

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-5037**



Proposed October 2019 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: OC20-02-OCT Total Number of Projects: 4					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
19299	70677	Portland	Portland Central City Safety Project Phase 2 Central City In Motion	The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.	FUND EXCHANGE: The amendment replaces the current federal CMAQ funds with local funds. The project will proceed through all implementation phases as a locally funded project. The fund swap is made possible through a fund exchange among Portland, Metro, and TriMet.
20844	70930	TriMet	Division Transit Project (2019)	High capacity transit on Division from Portland Central Business District to Gresham Town Center.	CANCEL PROJECT: The amendment cancels the project from the MTIP as the approved 5309 Small Starts funding for the Division Trans Project will originate from Keys 20445 and 2046 per FTA guidance and direction. The 5309 Small Starts funds are not required as a result to support the Division Transit Project and is being cancelled from the MTIP as a result to avoid funding over programming.
20815	70881	Tualatin	SW Herman Rd: SW 124th Ave - SW Cheyenne Way	In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road (2019-21 RFFA Awarded Project).	CANCEL PROJECT: The amendment cancels the project from the MTIP as the result of a three-way fund exchange among Metro Tualatin, and Washington County. The \$625,000 of Surface transportation Program funding is being transferred to Washington County's Basalt Creek project in Key 19358. Washington County will provide \$625k of local funds from Key 19358 to Metro. Metro will then reimburse Tualatin as the Herman Rd project development study is completed.

19358	70789	Washington County	Basalt Creek Ext: Grahams Ferry to Boones Ferry Rd	<p>This project will complete Basalt Creek Parkway, the key new arterial roadway providing industrial freight access identified in the Basalt Creek Planning Area, a Regionally Significant Industrial Area.</p> <p><u>FUND EXCHANGE:</u> The formal amendment completes the Washington County portion to the three-way fund swap among Metro, Tualatin, and Washington County. \$625,000 of Surface Transportation funds from Tualatin's SW Herman Rd project on Key 20815 (also this amendment bundle). The STP funds are being added to the PE phase (along with required match). Washington County is then providing Metro with \$625,000 of local funds that will be used to reimburse Tualatin's SW Herman Rd project in Key 20815. Metro will monitor three way fund exchange through a separate multi-agency Intergovernmental Agreement</p>
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Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
FUND EXCHANGE
 5th Amendment to Project

Lead Agency: Portland	Project Type:	Active Trns	ODOT Key:	19299
Project Name: Portland Central City Safety Project – Phase 2 Central City in Motion	ODOT Type:	Active Trns	MTIP ID:	70677
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	Performance Meas:	Yes	Status:	2
Short Description: The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City.	Capacity Enhancing:	No	Comp Date:	12/31/2022
	Conformity Exempt:	Yes	RTP ID:	11832
	On State Hwy Sys:	No	RFFA ID:	50218
	Mile Post Begin:	N/A	RFFA Cycle:	2016-18
	Mile Post End:	N/A	UPWP:	Yes
	Length:	N/A	UPWP Cycle:	SFY 18
	1st Year Program'd:	2018	Past Amend:	4
	Years Active:	3	OTC Approval:	No

Detailed Description: The project will develop a strategy that identifies multimodal safety projects and prioritizes investments in the Portland Central City. The project will also fund the preliminary development of a new greenway trail south of the Marquam Bridge, providing access to the new transit bridge serving South Waterfront.

