

# Ref	Name	Point of Contact	In Master Agreement Key 20597	PL	PL Match	5303	5303 Match	STBG	STBG Match	Other Federal Funds Type	Federal Amount	Match to Federal	Total Federal Amount	Minimum Local Match Total	Local Overmatch Total	Total Project Cost	Federal Percent	Local Minimum Match Percent	Total Local Match Percent
Regional Transportation Planning																			
1	Transportation Planning	Tom Kloster	Key 20597	\$ 890,692	\$ 101,943.68	\$ 105,239	\$ 12,045	\$ -	\$ -	N/A	\$ -	\$ -	\$ 995,931	\$ 113,989	\$ -	\$ 1,109,920	89.73%	10.27%	10.27%
2	Climate Smart Implementation	Kim Ellis	Key 20597	\$ -	\$ -	\$ 12,175	\$ 1,393	\$ -	\$ -	N/A	\$ -	\$ -	\$ 12,175	\$ 1,393	\$ -	\$ 13,568	89.73%	10.27%	10.27%
3	Regional Transportation Plan Update (2023)	Kim Ellis	Key 20597	\$ 65,028	\$ 7,443	\$ 478,464	\$ 54,762	\$ -	\$ -	N/A	\$ -	\$ -	\$ 543,492	\$ 62,205	\$ -	\$ 605,697	89.73%	10.27%	10.27%
4	Metropolitan Transportation Improvement Program (MTIP)	Ted Leybold	Key 20597	\$ -	\$ -	\$ 364,130	\$ 41,676	\$ 502,211	\$ 57,480	N/A			\$ 866,341	\$ 99,157	\$ 134,576	\$ 1,100,074	78.75%	10.27%	21.25%
5	Regional Transit Program	Eliot Rose	Key 20597	\$ -	\$ -	\$ 48,700	\$ 5,574	\$ -	\$ -	N/A	\$ -	\$ -	\$ 48,700	\$ 5,574	\$ -	\$ 54,274	89.73%	10.27%	10.27%
6	Required Mobility Policy Update	Kim Ellis	Key 20597	\$ -	\$ -	\$ 275,272	\$ 31,506	\$ -	\$ -	N/A	\$ -	\$ -	\$ 275,272	\$ 31,506	\$ -	\$ 306,778	89.73%	10.27%	10.27%
7	Regional Freight Program	Tim Collins	Key 20597	\$ -	\$ -	\$ -	\$ -	\$ 142,980	\$ 16,365	N/A	\$ -	\$ -	\$ 142,980	\$ 16,365	\$ -	\$ 159,345	89.73%	10.27%	10.27%
8	Complete Streets Program	Lake McTighe	Key 20597	\$ -	\$ -	\$ 86,213	\$ 9,867		\$ -	N/A	\$ -	\$ -	\$ 86,213	\$ 9,867	\$ -	\$ 96,080	89.73%	10.27%	10.27%
10	Transportation System Management and Operations (TSMO) - Regional Mobility Program	Caleb Winter	Key 20597	\$ -	\$ -	\$ -	\$ -	\$ 221,312	\$ 25,330	N/A	\$ -	\$ -	\$ 221,312	\$ 25,330	\$ -	\$ 246,642	89.73%	10.27%	10.27%
Corridor/Area Planning				PL	PL Match	5303	5303 Match	STBG	STBG Match	Other Federal	Federal Amount	Match to Federal							
