

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: April 2, 2021  
To: JPACT and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: April 2021 MTIP Formal Amendment & Resolution 21-5169 Approval Request

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## FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO CORRECTLY REFLECT THE NEW METRO STATE FISCAL YEAR 2022 UNIFIED PLANNING WORK PROGRAM (UPWP) CONSISTING OF SEVEN PROJECTS PLUS AMENDING FOUR ADDITIONAL PROJECTS TO ENSURE THEIR NEXT FEDERAL APPROVAL STEP CAN OCCUR IMPACTING METRO, ODOT, AND PORTLAND(AP21-09-APR)

## BACKGROUND

### What This Is:

The April 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5169 and being processed under MTIP Amendment AP21-09-APR.

### What is the requested action?

**TPAC was provided their official notification plus approved Resolution 21-5169 on April 2, 2021 and now requests JPACT approve Resolution 21-5169 consisting of eleven projects which include required updates to the SFY 2022 UPWP and impacts Metro, ODOT, and Portland.**

Proposed April 2021 Formal Amendment Bundle					
Amendment Type: <b>Formal/Full</b>					
Amendment #: <b>AP21-09-APR</b>					
Total Number of Projects: 11					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
SFY 2022 UPWP Related Project Amendments					
Project #1 Key 20879	70938	Metro	<del>Regional Travel Options (2020)</del> Metro UPWP Regional Travel Options (SFY 2022)	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.	<b>COMBINE FUNDS:</b> The formal amendment combines STBG-U (\$1,058,418) plus match (\$121,141) from Key 20880 to fully fund required RTO activities for SFY 2022. Source of funding is the SFY 2022 UPWP

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 20880	70873	Metro	Regional Travel Options (2021)	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.	<b>SHIFT/SPLIT FUNDS:</b> The formal amendment shift STBG-U (\$1,058,418) plus match (\$121,141) from Key 20880 to Key 20879 to fully fund required RTO activities for SFY 2022. Source of funding is the SFY 2022 UPWP. Key 20879 and as carried over from FY 20220 unobligated due to the Covid-19 situation.
Project #3 Key New	New TBD	ODOT	<b>Westside Corridor Multimodal Improvements Study</b>	US 26 (Sunset Highway) corridor study to identify the multimodal (aviation, transit, freight, auto, etc.) needs, challenges and opportunities in the corridor	<b>ADD NEW PROJECT:</b> The formal amend adds the new approved stand-alone UPWP project from the SFY 2022 UPWP
Project #4 Key 20888	70871	Metro	Corridor and Systems Planning (2020)	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.	<b>SPLIT FUNDS:</b> The amendment splits off \$12,175 of STBG-U plus required match and commits the funds to Key 20597 to support the Corridor Refinement and Project Development (Investment Areas) planning project in the SFY 2022 UPWP Master Agreement list of projects.
Project #5 Key 20877	70872	Metro	Regional MPO Planning (2021)	Funding for Metro to meet Metropolitan Planning Organization mandates, established through the federal regulations.	<b>SPLIT FUNDS:</b> The formal amendment splits off required STBG-U federal funds and required match and combines them into Key 20597. The amount is determined by the SFY 2022 UPWP Master List of Projects.
Project #6 Key 20597	70986	Metro	Portland Metro Planning SFY22	<del>Portland Metro MPO planning funds for Federal fiscal year 2021. Projects will be selected in the future through the MPO process.</del> <b>Completion of the MPO's SFY 2022 required Unified Planning Work Program (UPWP) activities supporting the categories of Transportation Planning, Regional Corridor/ Area Planning, and Regional Administration/Support</b>	<b>COMBINE FUNDS:</b> The formal amendment updates the SFY 2022 UPWP project Key. The updates are based on the final expected authorized UPWP projects and funding. Key 20597 represents the Master Agreement of UPWP projects that fall into three planning categories: Transportation Planning, Regional Corridor/ Area Planning, and Regional Administration/Support
Project #7 Key 21312 New Project	71055	Metro	<b>Metro Transportation Options (FFY 18-21)</b>	Supplemental funding from ODOT supporting the Regional Travel Options (RTO) Program and Key 20879 for FY 2021	<b>ADD NEW PROEJCT</b> The formal amendment adds the project to the 2021-24 MTIP and provides supplemental funding for the FY 2021 fiscal year for the Metro Regional Travel Options (RTO) program
End SFY 2022 UPWP Related Project Amendments					

Project #8 Key <b>19267</b>	70806	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Locust St	In Beaverton on OR141 from Scholls Ferry Rd to Locust St (MP 2.82 to 4.10), construct and complete ADA curb and ramp improvements to include pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access.	<b><u>ADD CONSTRUCTION PHASE:</u></b> The formal amendment adds the Construction phase to the project. \$3,525,000 addition to the project allows the construction phase to move forward and be obligated during FY 2022. The total project cost increases to \$5,894,707.
Project #9 Key <b>21712</b>	71197	ODOT	OR99W : Rock Creek Bridge	Install new bridge rail to meet current safety standards	<b><u>CANCEL PROJECT:</u></b> The ODOT Bridge program is canceling the project and transferring the funding to the Indian Creek Bridge in Region 2 currently programmed in Key 21118.
Project #10 Key <b>21598</b>	71153	ODOT	<del>OR224: SE 17th Ave - OR213</del> <b>OR224: SE 17th Ave - SE Rusk Road</b>	Design for a future pavement resurfacing project to repair cracking, rutting and wear to keep this section safe for travel	<b><u>LIMITS CHANGE:</u></b> The current project limits overlap with a separate project to add a third lane on OR 224 from Rusk Rd to OR 213. The third lane capacity project is programmed under Key 19720. The limits adjustment allow the rehabilitation/resurfacing project to proceed separately from the capacity enhancing project.
Project #11 Key <b>NEW</b>	TBD New	Portland	<b>Local Traffic Signal Controller Replacement</b>	Purchase Advanced Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing at 141 traffic signals throughout Portland	<b><u>ADD NEW PROJECT</u></b> The formal amendment adds the new Metro TSMO awarded project to the MTIP

**AMENDMENT BUNDLE SUMMARY AND THE UPWP:**

The April 2021 MTIP Formal Amendment bundle consists of required updates and changes to two groups of projects totaling eleven projects. First, seven projects involve updates and corrections to the SFY 2022 UPWP projects programmed in the MTIP as revenue placeholders. The second group involves regular changes (add a new project, limits changes, etc.) the usual projects to keep them on their federal delivery timeline.

The inclusion of the SFY 2022 UPWP is new to the MTIP formal amendment process. The purpose of these project amendments is to convert the annual approved UPWP group of projects into MTIP programming logic to enable them to move forward and obligate their federal funds. The conversion process is complex. It involves properly identifying three UPWP classification project types, multiple types of federal funds, an agreed upon carryover amount for two federal funds (PL and FTA 5303), and how the projects are structured and will be implemented.

To help with the updating process, Metro pre-programs UPWP project grouping buckets in the MTIP with annual funding estimates for the major program categories. This occurs for accounting and transparency purposes. Generally, the fund programming for the specific program and obligation year with an accuracy level of 90%-95% of the final authorized amount. Because of timing issues with obtaining a final approved UPWP Master Agreement, this process normally allows for the final updates to occur administratively based on the final approved annual UPWP.

