

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: November 10, 2020
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: November 2020 MTIP Formal Amendment & Resolution 20-5144 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING ONE EXISTING AND ADDING TWO NEW PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING HILLSBORO, TRIMET, AND WASHINGTON COUNTY (NV21-04-NOV)

BACKGROUND

What This Is:

The November 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5144 and being processed under MTIP Amendment NV21-04-NOV.

What is the requested action?

TPAC requests JPACT approve Resolution 20-5144 consisting of three projects in the November 2020 Formal Amendment Bundle and provide an approval recommendation to Metro Council enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Proposed November 2020 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: NV21-04-NOV					
Total Number of Projects: 3					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 22314 NEW PROJECT	TBD	Hillsboro	NE Huffman St Improvement Project (City of Hillsboro)	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	<u>ADD NEW PROJECT:</u> 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.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key TBD NEW PROJECT	TBD	TriMet	Risk Ranking & Data Validation for Grade Crossing	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.	ADD NEW PROJECT: The formal amendment adds the new FTA section 5312 discretionary grant award to TriMet to the 2021-24 MTIP.
Project #3 Key 18311	7067	Tigard Washington County	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5	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.	COST INCREASE: 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 represent a cost increase above the 20% threshold requiring a formal amendment.

Added Note 11-6-2020: TPAC members raised a question about the OTC report concerning the Hillsboro NE Huffman St Immediate Opportunity Fund (IOF) construction project. Specifically, the question requested clarification concerning the funding amount for the project. Hillsboro received a \$1 million IOF state grant and is providing the required \$1 million local match. The funds are being programmed only for the construction phase in the MTIP and STIP. The amounts in the below table seemed a little confusing to some TPAC members as to the awarded funding amount.

Project	Current Funding	Proposed Funding
Northeast Huffman Street Improvement Project (City of Hillsboro)	\$0	\$2,000,000
Type A Immediate Opportunity Funds (IOF) (KN 19992)	\$1,724,748	\$724,748
City of Hillsboro contribution	\$1,000,000	\$0
TOTAL	\$2,724,748	\$2,724,748

Discussion with ODOT staff confirmed that the above table was provided to provide a summary of the awarded funding. The first line provides the funding need identified by the city of Hillsboro. The construction phase proposed funding need is \$2 million. The second line identifies the IOF funding source in Key 19992 with a total of \$1,724,748 available. The award of \$1 million is reduced from the capacity leaving \$724,748. The third line provides Hillsboro's 50% local contribution of \$1 million. The final matching totals represent how the available funding shifts to become committed funding with \$2 million now funding the Huffman Street improvement project.

The final accounting of the awarded funding indicates that the proposed programming of \$2 million dollars (\$1 million IOF + \$1 million local funds) in the construction phase is correct

Note to TPAC Members:

As of the start of FY 2021 (October 1, 2020), Metro is now under annual Obligation Targets. The program applies to the three MPO Transportation Management Agencies (TMA) which includes Metro. The requirements only affects Metro federal formula funds including Congestion Mitigation

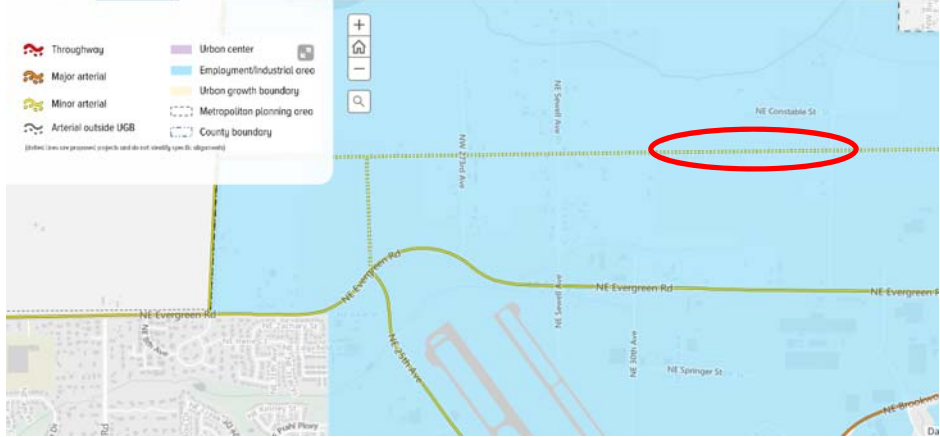
Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and Transportation Alternatives (TA) funds. ODOT funded programs, Transit federal funds, and discretionary federal grant awards, are not subject to the Obligation Targets Program requirements. The Obligation Target requirements were to begin with the FY 2020 federal fiscal year. However, due to the Covid-19 situation, the requirements were suspended. FY 2020 was used as a training year to implement and assess several of the new requirements. With the beginning of FY 2021, spring training is over, and the real game now begins.

During TPAC's January 2021 meeting, members will receive an updated summary briefing about the Obligation Targets program and impacts on MTIP and STIP programming, plus project delivery procedures. The TMAs have spent the last two years working with ODOT on the program requirements, potential rewards, penalties, and possible exceptions. Overall, the Obligation Targets program as developed is fair and still offers Metro flexibility in development of the RFFA Step 2 discretionary funding program. However, at the same time, the Obligation Target program will force project accountability and penalize federally funded projects that fail to complete their federal requirements, and not are delivered in an acceptable time frame.

The overall goal of the program for the TMAs and ODOT is not punitive, but is to ensure appropriated and allocated federal formula funds to the TMAs are programmed, obligated, and expended in a timely fashion to help ensure ODOT is never penalized under the annual FHWA nationwide Redistribution program. The Redistribution program rescinds federal funds from states for failing to meet their state obligation targets and redistributes the funds to other states that met their annual targets.