1	Corridor Refinement and Project Development (Investment Areas)	Malu Wilkinson	Shift from Key 20888 into 20597	\$ -	\$ -	\$ -	\$ -	\$ 12,175	\$ 1,393	N/A	\$ -	\$ -	\$ 12,175	\$ 1,393	\$ 327,420	\$ 340,988	3.57%	10.27%	96.43%
3	Columbia Connects	Jeff Raker	Key 20597	\$ -	\$ -	\$ -	\$ -	\$ 232,273	\$ 26,585	N/A	\$ -	\$ -	\$ 232,273	\$ 26,585	\$ 327,420	\$ 586,278	39.62%	10.27%	60.38%
Regional Administration & Support				PL	PL Match	5303	5303 Match	STBG	STBG Match	Other Federal Funds	Federal Amount	Match to Federal							
1	MPO Management and Services	Tom Kloster	Key 20597	\$ -	\$ -	\$ 421,861	\$ 48,284	\$ -	\$ -	N/A	\$ -	\$ -	\$ 421,861	\$ 48,284	\$ -	\$ 470,145	89.73%	10.27%	10.27%
2	Civil Rights and Environmental Justice	Eryn Kehe	Key 20597	\$ -	\$ -	\$ 88,146	\$ 10,089	\$ -	\$ -	N/A	\$ -	\$ -	\$ 88,146	\$ 10,089	\$ -	\$ 98,235	89.73%	10.27%	10.27%
3	Data Management and Visualization	Steve Erickson	Key 20597	\$ 720,939	\$ 82,515	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ 720,939	\$ 82,515	\$ 543,528	\$ 1,346,982	53.52%	10.27%	46.48%
4	Economic, Demographic and Land Use Forecasting Program	Chris Johnson	Key 20597	\$ 163,434	\$ 18,706	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ 163,434	\$ 18,706	\$ 195,476	\$ 377,616	43.28%	10.27%	56.72%
5	Travel Forecast Maintenance, Development and Application	Chris Johnson	Key 20597	\$ 786,277	\$ 89,993	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ 786,277	\$ 89,993	\$ 599,906	\$ 1,476,176	53.26%	10.27%	46.74%
6	Oregon Household Travel Survey	Chris Johnson	Key 20597	\$ 82,616	\$ 9,456	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ 82,616	\$ 9,456	\$ -	\$ 92,072	89.73%	10.27%	10.27%
7	Technical Assistance Program	Chris Johnson	Key 20597	\$ -	\$ -	\$ -	\$ -	\$ 94,646	\$ 10,833	N/A	\$ -	\$ -	\$ 94,646	\$ 10,833	\$ -	\$ 105,479	89.73%	10.27%	10.27%
8	Air Quality Program	Grace Cho	Key 20597	\$ -	\$ -	\$ 23,193	\$ 2,655	\$ -	\$ -	N/A	\$ -	\$ -	\$ 23,193	\$ 2,655	\$ -	\$ 25,848	89.73%	10.27%	10.27%
UPWP Project Funding Total Requirements				\$ 2,708,986	\$ 310,056	\$ 1,903,393	\$ 217,852	\$ 1,205,597	\$ 137,986	N/A	\$ -	\$ -	\$ 5,817,976	\$ 665,894	\$ 2,128,326				
					10.27%		10.27%		10.27%						\$ 225,000	\$ 8,612,196			
	PL+State =	\$ 3,019,042														\$ 8,837,196			

