

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING NEW OR)	RESOLUTION NO. 20-5094
AMENDING EXISTING PROJECTS TO THE 2018-)	
21 METROPOLITAN TRANSPORTATION)	Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM WHICH INVOLVES)	Andrew Scott in concurrence with
PROJECT CHANGES TO FIVE PROJECTS)	Council President Lynn Peterson
IMPACTING GRESHAM, ODOT, AND TRIMET)	
(AP20-11-APR))	

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, the city of Gresham’s 2022-24 Regional Flexible Fund Allocation (RFFA) grant award enables their NW Division Complete Street Project to be completely funded and will be advanced to start the preliminary Engineering (PE) phase in FY 2020 to keep the project on its delivery schedule and protect older obligated funds from lapsing; and

WHEREAS, the Oregon Department of Transportation (ODOT) is committing \$150,000 from their Roadway Safety Audit Implementation project grouping bucket to their Region 1 Bike and Pedestrian Crossings safety project to support additional PE phase requirements due to a scope and limits revision; and

WHEREAS, TriMet has now determined that final engineering activities will not commence until fall of 2020 resulting in a programming change to their Red Line Extension Project which requires the PE phase now to be added to the new draft 2021-24 MTIP and State Transportation Improvement Program (STIP) as a new project resulting in the deletion of the current project from the 2018-21 MTIP and STIP which will also correct a past programming error for the project; and

WHEREAS, TriMet has been successful in obtaining a \$1.8 million FTA Section 5312 discretionary and competitive grant from FTA’s Integrated Mobility Innovations program for their STEPS to MOD and MPI Demonstration project which will develop a mobility payment system that integrates payment for multiple modes into a single transaction; 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 April 2020 MTIP Formal Amendment; and

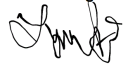
WHEREAS, the RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP’s financial constraint finding is maintained a result of the April 2020 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 April 3, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5094 consisting of the April 2020 Formal MTIP Amendment on April 16, 2020 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on May 7, 2020 to formally amend the 2018-21 MTIP to include the required changes, advancements, or additions to the five identified projects as part of Resolution 20-5094.

ADOPTED by the Metro Council this 7 day of May 2020.

DocuSigned by:

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Lynn Peterson, Council President

Approved as to Form:
DocuSigned by:

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Carrie MacLaren, Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 20-5094



<p align="center">Proposed April 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: AP20-11-APR Total Number of Projects: 5</p>					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 16986	70542	Gresham	Division Street Corridor Improvements (Gresham) NW Division Complete St–Phase I: Wallula Ave–Birdsdale Ave	Construct sidewalks and bicycle lanes on each side of Division Street between Gresham/Fairview Trail and NW Wallula Ave. Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes.	ADD FUNDING The formal amendment adds full project funding to the PE, ROW, Utility , and Construction phases as a newly awarded 2022-2024 RFFA funded project. The amendment also advances the additional PE funding into FY 2020 to be obligated before the end of FY 2020 allowing the Preliminary Engineering phase portion of Project, Specifications, and Estimates (PS&E) be initiated early. The project name and descriptions are updated as well through the formal amendment.
Project #2 Key 20414	70970	ODOT	Roadway Safety Audit Implementation	Address unanticipated safety improvements as identified	SPLIT FUNDING Split \$150,000 from Key 20414 and add it to Key 20479 in the PE phase to allow PE to continue. Because Key 20479 is completing a scope and limits change, Key 20414 is part of the formal amendment with Key 20479
Project #3 Key 20479	71005	ODOT	Region 1 Bike Ped Crossings	Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E) on Powell (US-26) and OR8 at Baseline. Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.	SCOPE/LIMITS CHANGE The formal amendment deletes scope from Powell Blvd and reduces the limits on OR99E, and adds \$150k from Key 20414
Project #4 Key 20849	70935	TriMet	Redline Extension to Gateway Double-Track Project	Constructing pocket track at Fair Complex/Hillsboro Airport MAX station combined with new track work and a new station at Gateway and new track work at Portland Airport MAX station to improve system operations. Programmed funds for project development.	CANCEL PROJECT The PE phase (final Engineering) will not begin until FY 2021. The PE phase will be programmed using a new Key number for inclusion in the 2021-2024 MTIP and STIP. This result in Key 20849 be an unnecessary, erroneous, and unnecessary duplicate project and is being removed from the 2018 -21 MTIP

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #5 Key TBD NEW PROJECT	TBD	TriMet	TriMet STEPS to MOD & MPI Demonstration Project	Develop a mobility payment system that integrates payment for multiple modes into a single transaction	ADD NEW PROJECT The formal amendment adds TriMet's new "STEPS to MOD & MPI Demonstration" discretionary FTA Section 5312 grant from the Integrated Mobility Innovation program



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

Formal Amendment
ADD FUNDING
9th Amendment to Project

Lead Agency: Gresham		Project Type:	Active Trns	ODOT Key:	16986		
Project Name: Division Street Corridor Improvements (Gresham) NW Division Complete St-Phase I: Wallula Ave-Birdsdale Ave	1	ODOT Type	Bike/Ped	MTIP ID:	70542		
		Performance Meas:	Yes	Status:	3		
Project Status: 3 = (PE) Preliminary Engineering (NEPA) activities initiated		Capacity Enhancing:	No	Comp Date:	12/31/2026		
		Conformity Exempt:	Yes	RTP ID:	10440		
Short Description: Construct sidewalks and bicycle lanes on each side of Division Street between Gresham/Fairview Trail and NW Wallula Ave. Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes.		On State Hwy Sys:	No	RFFA ID:	TBD		
		Mile Post Begin:	N/A	RFFA Cycle:	2022-24		
		Mile Post End:	N/A	UPWP:	No		
		Length:	N/A	UPWP Cycle:	N/A		
		1st Year Program'd:	2012	Past Amend:	8		
		Years Active:	9	OTC Approval:	Yes		
		STIP Amend #: TBD				MTIP Amnd #:	AP20-11-APR
		Detailed Description: In the city of Gresham on Division Street between Gresham/Fairview Trail (GFT) and NW Wallula Ave, construct sidewalks and bicycle lanes on each side of Division Street (Project Development Activities). Completion of this project will address a key gap in the regional bicycle and pedestrian network, and is consistent with the Division BRT project. (Current funding is for project development activities only)."					
Revised: In Gresham on NW Division St between NW Wallula Ave and NW Birdsdale Ave, Construct Phase 1 active transportation improvements to include ADA improvements, sidewalks, curbs, curb ramps, and bike lanes to add 800' of new sidewalks (gap fills) & bicycle lanes to connect with new transit stations being developed on the north and south sides of NW Division St separately with Phase II planned to extend NW Division St with similar active transportation improvements from NW Birdsdale Ave and the Gresham-Fairview Trail							
STIP Description: TBD							

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
TCSP	L68E	2016		-		\$ 161,514		\$ -
TCSP	L68E	2013	\$ 179,460					\$ 179,460
CMAQ-U	Z400	2020		\$ 712,537				\$ 712,537
CMAQ-U	Z400	2022			\$ 1,076,760			\$ 1,076,760
CMAQ-U	Z400	2022				\$ 89,730		\$ 89,730
CMAQ-U	Z400	2024					\$ 3,361,733	\$ 3,361,733
							Federal Totals:	\$ 5,420,220
Federal Fund Obligations:			\$ 179,460					Federal Aid ID
EA Number:			PE02199					3125(049)
Initial Obligation Date:			1/29/2013					
State Funds								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2016				\$ 18,486		\$ -
Local	Match	2013	\$ 20,540					\$ 20,540
Other	OVM	2016		\$ 100,000		-		
Other	OTH0 (OVM)	2013	\$ 100,000					\$ 100,000
Local	Match	2020		\$ 81,553				\$ 81,553
Local	Match	2022			\$ 123,240			\$ 123,240
Local	Match	2022				\$ 10,270		\$ 10,270
Local	Match	2024					\$ 384,765	\$ 384,765
Other	OTH0 (OVM)	2024					\$ 720,172	\$ 720,172
							Local Total	\$ 720,172
Phase Totals Before Amend:			\$ -	\$ 100,000	\$ -	\$ 180,000	\$ -	\$ 280,000
Phase Totals After Amend:			\$ 300,000	\$ 794,090	\$ 1,200,000	\$ 100,000	\$ 4,466,670	\$ 6,860,760
							Year Of Expenditure (YOE):	\$ 6,860,760

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 newly awarded RFFA funding to fully fund the project. The project name and description are updated as well. Gresham also concurred with Metro's request to advance the added funding for the PE Phase to 2020 to ensure PE activities can continue. At \$6,860,740, the project is now fully funded and being advanced to ensure the prior obligated PE phase TCSP funds do not lapse.

> Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 10440 - Division - Gresham/Fairview Trail to Wallula/212th: Sidewalks, Bike Lanes

> RTP Description: Retrofit street to add bicycle facilities, sidewalks, and explore other multimodal facilities and connections.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety : Projects that correct, improve, or eliminate a hazardous location or feature.

> UPWP amendment: Not applicable & not required

Fund Codes:

> TCSP = Federal Transportation Community and System Preservation discretionary funds which are awarded on a competitive basis from FHWA

> CMAQ-U = Federal Congestion Mitigation Air Quality (CMAQ) Improvement Program funds. The CMAQ program is specifically designed to support projects that provide air quality benefits. The funds are appropriated to the State DOT and allocated via a formula to the eligible MPOs. The CMAQ-U funds are then allocated by the MPO in the urbanized area (Metro MPO boundary area) through the competitive Regional Flexible Fund Allocation (RFFA) award process.

> 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: Yes

> Metro Model: Yes

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No

> Located on the CMP: Yes



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

Formal Amendment
SPLIT FUNDING
 5th Amendment to Project

Lead Agency: ODOT		Project Type: Safety	ODOT Key: 20414
Project Name: Road Safety Audit Implementation	2	ODOT Type: Planning	MTIP ID: 70970
		Performance Meas: No	Status: 4
		Capacity Enhancing: No	Comp Date: 12/31/2022
		Conformity Exempt: Yes	RTP ID: 12095
		On State Hwy Sys: Various	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: 2021	Past Amend: 4
		Years Active: 1	OTC Approval: No
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		STIP Amend #: 18-21-3722	MTIP Amnd #: AP20-11-APR
Short Description: Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations PGB			
Detailed Description: Project Grouping Bucket per 40 CFR 93.126 - Safety. HSIP fund bucket supporting and addressing unanticipated safety improvements as identified. 2018 RTP approved in revenue and project grouping bucket "Safety and Operations" supporting improvements in the following areas: Highway crossings improvements, Roadway safety (non-capacity repairs/rehabilitation), Landslides/rock falls mitigation, and Illumination/Signals, ITS. Project Funding			
STIP Description: Address unanticipated safety improvements as identified			

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
ADVCON	ACPO	2021					\$ 1,689,244	\$ -
ADVCON	ACPO	2021					\$ 1,539,244	\$ 1,539,244
								\$ -
								\$ -
ADVCON is projected to be 100% federal HSIP . No match required							Federal Totals:	\$ 1,539,244
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 Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,689,244	\$ 1,689,244
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,539,244	\$ 1,539,244
Year Of Expenditure (YOE):								\$ 1,539,244

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 splits of \$150,000 from Key 20414 to be applied to the PE phase in Key 20479, ODOT Regional Bike Ped Crossings. Note: Key 20414 is an approved Project Grouping bucket with funding designed to support regional safety projects as they are identified.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 12095 - Safety and Operations Projects

> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety : Highway Safety Improvement Program implementation.