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

Project 1: NE Huffman St Improvement Project (City of Hillsboro) (New Project)	
Lead Agency:	Hillsboro
ODOT Key Number:	22314 MTIP ID Number: TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: 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 Source: New project. Funding: The awarded source of funding for the project is from ODOT's Immediate Opportunity Fund (IOF) program and local fund committed by the city of Hillsboro Project Type: Highway – Capacity enhancing arterial extension Location: In Hillsboro in the Hillsboro Technology Park on Huffman St Cross Street Limits: At NE Starr Blvd. then west to 30th Ave including 650 feet of intersection construction at 30th Ave Overall Mile Post Limits: N/A – not located on the State Highway System Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: 21-24-0081 MTIP Amendment Number: NV21-04-NOV

	<ul style="list-style-type: none"> OTC approval required: Yes (Occurred October 2020)
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>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.</p> <p>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 through lane in each direction to be constructed with shoulders, mountable curbs, and addresses stormwater management.</p> <p>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. As a capacity increasing project, air conformity analysis has been completed in the RTP. 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.</p> <p>The NE Huffman St construction project will construct a new 2 through-lane arterial (1 lane in direction) with a final proposed build out at five lanes (2 through lanes in each direction with a median lane) The full-build-out at five lanes has completed required air conformity analysis and is modeled in the 2018 RTP Motor Vehicle network. The project is capacity enhancing and considered a regionally significant project.</p> <p>2018 RTP Network maps Designed in Oregon by Metro</p> <p>Introduction Motor Vehicle Transit Freight Bike Pedestrian Regional Design</p> <p> ■ Throughway ■ Major arterial ■ Minor arterial ■ Arterial outside UGB ■ Urban center ■ Employment/Industrial area ■ Urban growth boundary ■ Metropolitan planning area ■ County boundary </p> 
Additional Details:	<p>The purpose of ODOT's "Immediate Opportunity Fund" (IOF) is to support primary economic development in Oregon through the construction and improvement of streets and roads. The 1987 Oregon Legislature created</p>

	<p>state funding for immediate economic opportunities with certain motor vehicle gas-tax increases.</p> <p>Access to this fund is discretionary and the fund may only be used when other sources of financial support are unavailable or insufficient. The IOF is not a replacement or substitute for other funding sources.</p> <p>The IOF is designed to meet the following objectives:</p> <ul style="list-style-type: none"> • Provide needed street or road improvements to influence the location, relocation or retention of a firm in Oregon. • Provide procedures and funds for the Oregon Transportation Commission (OTC) to respond quickly to economic development opportunities. • Provide criteria and procedures for Business Oregon, other agencies, local governments and the private sector to work with the Oregon Department of Transportation (ODOT) in providing road improvements needed to ensure specific job development opportunities for Oregon or to revitalize business or industrial centers. <p>There are a total of four classifications of IOF eligible projects (A through D) The Hillsboro Huffman St awarded project is classified as a Type A IOF eligible project: This is defined as a business's decision to locate, relocate or expand hinges on an immediate commitment of road construction resources to construct the road improvement project.</p> <p>The direct benefits in terms of "primary" jobs created or retained by the development through the construction of a road improvement have been demonstrated. The jobs created by the development must be "primary" jobs, such as manufacturing, production, warehousing, distribution, or others that create new wealth for the Oregon economy and support development of at least one of the state of Oregon's strategic key industries, which have been identified by the Oregon Business Development Commission as being key to the state's economic vitality, growth and diversification. Normally, retail and service jobs do not meet this definition.</p>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment to be completed.
Total Programmed Amount:	The project programming totals \$2 million dollars all in the construction phase.
Added Notes:	<ul style="list-style-type: none"> • MTIP and STIP programming are occurring now as the planned construction phase Bid Let date is scheduled for 7/4/2021. • OTC approval was required and occurred during their October 2020 meeting • The OTC staff memo along with project location maps is included as Attachment 1

Project 2: Risk Ranking & Data Validation for Grade Crossing (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: 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. Source: New project. Funding: The project contains awarded federal FTA Section 5312 funding from the Safety Research and Demonstration Program plus required local match. Project Type: Research/Operational Improvements Location: Regional MPO -To be applied across TriMet's MAX rail system 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: NV21-04-NOV OTC approval was not required for this amendment.
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds the new Federal Transit Administration (FTA) Section 5312 discretionary grant award to TriMet to the 2021-24 MTIP. Programming is occurring now o enable TriMet to move forward to FTA with their TrAMS grant application as soon as possible.</p> <p>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). The funding allocation from these two sources totaled \$9.1 in competitive allocations.</p> <p>Risk Ranking & Data Validation for Grade Crossing Project: (Source: TriMet Grant Application)</p> <p>Since 1986, there have been 41 fatalities related to collisions between MAX trains and pedestrians (including suicides and trespassers), bicyclists or motor vehicles.</p> <p>An evaluation of TriMet Pedestrian Grade Crossing Safety conducted in May of 2019 found that TriMet is leading the industry in Rail Grade crossing safety practices, and that TriMet's rate of fatalities per Light Rail vehicle revenue mile was well below comparable industry averages between 2007 and 2015.</p>

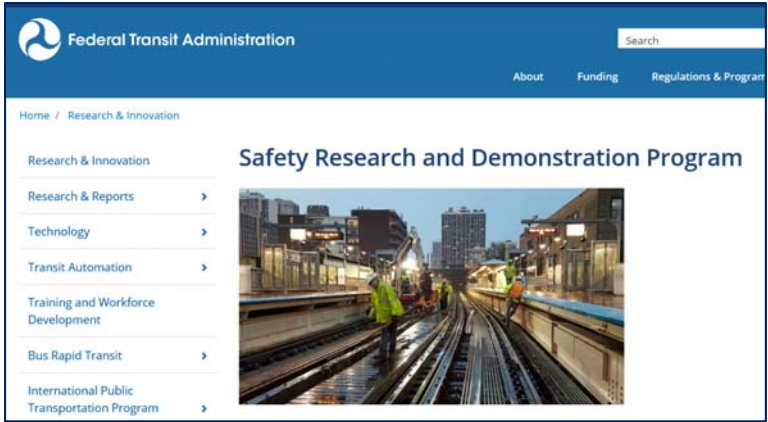
TriMet strives for continuous improvement and increased safety. Through effective data collection, TriMet captures data from a variety of sources including reported and documented near misses through an accident/incident database, an additional incident management database, a request for safety analysis process for internal concerns and hazard, and a Service Improvement Process database for collecting information from customer facing inputs. All of these sources inform operator training and design of safety improvements. In addition, new sources of data input are on the horizon as technology evolves, data management practices change and customers find new ways to communicate.