The MTIP programming process for annual UPWP projects has occurred in as outlined below. However, starting with the next annual UPWP, the MTIP programming process will move away from a project “prepositioning” approach to a “revenue draw-down system” for the approved projects. Up through this year, this is how the MTIP programming process has functioned:

1. **Identify PL and 5303 Eligible Carryover:** The SFY 2022 UPWP begins by identifying unexpended funds from the SFY 2020 funding cycle and determines how much federal Planning funds (PL) and FTA Section 5303 planning funds are available for carryover into the new UPWP cycle. In the past, Metro would complete a de-programming process to the applicable project Key code in the MTIP and STIP. The funds would be then credited as available to the new UPWP in development. Example: If a project was awarded \$500,000 in federal PL funds as part of the SFY 2020 UPWP and only \$400,000 was needed and expended during the SFY 2020 year, then \$100,000 would be available for carry-over as unobligated PL funds for the SFY 2022 UPWP cycle.
2. **Determine final fiscal year PL and 5303 fund allocations:** Metro and Salem work together each year to determine the final annual PL and 5303 allocations to incorporated into the next UPWP. Each year’s PL and 5303 fund allocation to the MPOs is usually close to the prior year allowing preprogramming estimates to occur with a high level of accuracy.
3. **Determine the annual amount of Surface Transportation Block Grant (STBG) to be committed to the next annual UPWP:** Along with PL and 5303 federal funds, Metro commits a portion of the MPO’s allocated STBG funds as part of the Regional Flexible Fund Allocation (RFFA) – Step 1 process. Completing Steps 1 through 3 determines the annual federal revenues available for the next UPWP.
4. **Develop the Projects for the next UPWP:** With a basic budget in place, Metro Planning Staff can now determine the required and eligible UPWP projects to comprise the next UPWP cycle. During this part of the process, project needs are identified, study goals and

deliverables are determined as well as estimated costs. This process takes several months to complete. Many of the identified planning projects are annual recurring projects which continue from year to year. Examples include MTIP management, RTP Updates, Complete Streets Program. One-time studies also are included. The final list of proposed UPWP projects are then categorized into three UPWP Sections which include:

- Regional Transportation Planning
- Regional Corridor/Area Planning
- Administration and Support

The final draft of recommended UPWP projects are listed in a Funding Summary page at the end of the UPWP. The Funding Summary page provides a funding break out for each project. The type of funding (PL, 5303, and STBG) that will support the project is identified along with any local overmatching funds being committed. With the draft UPWP project list completed, all available revenues identified and assigned, and project narratives completed, the new UPWP can begin the Metro review and approval process which usually starts around March of each year. The goal is to have the new UPWP receive final Metro approval by May to ensure time exists to properly develop the UPWP Master Agreement between Metro and ODOT before the end of June. The final objective is to execute the UPWP Master Agreement mid-June to enable the federal funds the ability to be obligated by July 1<sup>st</sup>.

Metro SFY 2022 UPWP Final Proposed Project and Total Estimated Costs	
METRO	Requirement
	Total Direct and Indirect Costs
<b>Regional Transportation Planning</b>	
1 Transportation Planning	\$ 1,103,320
2 Climate Smart Implementation	\$ 13,563
3 Regional Transportation Plan Update (2023)	\$ 605,637
4 Metropolitan Transportation Improvement Plan	\$ 1,100,073
5 Air Quality Program	\$ 25,848
6 Regional Transit Program	\$ 54,274
7 Regional Mobility Policy Update	\$ 306,778
8 Regional Freight Program	\$ 153,345
9 Regional Freight Delay and Commodities Movement	\$ 222,891
10 Complete Streets Program	\$ 36,081
11 Regional Travel Options (RTO) and Safe Routes to School Program	\$ 3,852,228
12 Transportation System Management and Operations (TSMO) Regional Mobility Program	\$ 246,642
13 Enhanced Transit Concepts Pilot Program	\$ 115,753
14 Economic Value Atlas (EVA) Implementation	\$ 287,222
Regional Transportation Planning Total:	\$ 8,196,326
<b>Regional Corridor/Area Planning</b>	
1 Corridor Refinement and Project Development (Investment Areas)	\$ 340,388
2 Southwest Corridor Transit Project	\$ 396,695
3 Columbia Connects	\$ 258,857
4 MAX tunnel study	\$ 40,000
5 City of Portland Transit and Equitable Development Assessment	\$ 203,636
6 Tualatin Valley Highway Transit and Development Project	\$ 848,488
Regional Corridor/Area Planning Total:	\$ 2,088,725
<b>Administration &amp; Support</b>	
1 MPO Management and Services	\$ 470,145
2 Civil Rights and Environmental Justice	\$ 98,235
3 Data Management and Visualization	\$ 1,346,382
4 Economic, Demographic and Land Use Forecasting Program	\$ 377,616
5 Travel Forecast Maintenance, Development and Application	\$ 1,476,176
6 Oregon Household Travel Survey	\$ 92,072
7 Technical Assistance Program	\$ 105,473
8 Intergovernmental Agreement Fund Program	\$ 51,636
Administration & Support Total:	\$ 4,018,401
<b>GRAND TOTAL</b>	\$ 14,303,452

- Translate the new draft UPWP Funding Summary into MTIP Programming Logic:** Once the new draft UPWP is in place and the final Metro reviews and approval steps begin (normally around March), MTIP programming steps also commence. The purpose of MTIP programming is to provide a required level of funding accounting, transparency, and tracking/monitoring ability for the approved UPWP projects and funds. Unfortunately, the UPWP and MTIP function under different sets of rules and requirements. Translating the UPWP into MTIP programming data can get messy.
- Establish MTIP Project Grouping Category Buckets Along with Revenue Estimates:** Metro has established project grouping buckets which will contain the various UPWP projects and funding along the rules of the MTIP. These buckets are programmed in each constrained year of the MTIP and have included the following:
  - **Metro Planning (For PL and 5303 projects):** Normally approved under the UPWP Master Agreement. For the SFY 2022 cycle, Key 20597 was established for these projects and funds. See next page for MTIP example.
  - **Metro Planning – STBG funds:** This bucket is used to identify the estimated STBG funding that will be committed to the annual UPWP projects. For the SFY 2022 UPWP cycle, Key 20877 was created to hold the STBG for the SFY 2022 UPWP.

- Regional Travel Options (RTO) program:** This bucket was created for the RTO program and is normally funded by STBG funds. The bucket is separate from the others because the federal STBG will be flex-transferred to the Federal Transit Administration (FTA) and obligated through FTA's process. Because of Covid-19 issues, the SFY 2021 RTO buck did obligate and was carried over and made available as part of the SFY 2022 UPWP. Keys 20879 and 20880 contain the allocated program funding across the two years which will be merged into a single project for SFY 2022.

- Corridor and Systems Planning:** This bucket provides a reserve (normally STBG funds) for regional corridor studies Metro will accomplish during the year. The funds are usually split off the bucket and committed specific projects which end up as stand alone UPWP projects in the MTIP. Key 20888 shown at right is an example.

- Stand-Alone UPWP Projects:** Periodically, some approved UPWP projects are required to be programmed in the MTIP as a stand-alone project. The project may involve consultants which then will require a separate Intergovernmental Agreement (IGA) to be developed. Key 20897 above is an example. The use of a consultant as part of the project requires implementation under its own IGA. The project is also acting as the pilot test-project as part of Metro's Planning Certification process.

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 (2450)	\$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	

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	

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	

LEAD AGENCY		Metro					
PROJECT NAME		Regional Freight Studies					
Project IDs		Project Description					Project Type
ODOT KEY	20897	Regional freight and economic development planning projects and studies.					Roadway and bridge
MTIP ID	70889						
RTP ID	11103						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	
Planning	2021	STBG-URBAN	\$200,000	\$22,891	\$0	\$222,891	
FY 21-26 Totals			\$200,000	\$22,891	\$0	\$222,891	
Estimated Project Cost (YOE\$)			\$200,000	\$22,891	\$0	\$222,891	

By utilizing the project grouping buckets, multiple years of expected UPWP program allocations can occur. When the final UPWP is developed, the buckets could be updated



quickly (usually administratively) allowing the final UPWP Master Agreement to be developed and executed. However, as a result of the new Obligation Targets program, a serious flaw has been identified with use of UPWP project grouping buckets. For the SFY 2023 UPWP cycle Metro will utilize a new revenue and programming structure for the UPWP projects in the MTIP which will avoid conflicts with the Obligation Targets program.