> UPWP amendment: Not applicable & not required

Fund Codes:

> ADVCON = Federal Advance Construction funds that act as a funding placeholder until the final federal fund type code is identified for the project.

Other

> On NHS: N/A

> Metro Model: N/A

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No



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

Formal Amendment
SCOPE/LIMITS CHANGE
 4th Amendment to Project

Lead Agency: ODOT		Project Type: Safety	ODOT Key: 20479
Project Name: Region 1 Bike Ped Crossings	3	ODOT Type: Safety	MTIP ID: 71005
		Performance Meas: Yes	Status: 5
		Capacity Enhancing: No	Comp Date: 12/31/2022
		Conformity Exempt: Yes	RTP ID:
		On State Hwy Sys: Multiple	RFFA ID: N/A
		Mile Post Begin: Various	RFFA Cycle: N/A
		Mile Post End: Various	UPWP: No
		Length: Various	UPWP Cycle: N/A
		1st Year Program'd: 2017	Past Amend: 3
		Years Active: 4	OTC Approval: Yes
STIP Amend #: 18-21-3722		MTIP Amnd #: AP20-11-APR	
Detailed Description: On Routes US26 at MP 2.07 and 7.38 , OR213 at MP 2.53 and 5.60, OR99E from MP 6.87 to 11.14 , 9.5 to 10.5 , and OR8 at MP 16.67, construct bike/ped improvements including Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.			
STIP Description: Bike and pedestrian improvements on 82nd Ave (OR-213), McLoughlin (OR-99E), Powell (US-26) OR8 at Baseline. Includes RRFBs, medians, illumination, crosswalks, tree trimming/removal, bike lane striping, sidewalks, ADA upgrades, and other improvements.			

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HSIP (100%)	ZS30	2017		\$ 281,600				\$ 281,600
TAP-State	Z300	2017		\$ 89,730				\$ 89,730
HSIP	MS30	2017		\$ 276,660				\$ 276,660
ADVCON	ACPO	2017		\$ 138,330				\$ 138,330
ADVCON	ACPO	2020			\$ 486,477			\$ -
TAP-State	Z300	2020			\$ 266,897			\$ 266,897
Sec 164 (100%)	ZS32	2020			\$ 207,555			
ADVCON	ACPO	2021					\$ 1,984,265	\$ 1,984,265
								\$ -
ROW phase reflects AC conversion							Federal Totals:	\$ 3,037,482
Federal Fund Obligations:				\$ 647,990				Federal Aid ID
EA Number:				PE002837	R9555000			SA00(113)
Initial Obligation Date:				9/14/2019	3/5/2020			
State Funds								
State	Match	2017		\$ 10,270				\$ 10,270
State	Match	2017		\$ 23,340				\$ 23,340
State	Match	2017		\$ 11,670				\$ 11,670
State	Match	2020			\$ 31,324			\$ -
State	Match	2020			\$ 30,548			\$ 30,548
State	Match	2021					\$ 152,186	\$ 152,186
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 681,600	\$ 517,801	\$ -	\$ 2,136,451	\$ 3,335,852
Phase Totals After Amend:			\$ -	\$ 831,600	\$ 505,000	\$ -	\$ 2,136,451	\$ 3,473,051
Year Of Expenditure (YOE):							\$	3,473,051

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 \$150k (ADVCON finds) to PE from Key 20414. There are three actions through this amendment.

1. There is a small stretch of highway along the Tualatin Valley Hwy (OR8; MP 14.20 to 15.70) that connects the City of Hillsboro and City of Cornelius that has a rural appearance. This stretch of highway's Federal Functional Class is a Urban Other Principle Arterial with a speed limit of 50-MPH. The roadway is wide with 4 total travel lanes, two lanes for east/westbound travel with a large section from SW 331st Ave (MP 14.66) to SW 26th Ave (MP 15.72) with either a center two-way-left-turn-lane or a designated left turn lane in the center. There are several T-intersections where the only inlet and outlet from the neighborhood is the connection from OR8. There are no marked crosswalks or signalized intersections between SW 17th Ave (MP 14.15) and N 26th Ave. There is limited to no street lights along this corridor at and between the T-intersections. This stretch of highway has experienced severe and fatal crashes involving pedestrians, bicyclist and motorist in the past several months. This STIP amendment adds funds to conduct a Road Safety Audit on this stretch of highway.

2. The Powell Blvd locations are deleted from the project scope.

3. The project limits on OR99E are reduced to be 9.5.-10.5

≥ Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 12095 - Safety and Operations Projects

> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety : Projects that correct, improve, or eliminate a hazardous location or feature.

> UPWP amendment: Not applicable & not required

Fund Codes:

> HSIP = Federal Highway Safety Improvement Program funds appropriated to ODOT in support of highway safety improvements

> TAP-State = Federal Transportation Alternatives Program funds appropriated to ODOT and used for transportation support improvements such as active transportation improvements, sidewalks, bike lanes, landscaping, median construction, etc.

> Sec 164 (HSIP) = Federal Section 164 funds which are basically a specialized type of HSIP funds.

> ADVCON = Federal Advance Construction funds which are used as a placeholder allowing the DOT to use their state funds temporarily in place of federal funds if not available to continue phase activities. At a future time, the Advance Construction funds are converted to their specific federal funds for reimbursement.

> State = General state funds provided by ODOT to cover the required match.

Other

> On NHS: N/A

> Metro Model: N/A

> Model category and type: N/A

> TCM project: No

> Located on the CMP: N/A



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

**Formal Amendment
 CANCEL PROJECT
 1st Amendment to Project**

Lead Agency: TriMet		Project Type: Transit	ODOT Key: 20849	
Project Name: Redline Extension to Gateway Double Track Project	4	ODOT Type: Transit	MTIP ID: 70935	
	Project Status: 1 = Pre-first phase obligation (scoping, scoping refinement, etc.).	Performance Meas: No	Status: 1	
		RTP ID: 10922	Comp Date: 12/31/2024	
Short Description: Constructing pocket track station combined with new track work and work at Portland Airport MAX station to improve funds for project development.	Yes	RFFA ID: N/A	RFFA Cycle: N/A	
Detailed Description: Constructing pocket track station combined with new track work and work at Portland Airport MAX station to improve funds for project development.	No	UPWP: No	UPWP Cycle: N/A	
	N/A	Past Amend: 0	OTC Approval: No	
	N/A	MTIP Amnd #: AP20-11-APR	Line service to Fair Complex/Hillsboro Airport	
	2021	d combined with		
STIP Description: Design pocket track at Fair Complex station, new track work, a new station at Gateway, and new track work at Gateway and Portland Airport MAX station to improve system operations.	0			

*** Cancelled Project ***
 The TriMet Red Line Extension Project is being programmed with the PE phase funding and scope under a new key number in the new 2021-24 MTIP and STIP. As a result Key 20849 is being cancelled from the 2018-21 MTIP and STIP

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5309	FF30	2021					\$ 5,000,000	\$ -
								\$ -
								\$ -
								\$ -
5309 = Discretionary FTA Small Starts grant							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	2021					\$ 5,000,000	\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000
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 cancels the project from the 2018 -2021 MTIP. The project erroneously has programed discretionary FTA Section 5309 Small Starts funds which have not been awarded yet to the project. The project is preparing to initiate preliminary engineering (final engineering) this fall. As a result \$14 million of local funds and \$4 million of awarded STBG funds are being programmed for the Red Line Extension project, but in a new project in the new draft 2021-2024 MTIP and STIP. As a result of this programming, Key 20849 is now considered an unnecessary duplicate and is being removed from the 2018-21 MTIP.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 10922 - HCT: MAX Red Line Improvements Project: Capital Construction

> RTP Description: Capital construction to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire MAX light rail system.

Project includes double-tracking and a new inbound Red Line station at Gateway Transit Center, double tracking at Portland Airport, upgrades to signals and switches along the alignment, and purchase of new light rail vehicles needed to operate the extension and needed storage capacity at Ruby Junction to house the new vehicles.

> Exemption Status: Project is not exempt, and is considered a capacity enhancing project per 40 CFR 93.126, Table 2 - Mass Transit options

> There is no impact to the UPWP

Fund Codes:

> 5309 = Federal Transit Agency Section 5309 Small Starts discretionary funding

> Local = General local funds provided by the lead agency as part of the required match

Other

> On NHS:

> Metro Model:

Model category and type:

FCM 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: NEW
Project Name: TriMet STEPS to MOD & MPI Demonstration Project	5	ODOT Type: Transit	MTIP ID: NEW
		Performance Meas: Yes	Status: T22
		Capacity Enhancing: No	Comp Date: 12/31/2021
		Conformity Exempt: Yes	RTP ID: 10927
		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: 2020	Past Amend: 0
		Years Active: 0	OTC Approval: Yes
Project Status: T22 = Programming actions in progress or programmed in current MTIP		STIP Amend #: TBD	MTIP Amnd #: AP20-11-APR
Short Description: Develop a mobility payment system that integrates payment for multiple modes into a single transaction			
Detailed Description: FTA 2019 Integrated Mobility Innovation (IMI) discretionary 5312 grant for TriMet to develop a mobility payment system that integrates payment for multiple modes into a single transaction. The project will build on TriMet's multimodal trip planner to reduce travel stress with better real-time arrival predictions			
STIP Description: TBD			

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5312		2020					\$ 1,812,282	\$ 1,812,282
								\$ -
								\$ -
							Federal Totals:	\$ 1,812,282
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
<hr/>								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
<hr/>								
Local Funds								
Local	Match	2020					\$ 453,071	\$ 453,071
Other	OTH0	2020					\$ 74,429	\$ 74,429
								\$ -
							Local Total	\$ 527,500
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,339,782	\$ 2,339,782
Minimum Match requirement is 20%.							Year Of Expenditure (YOE):	\$ 2,339,782

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.

> The FTA Integrated Mobility Innovation (IMI) Demonstration Program is authorized by Federal public transportation law at 49 U.S.C. 5312. Therefore the grant program source of funding originates from the Section 5312 program.

Amendment Summary:

The formal amendment adds TriMet's discretionary grant award to the MTIP from FTA's Integrated Mobility Innovation (IMI) FY 2019 funding program. TriMet's project is called the "STEPS to MOD & MPI Demonstration Project" and will Develop a mobility payment system that integrates payment for multiple modes into a single transaction. FTA's Integrated Mobility Innovation (IMI) Program funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience.