A more unified and modular approach is needed to ensure that all data is being correctly aggregated and weighted, investments in safety are being directed to the highest need locations, and the appropriate level of intervention and design is applied to achieve optimal safety outcomes for TriMet and the people who use the TriMet system. Currently, data is gathered episodically from the individual data sources at the time an new grade crossing safety project is commenced and decisions on site selection and design interventions, while made based on data, are still reliant on more qualitative measures and the process could be improved by providing additional tools for quantitative evaluation of grade crossings using a multi-factor analysis that includes measures from all available data sources.

TriMet will develop a Risk Ranking Methodology and Tool for grade crossing safety improvements. The tool will allow TriMet to effectively aggregate a broad range of data inputs, statistically analyze, evaluate risk at shared corridor grade crossings and prioritize and appropriately scale investments in safety upgrades based on quantitative multi-factor risk rankings. Following development, the efficacy and accuracy of the tool will be validated by conducting an inventory of TriMet grade crossings and current safety enhancements, and deployment of real-time Video Content Analytics on cameras at grade crossings. The demonstration of real-time video content analytics that provide situational awareness and documentation of changes in conditions that indicate relative risk increases at or near grade crossings is innovative as a practice on its own. The utility of the software is increased by using it to validate risk assessments that are used to determine project selection and investments in safety upgrades.

The tool will initially be used to evaluate TriMet's Blue Line grade crossings. Attention will be given to comparing the performance of grade crossings that benefited from safety upgrades as part of prior focused investment in Rail Pedestrian Safety Enhancements (RPSE) and crossings that may still need improvement.

The Risk Ranking Tool will be designed to achieve optimal interoperability with data inputs, understanding that data gathering tools and systems will evolve. This will provide transferability for use on additional TriMet alignments and at other transportation agencies. Demonstration and validation of the tool will allow FTA, through a cooperative agreement to

	advise TriMet on broader industry needs so they are considered during the design and validation process.
Additional Details:	 <p>The Safety Research and Demonstration (SRD) Program is part of a larger safety research effort at the U.S. Department of Transportation that provides technical and financial support for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards.</p> <p>The goals of FTA's safety research are to:</p> <ul style="list-style-type: none"> • Improve public safety by reducing transit-related injuries, fatalities, safety events, and enhance system reliability by testing promising new technologies, designs and practices. • Assess ways to promote better public transit safety cultures through the adoption of voluntary safety standards and best-practices. <p>The primary objectives of the SRD Program are to assist rail transit agencies to:</p> <ul style="list-style-type: none"> • Explore advanced technologies, designs and/or practices to mitigate and prevent safety hazards on rail transit systems. • Evaluate cost-effectiveness and practicability of potential solutions.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment to be completed.
Total Programmed Amount:	The total programming amount (5312 + local funds) is \$1,075,506
Added Notes:	A Funding award summary is included as Attachment 2 to the Staff Report

Project 3:	Durham Rd/Upper Boones Ferry Rd. OR99W - I-5		
Lead Agency:	Tigard Washington County		
ODOT Key Number:	18311	MTIP ID Number:	70647
Projects Description:	Project Snapshot: <ul style="list-style-type: none"> • Proposed improvements: 		

	<p>Design upgrades to signal hardware and communication. Add adaptive signal timing and detection</p> <p>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.</p> <ul style="list-style-type: none"> • Source: Existing project • Funding: The project includes Metro federal allocated Surface Transportation Program funds and local funds • Project Type: TSMO/Operations • Location: On SW Durham Rd and Upper Boones Ferry Rd in Tigard • Cross Street Limits: OR99W to I-5 • Mile Post Limits: N/A • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: TBD • MTIP Amendment Number: NV21-04-NOV • OTC approval required: No • Red Flag Delivery Issues: Yes. See below narrative.
What is changing?	<p>AMENDMENT ACTION: COST INCREASE</p> <p>Key 18311 is a Transportation Management and Systems Operations improvement project funded with Metro allocated federal funds. The Lead agency through the Preliminary Engineering Phase has been the city of Tigard.</p> <p>The main scope of work will 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.</p> <p>The amendment addresses a cost increase and change in lead agency delivery for the construction phase. The updated construction cost estimate reflects the inflation costs being significantly more than originally anticipated. The last Project Change Request (PCR) increased the project scope by adding a pedestrian signal which resulted in increased construction costs. The pedestrian signal has been verified by a traffic analysis. The "Other" phase needs to be increased to include a Benefit Report to document the adaptive system's effects on the corridor's traffic. Software will be purchased during the other phase. Additional costs being added to fully fund each phase of work.</p> <p>The project is considered an older project that has not progressed satisfactory through the federal transportation delivery process. The project has been delayed due to cost and design issues as noted above. The project was first programmed in 2015 in the 2015-18 MTIP with the Other phase obligating in 2015 and the PE phase obligating in 2016. As of five plus years later, the project is only now at the 60% design level and still has not completed the Preliminary Engineering (PE) phase. The project has</p>

