

2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 20-5144



Proposed November 2020 Formal Transition Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **NV21-04-NOV**
Total Number of Projects: 3

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 22314 MTIP ID TBD NEW PROJECT	Hillsboro	NE Huffman St Improvement Project (City of Hillsboro)	<u>ADD NEW PROJECT:</u> The formal amendment adds the smaller capacity enhancing project (1 through lane in each direction) from NE Starr Blvd west to 30th Ave plus 650 feet of intersection construction at 30th Ave. ODOT awarded the City of Hillsboro a \$1 million dollar state Immediate Opportunity Fund (IOF) award with the City providing \$1 million in matching funds. The funding is all being programmed for construction needs.	OTC approval was required for this project award and occurred during their October 2020 meeting. The capacity enhancing project is included in the 2018 RTP modeled at full-build-out capacity (2 through lanes in each direction with a median lane)
Project #2 ODOT Key TBD MTIP ID TBD NEW PROJECT	TriMet	Risk Ranking & Data Validation for Grade Crossing	<u>ADD NEW PROJECT:</u> The formal amendment adds the new FTA section 5312 discretionary grant award to TriMet to the 2021-24 MTIP	The grant award is from the FTA Safety Research & Demonstration Program (SRDP) and Bus Operator Compartment (BCP) Program. TriMet's grant award is one of 10 projects nationwide funded under the Safety Research and Demonstration Program (SRDP) and Bus Operator Compartment Program (BOCP)
Project #3 ODOT Key 18311 MTIP ID 70647	Tigard Washington County	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	<u>COST INCREASE:</u> The formal amendment changes the lead agency from Tigard to be Washington County to deliver the construction phase. The total project cost increases from \$1,504,286 to \$1,865,015 (increase of \$360,729 = 23.9%) and represents a cost increase above the 20% threshold requiring a formal amendment	The cost increase results from revised project costs identified in the 60% design update. The project's original programming dates back to 2016. Revised costs have not occurred for inflation and other design requirements until now that the project reached the 60% design level. The project description is also being updated through this amendment.



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Add new IOF funding award

Lead Agency: Hillsboro		Project Type:	Highway	ODOT Key:	22314
Project Name: NE Huffman St Improvement Project (City of Hillsboro)	1	ODOT Type	Highway	MTIP ID:	TBD
		Performance Meas:	Yes	Status:	4
		Capacity Enhancing:	YES	Comp Date:	8/1/2022
		Conformity Exempt:	No	RTP ID:	18021
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		On State Hwy Sys:	No	RFFA ID:	N/A
Short Description: Construct/extend new 2 through lane arterial on NE Huffman St from NE Starr Blvd west to NE 30th Ave and include 650' on 30th Ave intersection, shoulders, mountable curbs, and stormwater management		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:	1	OTC Approval:	Yes
		STIP Amend #: 21-24-0081		MTIP Amnd #:	NV21-04-NOV
Detailed Description: In the Hillsboro Technology Park on NE Huffman St from NE Starr Blvd west to NE 30th AV (2,600 lineal feet) and 650 feet on 30th Ave (intersection construction), construct/extend new 2 through lane arterial (12' lanes) and include shoulders (6' wide), mountable curbs, and stormwater management. (ODOT IOF Award, OTC approval - October 2020, RTP ID 18021, Bid Let date estimate: 7/4/2021)					
STIP Description: Improvements to NE Huffman St and NE 30th Ave in the Hillsboro Technology Park to improve transportation flow and business access. improvements include an extension of NE Huffman St and NE 30th Ave, mountable curbs, and stormwater management.					
Last Amendment of Modification: None - Initial programming in progress					

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:				\$ -				Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
IOF	S600	2021					\$ 1,000,000	\$ 1,000,000
								\$ -
								\$ -
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ 1,000,000
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2021					\$ 1,000,000	\$ 1,000,000
								\$ -
							Local Total	\$ 1,000,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
Year Of Expenditure (YOE):								\$ 2,000,000

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.
- > Summary: New capacity enhancing project being added to the MTIP. Project is in the RTP and has completed required air conformity analysis. Full Huffman St build-out is 5 lanes (2 through lanes + median lane) per the 2018 RTP.

Amendment Summary:

The formal amendment adds the smaller capacity enhancing project (1 though lane in each direction) from NE Starr Blvd west to 30th Ave, plus 650 feet of intersection construction at 30th Ave. ODOT awarded the City of Hillsboro a \$1 million dollar state Immediate Opportunity Fund (IOF) award with the City providing \$1 million in matching funds. The funding is all being programmed for construction needs. The total of \$2 million dollars allows a though lane in each direction to be construction with shoulders, mountable curbs, and address stromwater management. The project is covered under Key 18021 in the RTP which reflects the full build-out at 2 through lanes in each direction with a median turn lane. Full build-out will occur later. OTC approval was required and occurred during their October 2020 meeting. MTIP and STIP programming is occurring now as the construction phase bid let date is planned for 7/4/2021.