> Will Performance Measurements Apply: Yes under the Transit category.

RTP References:

> RTP ID: 10927 - Operating Capital Information Technology Phase I

> RTP Description: Communication systems

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit.- Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).

> UPWP amendment: Not applicable & not required

Fund Codes:

> 5312 = Federal Transit Agency (FTA) funds that provide funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.

> 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: N/A

> Metro Model: N/A

> Model category and type: N/A

> TCM project: No



Memo

Date: April 17, 2020
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: April 2020 MTIP Formal Amendment & Resolution 20-5094 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF ADDING NEW OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM WHICH INVOLVES PROJECT CHANGES TO FIVE PROJECTS IMPACTING GRESHAM, ODOT, AND TRIMET (AP20-11-APR)

BACKGROUND

What This Is:

The April 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5094 and being processed under MTIP Amendment AP20-11-APR.

What is the requested action?

JPACT requests Metro Council approve Resolution 20-5094 consisting of five projects enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Proposed April 2020 Formal Amendment Bundle						
Amendment Type: Formal/Full						
Amendment #: AP20-11-APR						
Total Number of Projects: 5						
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes	
Project #1 Key 16986	70542	Gresham	Division Street Corridor Improvements (Gresham) NW Division Complete St–Phase I: Wallula Ave–Birdsdale Ave	Construct sidewalks and bicycle lanes on each side of Division Street between Gresham/Fairview Trail and NW Wallula Ave. Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes	ADD FUNDING: The formal amendment adds newly awarded RFFA funding to fully fund the project. The project name and description are updated as well. Gresham also concurred with Metro’s request to advance the added funding for the PE Phase to 2020 to ensure PE activities can continue. At \$6,860,740, the project is now fully funded and being advanced to ensure the prior obligated PE phase TCSP funds do not lapse.	

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 20414	70970	ODOT	Road Safety Audit Implementation	Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations PGB	SPLIT FUNDING: The formal amendment splits off \$150k from FY 2021 and advances it to FY 2020 to be committed to Key 20479.
Project #3 Key 20479	71005	ODOT	Region 1 Bike Ped Crossings	Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E) on Powell (US-26) and OR8 at Baseline. Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal, ADA upgrades; and other safety improvements.	SCOPE/LIMITS CHANGE The formal amendment deletes scope from Powell Blvd and reduces the limits on OR99E, and adds \$150k from Key 20414
Project #4 Key 20849	70935	TriMet	Redline Extension to Gateway Double Track Project	Constructing pocket track at Fair Complex/Hillsboro Airport MAX station combined with new track work and a new station at Gateway and new track work at Portland Airport MAX station to improve system operations. Programmed funds for project development.	CANCEL PROJECT The PE phase (final Engineering) will not begin until FY 2021. The PE phase will be programmed using a new Key number for inclusion in the 2021-2024 MTIP and STIP. This result in Key 20849 be an unnecessary, erroneous, and unnecessary duplicate project and is being removed from the 2018 -21 MTIP
Project #5 Key TBD NEW PROJECT	TBD	TriMet	TriMet STEPS to MOD & MPI Demonstration Project	Develop a mobility payment system that integrates payment for multiple modes into a single transaction	ADD NEW PROJECT The formal amendment adds TriMet's new "STEPS to MOD & MPI Demonstration" discretionary FTA Section 5312 grant from the Integrated Mobility Innovation program

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

Project 1:	Division Street Corridor Improvements (Gresham) NW Division Complete St-Phase I: Wallula Ave-Birdsdale Ave		
Lead Agency:	Gresham		
ODOT Key Number:	16986	MTIP ID Number:	70542
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: <ul style="list-style-type: none"> Construct sidewalks and bicycle lanes on each side of Division Street between Gresham/Fairview Trail and NW Wallula Ave. Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes. Source: Existing project. Funding is a combination of older federal and new RFFA awarded federal funds Funding: <ul style="list-style-type: none"> The source of funding for the project includes: <ul style="list-style-type: none"> Older federal Transportation Community and System Preservation (TCSP) discretionary awarded funds Metro awarded local funds for project development Gresham local funds 2022-24 Regional Flexible Fund Allocation (RFFA) awarded funds Project Type: Active transportation, bike/pedestrian improvement Location: <ul style="list-style-type: none"> In the city of Gresham on NW Division Street Cross Street Limits: NW Birdsdale Ave to NW Wallula Ave Overall Mile Post Limits: N/A Current Status Code: 3 = (PE) Preliminary Engineering (NEPA) activities initiated STIP Amendment Number: TBD MTIP Amendment Number: AP20-11-APR 		
What is changing?	<p>AMENDMENT ACTION: ADD FUNDING</p> <p>The formal amendment “re-boots” the full project in the MTIP and STIP. After issues arose involving previously awarded federal TCSP funds, the city of Gresham was forced to delay implementing the NW Division Complete Street project until a new financial plan was developed. The project-reboot retains the same scope and planned improvements as the earlier version.</p> <p>Using additional local funds committed to the project and a prior Metro \$100,000 project development grant, Gresham has been able to complete project development actions with their project design now at 30%. As an awarded 2022-24 RFFA recipient, the city for Gresham is now ready to move on into final design and complete their Project Specifications and Estimates (PS&E) requirements to complete Preliminary Engineering.</p> <p>To avoid losing project implementation synergy and protect the older</p>		

obligated TCSP funds from lapsing, Metro and Gresham agreed to advance the project and allow the Preliminary Engineering to obligate before the end of FY 2020 (before the end of August). The timing to complete this amendment is urgent to ensure the MTIP and STIP programming is completed before July ensuring the \$712,537 of Congestion Mitigation Air Quality (CMAQ) funds for Preliminary Engineering will obligate before the end of year obligation deadline. Advancing the PE phase to obligate before the end of FY 2020 will allow the construction phase to be implemented two years earlier by FY 2024 as well.

Additionally, advancing the implementation and delivery timing of the project will keep it on track as a TriMet transit access improvement project is completed in the same area during the same time.

The project has been approved to use CMAQ funds. A full air quality emission reduction analysis has been completed and submitted for review and approval to the State CMAQ manager and FHWA. No issues have been noted in the review and planned use of CMAQ for this project.

The project also has completed an extensive delivery review by ODOT. Since this is a full project reboot, the project is normally considered to be a new project in the MTIP and STIP. This would have required development of a new Project Prospectus and Intergovernmental Agreement (IGA) and delayed the PE from obligating until late FY 2021. The delay would have resulted in the Right-of Way (ROW) phase from obligating in time to prevent the older TCSP funds from lapsing and being lost.

As a result of ODOT's delivery review effort, the NW Division St Complete Street project can use the same Key number and existing IGA with only an IGA amendment required.

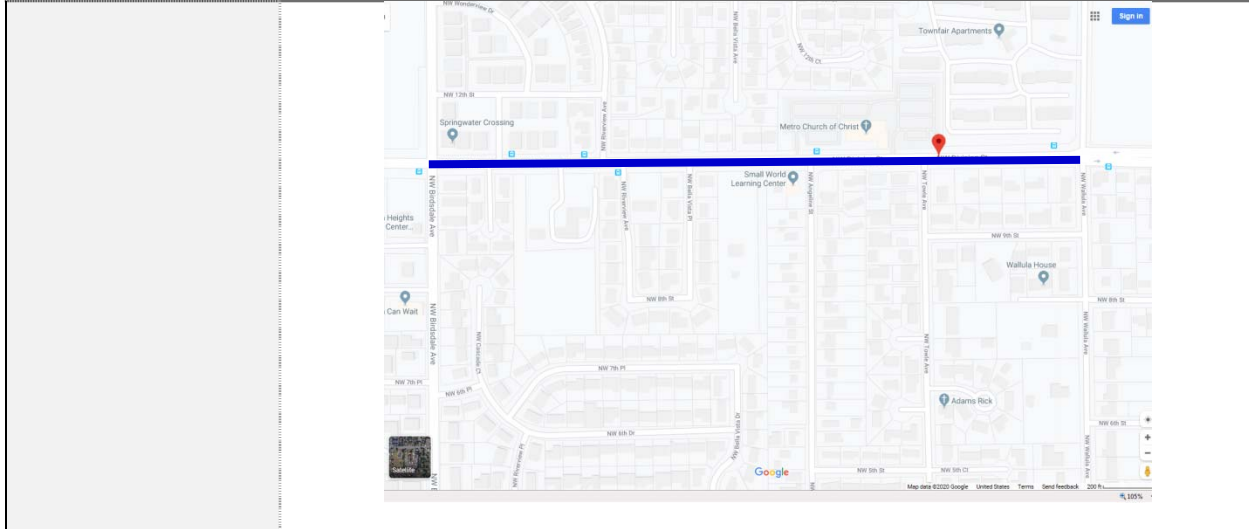
Additional Details:

Metro would like to express our thanks to ODOT project delivery staff including the Region Local Agency Liaison for the project, the Region 1 Agreements Writer, ODOT Salem project delivery staff, and especially the Region 1 STIP Coordinator for their efforts to develop a unique out-of-the-box solution to allow the project to be advanced and avoid the TCSP fund lapse.

NW Division Complete Street Project western limits
NW Division Street at Birdsale Ave looking east



Project Limits



<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding project funding is treated like a cost increase. The addition of \$6.8 million to fully program the project exceeds all Matrix cost increase thresholds triggering the formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>Full project programming is added to the project and includes past prior obligated committed funds. The estimated total project cost is \$6,860,740.</p>
<p>Added Notes:</p>	<ul style="list-style-type: none"> • Attachment 1 contains the completed CMAQ Air Quality Emissions Reduction Analysis required to use CMAQ funds • Other aspects about the project limits: <ul style="list-style-type: none"> - Metro Modeling Network: Yes, NW Division St is identified as a Pedestrian Parkway in the Metro Pedestrian Modeling Network - NW Division St is also identified on the National Highway System (NHS) as a "MAP-21 NHS Principal Arterial" - NW Division St in the project limits is located on the Metro Congestion Management Process (CMP) network - Performance Measurements will apply: Yes. Areas of Safety, CMAQ, and CMQ. Note: NHS items do not appear to apply.