	<p>slipped into its third MTIP without completing PE. The acceptable length of a PE phase to complete NEPA and final design is normally two years unless external environment obstacles emerge. The project has also required 11 prior amendments as well.</p> <p>As part of the amendment, Washington County has agreed to take over the delivery status as lead agency and provide the remaining local funding to address the Other phase and Construction phase funding shortfalls. Metro staff greatly appreciates Washington County's support and their efforts working with ODOT to resolve the project funding shortfall and get the project back on an acceptable delivery schedule ensuring the construction phase federal funds do not lapse.</p> <p>Staff believes that through Washington County's efforts and this 12th amendment, the required cost corrections to the Other and Construction phase will return the project to a construction phase obligation before the end of FY 2021 (September 30, 2021).</p>
Additional Details:	<p>Under the new statewide Obligation Targets program for MPO Transportation Management Agencies (TMA), older projects with federal funds programmed before 2020, and were slipped into FY 2020 but did not obligate their federal funds by the end of FY 2020, are identified to now have their remaining unobligated federal funds lapse if not obligated by the end of FY 2023 (as of September 30, 2023). The phase funding lapse condition applies to Key 18311, Durham Rd/Upper Boones Ferry Rd. OR99W - I-5 project. The Construction phase is programmed in 2021 and the construction phase is now expected to obligate before the end of FY 2021. If the funds do not obligate before the end of FY 2023, they will lapse and be returned to ODOT.</p>
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, for projects that cost \$1 million or above, a formal/full amendment is required when the cost increase is above 20%. For this project the cost increase equals 23.9%.</p>
Total Programmed Amount:	<p>The total programmed amount increases from \$1,504,286 to \$1,865,015 which represents a \$360,729 increase to the project and primarily to the construction phase.</p>
Added Notes:	<p>Project location maps included in Attachment 3 with an MTIP Amendments summary included as Attachment 4.</p>

Note: The Amendment Matrix located on the next page 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 amount 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.
- 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.

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:	
• 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:	
• FHWA project cost increase/decrease:	
• 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.	

- 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.
- 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 November 2020 Formal MTIP amendment (NV21-04-NOV) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	October 21, 2020
● TPAC notification and approval recommendation.....	November 6, 2020
● JPACT approval and recommendation to Council.....	November 19, 2020
● Completion of public notification process.....	November 19, 2020
● Metro Council approval.....	December 3, 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.....	December 8, 2020
● Submission of the final amendment package to USDOT.....	December 8, 2020
● ODOT clarification and approval.....	Mid - December, 2020
● USDOT clarification and final amendment approval.....	Early January, 2021

Added Note: Due to the holidays, final USDOT project approvals within the November 2020 Formal Amendment Bundle could be delayed until early to mid-January 2021. It is also possible final approvals could occur earlier in December if final reviews are completed in time for USDOT to approve the project(s) before holiday breaks occur.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

TPAC requests JPACT approve Resolution 20-5144 consisting of three projects in the November 2020 Formal Amendment Bundle and provide an approval recommendation to Metro Council enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

- TPAC notification and approval date: November 6, 2019

Attachments:

1. OTC Staff Report Project Location Map for Key 22314
2. Attachment 2: FTA Safety Award Notification
3. Project Location Map for Key 18311
4. MTIP Amendment History Summary for Key 18311



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: September 30, 2020

TO: Kristopher W. Strickler
Director

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: **Agenda/Consent XX** - Request to approve \$1,000,000 of Type A Immediate Opportunity Funds (IOF) to the City of Hillsboro for the extension of Northeast Huffman Street and Northeast 30th Avenue in the Hillsboro Technology Park.

Requested Action:

Approve awarding \$1,000,000 of Type A [Immediate Opportunity Funds \(IOF\)](#) to the City of Hillsboro for the extension of Northeast Huffman Street and Northeast 30th Avenue, and adding the project to the 2021-2024 Statewide Transportation Improvement Program (STIP).

STIP Amendment Funding Summary

Project	Current Funding	Proposed Funding
Northeast Huffman Street Improvement Project (City of Hillsboro)	\$0	\$2,000,000
Type A Immediate Opportunity Funds (IOF) (KN 19992)	\$1,724,748	\$724,748
City of Hillsboro contribution	\$1,000,000	\$0
TOTAL	\$2,724,748	\$2,724,748

New project:

Northeast Huffman Street Improvement Project (City of Hillsboro) (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Construction	2021	\$0	\$2,000,000
TOTAL		\$0	\$2,000,000

Background:

The Hillsboro Technology Park includes over 800 acres of vacant land designated for industrial development and focused on firms in the targeted clusters of high technology, clean tech, and advanced manufacturing. Within the last two years, the City of Hillsboro has made significant investment in preparing this area for development. All but two properties fronting Northeast Starr Boulevard have been purchased by industrial users.

A traded sector high technology manufacturer has expressed significant interest in developing a research and development facility and a training facility on an industrial site in the Technology Park with construction beginning in late 2020 and fully operational by 2023. The manufacturer will create 100 new FTE positions at the project site within 5 years of completion of the project. The majority of positions will pay over the County average wage. The extension of Northeast Huffman Street and Northeast 30th Avenue will provide the transportation improvements needed to recruit the manufacturer. The transportation improvements will also attract other development opportunities at the Hillsboro Technology Park. The City has also seen interest from corporate headquarters entities as well as manufacturing, which could bring an additional 300-400 jobs to the Technology Park.

Proposed Project:

The extension of Northeast Huffman Street and Northeast 30th Avenue project in the Hillsboro Technology Park will provide a safe multi-modal connection for motor vehicles, bicycles, and pedestrians traveling along Northeast Huffman Street. The scope of work consists of 2,600 lineal feet of Northeast Huffman Street from its current westerly terminus at Northeast Starr Boulevard to the intersection (hammerhead) with Northeast 30th Avenue, approximately 650 lineal feet of 30th Avenue, and consists of improvements described below:

- Provide concrete pavement width for 34' roadway extending Northeast Huffman Street
- Bi-directional travel
- Develop storm water collection conveyance and management along Northeast Huffman Street and hammerhead portions of Northeast 30th Avenue
- 2- 12' travel lanes
- 2- 6' interim shoulders
- 2- interim 1' mountable curbs and associated storm water management

Benefits of the project would include:

- Positioning industrial sites closer toward development-ready status
- Providing a location to recruit key industry/traded sector businesses and/or provide expansion options in an effort to retain local traded sector businesses
- Providing transportation access to adjacent industrial sites
- Continuing to build a transportation network throughout the industrial area
- Offering an industrial site to a global semiconductor equipment manufacturer to expand and retain their presence in Hillsboro, and also create more jobs
- Providing further international exposure to Hillsboro, from visiting U.S. and overseas key industry business executives to this premiere facility

Immediate Opportunity Fund Program Type:

This project falls under the category of Type A: Benefits in terms of specific economic development projects that affirm job creation opportunities.