- > Will Performance Measurements Apply: Yes - Pavement, &Safety

RTP References:

- > RTP ID: 18021 - Huffman St Extension, Phase 1
- > RTP Description: Construct five-lane road with bike/ped facilities.
- > Exemption Status: Project is not an exempt per 40 CFR 93.126, Table 2. The project is a capacity enhancing improvement. Required air conformity analysis has been completed.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10 Fiscal Stewardship
- > Goal Objective 10.1 Infrastructure Condition

Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs

Fund Codes:

- > IOF = State Immediate Opportunity Fund program funds..
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Metro Model: Yes
- > Model category and type: Motor Vehicle
- > TCM project: No
- > Located on the CMP: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Add new 5312 FTA grant award for

Lead Agency: TriMet		Project Type: Transit		ODOT Key: TBD
Project Name: Risk Ranking & Data Validation for Grade Crossing	2	ODOT Type: Transit		MTIP ID: TBD
		Performance Meas: No		Status: T22
		Capacity Enhancing: No		Comp Date: 6/1/2022
		Conformity Exempt: Yes		RTP ID: 10927
Project Status: T22 = Programming actions in progress or programmed in current MTIP		On State Hwy Sys: No		RFFA ID: N/A
Short Description: Design a risk ranking evaluation tool for rail crossing safety improvements, including upgrading cameras to document risks and incidents at grade crossings on its MAX light rail system.		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: 1
		Years Active: 1		OTC Approval: Yes
		STIP Amend #: TBD		MTIP Amnd #: NV21-04-NOV
Detailed Description: FTA Section 5312 FY20 Safety, Research and Demonstration (SRD) and Bus Operator Compartment Redesign (BCP) Project Selection to develop a Risk Ranking Methodology and Evaluation Tool for grade crossing safety. Measure the relative risk associated with existing conditions at grade crossings, future considerations of incidents, and the potential efficacy of new safety treatments to support risk reduction. Validate the accuracy of the Risk Ranking methodology, by upgrading cameras along the rail alignment to allow real-time video analytics and documentation of situational and environmental changes associated with risks and incidents at grade crossings				
STIP Description: TBD				

Last Amendment of Modification: None. New. Initial programming in the MTIP is now occurring.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5312		2021					\$ 825,506	\$ 825,506
								\$ -
								\$ -
No fund code identified for 5312 programmatic code in the FTA website. Match requirement is 20%							Federal Totals:	\$ 825,506
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								
TriMet GF	Match	2021					\$ 206,377	\$ 206,377
Other	OVM	2021					\$ 43,623	\$ 43,623
								\$ -
Local other funds reflect overmatch commitment from TriMet							Local Total	\$ 250,000
Phase Totals Before Amend:			\$ -		\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -		\$ -	\$ -	\$ 1,075,506	\$ 1,075,506
Year Of Expenditure (YOE):								\$ 1,075,506

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.
- > New FTA 5312 discretionary grant award to TriMet. Overall local fund contribution by TriMet is 23.2% and above the required 20% minimum match.

Amendment Summary:

The formal amendment adds the new FTA section 5312 discretionary grant award to TriMet to the 2021-24 MTIP. Programming is occurring now to enable TriMet to move forward to FTA with their TrAMS grant application as soon as possible. The grant award is from the FTA Safety Research & Demonstration Program (SRD) and Bus Operator Compartment (BCP) Program

- > Will Performance Measurements Apply: Yes - Transit and possibly later under Safety

RTP References:

- > RTP ID: 10927 - Operating Capital: Information Technology Phase 1
- > RTP Description: Communication System
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Grants for training and research programs.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 5 - Safety and Security
- > Goal Objective 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > 5312 = Federal FTA Section 5312 providing funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers. This specific 5312 funding pot is allocated through a competitive discretionary funding call.
- > TriMet GF = General local funds committed by TriMet to fulfill the required minimum match to the federal funds. For this project the 5312 minimum match requirement is 20%
- > 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: No
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
COST INCREASE
 Address Other and Construction

