMet of CMAQ funds. The check should be addressed to Metro and sent to the following location with an email or letter identifying Metro Account #414500 and Fund #141:

**Metro**  
**600 N.E. Grand Avenue**  
**Portland, OR 97232-2736**

The parties may mutually agree to modify this amount and deadline.

### 2. Metro Obligations

Metro will take all steps necessary to undergo an MTIP amendment that reprograms \$4,946,372 in CMAQ Funds (\$4,646,372 from the City of Portland's Central City in Motion project and \$300,000 from Metro's electric vehicle project) to TriMet's bus system purchases of alternative fleet vehicles or other CMAQ eligible uses by TriMet.

This includes gathering the necessary CMAQ eligibility and emissions reductions approvals from ODOT and FHWA on the emission reduction analysis.

### 3. TriMet Obligations

Prior to undertaking the MTIP amendment and if necessary, after the MTIP amendment, TriMet will help facilitate Metro's work to complete the CMAQ emissions reduction analysis and securing approvals from ODOT and FHWA.

TriMet will communicate and keep Metro informed of when CMAQ eligible expenses have been submitted to FTA for reimbursement.

Upon reimbursement for CMAQ eligible project expenses by the FTA, TriMet will send a check in the amount equal to the CMAQ eligible expenses which TriMet has drawn down pursuant to this agreement, up to \$4,946,372, to Metro no later than 30 days after receipt by TriMet of CMAQ funds. This includes \$4,646,372.00 for the City of Portland's Central City Multimodal Safety Project Phase II and \$300,000 for regional studies implemented by Metro.



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Intergovernmental Agreement

**Metro Contract No. 936318**  
**TriMet Contract No. \_\_\_\_\_**

## **4. Coordination**

In efforts to work in partnership, Metro and TriMet have outlined a set of roles, responsibilities, and coordination expectations which are outlined in Exhibit A.

## **5. Use of Exchanged TriMet Unrestricted Funds**

Metro in its sole discretion will negotiate and enter into an intergovernmental agreement with the City of Portland to apply and/or reimburse the TriMet unrestricted funds to the Central City Multimodal Safety Project Phase II.

Metro will administer the intergovernmental agreement with the City. TriMet's review, input, and approvals on certain administrative activities are outlined as part of Exhibit A.

Metro will report on Metro's distribution of the funds only as specified and agreed to in Exhibit A.

Metro may retain no more than 2% of the exchanged unrestricted funds slated for reimbursement to the City of Portland for the Central City Multimodal Safety Project Phase II to administer the unrestricted funds distribution under this agreement. Metro may use the 2% portion as reimbursement for administrative costs. Metro will keep all interest earned on the unrestricted funds exchanged and use it to support Metro's transportation planning efforts.

## **6. Excess Funds**

If the City of Portland fails to start or complete the projects, or completes the projects without expending all the funds, any remaining funds will be considered to be excess flexible funds. These excess funds will revert to Metro and reallocation of the funds may be done administratively or may require JPACT approval.

## **7. Separate Governments**

The parties hereby agree and acknowledge that Metro and TriMet are separate and independent governmental bodies, and that the activities of one party, its officers, agents and employees do not constitute actions of the other party for any purpose whatsoever.

## **8. Indemnification and Release**

To the extent permitted by Article XI, Section 7, of the Oregon Constitution and by the Oregon Tort Claims Act, TriMet hereby agrees to indemnify and hold harmless Metro and its elected officials, officers, agents, and employees from and against any and all liability, damage, action, costs, loss, claims, and expenses (including attorney fees) arising out of the activities of TriMet in performance of this Agreement.

## **9. Site of Agreement**

The site of this Agreement is Portland, Oregon, and any litigation hereto will be governed by the laws of the State of Oregon and conducted in the Circuit Court for Multnomah County.

## **10. Non-Transferability**

This Agreement is binding on each party, its successors, assigns, and legal representatives and may not, under any circumstances, be assigned or transferred by either party.



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Intergovernmental Agreement

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**Metro Contract No. 936318**  
**TriMet Contract No. \_\_\_\_\_**

## 11. Contacts

The Manager of this Agreement for Metro will be (until such time as the Chief Operating Officer may name a replacement):

Elissa Gertler  
Planning and Development Director  
Metro  
600 N.E. Grand Avenue  
Portland, Oregon 97232-2736

With copy to:

Grace Cho  
Senior Transportation Planner  
Metro  
600 N.E. Grand Avenue  
Portland, Oregon 97232-2736

Any and all correspondence and reports must be addressed to the Manager.

The Project Coordinator of this Agreement for TriMet is:

Cora Potter  
Grant Development Specialist  
TriMet  
1800 S.W. 1st Avenue, Suite 300, Mailstop PA  
Portland, Oregon 97201  
PotterCo@trimet.org  
Phone: (503) 962-2185  
Fax: (503) 962-6451

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Any and all correspondence and payments must be addressed to the Project Coordinator.