How the Project Meets Immediate Opportunity Fund Criteria:

The Immediate Opportunity Fund grant represents 12% of the estimated cost for the road improvements, site work, and necessary utilities. The remaining funds are provided by the Hillsboro Economic Development council, the agency that administers the North Hillsboro Industrial Renewal Area. The funds provided by the Immediate Opportunity Fund grant would include paying for grading, concrete paving, and concrete curbs/gutters. The road project will be advertised through the City of Hillsboro public bid process.

The proposed Northeast Huffman Street extension project is consistent with the Transportation System Plan adopted by the city of Hillsboro.

- This project is projected to create approximately 100 technical manufacturing, and management-level jobs with an average annual salary exceeding \$105,000.
- The road improvements will be in the public right-of-way and will be owned and maintained by the city of Hillsboro.
- The road improvements will serve general transportation needs and conform to access management policies.
- The road improvement project and the development meet all necessary land use and environmental requirements. Permits for the project and development are in the process of being obtained and there are no known issues that will prevent issuance of the permits.
- The project is consistent with the regional priorities for community and economic development developed by the relevant Regional Solutions Advisory Committee.

Options:

With approval, \$1,000,000 in IOF funds will be awarded to the City of Hillsboro for the extension of Northeast Huffman Street and Northeast 30th Avenue, which will improve transportation flow and business access.

Without approval, the traded sector high technology manufacturer may consider other competing locations.

Attachments:

- Attachment 1 – Location & Vicinity Map
- Attachment 2 – Business Oregon Recommendation to ODOT for IOF Award to the City of Hillsboro

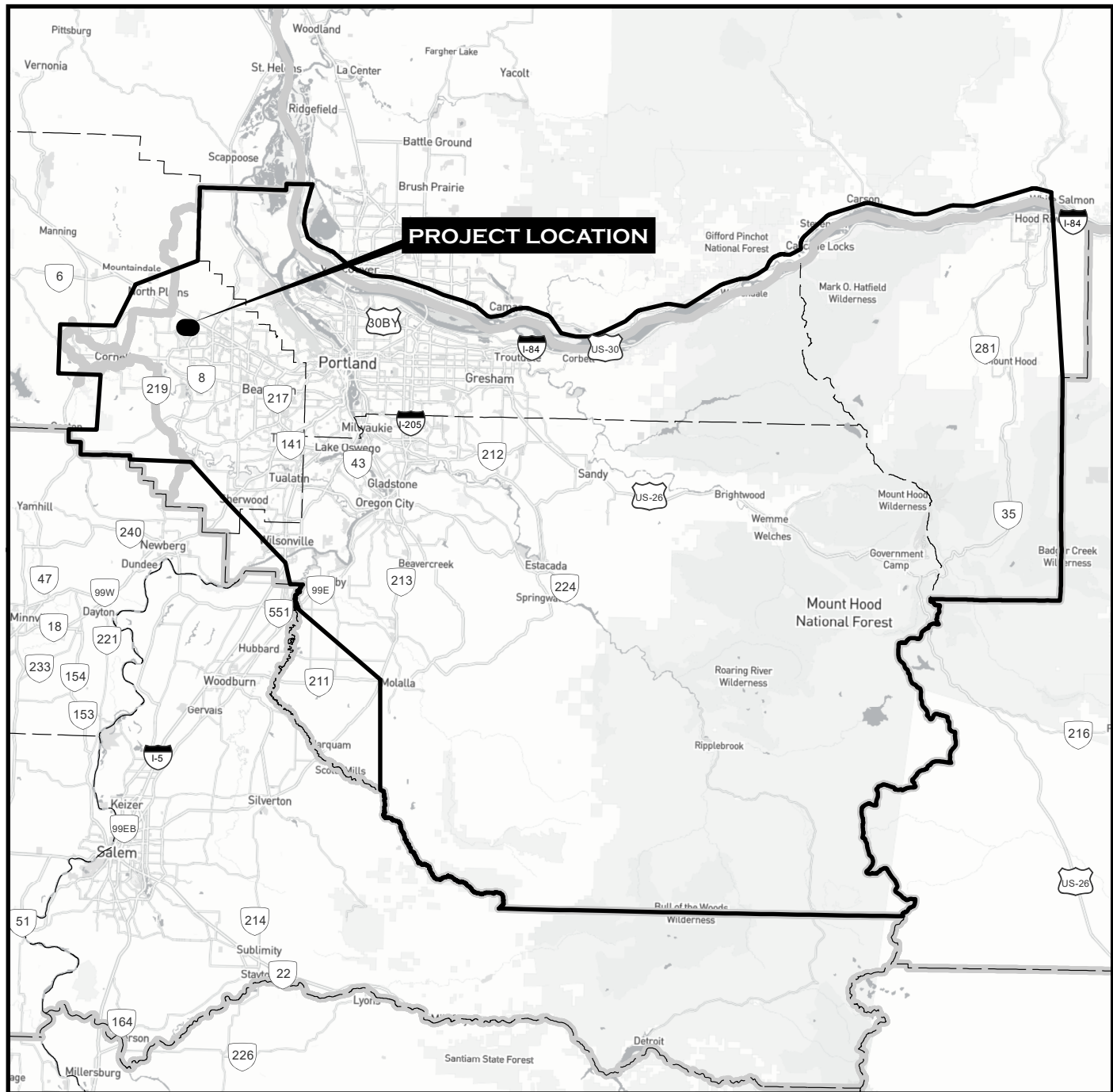
Copies to:

Jerri Bohard	Travis Brouwer	Cooper Brown	Lindsay Baker
Jess McGraw	Tom Fuller	Mac Lynde	Jeff Flowers
Arlene Santana	Amanda Sandvig	Alice Bibler	Rian Windsheimer
Tova Peltz	Jon Makler	Talena Adams	Gabriela Garcia
Vanessa Vissar	Cecelia Gilbert	Matt Freitag	Hope Derrickson









Always the following: “Jerri Bohard, Travis Brouwer, Copper Brown, Lindsay Baker and Jess McGraw” Other interested stakeholders: (Region Manager(s), Division Administrator(s), others, etc.)