STIP Description: (Planning Study description): Develop a strategy that identifies multimodal safety projects and prioritizes investments

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
CMAQ	Mult	2016	\$ 852,000					\$ 852,000
CMAQ	Z400	2020		\$ 648,000				\$ -
CMAQ	Z400	2021			\$ 100,000			\$ -
CMAQ	Z400	2021					\$ 3,900,000	\$ -
CMAQ Planning program codes used = M40E, Z400, M400, L40E, & L400							Federal Totals:	\$ 852,000
Federal Fund Obligations:			\$ 852,000					Federal Aid ID
EA Number:			C3265210					5900(288)
Initial Obligation Date:			9/21/2016					
State Funds								
								\$ -
							State Total:	\$ -

State Fund Obligations:							
EA Number:							
Initial Obligation Date:							
Local Funds							
Local	Match	2016	\$ 97,515				\$ 97,515
Local	Match	2020	-	\$ 74,166			\$ -
Other	Local	2020		\$ 722,166			\$ 722,166
Local	Match	2021			\$ 11,445		\$ -
Other	Local	2021			\$ 111,445		\$ 111,445
Local	Match	2021				\$ 446,372	\$ -
Other	Local	2021				\$ 4,346,372	\$ 4,346,372
							\$ -
						Local Total	\$ 5,179,983
Phase Totals Before Amend:		\$ 949,515	\$ 722,166	\$ 111,445	\$ -	\$ 4,346,372	\$ 6,129,498
Phase Totals After Amend:		\$ 949,515	\$ 722,166	\$ 111,445	\$ -	\$ 4,346,372	\$ 6,129,498
Year Of Expenditure (YOE):							\$ 6,129,498
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 de-programs the PE, ROW, and Construction phase CMAQ from the project and replaces it with local funds from Portland. Portland's will initially complete the project with their local funds. The proposed projects identified in the planning study raised some delivery efficiency questions with the use of CMAQ to complete the project. As a result, Metro, TriMet, and Portland developed a project fund exchange to complete Portland's Central City project with local funds.							
The fund exchange has been approved with TriMet to commit the CMAQ to an appropriate CMAQ eligible project. TriMet will provide Metro with the local funds as part of the fund exchange. Metro will reimburse Portland as required. Portland's project will be locally administered and monitored by Metro through a separate IGA. The Central City Safety Project will remain in the 2018-21 MTIP, but will not need to be carried over into the 2021-2026 MTIP. TriMet will use the CMAQ funds to purchase electric buses.							
RTP References:							
> RTP IDs: 11832 - Central City Multimodal Safety Improvements, Phase 2							
> RTP Description: Construct high-priority bikeways, pedestrian improvements, and transit priority treatments in the Central City, identified through the Central City Multimodal Project planning phase.							
> Will Performance Measurements Apply: Appears Yes							
Fund Codes:							
> CMAQ = Federal Congestion Mitigation Air Quality improvement program funds. CMAQ funds provide funding to support projects that provide a maximum air quality improvement benefit. CMAQ funds are allocated to Metro via a statewide formula allocation							
> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs							
> Other = Additional local funds contributing to the project beyond the required match.							

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project .
- > Project is located on the NHS: No
- > Located on the Metro Modeling network: YES. Candidate projects are located along various identified pedestrian parkways or Regional Pedestrian Corridors in the Metro Pedestrian modeling network. The final selected projects will be incorporated into the Pedestrian model as appropriate.
- > Regionally Significant Project: The location of the candidate projects on the Pedestrian model result in the project being identified as Regionally Significant
- > ODOT LAL: . Daniel Ramirez-Cornejo
- > Project Manager or Agency Contact(s): Gabriel Graff, PBOT
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia



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

Formal Amendment
CANCELLED PROJECT
 5th Amendment to Project

Lead Agency:	TriMet		Project Type:	Transit		ODOT Key:	20844
Project Name: Division Transit Project (2019)			ODOT Type	Transit		MTIP ID:	70930
			Performance Meas:	Yes		Status:	T22
			Capacity Enhancing:	No		Comp Date:	N/A
			Conformity Exempt:	Yes		RTP ID:	11590
Project Status: T22 = Programming actions in progress or programmed in current MTIP			On State Hwy Sys:	No		RFFA ID:	N/A
			Mile Post Begin:	N/A		RFFA Cycle:	N/A
Short Description: High capacity transit on Division from Portland Central Business District to Gresham Town Center.			Mile Post End:	N/A		UPWP:	No
			Length:	N/A		UPWP Cycle:	N/A
			1st Year Program'd:	2018		Past Amend:	4
		Years Active:	3	OTC Approval:	No		