**7. Categorize the UPWP projects into the Applicable MTIP Programming Buckets:** Using the UPWP Funding Summary page, all projects are reviewed and categorized for MTIP programming. The categories include:

- **Projects to be included in the UPWP Master Agreement.** These UPWP projects normally include the following characteristics:
  - Annual recurring UPWP projects (MTIP management, RTP Update, Complete Streets Program, etc.)
  - Allocated federal PL, STBG, or STBG funding
  - Normally Metro a Metro led project
  - Normally will not require the use of external consultants

Note: See Attachment 1 (also shown below) for the list of SFY 2022 UPWP projects comprising the Master Agreement. For all of the projects, a single agreement will be developed and executed allowing all the included projects to be obligated under one project Key number. The projects and funding will be programmed in Key 20597.

Metro FY 2022 UPWP MTIP Programming for Key 20597 and Others													Version 3/9/2021															
# Ref	Name	Point of Contact	In Master Agreement Key 20597	PL	PL Match	5363	5363 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	\$	101,943.18	\$	105,239	\$	12,043	\$	-	\$	-	\$	995,931	\$	111,989	\$	-	\$	1,109,920	89.73%	10.27%	10.23%		
	Climate Smart Implementation	Kim Ellis	Key 20597	\$	-	\$	-	\$	12,175	\$	1,191	\$	-	\$	-	\$	12,175	\$	1,191	\$	-	\$	13,366	89.73%	10.27%	10.27%		
	Regional Transportation Plan Update (2023)	Kim Ellis	Key 20597	\$	65,028	\$	7,443	\$	478,484	\$	54,762	\$	-	\$	-	\$	543,492	\$	62,203	\$	-	\$	605,697	89.73%	10.27%	10.27%		
4	Metropolitan Transportation Improvement Program (MTIP)	Ted Leybold	Key 20597	\$	-	\$	-	\$	384,130	\$	41,676	\$	502,211	\$	57,480	N/A	\$	866,341	\$	99,157	\$	134,576	\$	1,060,074	78.75%	10.27%	21.23%	
5	Regional Transit Program	Elvort Rose	Key 20597	\$	-	\$	-	\$	48,700	\$	5,374	\$	-	\$	-	N/A	\$	48,700	\$	5,374	\$	-	\$	54,274	89.73%	10.27%	10.27%	
	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	\$	16,363	\$	-	\$	142,980	\$	16,363	\$	-	\$	159,343	89.73%	10.27%	10.27%
8	Complete Streets Program	Lake McTigue	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																												
	Corridor Refinement and Project Development (Investment Area)	Mala Wilkerson	Shift from Key 20888 into 20597	\$	-	\$	-	\$	-	\$	-	\$	12,175	\$	1,191	\$	327,420	\$	340,988	\$	5.7%				10.27%	96.43%		
3	Columbia Connects	Jeff Baker	Key 20597	\$	-	\$	-	\$	-	\$	-	\$	232,273	\$	26,363	N/A	\$	232,273	\$	26,363	\$	327,420	\$	586,278	39.62%	10.27%	60.38%	
Regional Administration & Support																												
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 Kelle	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	\$	720,999	\$	82,513	\$	-	\$	-	\$	-	\$	-	N/A	\$	720,999	\$	82,513	\$	543,528	\$	1,346,982	53.52%	10.27%	46.48%	
4	Economic, Demographic and Land Use Forecasting Program	Chris Johnson	Key 20597	\$	165,454	\$	18,706	\$	-	\$	-	\$	-	\$	-	N/A	\$	165,454	\$	18,706	\$	195,476	\$	377,616	43.28%	10.27%	56.72%	
5	Travel Forecast Maintenance, Development and Application	Chris Johnson	Key 20597	\$	788,277	\$	89,993	\$	-	\$	-	\$	-	\$	-	N/A	\$	788,277	\$	89,993	\$	599,906	\$	1,476,176	53.16%	10.27%	46.74%	
6	Oregon Household Travel Survey	Chris Johnson	Key 20597	\$	82,616	\$	9,436	\$	-	\$	-	\$	-	\$	-	N/A	\$	82,616	\$	9,436	\$	-	\$	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	\$	2,653	N/A	\$	23,193	\$	2,653	\$	-	\$	25,846	89.73%	10.27%	10.27%	
UPWP Project Funding Total Requirements				\$	2,788,996	\$	318,056	\$	1,903,393	\$	217,852	\$	1,285,997	\$	157,986	N/A	\$	3,817,976	\$	465,894	\$	2,126,238	\$	6,412,136				
		PL+State =	\$	1,019,042																			\$	223,000		\$	8,612,136	
																										\$	8,617,136	

- **UPWP Projects requiring stand-alone programming in the MTIP.** Some approved UPWP projects must be programmed as a stand-alone project in the MTIP due to several factors. These include:
  - The project is an approved UPWP project, but the lead agency is not Metro.

- The project will use of external consultants and require a separate IGA to obligate the federal funds and implement the project.
- The federal funds are not awarded from FHWA and will not follow the FHWA federal process. Example: The awarded funds are FTA based transit funds which will follow the FTA project delivery process.
- The federal funds are FHWA based (e.g. STBG), but will be flex transferred to FTA and follow the FTA project delivery process
- The complexity of the project in scope or funding prevents it from being included in the UPWP Master Agreement list of projects.

Note: Below is a sample list of projects identified in the SFY 2022 UPWP that will be programmed as stand-alone projects in the MTIP.

Separate UPWP Stand-Alone Projects																			
#	Name	POC	Key Number	PL	PL Match	S303	S303 Match	STBG	STBG Match	Catered	Fed \$	Match	Total	Min Match	Overmatch	TPC	Fed %	Min Local %	Tot Loc %
7	Regional Freight Studies	Tim Collins	Key 20897	\$	\$	\$	\$	\$	\$	22,891	N/A	\$	\$	\$	\$	\$	22,891	89.73%	10.27%
2	Southwest Corridor Transit Project	Brian Harper	TBD	\$	\$	\$	\$	\$	\$	?	\$	\$	\$	\$	\$	\$	343,048	86.48%	13.52%
9	Regional Travel Options (RTO) and Safe Routes to School Program	Dan Haemphill	Key 20879 + 20880	\$	\$	\$	\$	\$	\$	418,545	N/A	\$	\$	\$	\$	\$	4,075,414	89.73%	10.27%
5	City of Portland Transit and Equitable Development Assessment	Brian Harper	TBD	\$	\$	\$	\$	\$	\$	?	\$	\$	\$	\$	\$	\$	203,666	89.73%	10.27%
6	Tualatin Valley Highway Transit and Development Project	Elizabeth Mox O'Hara	Shift from Key 20888 to new key	\$	\$	\$	\$	\$	\$	?	\$	\$	\$	\$	\$	\$	848,489	89.73%	10.27%
Total				\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$

- **Projects that do not require MTIP programming.** The third category are the approved UPWP projects which do not require MTIP programming. In other words, these projects do not have any federal approval steps which requires them to be programmed in the MTIP. Normally, this means that the approved UPWP project is locally funded and has no federal funds committed to the project. Below is the list of locally funded projects part of the SFY 2022 UPWP.

FY 2022 UPWP Approved Projects - Locally Funded - not included in Key 20597 (and not programmed)																			
#	Name	POC	In Key 20597	PL	Match	S303	Match	STBG	Match	Catered	Fed \$	Match	Total Fed \$	Min Loc	Overmatch	TPC	Fed %	Loc Min %	Tot Local %
11	Enhanced Transit Concepts Pilot Program	Matt Blinn	N/A Local Funds	\$	\$	\$	\$	\$	\$	N/A	\$	\$	\$	\$	\$	\$	115,759	0.0%	N/A
12	Economic Value Atlas (EVA) Implementation	Jeff Reier	N/A Local Funds	\$	\$	\$	\$	\$	\$	N/A	\$	\$	\$	\$	\$	\$	287,222	0.0%	N/A
4	MAX Tunnel Study	Matt Blinn	N/A Local Funds	\$	\$	\$	\$	\$	\$	N/A	\$	\$	\$	\$	\$	\$	40,000	0.0%	N/A
9	Inter-governmental Agreement Fund Program	Grace Cho	N/A Local Funds	\$	\$	\$	\$	\$	\$	N/A	\$	\$	\$	\$	\$	\$	51,896	0.0%	N/A

- Update the Current MTIP UPWP Project Grouping Buckets with the Final Programming Amounts:** Once the UPWP projects are assigned to their MTIP programming category, the project grouping buckets can be updated with the correct fund codes and programming amounts.