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7	Technical Assistance Program	Chris Johnson	Key 20597	\$ -	\$ -	\$ -	\$ -	\$ 94,646	\$ 10,833	N/A	\$ -	\$ -	\$ 94,646	\$ 10,833	\$ -	\$ 105,479	89.73%	10.27%	10.27%
8	Air Quality Program	Grace Cho	Key 20597	\$ -	\$ -	\$ 23,193	\$ 2,655	\$ -	\$ -	N/A	\$ -	\$ -	\$ 23,193	\$ 2,655	\$ -	\$ 25,848	89.73%	10.27%	10.27%
UPWP Project Funding Total Requirements				\$ 2,708,986	\$ 310,056	\$ 1,903,393	\$ 217,852	\$ 1,205,597	\$ 137,986	N/A	\$ -	\$ -	\$ 5,817,976	\$ 665,894	\$ 2,128,326				
					10.27%		10.27%		10.27%						\$ 225,000	\$ 8,612,196			
	PL+State =	\$ 3,019,042														\$ 8,837,196			

Separate UPWP Stand Alone Projects																			
#	Name	POC	Key Number	PL	PL Match	5303	5303 Match	STBG	STBG Match	Other Fed	Fed \$	Match	Total	Min Match	Overmatch	TPC	Fed %	Min Local %	Tot Loc %
7	Regional Freight Studies	Tim Collins	Key 20897	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 22,891	N/A	\$ -	\$ -	\$ 200,000	\$ 22,891	\$ -	\$ 222,891	89.73%	10.27%	10.27%
2	Southwest Corridor Transit Project	Brian Harper	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	?	\$ 343,048	\$ 39,263	\$ 343,048	\$ 39,263	\$ 14,384	\$ 396,695	86.48%	10.27%	13.52%
9	Regional Travel Options (RTO) and Safe Routes to School Program	Dan Kaempff	Key 20879 + 20880	\$ -	\$ -	\$ -	\$ -	\$ 3,656,869	\$ 418,545	N/A	\$ -	\$ -	\$ 3,656,869	\$ 418,545	\$ -	\$ 4,075,414	89.73%	10.27%	10.27%
5	City of Portland Transit and Equitable Development Assessment	Brian Harper	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	?	\$ 182,776	\$ 20,920	\$ 182,776	\$ 20,920	\$ -	\$ 203,696	89.73%	10.27%	10.27%
6	Tualatin Valley Highway Transit and Development Project	Elizabeth Mros-O'Hara	Shift from Key 20888 to new Key	\$ -	\$ -	\$ -	\$ -	\$ 326,622	\$ 37,383	?	\$ 434,727	\$ 49,756	\$ 761,349	\$ 87,140	\$ -	\$ 848,489	89.73%	10.27%	10.27%
Totals:				\$ -	\$ -	\$ -	\$ -	\$ 3,983,491	\$ 455,928	\$ -	\$ 960,551	\$ 109,939	\$ 4,944,042	\$ 565,868	\$ 14,384	\$ 5,524,294			

FY 2022 UPWP Approved Projects Locally Funded - not included in Key 20597 (and not programmed)																			
#	Name	POC	In Key 20597	PL	Match	5303	Match	STBG	Match	Other Fed	Fed \$	Match	Total Fed \$	Min Loc	Overmatch	TPC	Fed %	Loc Min %	Tot Local %
11	Enhanced Transit Concepts Pilot Program	Matt Bihn	N/A Local Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ -	\$ -	\$ 115,759	\$ 115,759	0.0%	N/A	N/A
12	Economic Value Atlas (EVA) Implementation	Jeff Raker	N/A Local Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ -	\$ -	\$ 287,222	\$ 287,222	0.0%	N/A	N/A
4	MAX Tunnel Study	Matt Bihn	N/A Local Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000	0.0%	N/A	N/A
9	Intergovernmental Agreement Fund Program	Grace Cho	N/A Local Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ -	\$ -	\$ 51,696	\$ 51,696	0.0%	N/A	N/A