Lead Agency: Tigard Washington County		Project Type:	TSMO		ODOT Key:	18311
Project Name: Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	3	ODOT Type	OPS-ITS		MTIP ID:	70647
		Performance Meas:	Yes		Status:	4
		Capacity Enhancing:	No		Comp Date:	12/1/2022
		Conformity Exempt:	Yes		RTP ID:	11104
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated)		On State Hwy Sys:	No		RFFA ID:	N/A
Short Description: Design upgrades to signal hardware and communication. Add adaptive signal timing and detection Traffic signal upgrades and communication infrastructure at the intersections along Durham Rd and Upper Boones Ferry Rd from OR99W to I-5 allowing integration into the regional traffic signal management system and providing signal timing changes to meet demand and provide traveler information.		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:	2015		Past Amend:	11
		Years Active:	7		OTC Approval:	No
		STIP Amend #: TBD			MTIP Amnd #: NV21-04-NOV	
	Detailed Description: Design upgrades to signal hardware and communication. Add adaptive signal timing and detection In Tigard on Durham Rd and Upper Boones Ferry Rd between OR99W to I-5, complete traffic signal upgrades and communication infrastructure improvements at multiple intersections allowing these improvements will enable this section of road system to be integrated into the regional traffic signal management system, allowing signal timing changes to meet demand and provide traveler information and data to support regional transportation goals.					
STIP Description: Traffic signal upgrades and communication infrastructure at the intersections along Durham Rd and Upper Boones Ferry Rd from OR99W to I-5. These improvements will enable this section of road system to be integrated into the regional traffic signal management system, allowing signal timing changes to meet demand and provide traveler information and data to support regional transportation goals.						

Last Amendment of Modification: Administrative - MINOR COST INCREASE - May 2020 The Admin Mod increases the total PE obligation amount as a technical correction and adjusts the construction phase STP and overmatch ratio amounts.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (ITS)	Construction	Total
Federal Funds								
STP-U	M23E Z230	2016				\$ 429,643		
STP-U	M23E Z230	2015				\$ 429,643		\$ 429,643
Equity Bonus	LZ1E	2016		\$ 291,300				\$ 291,300
STP-U	Z230	2016		\$ 72,119				\$ 72,119
STP-U	Z230	2021					\$ 206,938	\$ 206,938
								\$ -
								\$ -
Other phase moved to correct obligation year of 2015							Federal Totals:	\$ 1,000,000
Federal Fund Obligations:				\$ 363,419		\$ 429,643		Federal Aid IDs
EA Number:				None		C2341702		C067(105)
Initial Obligation Date:				9/15/2016		9/9/2015		C067(110)
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2016				\$ 49,175		
Local	Match	2015				\$ 49,175		\$ 49,175
Other	OVM	2015				\$ 31,183		\$ 31,183
Local	Match	2016		\$ 33,341				\$ 33,341
Local	Match	2016		\$ 8,254				\$ 8,254
Local	Match	2021					\$ 23,685	\$ 23,685
Other	OVM	2021					\$ 389,831	\$ -
Other	OVM	2021					\$ 719,377	\$ 719,377
								\$ -
							Local Total	\$ 865,015
Phase Totals Before Amend:			\$ -	\$ 405,014	\$ -	\$ 478,818	\$ 620,454	\$ 1,504,286
Phase Totals After Amend:			\$ -	\$ 405,014	\$ -	\$ 510,001	\$ 950,000	\$ 1,865,015
Year Of Expenditure (YOE):								\$ 1,865,015

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.
- > Lead agency change with a cost increase to the construction phase. No scope change.

Amendment Summary:

The formal amendment changes the lead agency from Tigard to be Washington County to deliver the construction phase. The total project cost increases from \$1,504,286 to \$1,865,015 (increase of \$360,729 = 23.9%) and represents a cost increase above the 20% threshold requiring a formal amendment. The cost increase results from revised project costs identified in the 60% design update. The project's original programming dates back to 2016. Revised costs have not occurred for inflation and other design requirements until now that the project reached the 60% design level. The project description is also being updated through this amendment.

- > Will Performance Measurements Apply: Yes - ITS and possibly safety.
- > Are funding shelf-life obligation conditions applicable: Yes. The Construction phase STP funds must be obligated before the end of FY 2023 (September 30, 2023). If not obligated by the end of FY 2023, the STP funds will lapse and be rescinded from the project.

RTP References:

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for Transport subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 4 Reliability and Efficiency
- > Goal Description: Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

- > STP-U = Federal Surface Transportation Program funds appropriated to the states with a portion allocated to the MPOs.
- > 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: No for SW Durham Rd and Yes for Upper Boones Ferry Rd
- > Metro Model: Yes
- > Model category and type: Minor Arterial identified in the Motor Vehicle modeling network
- > TCM project: No
- > Located on the CMP: No