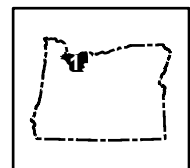
PROJECT VICINITY

ODOT REGION 1



NE HUFFMAN ST IMPROVEMENT PROJECT
(CITY OF HILLSBORO)
KEY NO. TBD

STATE HIGHWAY CLASSIFICATION		BOUNDARIES	
	PROJECT LOCATION		ODOT REGION
	LOCAL ROADS		COUNTY
	STATEWIDE		ACT BOUNDARY
			HYDROLOGIC FEATURES

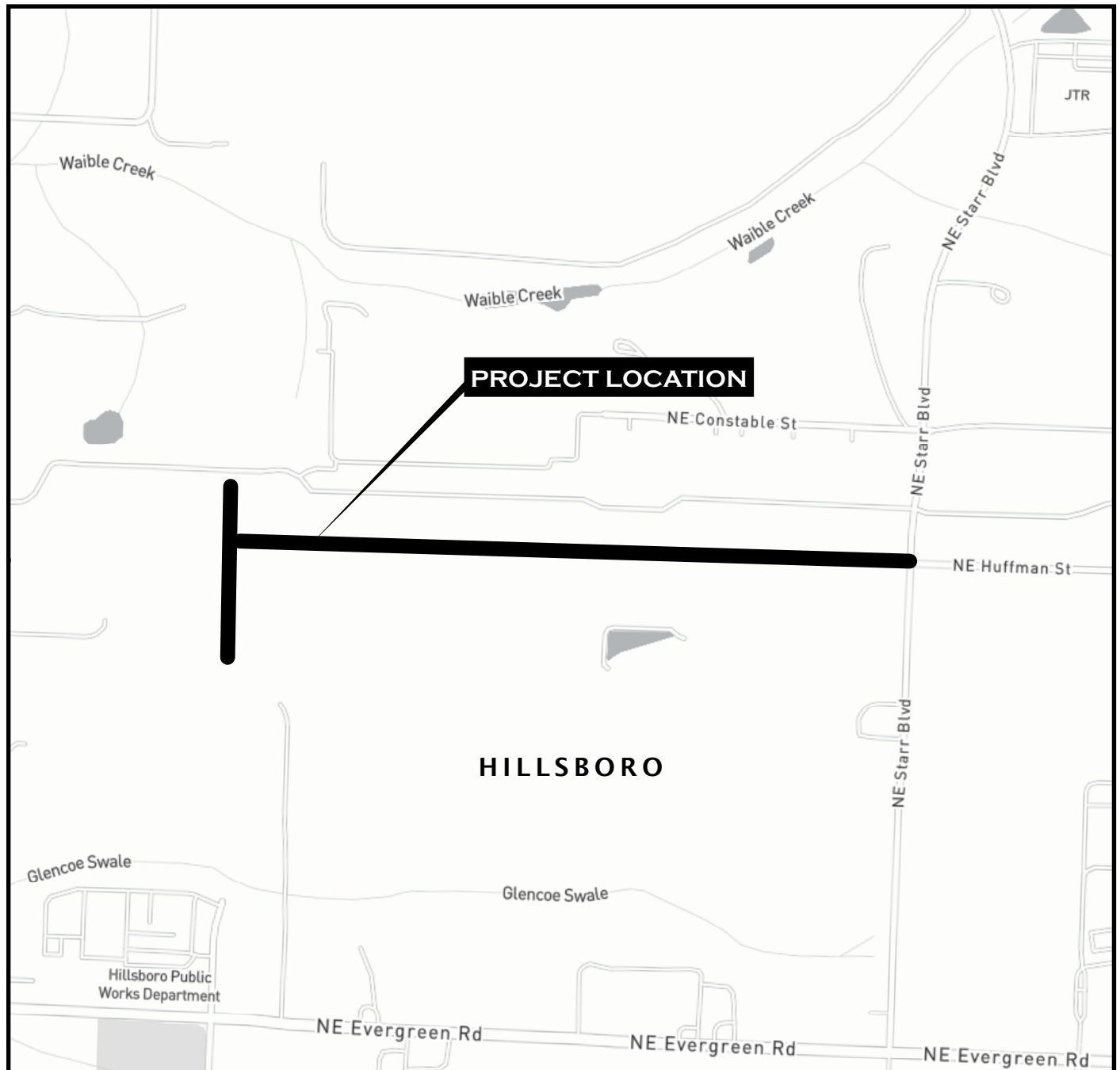


PRODUCED BY ODOT - GIS UNIT
ODOTMaps@odot.state.or.us
GIS NO. 23-52

DATE: 9/30/2020

PROJECT LOCATION

ODOT REGION 1



ACT: Region 1 ACT

COUNTY: Washington

CITY: Hillsboro

NE HUFFMAN ST IMPROVEMENT PROJECT (CITY OF HILLSBORO)

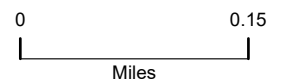
KEY NO. TBD

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



PRODUCED BY ODOT - GIS UNIT
ODOTMaps@odot.state.or.us
GIS NO. 23-52

DATE: 9/30/2020

Attachment 2: SRD and BCP Funding Award Summary

 An official website of the United States government [Here's how you know](#) ▼

Find the Latest Information on the Coronavirus/COVID-19 at [ETA's Coronavirus landing page](#).