UPWP Revenues versus Project Cost Requirements															
Keys	Fund Type	Federal Authorized	Match	Total with Match		UPWP Needed	Match Needed	Total with Match		Federal Exceess or Shortfall	Match Excess or Shortfall	Total Excess or Shortfall		Notes	
Carryover Savings PL	PL	\$ 647,556	\$ 74,116	\$ 721,672										All PL funds to be programmed in Key 20597	
All Key 20597	PL	\$ 2,061,430	\$ 235,940	\$ 2,297,370		\$ 2,708,986	\$ 310,056	\$ 3,019,042		\$ -	\$ -	\$ -			
	Total PL	\$ 2,708,986	\$ 310,056	\$ 3,019,042											
Carryover Savings 5303	5303	\$ 1,273,176	\$ 145,721	\$ 1,418,897										\$142,980 of the total \$1,906,732 of 5303 to be programmed in Key 20897. The remaining amount of \$1,763, 752 is in Key 20597	
Keys 20597 + 20897	5303	\$ 630,217	\$ 72,131	\$ 702,348		\$ 1,903,393	\$ 217,852	\$ 2,121,245		\$ -	\$ -	\$ -			
	Total 5303:	\$ 1,903,393	\$ 217,852	\$ 2,121,245											
Key 20877 for 20597	STBG	\$ 1,359,877	\$ 155,644	\$ 1,515,521		\$ 1,205,597	\$ 137,986	\$ 1,343,583		\$ 154,280	\$ 17,658	\$ 171,938			
Key 20879 RTO/SRTS 2020	STBG	\$ 2,598,451	\$ 297,404	\$ 2,895,855		\$ 3,656,869	\$ 418,545	\$ 4,075,414		\$ 1,617,987	\$ 185,186	\$ 1,803,173	Key 20880 was slipped to FY 2022 during the December Obligation Targets amendment. However, the STBG is available as needed for the RTO program in FY 2021. \$1,058,418 will be advanced to FY 2021 from Key 20879 to Key 20880		
Key 20880 RTP/SRTS 2021	STBG	\$ 2,676,405	\$ 306,327	\$ 2,982,732											
Total Availabale for RTO	Total	\$ 5,274,856	\$ 603,731	\$ 5,878,587											

Attachment A
FEDERAL AND STATE FUNDING FOR TRANSPORTATION PLANNING PROGRAMS FOR OREGON'S
URBANIZED AREA

FEDERAL FISCAL YEAR 2021 (State Fiscal Year 2022)

FUND TYPE	FEDERAL SHARE	STATE MATCH	LOCAL MATCH	TOTAL
Portland Metro Agreement No.				
FY 2022 PL (#20597)	1,889,070.00	216,212.51	0	2,105,282.51
FY 2020 PL Savings (#20597)	647,556.00	74,115.68	0	721,671.68
FY 2022 Portland STBG (#20597)			0.00	0.00
FY 2022 ODOT Support Funds (#20597)		225,000.00		225,000.00
FY 2022 5303 Funding (#20597)	633,314.00		72,485.62	705,799.62
FY 2020 5303 Saving (#20597)	1,273,176.00		145,720.69	1,418,896.69
Metro Total	4,443,116.00	515,328.20	218,206.31	5,176,650.51

FEDERAL FISCAL YEAR 2021 (State Fiscal Year 2022)

FUND TYPE	FEDERAL SHARE	STATE MATCH	LOCAL MATCH	TOTAL
Portland Metro Agreement No.				
FY 2022 PL (#20597)	2,061,430.39	235,939.93	0	2,297,370.32
FY 2022 Regional MPO STBG (#20877)	739,837.11		84,677.67	824,514.78
FY 2022 Corridor System Planning (#20889)	571,070.43		65,361.57	636,432.00
FY 2022 ODOT Support Funds (#20597)		225,000.00		225,000.00
FY 2022 5303 Funding (#20597)	630,217.47		72,131.21	702,348.68
Metro Total	4,002,555.40	460,939.93	222,170.44	4,685,665.78

2021-2026 Metropolitan Transportation Improvement Program (MTIP)
Current Approved Project List with Approved Amendments



LEAD AGENCY		Metro					
PROJECT NAME		Regional Travel Options (2020)					
Project IDs		Project Description				Project Type	
ODOT KEY	20879	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.				Regional travel options	
MTIP ID	70873						
RTP ID	11054						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2021	STBG-URBAN	\$2,598,451	\$297,404	\$0	\$2,895,855
FY 21-26 Totals				\$2,598,451	\$297,404	\$0	\$2,895,855
Estimated Project Cost (YOE\$)				\$2,598,451	\$297,404	\$0	\$2,895,855

2021-2026 Metropolitan Transportation Improvement Program (MTIP)
Current Approved Project List with Approved Amendments