Performance Measurement Compliance Areas
Key 16986: NW Division Complete St-Phase I: Wallula Ave-Birdsdale Ave

SAFETY	Yes	No	N/A	Notes
<ul style="list-style-type: none"> • Is the project located in an ODOT designated safety corridor? 		X		
<ul style="list-style-type: none"> • Does the project scope include deliverables to help reduce fatalities and serious injuries? 	X			Active transportation improvements
<ul style="list-style-type: none"> • Metro Added: Could the project deliverables provide safety benefits in addition to the reduction of deaths, accidents, and injuries that reduce the region's infrastructure vulnerability to crime and terrorism, natural disaster and/or hazardous materials incidents? 	X			

Note: Safety corridors are stretches of state highways where fatal and serious injury traffic crash rates are higher than the statewide average for similar types of roadways. To reduce the number of these incidents, the stretch of the road is designated as a "safety corridor" and becomes subject to heightened enforcement and double fines for traffic infractions. Further guidance is available at <https://www.oregon.gov/ODOT/Safety/Pages/Roadway.aspx>

NHS Performance Targets	Yes	No	N/A	Note
• Does the project improvement located on the NHS include TSMO/ITS scope elements?		X		
• Does the project improvement located on the NHS include capacity enhancing system improvements?		X		

Note: NHS verification sourced from the FHWA, National Highway System mapping page at <https://hepgis.fhwa.dot.gov/fhwagis/#>

CONGESTION MITIGATION				
• Does the project provide improvements via capacity or non-capacity improvements that will help reduce congestion?		X		
• Is the project located on the Metro RTP CMP network?	X			

CMAQ On-Road Mobil Source Emission Targets	Yes	No	kg/day	Note
• Does the project include CMAQ funding?	X			See Attachment 1 to the Staff Report for the complete CMAQ Emission Reduction Analysis Report
• Was an Emission Reduction Analysis (ERA) completed and approved?	X			
• Does the ERA include PM 2.5 reductions?		X	N/A	
• Does the ERA include PM 10 reductions?		X	N/A	
• Does the ERA include Volatile Organic Compound (VOC) reductions	X		.226	
• Does the ERA include carbon monoxide (CO) reductions?	X		9.05	
• Does the ERA include CO2 reductions		X	N/A	
• Does the ERA include nitrogen oxides (NO _x) reductions?	X		.509	

Note: The Emission Reduction Analysis data is normally sourced from Metro's approved CMAQ air quality Emission Reduction Analysis Summary Report completed for each MTIP Update or when CMAQ is awarded to the project unless otherwise noted above for the project.

Particulate Matter (PM): PM stands for **particulate matter** (also called particle pollution) and is a term for a mixture of solid particles and liquid droplets found in the air. Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye. Others are so small they can only be detected using an electron microscope:

- Particulate Matter 2.5: Fine inhalable particles, with diameters that are generally 2.5 micrometers and smaller. How small is 2.5 micrometers? Think about a single hair from your head. The average human hair is about 70 micrometers in diameter – making it 30 times larger than the largest fine particle.
- Particulate Matter 10: PM10 are inhalable particles, with diameters that are generally 10 micrometers and smaller.

Volatile Organic Compounds (VOC): **VOCs** are compounds that easily become vapors or gases. **VOCs** are released from burning fuel such as gasoline, wood, coal, or natural gas. They are also released from many consumer products: Cigarettes. Solvents.

Carbon monoxide: (CO): **Carbon monoxide** is a colorless, odorless gas that can be harmful when inhaled in large amounts. CO is released when something is burned. The greatest sources of CO to outdoor air are cars, trucks and other vehicles or machinery that burn fossil fuels.

Carbon dioxide (CO₂): **Carbon dioxide** is a chemical compound composed of one carbon and two oxygen atoms. It is often referred to by its formula **CO₂**. It is present in the Earth's atmosphere at a low concentration and acts as a greenhouse gas. Carbon dioxide enters the atmosphere through burning fossil fuels (coal, natural gas, and oil), solid waste, trees and other biological materials, and also as a result of certain chemical reactions (e.g., manufacture of cement

Nitrogen Oxides (NO_x): **Nitrogen oxides** are a family of poisonous, highly reactive gases. These gases form when fuel is burned at high temperatures. NO_x pollution is emitted by automobiles, trucks and various non-road vehicles (e.g., construction equipment, boats, etc.) as well as industrial sources such as power plants, industrial boilers, cement kilns, and turbines

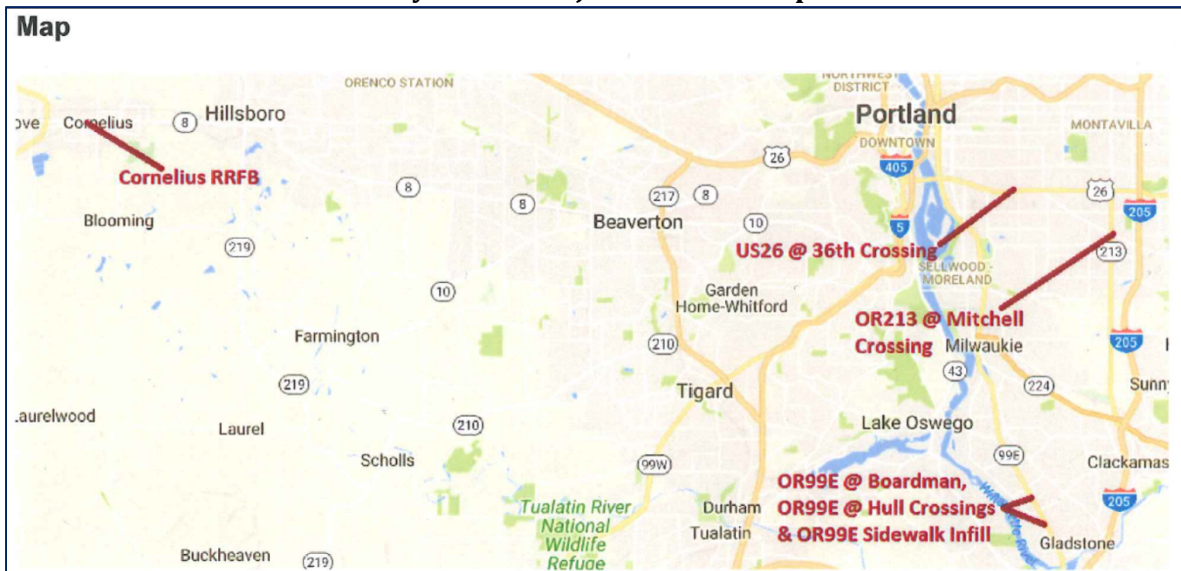
Project 2:	Road Safety Audit Implementation																																																																																														
Lead Agency:	ODOT																																																																																														
ODOT Key Number:	20414	MTIP ID Number:	70970																																																																																												
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations PGB Source: Existing project. Funding: The project grouping bucket is a funding bucket relying on Advance Construction funding as the programming commitment Project Type: Active transportation, bike/pedestrian improvement Location: Various - Region 1 Cross Street Limits: N/A Overall Mile Post Limits: Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: 18-21-3722 MTIP Amendment Number: AP20-11-APR 																																																																																														
What is changing?	<p>AMENDMENT ACTION: ADD FUNDING</p> <p>The formal amendment splits off \$150,000 total from the project grouping bucket in FY 2021 and advances it to FY 2020. The \$150k is being committed to Key 20479 (also part of this amendment bundle).</p> <p>Key 20414 is a project grouping funding bucket which contains federal funds for safety improvement projects (HSIP and others) as they are approved by ODOT.</p> <table border="1" data-bbox="483 1243 1382 1577"> <tr> <td colspan="2">Name: Road safety audit implementation</td> <td colspan="2">Key: 20414</td> </tr> <tr> <td colspan="2">Description: Address unanticipated safety improvements as identified</td> <td colspan="2">Region: 1</td> </tr> <tr> <td>MPO: Portland Metro MPO</td> <td>Work Type: SAFETY</td> <td colspan="2"></td> </tr> <tr> <td>Applicant: ODOT</td> <td>Status: BUCKET OF FUNDS</td> <td colspan="2"></td> </tr> <tr> <td colspan="4">Location(s)-</td> </tr> <tr> <td>Mileposts</td> <td>Length</td> <td>Route</td> <td>Highway</td> </tr> <tr> <td></td> <td></td> <td></td> <td>ACT</td> </tr> <tr> <td></td> <td></td> <td></td> <td>REGION 1 ACT</td> </tr> <tr> <td></td> <td></td> <td></td> <td>COUNTY(S)</td> </tr> <tr> <td></td> <td></td> <td></td> <td>VARIOUS</td> </tr> <tr> <td colspan="4">Current Project Estimate</td> </tr> <tr> <td></td> <td>Planning</td> <td>Prelim. Engineering</td> <td>Right of Way</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Utility Relocation</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Construction</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Other</td> </tr> <tr> <td>Year</td> <td></td> <td></td> <td>2021</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td>\$1,689,244.00</td> </tr> <tr> <td>Fund 1</td> <td></td> <td></td> <td>ACPD \$1,689,244.00</td> </tr> <tr> <td>Match</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4">Footnote: \$1,689,244 Total ARTS allocation</td> </tr> <tr> <td colspan="4">Most Recent Approved Amendment</td> </tr> <tr> <td colspan="2">Amendment No: 18-21-3296</td> <td colspan="2">Approval Date: 12/13/2019</td> </tr> <tr> <td colspan="4">Requested Action: Slip the project to federal fiscal year 2021 for delivery.</td> </tr> </table> <p>The FY 2021 programming reflects an expected commitment level of funding supporting safety improvement projects. Because ODOT uses the federal placeholder fund type code of Advance Construction (or ADVCON), it gives them the flexibility to add existing state funding to a project to be later credited with the federal funds from FY 2021.</p> <p>In Key 20479, the PE phase adds the \$150,000 of Advance Construction finds which is drawn from Key 20414. This is the fund accounting portion to the fund split. The use of Advance Construction this way does require approval from FHWA.</p>			Name: Road safety audit implementation		Key: 20414		Description: Address unanticipated safety improvements as identified		Region: 1		MPO: Portland Metro MPO	Work Type: SAFETY			Applicant: ODOT	Status: BUCKET OF FUNDS			Location(s)-				Mileposts	Length	Route	Highway				ACT				REGION 1 ACT				COUNTY(S)				VARIOUS	Current Project Estimate					Planning	Prelim. Engineering	Right of Way				Utility Relocation				Construction				Other	Year			2021	Total			\$1,689,244.00	Fund 1			ACPD \$1,689,244.00	Match				Footnote: \$1,689,244 Total ARTS allocation				Most Recent Approved Amendment				Amendment No: 18-21-3296		Approval Date: 12/13/2019		Requested Action: Slip the project to federal fiscal year 2021 for delivery.			
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	<p>In reality, ODOT will commit existing State funds to the PE phase of Key 20479 through this process. When the added Advance Construction funds are obligated, then this reflect the date when ODOT will use their State funds to cover the project costs. ODOT will use their own existing funds to cover the phase costs the Advance Construction funds are programmed for the time the funds are obligated.</p> <p>This allows the required PE phase activities to continue in Key 20479. ODOT initially absorbs the phase costs. At a future time (most likely in FY 2021 – post October 2020), the actual federal funds will be available. ODOT will designate the federal fund type code (e.g. HSIP, STBG-State, or etc.) they wish to apply in place of the Advance Construction fund type code. At that time the Advance Construction fund type code is converted to the actual federal fund type code (e.g. Highway Safety Improvement Program or HSIP). At this point, ODOT can now seek reimbursement for the phase costs they incurred using their State funds back to the date of the obligation of the Advance Construction.</p> <p>The use of federal Advance Construction funds originated back around 2005 and is primarily used only by State DOTs as a way to address federal fund liquidity issues and federal fund shortfalls without stopping a project.</p>
Additional Details:	Key 20479 in this amendment bundle reflects the revised commitment of the Advance Construction funds for the PE phase.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, Key 20414 is part of the large scope and limits change to Key 20479 which requires a formal amendment.
Total Programmed Amount:	The project grouping bucket in Key 20414 is reduced by \$150k which decrease the programmed amount from \$1,689,244 to \$1,539,244.
Added Notes:	OTC approval was not required to complete the amendment