Detailed Description: None

CANCELLED PROJECT

STIP Description: High capacity transit on Division from Portland CBD to Gresham TC.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other/Transit	Total
Federal Funds								
5309-SS	FF40	2020					\$ 7,718,985	\$ 7,718,985
							\$	-
CMAQ Planning program codes used = M40E, Z400, M400, L40E, & L400							Federal Totals:	\$ 7,718,985
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	-				\$ 5,145,990	\$ 5,145,990	
							\$	-	
							Local Total	\$ -	
Phase Totals Before Amend:		\$	-	\$	-	\$	-	\$ 7,718,985	\$ 7,718,985
Phase Totals After Amend:		\$	-	\$	-	\$	-	\$ -	\$ -
Year Of Expenditure (YOE):								\$	175,000,000

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment cancels the 5309 small starts funds from the 2019 Division Transit Project allocation as for 2019. FTA will approve the FY 2020 and 2021 allocations from Keys 20845 and 20846. Together, they total \$90 million. The project's final approval amount at a 50% federal contribution rate is approximately \$87.5 million of 5309 small start funds. TriMet's grant approval in TrAMS. is estimated to occur by December 2019. Obligating the funds using Keys 20845 and 20846 simplifies the grant approval process for FTA. Key 20844 was slipped into FY 2020 via the STIP Re-Balancing amendment during late July and now is being cancelled from the MTIP. . Key 20846 is currently programmed in 2021 with \$34,688,806 and will be administratively advanced to FY 2020. Deleting Key 20844 does not negatively impact the project. By advancing Key 20846 into 2020, Key 20844 becomes an unnecessary project in the MTIP.

The Division Transit Project:

TriMet proposes to implement bus rapid transit (BRT) from Portland's Central Business District east to Gresham. The route provides access across the Willamette River over the Tilikum Crossing bridge, which currently is only open to pedestrians, bicycles, and light rail vehicles making its way to the Portland Transit Mall. The Project includes a portion of the reconstruction and expansion of Powell Garage to accommodate and maintain the BRT fleet. The project also includes transit signal priority, a real-time bus arrival information system and the purchase of 33 uniquely branded vehicles. The service is planned to operate every six minutes during weekday peak periods, every 12 minutes during weekday off-peak periods, and every 15 minutes during weekday evenings and weekends. Project Purpose: The Project is intended to improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service. It is expected to minimize travel times while providing important transit connections.

The estimated construction total project cost is \$175 million dollars, The funding originates from multiple sources including FTA (via the FTA Section 5309 Small Starts grant supporting 50% of the project cost, CMAQ funds from Metro/FHWA, State contributions, and various local contributions. The funding contribution split is approximately \$113.84 in federal funds, 0.75 million in state funds and \$60.09 million in local funds . Service is expected to be initiated in 2022. Additional project details can be found on TriMet's website at <https://trimet.org/division/>.

RTP References:

> RTP IDs: 11590 - HCT: Division Transit Project: Capital Construction

> RTP Description: The Division Transit Project will improve travel between Downtown Portland, Southeast and East Portland and Gresham with easier, faster and more reliable bus service.

Will Performance Measurements Apply: Appears Yes

Fund Codes:

- > 5309 Small Starts = Federal Section 5309 Small Starts funding allocated by FTA in a discretionary basis to support capital transit improvements.
- > Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs
- > Other = Additional local funds contributing to the project beyond the required match.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project .
- > Project is located on the NHS: No
- > Located on the Metro Modeling network: YES. Candidate projects are located along various identified pedestrian parkways or Regional Pedestrian Corridors in the Metro Pedestrian modeling network. The final selected projects will be incorporated into the Pedestrian model as appropriate.
- > Regionally Significant Project: The location of the candidate projects on the Pedestrian model result in the project being identified as Regionally Significant
- > ODOT LAL: . Daniel Ramirez-Cornejo