LEAD AGENCY		Metro					
PROJECT NAME		Portland Metro Planning SFY22					
Project IDs		Project Description				Project Type	
ODOT KEY	20597	Portland Metro MPO planning funds for Federal fiscal year 2021. Projects will be selected in the future through the MPO process.				Other	
MTIP ID	70986						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2021	Metro PL (5303)	\$618,917	\$70,838	\$0	\$689,755
Planning		2021	Metro Planning (Z450)	\$1,907,827	\$218,359	\$0	\$2,126,186
FY 21-26 Totals				\$2,526,744	\$289,197	\$0	\$2,815,941
Estimated Project Cost (YOE\$)				\$2,526,744	\$289,197	\$0	\$2,815,941

LEAD AGENCY		Metro					
PROJECT NAME		Regional MPO Planning (2021)					
Project IDs		Project Description				Project Type	
ODOT KEY	20877	Funding for Metro to meet Metropolitan Planning Organization mandates established through the federal regulations.				Other	
MTIP ID	70872						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2021	STBG-URBAN	\$1,359,877	\$155,644	\$0	\$1,515,521
FY 21-26 Totals				\$1,359,877	\$155,644	\$0	\$1,515,521
Estimated Project Cost (YOE\$)				\$1,359,877	\$155,644	\$0	\$1,515,521

LEAD AGENCY		Metro					
PROJECT NAME		Regional Travel Options (2021)					
Project IDs		Project Description				Project Type	
ODOT KEY	20880	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.				Regional travel options	
MTIP ID	70873						
RTP ID							
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other		2022	STBG-URBAN	\$2,676,405	\$306,327	\$0	\$2,982,732
FY 21-26 Totals				\$2,676,405	\$306,327	\$0	\$2,982,732

LEAD AGENCY		Metro					
PROJECT NAME		Corridor and Systems Planning (2020)					
Project IDs		Project Description				Project Type	
ODOT KEY	20888	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs functions desired outcomes performance measures investment strategies.				System/corridor planning	
MTIP ID	70871						
RTP ID	11103						
Phase		Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning		2022	STBG-URBAN	\$404,234	\$46,266	\$0	\$450,500
FY 21-26 Totals				\$404,234	\$46,266	\$0	\$450,500
Estimated Project Cost (YOE\$)				\$404,234	\$46,266	\$0	\$450,500