Project 3: Region 1 Bike Ped Crossings	
Lead Agency:	ODOT
ODOT Key Number:	20479 MTIP ID Number: 71005
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E) on Powell (US-26) and OR8 at Baseline. Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements. • Source: Existing project. • Funding: The project includes a combination of: <ul style="list-style-type: none"> ○ Federal Highway Safety Improvement Program (HSIP) funds ○ State Transportation Alternatives Program (TAP) funds ○ HSIP Section 164 federal funds ○ Federal Advance Construction funds ○ State funds • Project Type: Safety improvements • Location: At multiple site locations on OR213m OR99E and OR8 • Cross Street Limits: Multiple • Overall Mile Post Limits: <ul style="list-style-type: none"> ○ OR213: MP 2.53 and 5.60 ○ OR99E MP9.5 to 10.5 ○ OR8: MP 16.67 • Current Status Code: 5 = (ROW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation. • STIP Amendment Number: 18-21-3722 • MTIP Amendment Number: AP20-11-APR
What is changing?	<p>AMENDMENT ACTION: SCOPE AND LIMITS CHANGE</p> <p>The formal amendment adds \$150k (ADVCON finds) from Key 20414 to the PE phase. There are three actions through this amendment. They include:</p> <ol style="list-style-type: none"> 1. There is a small stretch of highway along the Tualatin Valley Hwy (OR8; MP 14.20 to 15.70) that connects the City of Hillsboro and City of Cornelius that has a rural appearance. This stretch of highway's Federal Functional Class is an Urban Other Principle Arterial with a speed limit of 50-MPH. <p>The roadway is wide with 4 total travel lanes, two lanes for east/westbound travel with a large section from SW 331st Ave (MP 14.66) to SW 26th Ave (MP 15.72) with either a center two-way-left-turn-lane or a designated left turn lane in the center. There are several T-intersections where the only inlet and outlet from the neighborhood is the connection from OR8. There are no marked crosswalks or signalized intersections between SW 17th Ave (MP 14.15) and N 26th Ave.</p> <p>There is limited to no street lights along this corridor at and between the T-intersections. This stretch of highway has</p>

	<p>experienced severe and fatal crashes involving pedestrians, bicyclist and motorist in the past several months. This STIP amendment adds funds to conduct a Road Safety Audit on this stretch of highway.</p> <ol style="list-style-type: none"> The Powell Blvd locations are deleted from the project scope. The project limits on OR99E are reduced to be 9.5-10.5 																																																																						
<p>Additional Details:</p>	<table border="1"> <thead> <tr> <th colspan="7">Identified Site Locations for Planned Improvements</th> </tr> <tr> <th>Route</th> <th>Highway</th> <th>MP Begin</th> <th>MP End</th> <th>Length</th> <th>Street</th> <th>City</th> </tr> </thead> <tbody> <tr> <td>OR213</td> <td>Cascade North</td> <td>5.60</td> <td>5.60</td> <td>0.00</td> <td>82nd Ave</td> <td>Portland</td> </tr> <tr> <td>OR213</td> <td>Cascade North</td> <td>2.53</td> <td>2.53</td> <td>0.00</td> <td></td> <td>Portland</td> </tr> <tr> <td>OR8</td> <td>Tualatin Valley Highway</td> <td>16.57</td> <td>16.57</td> <td>0.00</td> <td>Adair/Baseline</td> <td>Cornelius</td> </tr> <tr> <td>OR8</td> <td>Tualatin Valley Highway</td> <td>14.32</td> <td>14.87</td> <td>0.55</td> <td></td> <td></td> </tr> <tr> <td>OR8</td> <td>Tualatin Valley Highway</td> <td>14.15</td> <td>14.31</td> <td>0.16</td> <td></td> <td>Hillsboro</td> </tr> <tr> <td>OR8</td> <td>Tualatin Valley Highway</td> <td>14.88</td> <td>15.72</td> <td>0.84</td> <td></td> <td>Cornelius</td> </tr> <tr> <td>OR99E</td> <td>Pacific Hwy East</td> <td>10.50</td> <td>9.50</td> <td>1.00</td> <td></td> <td>Gladstone</td> </tr> <tr> <td>OR99E</td> <td>Pacific Hwy East</td> <td>10.50</td> <td>9.50</td> <td>1.00</td> <td></td> <td></td> </tr> </tbody> </table>	Identified Site Locations for Planned Improvements							Route	Highway	MP Begin	MP End	Length	Street	City	OR213	Cascade North	5.60	5.60	0.00	82 nd Ave	Portland	OR213	Cascade North	2.53	2.53	0.00		Portland	OR8	Tualatin Valley Highway	16.57	16.57	0.00	Adair/Baseline	Cornelius	OR8	Tualatin Valley Highway	14.32	14.87	0.55			OR8	Tualatin Valley Highway	14.15	14.31	0.16		Hillsboro	OR8	Tualatin Valley Highway	14.88	15.72	0.84		Cornelius	OR99E	Pacific Hwy East	10.50	9.50	1.00		Gladstone	OR99E	Pacific Hwy East	10.50	9.50	1.00		
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<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, significant scope changes that remove approved work elements or that change the project limits by more the 0.25 miles require a formal amendment</p>																																																																						
<p>Total Programmed Amount:</p>	<p>The total programmed amount increases from \$3,335,852 to \$3,474,051 with the additional \$150k from Key 20414</p>																																																																						
<p>Added Notes:</p>																																																																							

Key 20479 Project Location Map



Project 4:		Redline Extension to Gateway Double Track Project	
Lead Agency:	TriMet		
ODOT Key Number:	20849	MTIP ID Number:	70935
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Constructing pocket track at Fair Complex/Hillsboro Airport MAX station combined with new track work and a new station at Gateway and new track work at Portland Airport MAX station to improve system operations. Programmed funds for project development. • Source: Existing project. • Funding: Pending FTA Small Start Discretionary grant (\$100 million) plus local funds, and some additional Metro allocated federal funds) <p>The</p> <ul style="list-style-type: none"> • Project Type: Transit Capital – Capacity Enhancing Project • Location: PDX Airport, Gateway Transit Center and from Beaverton to the Hillsboro Fair Complex/Hillsboro Airport MAX Station • Cross Street N/A • Overall Mile Post Limits: N/A • Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) • STIP Amendment Number: TBD • MTIP Amendment Number: AP20-11-APR 		
What is changing?	<p>AMENDMENT ACTION: CANCEL PROJECT</p> <p>The formal amendment cancels Key 20849 in the 2018-21 MTIP. The PE phase for the project is scheduled to start during FY 2021. As a result it is being programmed in the new draft 2021-2024 MTIP.</p> <p>Currently, the project was added to the 2018 MTIP as a placeholder with the anticipation that the project’s final engineering (or Project Specifications, and Estimates (PS&E) would commence in FY 2020. However, the updated timing from TriMet now reflects final engineering starting in FY 2021.</p> <p>Due to the programming structure in the STIP, Key 20849 could not be carried over into the new 2021-2024 STIP. A new key number and project would have to be established even if PE did commence in FY 2020. With the PE phase not starting until FY 2021, Key 20849 has become an unnecessary entry in the current 2018 MTIP. Additionally, since the Red Line Extension project will be assigned a new Key Number in the 2021-2024 STIP and MTIP, canceling Keu 20849 from the 2018-2021 MTIP is a requirement for accounting and auditing purpose.</p>		
Additional Details:	<p>As shown in Attachment 2, \$18.1 million is being added to the project PE phase supporting final engineering actions.</p> <p>The scope of the project does not change as a result of this programming change. The proposed main improvements still are:</p> <ul style="list-style-type: none"> - Extend the Red Line from Beaverton Transit Center MAX station to 		

- Fair Complex/Hillsboro Airport MAX station
- Complete double track improvements from Gateway to PDX airport
 - Construct a Red Line Station at Gateway Transit Center just north of the current Gateway Transit Center
 - Construct a pedestrian path allowing pedestrian access between the current Gateway station and the new Red Line station.

The estimate total project cost is \$206 million. Construction is planned to commence during the 2021/22 timeframe with opening during 2023/24



Rendering of the new Gateway Red Line MAX Station just north of the current Gateway Station

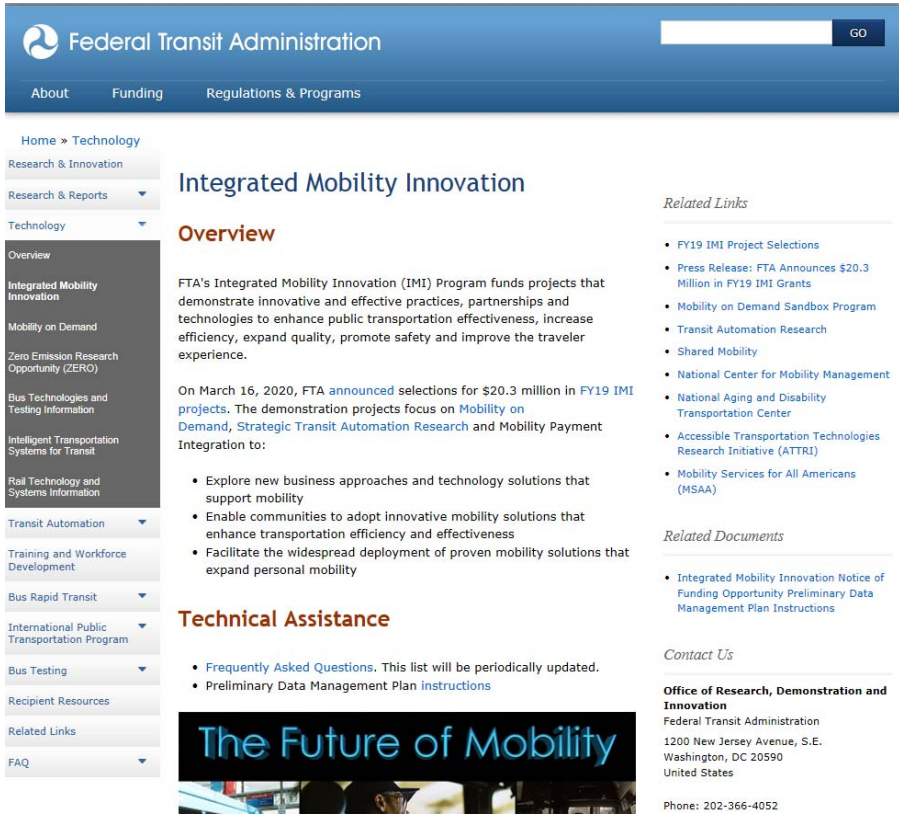


Why a Formal amendment is required?

Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding project funding is treated like a cost increase. The addition of \$6.8 million to fully program the project exceeds all Matrix cost increase thresholds triggering the formal amendment.

Total Programmed Amount:	Full project programming is added to the project and includes past prior obligated committed funds. The estimated total project cost is \$6,860,740.
Added Notes:	Attachment 2 provides a PE programming summary of the Red Line Extension project in the new 2021-2024 MTIP. Added Note: The Red Line Extension Project is not being cancelled and will move forward into final engineering this fall. Only the project entry in the 2018 MTIP is being cancelled as a new project entry will be included in the 2021-24 MTIP.

Project 5:	TriMet STEPS to MOD & MPI Demonstration Project (New Project)		
Lead Agency:	TriMet		
ODOT Key Number:	TBD	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Develop a mobility payment system that integrates payment for multiple modes into a single transaction Source: New Project. Funding: The project received a discretionary Federal Transit Administration (FTA) Section 5312 grant from the FY 2019 Integrated Mobility Innovation funding program Project Type: Transit Location: TriMet Service area Cross Street Limits: N/A 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: AP20-11-APR 		
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds TriMet's discretionary grant award to the MTIP from FTA's Integrated Mobility Innovation (IMI) FY 2019 funding program. TriMet's project is called the "STEPS to MOD & MPI Demonstration Project" and will Develop a mobility payment system that integrates payment for multiple modes into a single transaction.</p> <p>The grant originates from FTA's Integrated Mobility Innovation (IMI) Program which funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience.</p>		
Additional Details:	<p>FTA's IMI 2019 funding opportunity provides \$15 million for demonstration projects focused on three areas of interest:</p> <ol style="list-style-type: none"> Mobility on Demand, Strategic Transit Automation Research Mobility Payment Integration <p>The purpose of the funding program is to:</p> <ul style="list-style-type: none"> Explore new business approaches and technology solutions that support mobility Enable communities to adopt innovative mobility solutions that enhance transportation efficiency and effectiveness Facilitate the widespread deployment of proven mobility solutions that expand personal mobility <p>Additional program details can be found at: https://www.transit.dot.gov/IMI</p>		

	
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a full/formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>The 5312 grant is \$1,812,282/ With match and overmatch, the total programmed amount is \$2,339,782</p>
<p>Added Notes:</p>	

TRANSIT Asset Management Targets	Yes	No	N/A	Note
<p><u>Rolling Stock – Replacement:</u></p> <ul style="list-style-type: none"> Does the transit project include rolling stock (buses, rail cars/cabs, Vans) to replace existing fleet vehicles? 		X		
<p><u>Rolling Stock – Expansion:</u></p> <ul style="list-style-type: none"> Does the transit project include rolling stock (buses, rail cars/cabs, Vans) for fleet expansion needs? 		X		
<p><u>Service Support vehicles – Replacement:</u></p> <ul style="list-style-type: none"> Does the transit project include service or support vehicles (trucks, cars, rail equipment, etc.) to replace existing service vehicles? 		X		

<p><u>Service Support Vehicles – Expansion:</u></p> <ul style="list-style-type: none"> Does the transit project include service or support vehicles (trucks, cars, rail equipment, etc.) that expands the existing service vehicles fleet 		X		
<p><u>Facility Improvements:</u></p> <ul style="list-style-type: none"> Does the transit project include funds designated to improve the condition of marginal or poor existing facilities? (rating of 2 or 1) 		X		
<p><u>New/Expansion Transit Services:</u></p> <ul style="list-style-type: none"> Does the transit project include funds designed for facility expansion needs to address new or expanded transit services? 		X		
<p><u>Transit Infrastructure Improvements:</u> (Existing system or for expansion)</p> <ul style="list-style-type: none"> Does the project include funds and deliverables intended to support transit infrastructure (tracks, communications, etc. to support increased transit performance? 	X			The IMI grant program supports demonstration projects intended to enhance transit efficiency and effectiveness

Note: The Amendment Matrix located below 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.
- 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 within 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.

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.

- 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 Interstate 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 April 2020 Formal MTIP amendment (AP20-11-APR) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	March 26, 2020
• TPAC notification and approval recommendation.....	April 3, 2020
• JPACT approval and recommendation to Council.....	April 16, 2020
• Completion of public notification process.....	April 24, 2020
• Metro Council approval.....	May 7, 2020

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>
• Amendment bundle submission to ODOT for review.....	May 12, 2020
• Submission of the final amendment package to USDOT.....	May 12, 2020
• ODOT clarification and approval.....	Late May, 2020
• USDOT clarification and final amendment approval.....	Mid-May, 2020

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:

JPACT requests Metro Council approve Resolution 20-5094 consisting of five projects enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

- TPAC notification and approval date: April 3, 2020
- JPACT approval date: April 16, 2020

Attachments:

1. NW Division Complete Street CMAQ Emission Reduction Analysis report
2. TriMet Red Line Extension PE programming Draft for the 2021-2024 MTIP and STIP
3. FTA Integrated Mobility Innovation 2019 Grant Award List

Attachment: 1 NW Division Complete Street CMAQ Emission Reduction Analysis

INSTRUCTIONS			
Review ODOT's CMAQ Guidelines for allowable project types and eligibility (ODOT allows fewer project types than FHWA)			
ODOT CMAQ Guidelines			
PROJECT INFORMATION			
Project Title	NW Division Complete Street Project – Phase 1: Wallula Ave to Birdsdale Ave		
MPO (if Applicable)	Metro	STIP #	16986
Agency (applicant)	City of Gresham		
Address	1333 N.W. Eastman Parkway, Gresham, OR 97030		
Primary Contact	Katherine Kelly		
Telephone	503-618-2110	Public-Private Partnership? Y/N	N
Email	Katherine.kelly@greshamoregon.gov		
Responsible Agency	City of Gresham		
Project Location (City)	City of Gresham		
Project Delivery	Certified Agency: X	SFLP (non MPO)_____	ODOT Delivered_____
PROJECT CATEGORY (Applicant Certifies by checking box that Project meets requirements as outlined in ODOT CMAQ Guidelines)			
<input type="checkbox"/>	Public Transportation Improvements	<input type="checkbox"/>	Traffic Flow Improvements for Congestion Reduction
<input type="checkbox"/>	Transp. Options Strategies	<input type="checkbox"/>	Vehicle and Fuel Efficiency Efforts
<input checked="" type="checkbox"/>	Pedestrian/Bicycle Infrastructure	<input type="checkbox"/>	Road Dust Mitigation (PM10 areas only)
<input type="checkbox"/>	ITS for Congestion Reduction	<input type="checkbox"/>	Project is a TCM
Infrastructure project is on a: <input checked="" type="checkbox"/> Roadway, <input type="checkbox"/> Bikeway or Sidewalk, <input type="checkbox"/> Transit, <input type="checkbox"/> Other			
Non-Infrastructure Project includes: <input type="checkbox"/> Operating Assistance, <input type="checkbox"/> Outreach/Education			
PROJECT LOCATION			
Street(s) Name (or Nearest Street): NW Division Street	Functional Class: Minor Arterial, Frequent Transit Service Bus, Regional Bikeway, Pedestrian Parkway		
Cross Streets, Termini: Wallula Avenue, Birdsdale Avenue	Total Linear Feet: 2,574		

Attachment 1: NW Division Complete Street CMAQ Emission Reduction Analysis

DETAILED COST ESTIMATE / SCHEDULE						
[Provide cost, including match, for eligible components. Use additional sheets for detailed estimate]						
Phase	Program FYs (beginning and completion)	Other Federal _____	CMAQ	Local	non Fed _____	Total
Project Development	Prior Obligated	\$161,514	\$0	\$18,486	\$100,000	\$280,000
Design/ Engineering	FFY 2022		\$712,537	\$81,553		\$794,090
Right of Way	FFY 2024		\$1,076,760	\$123,240		\$1,200,000
Construction	FFY 2026		\$3,361,733	\$384,765	\$720,172	\$4,466,670
Operating Assistance (if applicable)						
Other – Utility Relocation	FFY 2024		\$89,730	\$10,270		\$100,000
Totals		\$162,514	\$5,240,760	\$628,314	\$820,172	\$6,840,760
Duration of Project Funding (Years) 5 Expected first year of billing: FFY 2022						
Detail any CMAQ ineligible components and how they are funded. Provide source of all local/non-federal funds						
PROJECT NARRATIVE						
<p>The Sidewalk gaps exist on both sides of the street, with gaps of over 800 feet in length between NW Wallula and NW Birdsdale Avenues. Bike lanes currently do not exist. Completion of the sidewalk and bicycle network will enhance access to transit stations being developed on the north and south sides of NW Division at NW Angeline St. Those stations will be constructed by 2021 as part of the Division Transit Project (DTP), a bus rapid transit line that will provide important connections within Gresham and the region.</p>						

Attachment 1: NW Division Complete Street CMAQ Emission Reduction Analysis

EMISSIONS REDUCTIONS

Metro's uses well studied off-model assessments to estimate emissions benefits and reductions from bicycle and pedestrian investments. The two main analytical methods used are: 1) the Benefit-Cost Analysis of Bicycle Facilities; and 2) the Goldsmith methodology. Used in previous CMAQ emissions reduction benefits analyses as well as part of the transportation control measures analysis for the Portland metropolitan area State Implementation Plans (SIP) for carbon monoxide and ozone, the combined methods determine the rate of usage and trips shifted as a result of building and improving active transportation facilities.

The Benefit-Cost Analysis analysis method helps to estimate new bicycle riders to utilize a new facility. The the method estimates the new bicycle commuters that will use the facility in opening year based on different factors such as current bicycling commuter cycling rate in the metro region, land use density near the project, etc. With an understanding of the new bicycle commuters to use a newly opened facility, the Goldsmith methodology estimates the number of the new bicycle commuters that made the switch from single occupancy vehicles and thus reduce emissions in doing so. The Goldsmith methodology uses survey and population data to estimate induced demand of constructing bicycle facilities.

Once there is an estimate of trips diverted from single occupancy vehicle driving to bicycling on the newly opened facility, information from the 2011 Oregon Household Activity Survey for the Portland-metro region applied to emissions factors produced by MOVES2014a determine the estimated emissions reductions and air benefit of the project.

In applying this off model analysis, the results shows the NW Division complete street project will produce the emissions reduction benefit as listed. This is similar and in line with previous active transportation infrastructure projects with similar characteristics funded with CMAQ.

Use the following boxes to show estimated reduction amount (kg/day).