**Added note:** In past years, the updates have occurred through an administrative modification. The unexpended carryover funds were already programmed and part of the constrained MTIP. De-obligating the funds and shifting the unexpended carryover forward is considered a lateral move within financially constrained MTIP years. However, the SFY 2022 fiscal reflects the first year of the new Federal Fiscal Year (FFY) 2021-24 constrained MTIP. The unexpended carryover funds now originate from a prior approved MTIP and are outside the 2021-24 MTIP. Therefore, the funds are considered new funding to the 2021-24 MTIP. The addition of the carryover funds are significant enough to exceed the 20% threshold and trigger a formal/full amendment.

- UPWP Project Keys Updated as part of the April 2021 Formal Amendment.** The following projects are being updated or added to the MTIP as part of the April 2021 Formal Amendment to properly reflect the projects and funding for the SFY 2022 UPWP. They include:



SFY 2022 UPWP MTIP Project Amendments as Part of the April 2021 Formal MTIP Amendment				
Project Key	Name	Lead Agency	Type	Amendment Action in Support of the SFY 2022 UPWP
20879	<del>Regional Travel Options (2020)</del> <b>Metro UPWP Regional Travel Options (SFY 2022)</b>	Metro	Stand Alone	Combines funds from Key 20880 into Key 20879 to fully fund the SFY 2022 Regional Travel Options (RTO) program. Key 20879 will be the primary project Key to obligate the approved funds for the SFY 2022 RTO program. The remaining funds in 20880 are being moved out to FFY 2025.
20880	Regional Travel Options (2021)	Metro	Stand Alone	
New (TBD)	<b>Westside Corridor Multimodal Improvements Study</b>	ODOT	Stand Alone	Adding the new SFY UPWP approved project to the MTIP
20888	Corridor and Systems Planning (2020)	Metro	Stand Alone	Splitting \$12,175 off this project grouping bucket to support the as part of the SFY 2022 UPWP Master Agreement list of Projects
20887	Regional MPO Planning (2021)	Metro	Master Agreement	Shifting the majority of funding over to Key 20597 to complete the STBG requirement to the UPWP Master Agreement. The remaining STBG is being pushed out to FFY 2025 and will be recommitted to the UPWP for the SFY 2023 cycle.
20597	Portland Metro Planning SFY22	Metro	Master Agreement	Updated PL and 5303 plus adds STBG from 20887 to reflect the SFY 2022 UPWP Master Agreement list of projects
<b>21312 New Project</b>	<b>Metro Transportation Options (FFY 18-21)</b>	Metro	Stand Alone	Adds the ODOT approved supplemental funding for the SFY 2022 UPWP RTO program to the MTIP

A detailed summary of the SFY 2022 UPWP projects amended are provided below. There are 7 projects impacted:

<b>Project 1: <u>Regional Travel Options (2020)</u> Metro UPWP Regional Travel Options (SFY 2022)</b>	
Lead Agency:	<b>Metro</b>
ODOT Key Number:	<b>20879</b> MTIP ID Number: 70873
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <u>Metro SFY 2022 UPWP Project:</u> <b>Yes</b></li> <li>• <u>Proposed improvements:</u> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. Source: Existing project.</li> <li>• <u>Amendment Action:</u> Increase funding</li> <li>• <u>Funding:</u> The funding is federal Step1 Regional Flexible Funding Allocation (RFFA) supporting the Regional Travel Options (RTO) program. The approved funding originates from the SFY 2022 UPWP Funding Summary. This is an annual UPWP recurring project. The project is a UPWP Stand-alone project in the MTIP because the federal STBG funds will be flex-transferred to FTA</li> <li>• FTA Conversion Code: <b>Section 5307.</b></li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: MPO Region wide</li> <li>○ Cross Street Limits: N/A</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code:</u> 0 = No activity (for these program funds)</li> <li>• <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.</li> <li>• <u>Regional Significance Status:</u> N/A</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> <li>○ MTIP Amendment Number: AP21-09-APR</li> <li>○ OTC approval required: No.</li> <li>○ Metro approval date: Tentatively scheduled for May 6, 2021</li> </ul> </li> </ul>

	<p><b><u>AMENDMENT ACTION: COMBINED FUNDING</u></b></p> <p>The formal amendment completes combines funding from the SFY 2022 RTO allocation MTIP project in Key 20880 into Key 20879. Key 20879 is the State Fiscal Year (SFY) 2020 estimated allocation. Due to the Covid-19 situation, the RTO program could not move forward and obligate the authorized federal STBG funds in Key 20879 during SFY 2021. As a result, Key 20879 and its funding was carried over to support the program requirements for SFY 2022. RTO funds allocated for SFY 2022 exist in Key 20880. Needed funds to complete the RTO program needs during SFY 2022 are being combined into Key 20879 to be obligated during July 2021. The remaining funds in Key 20880 not required during SFY 2022 will be moved out of the 2021-24 MTIP fiscal year of FY 2025. The remaining funds will be advanced forward to SFY 2023 as part of next year’s UPWP RTO program needs.</p> <table><tr><th colspan="4">STBG-U Adjustments between Key 20879 and 20880</th></tr><tr><td>Key 20879 Existing Federal STBG funds Programmed for SFY 2022</td><td>Additional STBG Funds Required for SFY 2022 RTO Activities</td><td>Amount STBG funds combined from Key 20880</td><td>Revised STBG change to Key 20879 For SFY 2022</td></tr><tr><td>\$ 2,598,451</td><td>\$1,058,418</td><td>\$1,058,418</td><td>\$3,656,869</td></tr></table>	STBG-U Adjustments between Key 20879 and 20880				Key 20879 Existing Federal STBG funds Programmed for SFY 2022	Additional STBG Funds Required for SFY 2022 RTO Activities	Amount STBG funds combined from Key 20880	Revised STBG change to Key 20879 For SFY 2022	\$ 2,598,451	\$1,058,418	\$1,058,418	\$3,656,869
STBG-U Adjustments between Key 20879 and 20880													
Key 20879 Existing Federal STBG funds Programmed for SFY 2022	Additional STBG Funds Required for SFY 2022 RTO Activities	Amount STBG funds combined from Key 20880	Revised STBG change to Key 20879 For SFY 2022										
\$ 2,598,451	\$1,058,418	\$1,058,418	\$3,656,869										
What is changing?													
Additional Details:	<p>The Regional Travel Options (RTO) program guides the region in creating safe, vibrant, and livable communities by supporting programs that increase walking, biking, ride sharing, telecommuting, and public transit use. The RTO program is a critical strategy for getting the most benefit and use from transportation infrastructure investments. Through grants, sponsorships, policy guidance, regional coordination, and technical assistance, the Metro RTO program has been serving the region for over 20 years.</p> <p>The RTO program strives to create healthy, vibrant neighborhoods by:</p> <ul style="list-style-type: none"><li>• Improving the quality of the air we breathe</li><li>• Reducing car traffic</li><li>• Creating more opportunities for people of all ages and abilities to walk, bike, take transit, and carpool</li><li>• Making the most of transportation investments by promoting their use</li></ul> <p>The program works closely with partners such as public agencies and local community-based groups who implement the strategy at a local level.</p> <p>The RTO Strategy Plan is located on Metro’s website at: <a href="https://www.oregonmetro.gov/regional-travel-options-strategic-plan">https://www.oregonmetro.gov/regional-travel-options-strategic-plan</a></p>												
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the net changes to the SFY 2022 UPWP result in adding prior allocated funds from a prior MTIP impacting multiple project which together then require a formal/full amendment complete.</p>												