Metro FY 2022 UPWP Project Descriptions

Regional Transportation Planning		
1	Transportation Planning	Metro is responsible for meeting all federal planning requirements for MPOs. These include major Metro is responsible for all federal planning requirements . These include mandates described elsewhere in this Unified Planning Work Program (UPWP), such as the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Plan (MTIP) that follow this section. In addition to these major mandates, Metro also provides a series of ongoing transportation planning services that complement federal requirements and support other transportation planning in the region. Our core transportation planning activities include: Periodic amendments to the RTP, periodic updates to the regional growth forecast, periodic updates to the regional revenue forecasts, policy direction and support for regional corridor and investment area planning, ongoing transportation model updates and enhancements, policy support for regional mobility and Congestion Management Process (CMP) programs, plus compliance with federal performance measures.
2	Climate Smart Implementation	The Climate Smart implementation program is an ongoing activity to monitor and report on the region's progress in achieving the policies and actions set forth in the adopted 2014 Climate Smart Strategy and the Oregon Metropolitan Greenhouse Gas Emissions Reduction Target Rule. The program also includes technical and policy support and collaboration with other regional and statewide climate initiatives to ensure MPO activities, including implementation of the Regional Transportation Plan, support regional and state greenhouse gas (GHG) emissions eduction goals.
3	Regional Transportation Plan Update (2023)	The RTP is maintained and updated regularly to ensure continued compliance with state and federal requirements and to address growth and changes in land use, demographics, financial, travel, technology and economic trends.
4	Metropolitan Transportation Improvement Program (MTIP)	The MTIP represents the first four-year program of projects from the approved long range Regional Transportation Plan (RTP) identified to receive funding for implementation. It ensures that program of projects meet federal program requirements and informs the region on the expected performance of the package of projects relative to adopted performance goals.
5	Regional Transit Program	The Regional Transit Strategy provides the roadmap for making these investments over time, and the Regional Transit program focuses on implementing the strategy in collaboration with our transit providers and local government partners in the region. An integral part of implementing the Regional Transit Strategy is to support the pursuit of transit funding for the region
6	Required Mobility Policy Update	Metro and the Oregon Department of Transportation (ODOT) are working together to update the Regional Mobility Policy which defines and measures mobility for people and goods traveling in and through the Portland area.
7	Regional Freight Studies	The Regional Freight Program manages updates to and implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and supporting Regional Freight Strategy. The program provides guidance to jurisdictions in planning for freight movement on the regional transportation system. The program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to freight-related needs and issues across the region.
8	Complete Streets Program	Metro’s Complete Streets program includes activities related to street design, safety and active transportation. Program activities include sharing best practices and resources, providing technical assistance, developing policies and plans, and monitoring progress towards goals and targets.
9	Regional Travel Options (RTO) and Safe Routes to School Program	The Regional Travel Options (RTO) Program implements Regional Transportation Plan (RTP) policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. Creating a Regional Safe Routes to School (SRTS) program was an additional focus area of the 2018 RTO Strategy. In 2019, seven SRTS grants were awarded to local jurisdictions, school districts, and community based organizations to deliver walking and rolling education and encouragement programs for kids and youth.
10	Transportation System Management and Operations (TSMO) - Regional Mobility Program	The Regional Transportation System Management and Operations Regional Mobility (TSMO) Program (salary portion) provides a demand and system management response to issues of congestion, reliability, safety and more. The program works to optimize infrastructure investments, promote travel options in real-time, reduce greenhouse gas emissions and increase safety.
11	Enhanced Transit Concepts Pilot Program	The Enhanced Transit Concepts (ETC) program identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet frequent service bus lines or streetcar lines. ETC treatments are relatively low-cost to construct, context-sensitive, and are able to be implemented quickly to improve transit service in congested corridors. The program develops partnerships with local jurisdictions and transit agencies to design and implement ETC capital and operational investments.
12	Economic Value Atlas (EVA) Implementation	Metro’s Economic Value Atlas (EVA) establishes tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. The EVA entered an implementation phase in FY 2019-20 that included test applications among partner organizations and jurisdictions, refinements to the tool, and integration into agency-wide activities. This is an ongoing program
Corridor/Area Planning		
1	Corridor Refinement and Project Development (Investment Areas)	The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region’s growth economy.
2	Southwest Corridor Transit Project	The Southwest Corridor Transit Project extends the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. The project is 11 miles long and includes 13 stations, new connections to regional destinations, and major enhancements to public roadway, sidewalk, bike, transit and stormwater infrastructure. Program activities include environmental review, collaborative project design, coordination on land use planning, and development of an equitable development strategy to protect and enhance housing options and jobs for all households. In FY 2020-21, the project released a final draft conceptual design report and completed a Final Environmental Impact Statement, and acquired a Record of Decision from the Federal Transit Administration. The project paused further engineering and funding efforts.