VOC	.226	CO	9.05
NOx	.509	PM10	N/A
PM2.5	N/A	CO2	N/A
Duration of PM10 & CO Benefit	Indefinite/1 Years		

SUPPORTING INFORMATION

SUPPORTING INFORMATION: List all applicable and attach documents to submittal email

- Map showing project location (required)
- Indicate what level of Operating Assistance will be required (if applicable)
- Detailed Project Cost Estimate/Budget and Schedule (required)
- Detailed Timeline for Project (required)
- Documentation if Project is a TCM in an approved SIP
- Buy America information or waiver request (if applicable)
- Cost Effectiveness Assessment (required for MPOs)
- Overview of MPO public process and criteria in project selection (required for MPOs)
- Additional quantitative or qualitative emissions analysis information
- Project Sketch/drawings or plans (required)
- Any other supporting documentation that may support successful award

Attachment 1: NW Division Complete Street CMAQ Emission Reduction Analysis

SUBMISSION			
Submitted By:	Grace Cho, Metro, Senior Transportation Planner	Date:	
	Name and Title		
Submit Completed Application to:			
E-mail: CMAQ@odot.state.or.us Subject Line: CMAQ [Agency Name] Application [Year]			

REVIEW AND APPROVAL (ODOT USE ONLY)			
ODOT Emissions Review:			
	Air Quality Program Coordinator		Date
Accept/Reject (ODOT CMAQ Program Manager):		Date:	
Reason for ODOT Rejection, if applicable.			
FHWA Concurrence/Rejection			
	FHWA CMAQ Coordinator		Date
Reason for FHWA Rejection, if applicable.			



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

2021-2026 MTIP Inclusion
ADD NEW PROJECT
 Initial Programming

Lead Agency: TriMet		Project Type: Transit	ODOT Key: New
Project Name: MAX Redline Extension to Gateway Double Track Project MAX Red Line Extension & Reliability Improvements		ODOT Type: Transit	MTIP ID: New
Project Status: 3 = (PE) Preliminary Engineering (NEPA) activities initiated		Performance Meas: Yes	Status: 3
Short Description: Constructing pocket track at Fair Complex/Hillsboro Airport MAX station combined with new track work and a new station at Gateway and new track work at Portland Airport MAX station to improve system operations. Programmed funds for project development. Final Engineering activities to Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track sections near Gateway/NE 99th Ave & PDX Airport, plus construct new light rail bridge and Red Line station at Gateway along with a new ped/bike path.		Capacity Enhancing: Yes	Comp Date: 6/30/2024
		Conformity Exempt: No	RTP ID: 10922
		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: 2021	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: N/A	MTIP Amnd #: N/A
Detailed Description: Constructing pocket track at Fair Complex/Hillsboro Airport MAX station to enable extended Red Line service to Fair Complex/Hillsboro Airport MAX station and turnaround combined with new track work and a new station at Gateway and new track work at Portland Airport MAX station to improve system operations. Programmed funds for project development only. In Beaverton and the Hillsboro area, extend the MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport resulting in the Red Line accessing existing 10 Blue Line station stops including Beaverton Central, Milikan Way, Beaverton Creek, Merlo, SW 158th, El Monica/SW170th, Willow Creek.SW 185th Transit Center, Quatama, Orenco, Hawthorn Farm and Rail Complex/Hillsboro Airport. At Gateway and at PDX Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport. Include track, switch, and signalization work; construction of an operator break facility at the Fair Complex/ Hillsboro Airport Station and construction of a new storage track at Ruby Junction Rail Yard, plus construct new light rail bridge and Red Line station at Gateway along with a new ped/bike path to connect the existing and new platform, stations.			
STIP Description:TBD			

Attachment 2: Red Line Extension PE Programming Summary for the 2021-2024 MTIP and STIP

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (Transit =Final Engineering)	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
STBG-U	Z230	2021		\$ 4,000,000				\$ 4,000,000
								\$ -
							Federal Totals:	\$ 4,000,000
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	2021		\$ 457,818				\$ 457,818
Other	OVM	2021		\$ 13,649,139				\$ 13,649,139
								\$ -
								\$ -
							Local Total	\$ 14,106,957
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:				\$ 18,106,957	\$ -	\$ -	\$ -	\$ 18,106,957
Year Of Expenditure (YOE):								\$ 206,000,000

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 above phase programming is only for PE at this time. The approved activities are to complete final engineering (PS&E) and complete final cost estimates. The expected 5309 Small Starts award will be added to the project as part of the first amendment to the new 2021-2026 MTIP.

RTP References:

> RTP ID: 10922 - HCT: MAX Red Line Improvements Project - Capital Construction

> RTP Description: Capital construction to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire MAX light rail system. Project includes double-tracking and a new inbound Red Line station at Gateway Transit Center, double tracking at Portland Airport, upgrades to signals and switches along the alignment, and purchase of new light rail vehicles needed to operate the extension and needed storage capacity at Ruby Junction to house the new vehicles.

> Exemption Status: Project is not exempt. The Red Line extension is a capacity enhancing project and does not qualify as an exempt project per 40 CFR 93.126, Table 2 - Mass Transit.

> Capacity Enhancing/RTP Consistency Review:

> 1. The new MAX Red Line Extension is identified in the Transit Modeling Network correctly up to the Fair Complex/Hillsboro Airport station.

> 2. Applicable upgrades to the Red Line at Gateway and at PDX airport also are included in the transit model.

> No action to the UPWP is required.

Fund Codes:

> 5309 = Federal Transit Administration discretionary Section 5309 Small Starts funds.

> STBG-U = Surface Transportation Block Grant - Urban funds allocated to Metro

> Local = General local funds provided by the lead agency as part of the required match to the project

> Other = Local funds provided by the lead agency or another contributing agency that covers required phase costs above the required minimum match.

Other

> On NHS: No

> Metro Model: Yes, Transit Model

> Model category and type: Light Rail

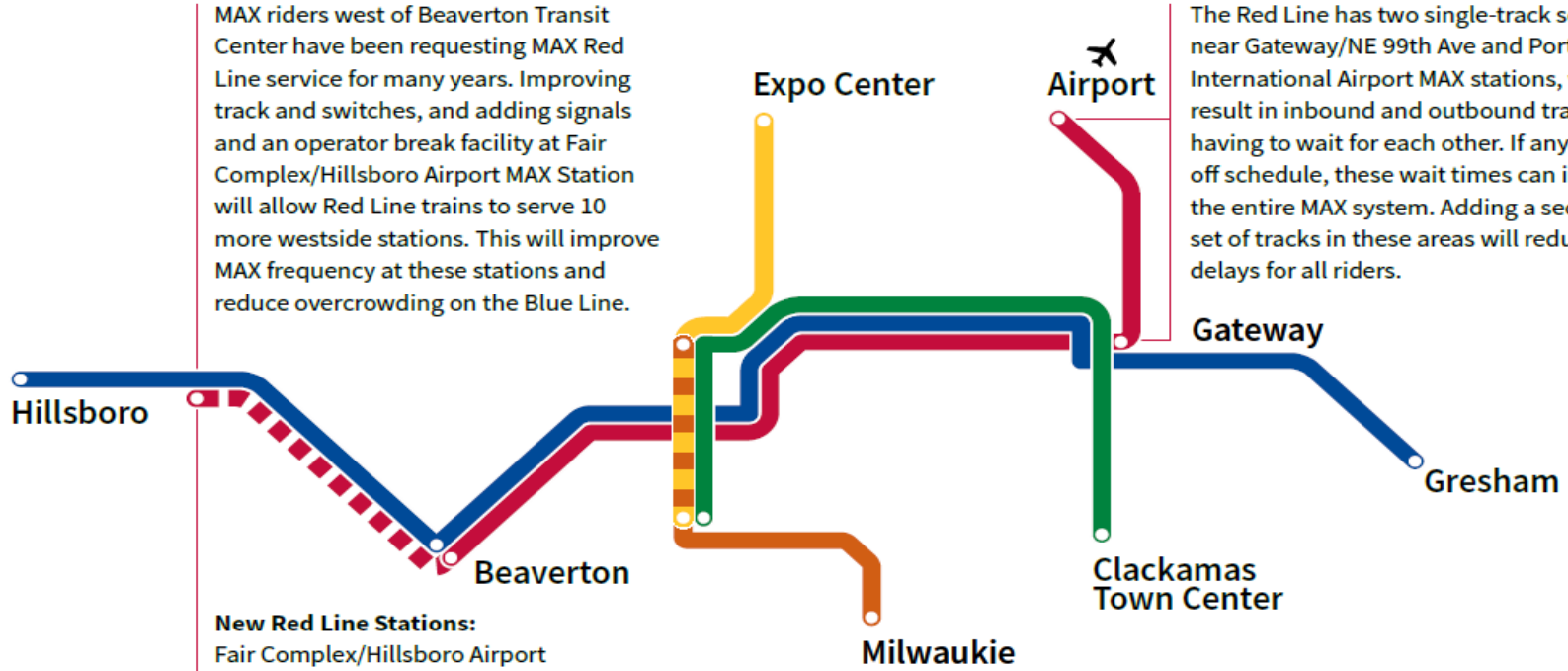
> TCM project: No

A BETTER RED

Improves on-time performance on all five MAX lines and extends MAX Red Line to 10 stations in Beaverton and Hillsboro

MAX riders west of Beaverton Transit Center have been requesting MAX Red Line service for many years. Improving track and switches, and adding signals and an operator break facility at Fair Complex/Hillsboro Airport MAX Station will allow Red Line trains to serve 10 more westside stations. This will improve MAX frequency at these stations and reduce overcrowding on the Blue Line.

The Red Line has two single-track sections, near Gateway/NE 99th Ave and Portland International Airport MAX stations, which result in inbound and outbound trains having to wait for each other. If any train is off schedule, these wait times can impact the entire MAX system. Adding a second set of tracks in these areas will reduce delays for all riders.