Total Programmed Amount:	Key 20879 increases (federal + local match) from a total of \$2,895,855 to \$4,075,414
Added Notes:	

<b>Project 2: Regional Travel Options (2021)</b>	
Lead Agency:	<b>Metro</b>
ODOT Key Number:	<b>20880</b> MTIP ID Number: 70873
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <u>Metro SFY 2022 UPWP Project:</u> <b>Yes</b></li> <li>• <u>Proposed improvements:</u> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. Source: Existing project.</li> <li>• <u>Amendment Action:</u> Shift funding to Key 20879</li> <li>• <u>Funding:</u> The funding is federal Step1 Regional Flexible Funding Allocation (RFFA) supporting the Regional Travel Options (RTO) program. The approved funding originates from the SFY 2022 UPWP Funding Summary. This is an annual UPWP recurring project. The project is a UPWP Stand-alone project in the MTIP because the federal STBG funds will be flex-transferred to FTA for conversion to FTA Section 5307.</li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: MPO Region wide</li> <li>○ Cross Street Limits: N/A</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code:</u> 0 = No activity (for these program funds)</li> <li>• <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.</li> <li>• <u>Regional Significance Status:</u> N/A</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> <li>○ MTIP Amendment Number: AP21-09-APR</li> <li>○ OTC approval required: No.</li> <li>○ Metro approval date: Tentatively scheduled for May 6, 2021</li> </ul> </li> </ul>

	<p><b><u>AMENDMENT ACTION: COMBINED FUNDING</u></b></p> <p>The formal amendment completes shifts funding from Key 20880 to the SFY 2022 RTO allocation in Key 20879. Due to the Covid-19 situation, the RTO program could not move forward and obligate the authorized federal STBG funds in Key 20879 during SFY 2021. As a result, Key 20879 and its funding was carried over to support the program requirements for SFY 2022. The remaining funds in Key 20880 not required during SFY 2022 will be moved out of the 2021-24 MTIP fiscal year of FY 2025. The remaining funds will be advanced forward to SFY 2023 as part of next year’s UPWP RTO program needs.</p> <table><tr><th colspan="3">STBG-U Adjustments between Key 20879 and 20880</th></tr><tr><td>Key 20880 Existing Federal STBG funds Available for SFY 2022</td><td>STBG Funds Shifted to Key 20879 Required for SFY 2022 RTO Activities</td><td>Decreased STBG change to Key 20880</td></tr><tr><td>\$2,676,405</td><td>\$1,058,418</td><td>\$1,617,987</td></tr></table>	STBG-U Adjustments between Key 20879 and 20880			Key 20880 Existing Federal STBG funds Available for SFY 2022	STBG Funds Shifted to Key 20879 Required for SFY 2022 RTO Activities	Decreased STBG change to Key 20880	\$2,676,405	\$1,058,418	\$1,617,987
STBG-U Adjustments between Key 20879 and 20880										
Key 20880 Existing Federal STBG funds Available for SFY 2022	STBG Funds Shifted to Key 20879 Required for SFY 2022 RTO Activities	Decreased STBG change to Key 20880								
\$2,676,405	\$1,058,418	\$1,617,987								
What is changing?										
Additional Details:	<p>The Regional Travel Options (RTO) program guides the region in creating safe, vibrant, and livable communities by supporting programs that increase walking, biking, ride sharing, telecommuting, and public transit use. The RTO program is a critical strategy for getting the most benefit and use from transportation infrastructure investments. Through grants, sponsorships, policy guidance, regional coordination, and technical assistance, the Metro RTO program has been serving the region for over 20 years.</p> <p>The RTO program strives to create healthy, vibrant neighborhoods by:</p> <ul style="list-style-type: none"><li>• Improving the quality of the air we breathe</li><li>• Reducing car traffic</li><li>• Creating more opportunities for people of all ages and abilities to walk, bike, take transit, and carpool</li><li>• Making the most of transportation investments by promoting their use</li></ul> <p>The program works closely with partners such as public agencies and local community-based groups who implement the strategy at a local level.</p> <p>The RTO Strategy Plan is located on Metro’s website at: <a href="https://www.oregonmetro.gov/regional-travel-options-strategic-plan">https://www.oregonmetro.gov/regional-travel-options-strategic-plan</a></p>									
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the net changes to the SFY 2022 UPWP result in adding prior allocated funds from a prior MTIP impacting multiple project which together then require a formal/full amendment complete.</p>									
Total Programmed Amount:	<p>The total programmed amount decreases from \$2,982,732 to \$1,803,173</p>									
Added Notes:	<p>The remaining funds in Key 20880 are also being pushed-out to FY 2025.</p>									

<b>Project 3: Westside Corridor Multimodal Improvements Study</b>	
Lead Agency:	<b>ODOT</b>
ODOT Key Number:	<b>New - TBD</b> MTIP ID Number: <b>New - TBD</b>
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <u>Metro SFY 2022 UPWP Project:</u> <b>Yes</b></li> <li>• <u>Proposed improvements:</u> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.</li> <li>• <u>Source:</u> New project.</li> <li>• <u>Amendment Action:</u> Add new project</li> <li>• <u>Funding:</u> The funding is federal "State Surface Transportation Block Grant (STBG) funds awarded to the planning project by ODOT.</li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: US26 western corridor (Sunset Highway), which extends from the Oregon Coast through the Vista Ridge Tunnel where it intersects with the I-405 loop accessing I-5, and I-84</li> <li>○ Cross Street Limits: N/A</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code:</u> 0 = No activity (for these program funds)</li> <li>• <u>Air Conformity/Capacity Status:</u> The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies</li> <li>• <u>Regional Significance Status:</u> N/A</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> <li>○ MTIP Amendment Number: AP21-09-APR</li> <li>○ OTC approval required: No.</li> <li>○ Metro approval date: Tentatively scheduled for May 6, 2021</li> </ul> </li> </ul>
What is changing?	<p><b><u>AMENDMENT ACTION: ADD NEW PROJECT</u></b></p> <p>The formal amendment adds the new SFY 2022 UPWP stand-alone project to the MTIP. ODOT is the lead agency and is funding the project with their federal appropriated State STBG funds.</p> <p>As a planning with federal, the project falls within the annual Metro UPWP. The project is categorized as a "stand-alone in the MTIP" for programming</p>



	<p>purposes. In addition to being funded by federal funds, the study will utilize a consultant, require a separate Intergovernmental Agreement (IGA), and the lead agency is ODOT. Since the project is not Metro led and is using a consultant, it can't be grouped together with the Metro UPWP projects approved as part of the Master Agreement. Therefore, ODOT's Westside Corridor Multimodal Improvements Study requires independent programming in the MTIP.</p> <p>The Governor's Office approved the funding for the project. A total of \$863,636 of State STBG federal fund are authorized for the study. Including match, the estimated total project cost is \$1,000,000.</p> <table><tr><td>Federal State STBG Funds Awarded</td><td>Committed Matching Funds</td><td>Total</td><td>Obligation Year</td></tr><tr><td>\$863,636</td><td>\$136,364</td><td>\$1,000,000</td><td>2021</td></tr></table>	Federal State STBG Funds Awarded	Committed Matching Funds	Total	Obligation Year	\$863,636	\$136,364	\$1,000,000	2021
Federal State STBG Funds Awarded	Committed Matching Funds	Total	Obligation Year						
\$863,636	\$136,364	\$1,000,000	2021						
Additional Details:	<p>The This corridor is generally defined by US 26 (Sunset Highway), which extends from the Oregon Coast through the Vista Ridge Tunnel where it intersects with the I-405 loop accessing I-5, and I-84. The 2018 Regional Transportation Plan (RTP) includes this project as 8.2.4.6 Hillsboro to Portland (Mobility Corridors 13, 14 and 16).</p> <p>The study will identify the multimodal (aviation, transit, freight, auto, etc.) needs, challenges and opportunities in the corridor. Options will be evaluated for their potential to address existing deficiencies and support future growth in freight, commuters, and commercial traffic between Hillsboro's Silicon Forest, Northern Washington County's agricultural freight, and the Portland Central City, the international freight distribution hub of I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport. Commute trip reduction opportunities and assumptions about remote workforce will be included. The West Side Corridor Study will evaluate multimodal improvements in support of regional and statewide goals, specifically including climate.</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 complete.								
Total Programmed Amount:	The total programmed amount is \$1,000,000								
Added Notes:									

