

Metro is in receipt of the 2018-21 MTIP April 2020 Formal Amendment for Resolution 20-5094

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)

Public Notification Comment Opportunities for the April 2020 Formal MTIP Amendment for Resolution 20-5094

The public review period for this project amendment is [3/26/2020](#) and concludes on [4/24/2020](#), at 5:00 pm.

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the 2018-21 MTIP as revised by the proposed amendment will be the final program unless amended, and a final notice will not be published.

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

About MTIP Formal Amendments:

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

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



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 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		\$ 81,533				\$ 81,533
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	\$ 794,070	\$ 1,200,000	\$ 100,000	\$ 4,466,670	\$ 6,860,740
Year Of Expenditure (YOE):								\$ 6,860,740

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
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). Short Description: Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations PGB		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
		STIP Amend #: 18-21-3722			MTIP Amnd #:	AP20-11-APR
		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	
Project Status: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation. Short Description: 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.		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
		Performance Meas:	N/A	Status: 1
			Yes	Comp Date: 12/31/2024
Project Status: 1 = Pre-first phase obligation scoping, scoping refinement, etc.).			No	RTP ID: 10922
Short Description: Constructing pocket track station combined with new track work and new track work at Portland Airport MAX station to improve system operations.			N/A	RFFA ID: N/A
			N/A	RFFA Cycle: N/A
			N/A	UPWP: No
			N/A	UPWP Cycle: N/A
		2021		Past Amend: 0
Detailed Description: Constructing pocket track station combined with new track work and new track work at Portland Airport MAX station to improve system operations.		0		OTC Approval: No
				MTIP Amnd #: AP20-11-APR
STIP Description: Design pocket track at Fair Complex/Hillsboro Airport MAX station to improve system operations.				Line service to Fair Complex/Hillsboro Airport
				combined with

*** 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:

TCM 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	Transit	ODOT Key: NEW
Project Name: TriMet STEPS to MOD & MPI Demonstration Project Project Status: T22 = Programming actions in progress or programmed in current MTIP Short Description: Develop a mobility payment system that integrates payment for multiple modes into a single transaction	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
STIP Amend #: TBD			MTIP Amnd #: AP20-11-APR	
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:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
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