New Red Line Stations:

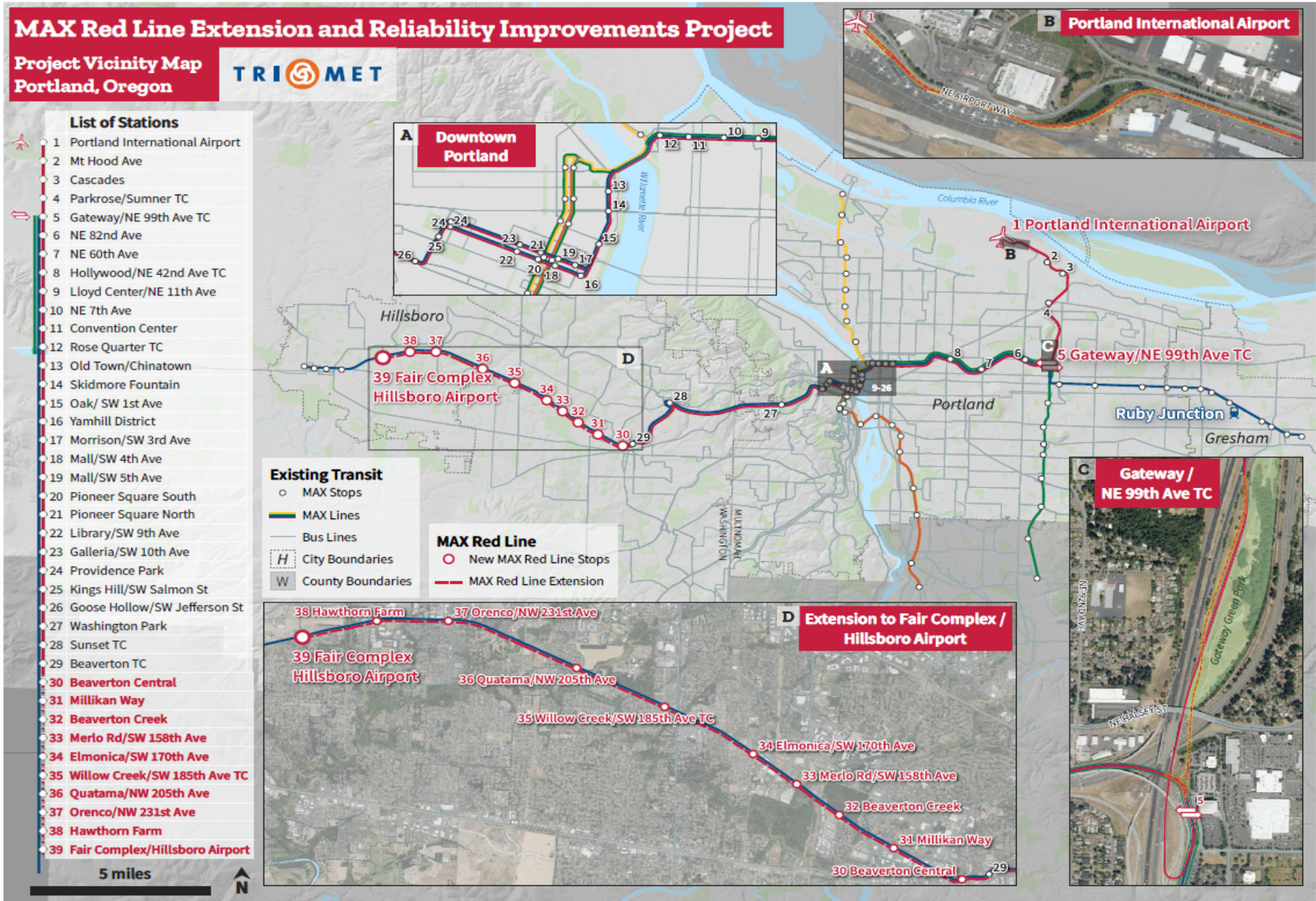
- Fair Complex/Hillsboro Airport
- Hawthorn Farm
- Orenco
- Quatama
- Willow Creek/SW 185th Transit Center
- Elmonica/SW 170th
- Merlo/SW 158th
- Beaverton Creek
- Millikan Way
- Beaverton Central

Estimated Timeline

Design 2017-2021	Construction 2021-2023	Opening 2023-2024
----------------------------	----------------------------------	-----------------------------

Preliminary Estimated Budget

Approximately \$208 million
with \$100 million to be requested from the Federal Transit Administration



Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

[United States Department of Transportation](#)

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Integrated Mobility Innovation (IMI) Fiscal Year 2019 Selected Projects

Click on a header to sort by that column.

Project Sponsor	Project Description	Funding
Matanuska-Susitna Borough	The Matanuska-Susitna Borough will receive funding on behalf of four rural transit providers to implement a platform that centralizes dispatch, fleet management, call-taking and payment across providers. The system will assign trips to the lowest-cost, eligible provider and allow riders flexible request and payment options.	\$231,191
Baldwin County Commission	The Baldwin County Commission will receive funding to create a mobility-on-demand platform to automate routing, scheduling and dispatching technology. It will enhance transit access for all residents of the Mobile area while increasing efficiency, reducing wait times and improving reliability.	\$260,800
San Joaquin Regional Transit District	The San Joaquin Regional Transit District will receive funding to create standard payment integration and trip planning apps across local and regional transit providers. Riders will be able to access and pay for services by multiple providers on the same trip. The project will include marketing and rider-education strategies.	\$306,000
City of Boulder, Colorado	The City of Boulder will receive funding to develop autonomous route optimization	\$224,000

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Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

Project Sponsor	Project Description	Funding
	software to provide on-demand, wheelchair-accessible transportation to older adults, people with disabilities, and low-income individuals. The software will process ride requests and re-organize routes in real time to expand capacity, reduce costs and better meet rider needs.	
Connecticut Department of Transportation	The Connecticut Department of Transportation will test automated, electric buses on its CTfastrack bus rapid transit corridor to improve safety for riders with disabilities. Precision, automated docking and platooning will eliminate driver errors that result in wide platform gaps and other unsafe situations and also will reduce delays.	\$2,000,000
Greater Hartford Transit District	The Greater Hartford Transit District will receive funding to develop a responsive, 24/7 transportation option for older adults and people with disabilities to fill gaps in service throughout Connecticut. The District will partner with a paratransit provider and use technology and "smart" routing to improve response times and the traveler experience.	\$630,000
Georgia Regional Transportation Authority for Atlanta-Region Transit Link Authority (ATL)	The Georgia Regional Transportation Authority on behalf of Atlanta-Region Transit Link Authority will receive funding to develop a multi-modal journey planning application to include live navigation and integrated mobility payment options to provide a seamless passenger experience throughout the Atlanta region.	\$430,400
Kootenai County	Kootenai County will receive funding to explore an open architecture fare payment system. The project will close gaps in transportation services in Idaho's second-most populous region, while determining cost effective and efficient transportation options and solutions for riders.	\$150,000
City of Columbus	The City of Columbus, Indiana will receive funding to develop an automated shuttle circulator to increase transit options and reduce wait times. The routes will mainly	\$320,620

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Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

Project Sponsor	Project Description	Funding
	serve riders who are low-income, seniors, and people with disabilities.	
Cecil County, Maryland	Cecil County, Maryland, will receive funding to expand on-demand transit service to increase accessibility and provide more mobility options to people in substance recovery. The project will create a complete trip service model providing access to jobs, school, shopping, legal services and other vital services.	\$562,845
Independent Transportation Network (ITN)	The Independent Transportation Network will receive funding to expand its mobility-on-demand transit model designed for older adults and people with disabilities in Portland, Maine, to new rural communities in Maine, Kentucky and California. Using an automated routing and scheduling platform, it will increase access to trips.	\$1,658,025
Michigan Department of Transportation	The Michigan Department of Transportation will receive funding on behalf of three regional agencies in northwest Michigan to develop a mobility-on-demand service to meet the non-emergency medical transportation needs of rural residents. The grant will support technology that consolidates dispatch scheduling, asset condition reports and security systems across the agencies.	\$276,499
Arrowhead Economic Opportunity Agency	The Arrowhead Economic Opportunity Agency will receive funding to link rural residents in northeast Minnesota to multiple public transit systems using on-demand transit and private taxi providers to enhance first mile/last mile options for riders. The project will include an online portal and website focused on coordinating rural transportation services.	\$952,807
Wake County Human Services	Wake County Human Services will receive funding to initiate an on-demand service to provide residents in rural areas with greater access to jobs, school, healthcare and other services. The organization will launch micro-transit services that provide a "first five-mile, last five-mile" approach	\$393,527

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Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

Project Sponsor	Project Description	Funding
	to connect rural residents with more distant services.	
Tompkins County	Tompkins County will receive funding to develop a multi-modal trip planning platform that integrates information on bus services, demand-response service, taxis, volunteer transportation, car-share and bike-share services. The platform will enable riders in rural upstate New York to plan multi-modal trips through a mobile app and web platform.	\$820,000
Central Ohio Transit Authority	The Central Ohio Transit Authority will receive funding to unify multiple streams of traffic and transit management data on a cloud-based platform and use artificial intelligence to enhance operations, improve safety and efficiency, develop new channels of communication, and improve the rider experience across the region.	\$1,725,000
Stark Area Regional Transit Authority (SARTA)	The Stark Area Regional Transit Authority will receive funding to develop an innovative alternative payment system for mobility, business and personal applications targeted to low-income, disadvantaged, disabled, student, elderly and other underserved populations.	\$1,997,503
Grand Gateway Economic Development Association	The Grand Gateway Economic Development Association will receive funding to introduce an integrated, on-demand shared-ride service in 21 rural communities in eastern and central Oklahoma. Using intelligent transportation systems, the project will connect four regional rural public transit partners with predictive scheduling and routing technology that helps riders tailor trips to meet their needs.	\$1,514,479
Tri-County Metropolitan Transportation District of Oregon	TriMet will receive funding to develop a mobility payment system that integrates payment for multiple modes into a single transaction. The project will build on TriMet's multimodal trip planner to reduce	\$1,812,282

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Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

Project Sponsor	Project Description	Funding
	travel stress with better real-time arrival predictions.	
Crawford Area Transportation Authority (CATA)	The Crawford Area Transportation Authority in rural northwestern Pennsylvania will receive funding to develop a unified system for riders taking fixed route and paratransit by combining rider validation for paratransit services with mobile ticketing. The platform will streamline the experience of taking a multi-modal trip for riders on either mode.	\$715,233
Coordinated Community Transportation Systems on behalf of River Cities Public Transit	River Cities Public Transit will receive funding to expand a program that provides transportation for oncology patients to a large hospital in central South Dakota to all types of patients within a 60-mile radius. The project will feature an integrated single payment system and allow Avera St. Mary's Hospital to hire a full-time transportation coordinator to advocate the service.	\$401,760
Memphis Area Transit Authority	The Memphis Area Transit Authority will receive funding to implement a micro-transit on-demand project in the Boxtown/Westwood neighborhood of Memphis, a low-density, suburban neighborhood with a large elderly population and infrequent transit service. Riders will be able to request rides using a mobile application or call center to destinations such as healthcare, grocery stores or government services, as well as connect to the existing transit network.	\$394,000
City of Arlington	The City of Arlington will receive funding to integrate autonomous vehicles into its existing on-demand system operated with the Via car-sharing service. The service will include a wheelchair accessible vehicle and allow University of Texas at Arlington students to ride fare free.	\$1,698,558
Virginia Department of Rail and Public Transportation	The Virginia Department of Rail and Public Transportation will receive funding to provide microtransit in rural communities in the Tidewater region. The project will	\$160,930

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Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

Project Sponsor	Project Description	Funding
	augment existing transit resources by leveraging mobile technology for real-time trip booking and vehicle routing, providing real-time, demand-response microtransit service.	
Whatcom Transportation Authority (WTA)	The Whatcom Transportation Authority will receive funding to provide on-demand transit service to residents in the small city of Lynden in northwest Washington. A new on-demand mobile app will allow seniors, school-aged children, people with disabilities, and people with limited income to hail an accessible van to any destination within the city.	\$719,388

Total Funds:
\$20,355,847

Updated: Monday, March 16, 2020

Related Links

- [Integrated Mobility Innovation Program](#)
- [Press Release](#)

Contact Us

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