<b>Project 4: Corridor and Systems Planning (2020)</b>	
Lead Agency:	<b>Metro</b>
ODOT Key Number:	<b>20888</b> MTIP ID Number: 70871
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li><u>Metro SFY 2022 UPWP Project:</u> <b>Yes</b></li> <li><u>Proposed improvements:</u> The Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and</li> </ul>

	<p>transportation. Through this funding regional system needs, functions, desired outcomes, performance measures, investment strategies are determined in support of the Regional Transportation Plan.</p> <ul style="list-style-type: none"><li>• <u>Source:</u> Existing project.</li><li>• <u>Amendment Action:</u> Shift funding to Key 20879</li><li>• <u>Funding:</u> Key 20888 functions as a revenue project grouping bucket maintaining funding for the approved corridor studies to FTA Section 5307. Out of the current STBG-U programming, \$12,175 of STBG-U funds and required match are being shifted to Key 20597.</li><li>• <u>Location, Limits and Mile Posts:</u><ul style="list-style-type: none"><li>○ Location: Regional</li><li>○ Cross Street Limits: N/A</li><li>○ Overall Mile Post Limits: N/A</li></ul></li><li>• <u>Current Status Code:</u> 0 = No activity (for these program funds)</li><li>• <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.</li><li>• <u>Regional Significance Status:</u> N/A</li><li>• <u>Amendment ID and Approval Estimates:</u><ul style="list-style-type: none"><li>○ STIP Amendment Number: TBD</li><li>○ MTIP Amendment Number: AP21-09-APR</li><li>○ OTC approval required: No.</li><li>○ Metro approval date: Tentatively scheduled for May 6, 2021</li></ul></li></ul>									
What is changing?	<p><b><u>AMENDMENT ACTION: SPLIT FUNDS:</u></b></p> <p>The amendment splits off \$12,175 of STBG-U and \$1,393 of matching funds and combines them into Key 20597. The STBG-U funds support the UPWP Corridor Refinement and Project Development (Investment Areas) project that is listed in the UPWP Master Agreement list of projects. One additional approved UPWP corridor study project, Tualatin Valley Highway Transit and Development Project, will draw from the Key 20888 STBG-U bucket. MTIP programming for this project will occur in May 2021.</p> <table><tr><th colspan="3">STBG-U Shift from Key 20888 to 20597</th></tr><tr><th>Key 20888 Existing STBG Funds for SFY 2022</th><th>STBG Funds Shifted to Key 20597 Required for SFY 2022 RTO Activities</th><th>Remaining STBG-U Funds in Key 20888</th></tr><tr><td>\$404,234</td><td>(\$12,175)</td><td>\$392,059</td></tr></table>	STBG-U Shift from Key 20888 to 20597			Key 20888 Existing STBG Funds for SFY 2022	STBG Funds Shifted to Key 20597 Required for SFY 2022 RTO Activities	Remaining STBG-U Funds in Key 20888	\$404,234	(\$12,175)	\$392,059
STBG-U Shift from Key 20888 to 20597										
Key 20888 Existing STBG Funds for SFY 2022	STBG Funds Shifted to Key 20597 Required for SFY 2022 RTO Activities	Remaining STBG-U Funds in Key 20888								
\$404,234	(\$12,175)	\$392,059								

Additional Details:	<p>Summary of the Corridor Refinement and Project Development (Investment Areas) project</p> <p>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. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP.</p>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the complexity of changes to multiple projects even though some can occur administratively requires all of them to progress via a formal/full amendment.
Total Programmed Amount:	Key 20888 decreases in total project funding from \$450,000 to \$436,932
Added Notes:	

<b>Project 5: Regional MPO Planning (2021)</b>	
Lead Agency:	<b>Metro</b>
ODOT Key Number:	<b>20877</b> MTIP ID Number: 70872
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <u>Metro SFY 2022 UPWP Project:</u> <b>Yes</b></li> <li>• <u>Proposed improvements:</u> The Regional MPO Planning (2021) key functions as a project grouping revenue bucket with STBG-U funds that are estimated will be needed as part of the annual UPWP Master Agreement list of projects. The required STBG-U funds and match are then split from the project and combined into the final annual UPWP Master List of projects key. For the SFY 2022 year, the STBG-U funds are split off from Key 20877 and then combined into Key 20597 with the approved PL and 5303 funds.</li> <li>• <u>Source:</u> Existing project.</li> <li>• <u>Amendment Action:</u> Shift funding to Key 20597</li> <li>• <u>Funding:</u> Key 20877 functions as a revenue project grouping bucket maintaining funding for the approved UPWP Master Agreement list of projects. A total of \$1,359,877 of STBG-U was programmed and available for the SFY 2022 Master Agreement needs. \$1,205,597 is being shifted to Key 20597 based on the financial needs in the Master Agreement.</li> </ul>

	<ul style="list-style-type: none"> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: Regional</li> <li>○ Cross Street Limits: N/A</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code:</u> 0 = No activity (for these program funds)</li> <li>• <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.</li> <li>• <u>Regional Significance Status:</u> N/A</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> <li>○ MTIP Amendment Number: AP21-09-APR</li> <li>○ OTC approval required: No.</li> <li>○ Metro approval date: Tentatively scheduled for May 6, 2021</li> </ul> </li> </ul>									
What is changing?	<p><b><u>AMENDMENT ACTION: SPLIT FUNDS:</u></b></p> <p>The amendment splits off \$1,205,597 of STBG-U and \$137,986 of matching funds and combines them into Key 20597. The STBG-U funds support the UPWP Master Agreement list of projects. The remaining funds in Key 20877 are being pushed out to FFY 2025. They will be advanced to FY 2022 as needed for ne</p> <table border="1"> <tr> <th colspan="3">STBG-U Shift from Key 20877 to 20597</th></tr> <tr> <td>Key 20877 Existing Federal STBG Funds Available for SFY 2022 UPWP Master Agreement Planning Projects</td><td>STBG Funds Shifted to Key 20597 Required for SFY 2022 Master Agreement Activities</td><td>Remaining STBG-U Funds in Key 20877</td></tr> <tr> <td>\$1,359,857</td><td>\$1,205,597</td><td>\$154,280</td></tr> </table>	STBG-U Shift from Key 20877 to 20597			Key 20877 Existing Federal STBG Funds Available for SFY 2022 UPWP Master Agreement Planning Projects	STBG Funds Shifted to Key 20597 Required for SFY 2022 Master Agreement Activities	Remaining STBG-U Funds in Key 20877	\$1,359,857	\$1,205,597	\$154,280
STBG-U Shift from Key 20877 to 20597										
Key 20877 Existing Federal STBG Funds Available for SFY 2022 UPWP Master Agreement Planning Projects	STBG Funds Shifted to Key 20597 Required for SFY 2022 Master Agreement Activities	Remaining STBG-U Funds in Key 20877								
\$1,359,857	\$1,205,597	\$154,280								
Additional Details:	<p>The STBG programmed in Key 20877 normally one of three federal funds supporting the annual UPWP Master Agreement list of projects. Initial STBG programming is only an estimate based on prior year needs. Once the current year UPWP Master Agreement of project is developed the STBG is combined into the single UPWP Master Agreement Key that will be used to obligate the UPWP Master Agreement projects.</p>									
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the complexity of changes to multiple projects even though some can occur administratively requires all of them to progress via a formal/full amendment.</p>									
Total Programmed Amount:	<p>Key 20877 decreases in total project funding from \$1,515,521 to \$171,938</p>									
Added Notes:										