3	Columbia Connects	Columbia Connects is a regional collaboration between Oregon and Washington planning partners working together to unlock the potential for equitable development and programs that are made more difficult by infrastructure barriers, and state and jurisdictional separation. Columbia Connects’ purpose is to improve the economic and community development of a subdistrict of the region near the Columbia River, by developing a clear understanding of the economic and community interactions and conditions within this sub-district; the shared economic and community values of the region; the desired outcomes; and by creating strategies, projects, and programs, as well as an action plan to achieve these outcomes.
4	MAX Tunnel Study	Metro’s MAX Tunnel Study (formerly the Central City Transit Capacity Analysis) is a preliminary study that expands upon previous TriMet work to identify a long-term solution to current reliability problems and future capacity constraints caused by the Steel Bridge. The purpose of the MAX Tunnel study is to lay the groundwork for a much larger study under the National Environmental Policy Act (NEPA).
5	City of Portland Transit and Equitable Development Assessment	The project seeks to create an equitable development plan for two future transit-oriented districts –one in NW Portland and one in Inner East Portland. This project is intended to complement potential transit improvements to better connect Montgomery Park with the Hollywood District. The project will identify the land use and urban design opportunities, economic development and community benefit desires and opportunities leveraged under a transit-oriented development scenario.
6	Tualatin Valley Highway Transit and Development Project	The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to prioritize transportation projects, building on recent work undertaken by Washington County
Regional Administration & Support		
1	MPO Management and Services	The Metropolitan Planning Organization (MPO) Management and Services program is responsible for the overall management and administration of the region's responsibilities as a federally-designated MPO. These planning responsibilities include: Creation and administration of the annual Unified Planning Work Program (UPWP), Periodic amendments to the UPWP, Procurement of services, Contract administration, Federal grants administration, Federal reporting, Annual self-certification for meeting federal MPO planning requirements, Periodic on-site certification reviews with federal agencies, Public participation in support of MPO activities. Convening and ongoing support for MPO advisory committees, and Public engagement
2	Civil Rights and Environmental Justice	The Civil Rights and Environmental Justice program works to continuously improve practices to identify, engage and improve equitable outcomes for historically marginalized communities, particularly communities of color and people with low income, and develops and maintains processes to ensure that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color, national origin, sex, age or disability
3	Data Management and Visualization	Metro’s Data Research Center provides Metro, regional partners and the public with technical services including data management, visualization, analysis, application development, and systems administration. The Research Center collaborates with Metro programs to support planning, modeling, forecasting, policy-making, resiliency, and performance measurement activities.
4	Economic, Demographic and Land Use Forecasting Program	The Economic, Demographic, and Land Use Forecasting, Development and Application Program assembles historical data and develops future forecasts of population, land use, and economic activity that support Metro’s regional planning and policy decision-making processes. The forecasts are developed for various geographies, ranging from regional (MSA) to Transportation Analysis Zone (TAZ) level, and across time horizons ranging from 20 to 50 years into the future.
5	Travel Forecast Maintenance, Development and Application	The Travel Forecast Maintenance, Development, and Application Program is a coordinated portfolio of projects and tasks devoted to the development, application, and maintenance of the core analytical toolkit used to inform and support regional transportation policy and investment decisionmaking. Individual elements of the toolkit include: Travel Demand Models (Trip-based, Activity-based), Freight Travel Demand Model, Bicycle Route Choice Assignment Model, Multi-Criterion Evaluation Tool (Benefit/Cost Calculator), Housing and Transportation Cost Calculator, Dynamic Traffic Assignment Model, and the VisionEval Scenario Planning Tool
6	Oregon Household Travel Survey	Transportation analysts, planners and decision-makers rely on periodic travel surveys to provide a “snapshot” of current household travel behavior. The data collected through household travel survey efforts are also critical for updating and improving travel demand models, the foundational analytical tool used to support transportation planning, as they provide a comprehensive picture of personal travel behavior that is lacking in other data sources
7	Technical Assistance Program	The Technical Assistance program provides transportation data and travel modeling services for projects that are of interest to local partner jurisdictions. Clients of this program include regional cities and counties, TriMet, the Oregon Department of Transportation, the Port of Portland, private sector businesses and the general public.
8	Air Quality Program	Metro’s Air Quality Monitoring program ensures activities undertaken as part of the Metropolitan Planning Organization (MPO), such as the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), carry out the commitments and rules set forth as part of the Portland Area State Implementation Plan (SIP) and state and federal regulations pertaining to air quality and air pollution.