## 12. Compliance with Laws

Metro and TriMet must comply with all applicable federal, state, and local laws, rules, and regulations, and must award all contracts in accordance with these laws, including without limitation the provision required in public contracts under the Oregon Public Contracting Code.

## 13. Counterparts

This Agreement may be executed in multiple counterparts and each counterpart shall be deemed to be an original. The counterparts together will constitute a single binding agreement. The Parties may exchange counterparts by signed Portable Document Format (PDF) files sent by email.



# Intergovernmental Agreement

Metro Contract No. **936318**  
TriMet Contract No. \_\_\_\_\_

## 14. Entire Agreement

Notwithstanding and succeeding any prior agreements or practices, this Agreement constitutes the entire agreement between the parties and may be only expressly modified in writing signed by both parties.

IN WITNESS WHEREOF, the parties have executed this Agreement on the dates hereinafter indicated as follows.

**Metro**

**TriMet**

By: Andrew Scott  
Title: Interim COO  
Date: 9/26/19

By: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_  
  
By: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

## Exhibit A – Scope of Work

Metro Contract No. 936318  
TriMet Contract No. \_\_\_\_\_

The Central City in Motion Plan is the vision and implementation strategy to enhance the mobility, safety, and access in the Portland metropolitan region's central core (defined in Figure 1). The Central City Multimodal Safety Project Phase II is one step towards the implementation of Central City in Motion and is a collaborative effort between Metro, TriMet and the City of Portland.

The Central City Multimodal Safety Project Phase II scope of work includes selecting, designing, and implementing a series of prioritized enhanced transit and active transportation projects. The following are the major activities involved:

- Concept Development
- Preliminary Engineering and Design (City of Portland led)
- Right of Way Acquisition (City of Portland led), and
- Construction (City of Portland led)

City of Portland will receive up to \$4,646,372 to deliver the Central City Multimodal Safety Project Phase II in coordination with Metro and TriMet. Metro has ultimate approval authority over the reimbursement of funds to the City of Portland for tasks and deliverables as outlined in the Metro-City of Portland intergovernmental agreement. To facilitate coordination and partnership, Metro will not approve reimbursements invoices to the City of Portland without extending to TriMet the opportunity to review deliverables and give advisory approval.

### **Central City Multimodal Safety Project Phase II roles and responsibilities**

Metro and TriMet have developed a partnership to ensure the projects delivered by the Central City Multimodal Safety Project Phase II, with exchanged TriMet funds, mutually meet the expectations of both parties and provide a benefit to the regional transit network.

### **Funding Administration and Management (Metro)**

Metro is in charge of the funding administration and oversight of exchanged TriMet funds for the purposes of seeing through the delivery of the Central City Multimodal Safety Project Phase II. This includes:

- Develop and execute the intergovernmental agreement between Metro and City of Portland
- Oversight on scope, budget and schedule for the Central City Multimodal Safety Project Phase II
- Develop and maintain records and business processes for management and oversight
- Lead process for amending STIP and MTIP to reflect change in CMAQ project allocation and in requesting transfer of funding authority from FHWA to FTA.
- Lead and address any audit requests
- Manage change requests
- Provide necessary communications to partners
- Ensure acknowledgements of funding partnerships
- Convene project partners for project meetings and other ad hoc activities
- Lead problem solving
- Approve invoices
- Manage reimbursements
- Share any/all products with TriMet

### **Funding Administration and Management (TriMet)**

TriMet will not have any direct oversight roles or responsibilities pertaining to the funding administration and management of funds for the Central City Multimodal Safety Project Phase II. Metro will keep TriMet apprised of fund administration and management activities. For the following tasks, TriMet will have an approval role or active participation role.

# Exhibit A – Scope of Work

**Metro Contract No. 936318**  
**TriMet Contract No. \_\_\_\_\_**

- Change management requests
- Participation in project meetings
- Review deliverables

In addition, TriMet will be expected to provide any specifically requested details or information as it pertains to the expenditure of CMAQ funds for alternative fuel transit buses or other CMAQ eligible uses for the purposes of CMAQ reporting.

Below is a table of estimated project milestones and funds transfer dates for TriMet battery electric bus purchases occurring in federal FY 2023. All dates are subject to the occurrence of CMAQ eligible project expenditures. The timeline may change as the project develops, information is obtained and with vendor schedules.

| Milestone  | Estimated Dates   |
|--|---|
| Battery Electric Buses Ordered. Vendor build process approximately 11 months.                                  | August 2021   |
| Battery Electric Buses Delivered. Buses must be validated and placed in service before vendor is paid in full. | September – December 2022   |
| FTA Invoiced for CMAQ Eligible Project Expenses.   | October 30, 2022<br>November 30, 2022<br>December 30, 2022<br>January 30, 2023  |
| Funds Transferred to Metro   | November 30, 2022<br>December 30, 2022<br>January 30, 2023<br>February 28, 2023 |

TriMet will also be responsible for keeping Metro informed of any requests or reporting requirements as it pertains to the expenditure of TriMet funds for the Central City Multimodal Safety Project Phase II.