<b>Project 6: Portland Metro Planning SFY22</b>	
Lead Agency:	<b>Metro</b>
ODOT Key Number:	<b>20597</b> MTIP ID Number: 70986
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <u>Metro SFY 2022 UPWP Project:</u> <b>Yes</b></li> <li>• <u>Proposed improvements:</u> The Unified Planning Work Program (UPWP) is a federally required document which defines Metro's annual list of transportation planning activities along with the committed federal funding to be accomplished during the state fiscal year (July 1 to June 30th). The UPWP documents the metropolitan planning requirements, and planning priorities facing the Portland metropolitan area.</li> <li>• <u>Source:</u> Existing project.</li> <li>• <u>Amendment Action:</u> Update Key 20597 funding levels per the SFY 2022 UPWP and Funding Summary</li> <li>• <u>Funding:</u> Key 20597 is comprised of federal, state, and local funds. Federal Planning funds (PL) through FHWA are awarded to Metro annually in support of the UPWP. Federal Section 5303 planning funds are awarded from the Federal Transit Agency (FTA) to Metro that support UPWP transit planning actions. Federal Surface Transportation Block Grant (STBG) funds make up the third federal fund component. These funds are awarded to the annual UPWP by Metro as part of the Regional Flexible Fund Allocation (RFFA) Step 1 process. Local funds and other special discretionary federal or state planning grants may also contribute to funding the annual UPWP. However, the majority of committed funding is federal PL, 5303, and STBG.</li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: Regional</li> <li>○ Cross Street Limits: N/A</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code:</u> 0 = No activity (for these program funds)</li> <li>• <u>Air Conformity/Capacity Status:</u> The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.</li> <li>• <u>Regional Significance Status:</u> N/A</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> <li>○ MTIP Amendment Number: AP21-09-APR</li> </ul> </li> </ul>

- OTC approval required: No.
- Metro approval date: Tentatively scheduled for May 6, 2021

### **AMENDMENT ACTION: COMBINE FUNDS**

#### **Development of the UPWP and the Required Updates to MTIP Projects:**

Key 20597 initially was initially programmed as the SFY 2022 UPWP revenue placeholder. It contained estimated PL and 5303 funds. The estimated STBG-U funds committed to the SFY 2022 UPWP were programmed in the MTIP in Key 20877. Once the final draft UPWP is completed, Key 20597 will become the primary project for programming the majority of the UPWP. This is done to allow one key number to be the source for project obligation, expenditure, monitoring, and accounting purposes. The MTIP relies on the UPWP's Funding Summary page as the basis to then update Key 20597 as required.

However, translating the final draft UPWP into MTIP programming logic is not as easy as envisioned. The process first requires a detailed financial review of prior-year obligated projects that will not expend their total awarded PL, 5303, or STBG-U funds. By agreement among FHWA, and ODOT, Metro is allowed to carry-over into the current new draft UPWP the unexpended amount and treat the funds now as new unobligated federal funds. As an example: If a prior year project study was awarded a total \$500,000 of PL funds and only expended \$400,000, then the remaining \$100,000 is authorized to be carried over into the new UPWP as unobligated funds.

Once the prior-year carry over funds are identified and agreed upon, Metro will receive a PL and 5303 funding allocation update for the upcoming fiscal year the new annual UPWP is being developed. Along with this, local revenues that will contribute as well as other federal and state discretionary funds are identified. The entire process to identify the total revenues that will support the new UPWP is an ongoing process. The below table provides a summary of the total available revenues identified for the SFY 2022 UPWP.

SFY 2022 UPWP Available Funding				
Category	Prior-Year Carryover	New SFY 2022 Allocation	Total	Note
PL	\$647,556	\$1,889,070	\$2,536,626	Federal portion only
5303	\$1,273,176	\$630,217	\$1,903,393	Federal portion only
STBG	\$1,205,597		\$1,205,597	Prior year STBG are merged into the total needs for SFY 2022
Other Federal or State Discretionary	\$0	\$225,000	\$225,000	State Support funds
Local Match Required	\$646,166		\$646,166	State and local required matching funds
Local Overmatch Contributions	\$2,128,326		\$2,128,326	Additional local overmatching funds
	Total:		\$8,645,108	

What is changing?



Additional Details:	
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the cost increase exceeds the 20% threshold due to the added prior-year carryover funds and requires a formal/full amendment
Total Programmed Amount:	The total programming increases from \$2,815,941 to \$8,645,108
Added Notes:	

<b>Project 7:</b>	<b>Metro Transportation Options (FFY 18-21) (New Project)</b>		
Lead Agency:	<b>Metro</b>		
ODOT Key Number:	<b>21312</b>	MTIP ID Number:	71055
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <u>Metro SFY 2022 UPWP Project:</u> <b>Yes</b></li> <li>• <u>Proposed improvements:</u> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. Source: Existing project.</li> <li>• <u>Amendment Action:</u> Add ODOT supplemental funding</li> <li>• <u>Funding:</u> The funding for FY 2021 originates from ODOT is being programmed using the federal fund placeholder code of Advance Construction. The actual obligation code is expected to be State STBG. The project is a UPWP Stand-alone project in the MTIP because the project reflects a multi-year program which now is adding FY 2021 to the program The federal STBG funds will be flex-transferred to FTA.</li> <li>• FTA Conversion Code: <b>Section 5307.</b></li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: MPO Region wide</li> <li>○ Cross Street Limits: N/A</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code:</u> 0 = No activity (for these program funds)</li> <li>• <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.</li> <li>• <u>Regional Significance Status:</u> N/A</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> </ul> </li> </ul>		

	<ul style="list-style-type: none"><li>○ MTIP Amendment Number: AP21-09-APR</li><li>○ OTC approval required: No.</li><li>○ Metro approval date: Tentatively scheduled for May 6, 2021</li></ul>												
What is changing?	<p><b><u>AMENDMENT ACTION: ADD NEW PROJECT</u></b></p> <p>The formal amendment re-adds Key 21312 to the 2021-24 MTIP. Key 21312 was part of the 2018-21 MTIP. Funding also originated from ODOT supporting the RTO program, but covered only the 2018-2020 fiscal years. Through agreement between Metro and ODOT, funding for the FY 2021 is being added to the program. The total amount of new funds for FY 2021 is \$160,000 which will support RTO activities.</p> <p>For accounting purposes, the prior obligated funding is also being carried over as part of the amendment to ensure the funding in the STIP and MTIP match.</p> <table><tr><th colspan="4">Key 21312 Funding Adjustments</th></tr><tr><th>Fund Code</th><th>Total Prior Obligated Funds</th><th>New Funds Added for FY 2021 (AC-STBGS + match)</th><th>New Total</th></tr><tr><td>State STBG</td><td>\$622,695</td><td>\$160,000</td><td>\$782,695</td></tr></table> <p>The prior obligated federal funds were State STBG funds totaling \$574,732 with a local match of \$47,963 equaling \$622,695. The new total of \$160,000 being added for FY 2021 is comprised of \$147,676 of federal funds plus \$12,324 local matching funds. The new funding will be flex transferred to FTA and obligated through the FTA process.</p>	Key 21312 Funding Adjustments				Fund Code	Total Prior Obligated Funds	New Funds Added for FY 2021 (AC-STBGS + match)	New Total	State STBG	\$622,695	\$160,000	\$782,695
Key 21312 Funding Adjustments													
Fund Code	Total Prior Obligated Funds	New Funds Added for FY 2021 (AC-STBGS + match)	New Total										
State STBG	\$622,695	\$160,000	\$782,695										
Additional Details:	<p>As previously stated, the funding provides supplemental funding supporting the Metro Regional Travel Options Program (RTO). The Regional Travel Options (RTO) program guides the region in creating safe, vibrant, and livable communities by supporting programs that increase walking, biking, ride sharing, telecommuting, and public transit use. The RTO program is a critical strategy for getting the most benefit and use from transportation infrastructure investments. Through grants, sponsorships, policy guidance, regional coordination, and technical assistance, the Metro RTO program has been serving the region for over 20 years.</p> <p>The RTO program strives to create healthy, vibrant neighborhoods by:</p> <ul style="list-style-type: none"><li>● Improving the quality of the air we breathe</li><li>● Reducing car traffic</li><li>● Creating more opportunities for people of all ages and abilities to walk, bike, take transit, and carpool</li><li>● Making the most of transportation investments by promoting their use</li></ul> <p>The program works closely with partners such as public agencies and local community-based groups who implement the strategy at a local level.</p>												