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

Formal Amendment
CANCELLED PROJECT
 2nd Amendment to Project

Lead Agency: Tualatin	Project Type: Planning	ODOT Key: 20815
Project Name: SW Herman Rd: SW 124th Ave - SW Cheyenne Way	ODOT Type: Planning	MTIP ID: 70881
	Performance Meas: No	Status: A
	Capacity Enhancing: No	Comp Date: N/A
	Conformity Exempt: Yes	RTP ID: 10715
Project Status: A = In approved MTIP moving forward to obligate funds	On State Hwy Sys: No	RFFA ID: 50292
	Mile Post Begin: N/A	RFFA Cycle: 2019-21
Short Description: In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road (2019-21 RFFA Awarded Project).	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2019	Past Amend: 1
	Years Active: 2	OTC Approval: No

Detailed Description: In the city of Tualatin on SW Herman Rd between SW 124th Ave and SW Cheyenne Way, complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road (2019-21 RFFA Awarded Project) (UPWP Regionally Significant Project)

STIP Description: Complete project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Rd

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	2230	2020	\$ 625,000					\$ -
							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	2020	\$ 71,534				\$ -
Local	Match	2020	\$ 28,466	-			\$ -
							\$ -
						Local Total	\$ -
Phase Totals Before Amend:		\$ 725,000	\$ -	\$ -	\$ -	\$ -	\$ 725,000
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 de-programs the STBG and transfers it to Washington County's Basalt Creek Pkwy improvement project in Key 19358. Tualatin has agreed to provide Washington County the STBG in exchange for local funds to complete the Herman Rd project development effort. Washington County will provide Metro the \$625,000 of local funds. Tualatin will complete reimbursements through Metro to complete project development activities for Herman Rd. The 625,000 of STBG will be re-programmed to the Basalt Creek Parkway's PE phase in Key 19358. As a result of the three-way fund exchange, Tualatin's Herman Road project will only require local funds and can be canceled from the MTIP and STIP, Metro will provide local oversight of the Herman Rd project development project study.							
RTP References:							
> RTP IDs: 10715 - Herman							
> RTP Description: To improve safety and add active transportation options: Upgrade this road section to urban standards with sidewalks, bicycle lanes and curbs/gutters.							
Will Performance Measurements Apply: Appears No							
Fund Codes:							
> STBG = Federal Surface Transportation Block Grant funds allocated to Metro. Metro then awards a portion of the STBG annual allocation to eligible Regional Flexible Fund Allocation (RFFA) awarded projects. STBG funds may be used for various transportation system improvements.							
> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs							
> Other = Additional local funds contributing to the project beyond the required match.							
Amendment Review and Development Personnel:							
> Exemption Status: Exempt project . Project is located on the NHS: No Located on the Metro Modeling network: YES. Minor Arterial in the Motor Vehicle Network							
> Regionally Significant Project: N/A ODOT LAL: . N/A Metro Manager: Grace Cho Project Manager or Agency Contact(s): N/A							
> Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia							



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

Formal Amendment
FUND EXCHANGE
 2nd Amendment to Project

Lead Agency: Washington County	Project Type:	Modern	ODOT Key:	19358
Project Name: Basalt Creek Ext: Grahams Ferry to Boones Ferry Rd	ODOT Type	Capital	MTIP ID:	70789
	Performance Meas:	Yes	Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	Capacity Enhancing:	Yes	Comp Date:	1/31/2023
	Conformity Exempt:	No	RTP ID:	11470
Short Description: This project will complete Basalt Creek Parkway, the key new arterial roadway providing industrial freight access identified in the Basalt Creek Planning Area, a Regionally Significant Industrial Area.	On State Hwy Sys:	No	RFFA ID:	50296
	Mile Post Begin:	N/A	RFFA Cycle:	2019-21
	Mile Post End:	N/A	UPWP:	No
	Length:	N/A	UPWP Cycle:	N/A
	1st Year Program'd:	2016	Past Amend:	1
	Years Active:	5	OTC Approval:	No

Detailed Description: This project will complete Basalt Creek Parkway, the key new arterial roadway providing industrial freight access identified in the Basalt Creek Planning Area, a Regionally Significant Industrial Area. The extension of Basalt Creek Pkwy would have an east-west alignment that would cross the Seely Ditch with a 600 ft long bridge at a location that minimizes bridge length and provides excellent slopes to support a bridge structure.