600 NE Grand Ave.  
Portland, OR 97232-3736

# Exhibit A – Scope of Work

Metro Contract No. 936318  
TriMet Contract No. \_\_\_\_\_

**Projects to be Funded by the Exchange of CMAQ Funds with TriMet Funds**  
The following list of projects has been agreed upon by all partners and confirmed in the intergovernmental agreement between Metro and the City of Portland (Metro Contract # \_\_\_\_\_)

| CEM Project # | Project                  | Description  | Plan Phase | Planned Construction Year | Current Phase        | Total Cost  | Funding Amount | Grants/Transfers | PSOT Match |
|---------------|--------------------------|--|------------|---------------------------|----------------------|-------------|----------------|------------------|------------|
| 3             | Grand bus lane           | ETC project  | Years 2-5  | 2020                      | Kickoff in September | \$901,816   | \$901,816      | \$901,816        | N/A        |
| 3             | MLK bus lane             | ETC project  | Years 6-10 | 2020                      | Kickoff in September | \$908,690   | \$908,690      | \$908,690        | N/A        |
| 12            | SE Hawthorne             | protected bike lane, transit priority, bus islands | Years 1-3  | 2022                      | Kickoff in September | \$1,169,736 | \$1,166,736    | \$172,999        | \$296,740  |
| 2             | SW / NW Broadway Phase 1 | protected bike lanes on NW / SW Broadway           | Years 1-5  | 2021                      | Kickoff Q1 2020      | \$1,288,177 | \$2,288,177    | \$1,964,870      | \$303,307  |
|               |                          |  |            |                           |                      |             |                |                  |            |

## Exhibit A – Scope of Work

**Metro Contract No. 936318**  
**TriMet Contract No. \_\_\_\_\_**

### **Central City in Motion 1-5 Year Priority Projects (Grand & MLK, SE Hawthorne, and Naito Parkway)**

Portland's Central City is home to the densest concentration of people and jobs in Oregon and is expecting another 37,000 households and 51,000 new jobs by 2035, placing increasing demands on the Central City's transportation network. In November of 2018, Portland City Council, with the support and testimony of TriMet and Metro, adopted the Central City in Motion Plan. This plan identifies eighteen key active transportation investments in the Central City including nine miles of bus lanes, seventeen miles of protected bikeways, and eighty-eight pedestrian crossing improvements. The plan further prioritized projects, identifying those that would be the most effective for implementation within the next five years.

Collaborative work between TriMet, PBOT and Metro staff has resulted in an agreed list of priority projects to fund and construct via this fund transfer agreement. This series of investments are referred to collectively as Central City in Motion 1-5 Year Priority Projects (Grand & MLK, SE Hawthorne, and Naito Parkway)). Descriptions of each of the sub-projects follow:

#### **Grand Avenue (SE Hawthorne to NE Broadway) Business Access and Transit Lane**

This project will add transit priority Business Access and Transit (BAT) lanes to NE Grand, providing TriMet buses and Portland Streetcar priority when travelling through these congested Central Eastside corridors and relieving a major pinch point in the transit system. The outer lane of NE Grand (where the streetcar tracks are located) will be converted to BAT lanes for bus and streetcar. Freight use of BAT lanes will also be evaluated. These improvements will benefit the Line 6, which currently experiences delay northbound on Grand and Hawthorne at the morning and evening peak hours and significant all day slowing from Stark to Burnside.

#### **Martin Luther King Jr. Boulevard (SE Hawthorne to NE Broadway) Business Access and Transit Lane**

This project will add transit priority Business Access and Transit (BAT) lanes to Martin Luther King Blvd, providing TriMet buses and Portland Streetcar priority when travelling through these congested Central Eastside corridors and relieving a major pinch point in the transit system. The outer lane of NE MLK (where the streetcar tracks are located) will be converted to BAT lanes for bus and streetcar. Freight use of BAT lanes will also be evaluated. Similar to the Grand BAT lane, these improvements will also benefit the Line 6.

#### **SE Hawthorne (East bridge viaduct to SE 12th) Enhanced Transit and Protected Bikeway**

This project will improve transit operations, speed and reliability eastbound across the Hawthorne bridge viaduct extending to SE 12th Avenue. Key project elements include a BAT lane and transit island on the viaduct and the elimination of bus/bike weaves along SE Hawthorne by placing the bicycle lane curbside and providing transit islands at stops. This project would benefit TriMet buses such as the Line 14, which experiences both AM and PM peak delays along the corridor. TriMet Lines 4 and 14 would also benefit.

#### **Broadway Phase I (NW Lovejoy to SW Oak)**

This project will address pedestrian safety, transit delay and improve cycling facilities on SW/NW Broadway. Identified as a High Crash Corridor for people driving, walking, and biking, this section of Broadway will be reconfigured to provide protected bike lanes, safer crossings, and more reliable transit service for TriMet's Line 17.