United States Department of Transportation

Search

About

Funding

Regulations & Programs

[Home](#) / [Research & Innovation](#)

Research & Innovation

Research & Reports >

Technology >

Transit Automation >

Training and Workforce
Development

Bus Rapid Transit >

International Public
Transportation Program >

Bus Testing >

Recipient Resources

Related Links

FAQ

Integrated Mobility
Innovation

Transit Automation
Research

Related Links

- [Safety Research and Demonstration Program](#)
- [Bus Operator Compartment Program](#)

Contact Us

Office of Research,
Demonstration and
Innovation
Federal Transit
Administration

Safety Research & Demonstration Program (SRD) and Bus Operator Compartment (BCP) Program Project Selections, FY2018-19

State	Project Sponsor	Project Description	Funding Amount	Project
IL	Chicago Transit Authority (CTA)	The Chicago Transit Authority (CTA) will receive funding for a pilot project to install new safety features for the electrified third rail at Oakton Skokie Station. The rail, which powers CTA subway cars, will be buffered and feature warning labels, improving safety for transit riders and rail maintenance crews.	\$1,183,091	Safety, R and Demons Program
LA	New Orleans Regional Transit Authority (NORTA)	The New Orleans Regional Transit Authority (NORTA) will receive funding to study the implementation of adding shields and barriers on its bus fleet to protect its bus operators. NORTA will work with its bus operators to secure feedback on the implementation of this project and install a prototype for field testing.	\$600,000	Bus Ope Compart Program
MD	Maryland Department of Transportation (MDOT)	The Maryland Department of Transportation (MDOT) will receive funding to expand its track warning and detection pilot program to five additional stations in the Baltimore Metro system. The technology will instantly alert train operators when someone is on the tracks.	\$675,000	Safety, R and Demons Program

1200 New Jersey Avenue,
S.E.
Washington, DC 20590
United States

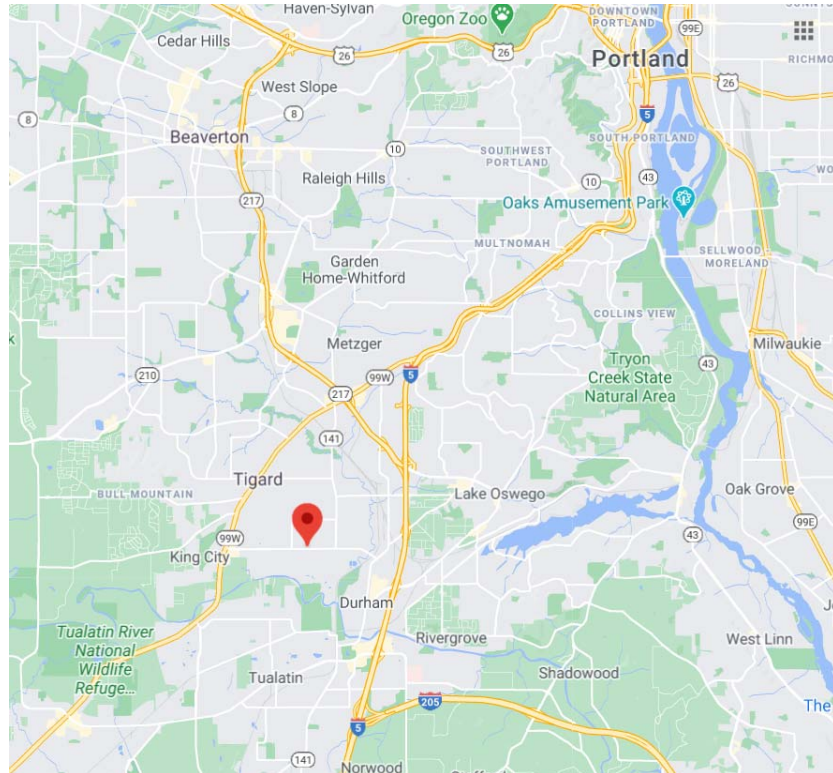
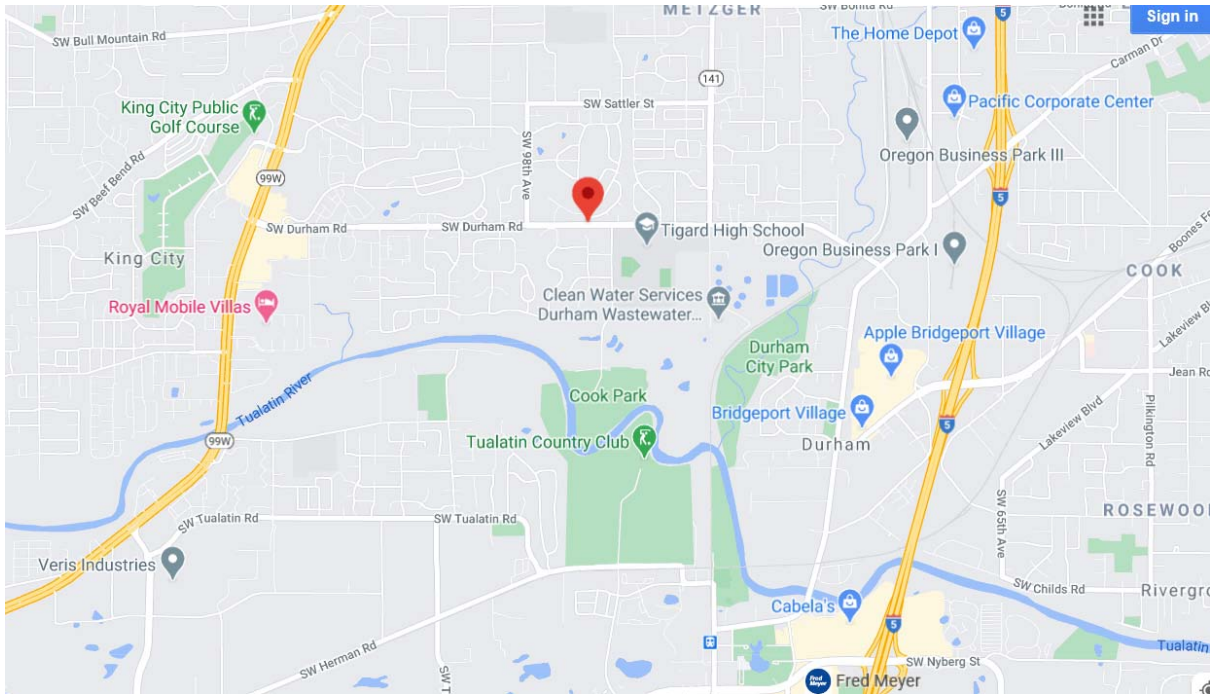
Phone: 202-366-4052
Business Hours:
8:30 a.m.-5 p.m. ET, M-F