STIP Description: Construct a new arterial roadway providing industrial freight access in the Basalt Creek Planning Area. The extension of the parkway is an east-west alignment crossing the Seely Ditch with a 600 ft long bridge.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP-U	Z230	2016		\$ 2,132,000				\$ -
STP-U	Z230	2016		\$ 2,757,000				\$ 2,757,000
STBG-U	Z230	2020			\$ 2,805,879			\$ 2,805,879
								\$ -
							Federal Totals:	\$ 5,562,879
Federal Fund Obligations:				\$ 2,132,000				Federal Aid ID
EA Number:				PE002708				C067(109)
Initial Obligation Date:				8/16/2019				
State Funds								
								\$ -
							State Total:	\$ -

State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2016	\$ 244,017				\$	-
Local	Match	2016		\$	315,551		\$	315,551
Local	Match	2020			\$	321,145	\$	321,145
Other	OVM	2020			\$	873,976	\$	873,976
Other	OTH0	2021					\$ 28,798,000	\$ -
Other	OTH0	2021					\$ 28,173,000	\$ 28,173,000
							\$	-
							\$	-
							Local Total	\$ 29,683,672
Phase Totals Before Amend:	\$	-	\$ 2,376,017	\$	4,001,000	\$	28,798,000	\$ 35,175,017
Phase Totals After Amend:	\$	-	\$ 3,072,551	\$	4,001,000	\$	28,173,000	\$ 35,246,551
Year Of Expenditure (YOE):								\$ 35,246,551
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 \$625,000 of federal STP funds to the PE phase to support continued PE activities to complete the PS&E package. STP funds originate from Key 20815, Tualatin's SW Herman Rd - SW 124th Ave to SW Cheyenne Way project development project. The second part of the fund exchange requires Washington County to provide Metro with \$625,000 of local funds (pulled from the Construction phase. At this time the construction phase does not require backfill. If the Construction phase is higher, a project amendment will occur at the 90% design/plans completion point. Through a multi-agency IGA, Metro will reimburse Tualatin for costs to complete their SW Herman Rd project. Tualatin will complete their project now with only local funds. The net change to Washington County's Basalt Rd project is that it increases by \$71,534 to an estimated \$35,246,551.								
RTP References:								
> RTP IDs: 11470 - Basalt Creek Parkway								
> RTP Description: Extend new 5 lane Arterial with bike lanes, sidewalks and street lighting.								
> Will Performance Measurements Apply: Appears Yes								
Fund Codes:								
> STP/STBG-U = Federal Surface Transportation Program/Surface Transportation Block Grant allocated to Metro through an annual formula allocation. A portion of these funds are awarded on a competitive basis to local agencies through the Regional Flexible Fund Allocation (RFFA) program								
> Local = General local funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs								
> Other = Additional local funds contributing to the project beyond the required match.								
Amendment Review and Development Personnel:								
> Exemption Status: Non Exempt project. The new Basalt Rd extension has been modeled in the 2018 RTP Motor Vehicle network								
> Project is located on the NHS: No Located on the Metro Modeling network: YES. Will be come a major arterial in the Metro Motor Vehicle modeling network								
> Regionally Significant Project: Yes - federal funds and inclusion in the motor vehicle network								
> ODOT LAL: . Justin Bernt Project Manager or Agency Contact(s): Melissa De Lyser, Public Affairs and Communications Manager								
> Metro MTIP Programming Manager: Ken Lobeck. ODOT Region 1 STIP Coordinator: Gabriela Garcia								