State	Project Sponsor	Project Description	Funding Amount	Project Pri
MD	International Transportation Learning Center	The International Transportation Learning Center based in Silver Spring, Maryland, will receive funding to redesign a transit bus compartment to improve safety for drivers. By designing a barrier, the compartment will minimize operator assaults and maintain positive passenger interactions through mirrors and lighting.	\$1,000,000	Bus Operat Compartment Program
NJ	Rutgers, The State University Of New Jersey	Rutgers University in New Jersey will receive funding to research and analyze trespasser detection at New Jersey Transit highway rail crossings to reduce fatalities. New Artificial Intelligence (AI) technology will gather data and help transit agencies develop trespasser avoidance solutions.	\$357,072	Safety, Res and Demonstra Program
NY	Metropolitan Transportation Authority (MTA)	The Metropolitan Transportation Authority (MTA) in New York will receive funding to research state-of-the-art bio-mechanics modeling to help save lives with modern, energy-absorbing materials to reduce injuries and fatalities following collisions involving people and trains.	\$3,450,907	Safety, Res and Demonstra Program
NC	City of Charlotte	The City of Charlotte, (Charlotte Area Transit System) in North Carolina will receive funding to install signs and develop a safety public education campaign for the CityLYNX Gold streetcar line. The project will educate riders and residents about the importance of pedestrian safety along the route.	\$56,080	Safety, Res and Demonstra Program
OR	Tri-County Metropolitan Transportation District Of Oregon (Tri-Met)	Tri-Met in Portland Oregon, will receive funding to 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.	\$825,506	Safety, Res and Demonstra Program
PA	Southeastern Pennsylvania Transportation Authority (SEPTA)	The Southeastern Pennsylvania Transportation Authority (SEPTA) in Philadelphia, Pennsylvania will receive funding to install an automated employee protection system, allowing rail transit workers to enhance their safety while working on the tracks.	\$742,000	Safety, Res and Demonstra Program
UT	Utah Transit Authority (UTA)	The Utah Transit Authority (UTA) in Salt Lake City, Utah will receive funding to identify strategies to prevent and mitigate suicides along UTA's FrontRunner commuter rail system & TRAX light rail corridors.	\$224,000	Safety, Res and Demonstra Program



Attachment 3: Key 18311 Project Location Map

Key 18311 Durham Rd/Upper Boones Ferry Rd. OR99W - I-5 Project Location Map



Attachment 4: Key 18311 MTIP Amendment History

home

admin

RTP

RFFA

MTIP

FUND

search

details

costs

programming

map

amendments

obligations

earmarks

comments

ODOT Key: 18311 | MTIP ID: 70647

Durham Rd/Upper Boones Ferry Rd. OR99W - I-5 - Cycle 2021-26

[add a new amendment](#)

amendment	type (adm/res)	request date	agency	requested by	metro approval date	
624	Administrative	01/11/2013	Tigard	Transport	01/18/2013	delete
724	Administrative	12/06/2013	Washington County	Ted Leybold	01/30/2014	delete
787	Administrative	06/12/2014	Tigard	Michele Thom	06/20/2014	delete
855	Administrative	09/26/2014	Tigard		12/03/2014	delete
979	Administrative	07/21/2015	Tigard	Michele Thom	08/12/2015	delete
1085	Administrative	10/27/2015	Tigard	Vaughan Rademeyer	12/07/2015	delete
1188	Administrative	08/19/2016	ODOT	Vaughan Rademeyer	08/22/2016	delete
1768	Administrative	09/23/2019	Tigard	Gabriela Garcia	10/03/2019	delete
1831	Administrative	12/27/2019	Tigard	Ken Lobeck	12/27/2019	delete
1858	Administrative	03/06/2020	Tigard	Ken Lobeck	03/06/2020	delete
1879	Administrative	05/17/2020	Tigard	Ken Lobeck	05/17/2020	delete

Key 18311 MTIP Amendments History					
Num	System ID	Amendment Number	Type	Approval Date	Actions
1	624	AMND13-51A	Administrative	01/22/2013	Transfer \$600K in Regional STP funds from TSMO bucket (K18012) to create a new project (\$125K for PE in 2014 and \$475K for CN in 2015).
2	724	AMND14-33A	Administrative	12/10/2013	Cancel K18311 and transfer federal funds to K17461 (Sherwood, Tualatin and Tigard ATMS)
3	787	AMND14-91A	Administrative	06/12/2014	Reestablish the project by transferring \$1,114,454 from K17461 (\$1,000,000 fed). Change the project name
4	855	N15-25	Administrative	09/26/2014	Slip Preliminary Engineering (PE) phase to 2015.
5	979	STIPFP15-86A	Administrative	08/20/2015	Create an OTHER phase and slip Construction phase and PE to 2016.
6	1085	N16-6	Administrative	12/07/2015	Slip Construction phase to 2017
7	1188	STIPFP16-62A	Administrative	08/31/2016	Amend K18311 Durham Rd/Upper Boones Ferry Rd: OR99W - I-5 to increase PE to \$324,641 by moving \$123,641 from Construction and adding \$123,641 agency funds to keep Construction at the same funding level.
8	1768	AB19-20-SEP1	Administrative	09/23/2019	PHASE SLIP - September 2019 Admin Mod: Slip Construction phase and funding from 2019 to 2020. Construction phase slip due to ongoing assessment of ADA triggers and required ADA work not included in scope and funding plan. Total project cost remains unchanged at \$1,238,095. -
9	1831	AB20-05-DEC2	Administrative	12/27/2019	Slip Construction phase to 2021
10	1858	AB20-09-MAR1	Administrative	03/06/2020	COST INCREASE: \$185k shifted from Construction phase to Other phase to address funding shortfall. Local funds backfilled Construction phase.
11	1879	AB20-11-MAY1	Administrative	05/17/2020	MINOR COST INCREASE The Admin Mod increases the total PE obligation amount as a technical correction and adjusts the construction phase STP and overmatch ratio amounts.
12	TBD	NV21-04-NOV (Current Amendment)	Formal	Pending	Cost Increase: Change 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%)