	The RTO Strategy Plan is located on Metro's website at: <a href="https://www.oregonmetro.gov/regional-travel-options-strategic-plan">https://www.oregonmetro.gov/regional-travel-options-strategic-plan</a>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding the new FY 2021 funds represents new funding a new project to the MTIP which must be added through a formal/full amendment.
Total Programmed Amount:	The prior obligated plus the new RTO funds results in a total project cost of \$782,695
Added Notes:	

<b>Project 8: OR141 (Hall Blvd): Scholls Ferry Rd - Locust St</b>	
Lead Agency:	<b>ODOT</b>
ODOT Key Number:	<b>19267</b> MTIP ID Number: 70806
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <u>Metro SFY 2022 UPWP Project:</u> <b>No</b></li> <li>• <u>Proposed improvements:</u> In Beaverton on OR141 from Scholls Ferry Rd to Locust St (MP 2.82 to 4.10), construct and complete ADA curb and ramp improvements to include pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access.</li> <li>• <u>Source:</u> Existing project.</li> <li>• <u>Amendment Action:</u> Add Construction phase funding</li> <li>• <u>Funding:</u> The funding for the project consists primarily of federal funds. They include: State Surface Transportation Block Grant (STBG) funds and Redistribution funds. Advance Construction is being used for the Construction phase as a funding placeholder. The anticipated federal funds for the construction phase are identified as State STBG.</li> <li>• FTA Conversion Code: N/A</li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: In Beaverton on OR 141 (Hall Blvd)</li> <li>○ Cross Street Limits: Scholls Ferry Rd - Locust St</li> <li>○ Overall Mile Post Limits: Multiple locations from MP 2.82 to 4.10</li> </ul> </li> <li>• <u>Current Status Code:</u> 5 = (ROW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.</li> <li>• <u>Air Conformity/Capacity Status:</u> The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.</li> </ul>

- Regional Significance Status: Regionally Significant project (federal funds + located on system, Metro Motor Vehicle modeling network)
- Amendment ID and Approval Estimates:
  - STIP Amendment Number: 21-24-0609
  - MTIP Amendment Number: AP21-09-APR
  - OTC approval required: Yes, - January 2021
  - Metro approval date: Tentatively scheduled for May 6, 2021

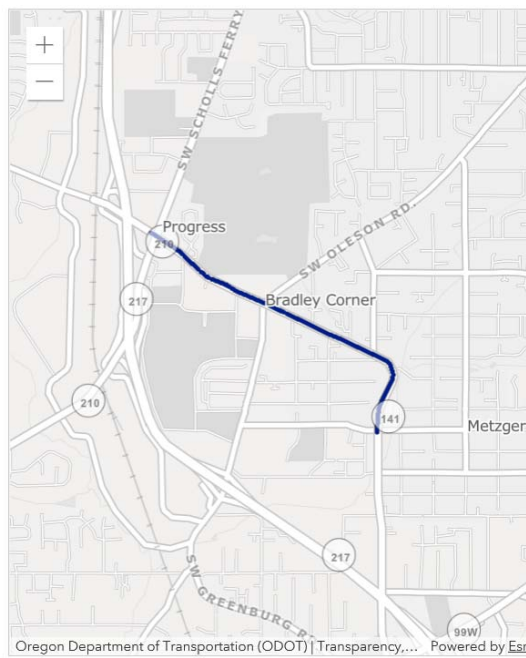
### AMENDMENT ACTION: ADD CONSTRUCTION PHASE

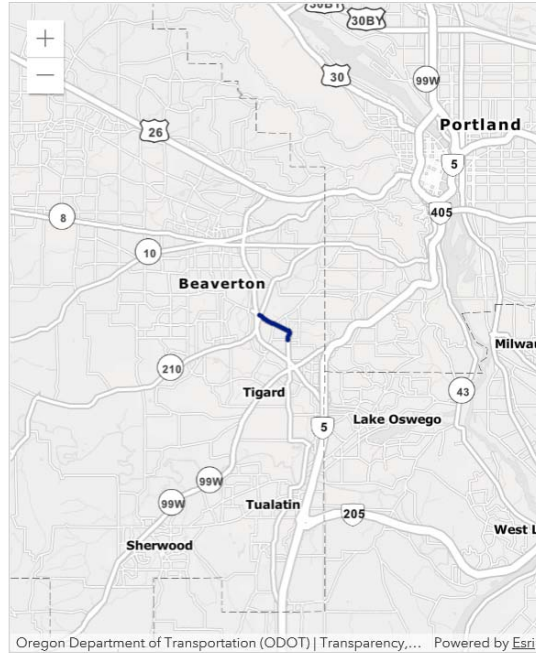
The formal amendment adds the Construction phase funding to the project. \$3,525,000 is being added to the construction phase to fully fund the phase. As a result the project can complete Project Specifications, and Estimates (PS&E) and move forward into the Construction phase. Phase obligation will be during FY 2022. An update to the ROW phase to reflect actual phase obligations is also occurring

What is changing?

Key 19267 Funding Adjustments			
Phase	Total Current Programming	New Funds Added to the Phase	New Total
Preliminary Engineering (PE)	\$1,299,797	\$0	\$1,299,702
Right-of-Way (ROW)	\$1,070,000	\$0	\$1,070,000
Utility Relocation (UR)	\$0	\$0	\$0
Construction	\$0	<b>\$3,525,000</b>	\$3,525,000
Totals	\$2,369,707	\$3,525,000	<b>\$5,894,707</b>

Additional Details:





OTC January 2021 Action, Item I to approve additional funding for DA compliance that provides the fiscal constraint validation for the Construction phase funding. See below OTC minutes reference.

ADVANCE COPY – SUBJECT TO REVISION

**2021-2024 Statewide Transportation Improvement Program Funding for ADA Curb Ramps  
Item I**

The commission was requested to approve additional funding for ADA curb ramps in the 2021-2024 Statewide Transportation Improvement Program (STIP).

**Background:**

In December ODOT presented the commission with a proposal to amend the 2021-2024 STIP to fund the following critical projects and programs that are mandated based on direction from the Legislature, Governor, or a legal requirement.

Project/Program	Description	Amount
Tolling Development and Implementation	Fund NEPA and system development through 2022	\$60 million
Interstate Bridge Replacement Program	Fund program development through 2024	\$30 million
ADA 2020-2022 Projects	Complete ADA projects through first milestone	\$147 million
ADA 2022-2024 Projects	Complete ADA projects through remainder of 2021-2024 STIP	\$90 million
<b>Total</b>		<b>\$327 million</b>

Resources to meet these needs would come from federal funding that has come in over and above the

Why a Formal amendment is required?

Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding the Construction phase to a project usually requires a formal/full amendment to the MTIP

Total Programmed Amount:

The total project cost increases from \$2,429,707 to \$5,894,707

Added Notes:

**Project 9:**

**OR99W : Rock Creek NB Bridge  
(Cancel Project)**

Lead Agency:

**ODOT**

ODOT Key Number:

**21712**

MTIP ID Number:

**71197**

Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <u>Metro SFY 2022 UPWP Project:</u> <b>No</b></li> <li>• <u>Proposed improvements:</u> Install new bridge rail to meet current safety standards</li> <li>• <u>Source:</u> Existing project.</li> <li>• <u>Amendment Action:</u> Cancel project from the MTIP</li> <li>• <u>Funding:</u> The funding for the project is currently federal National Highway Performance Program (NHPP)</li> <li>• <u>FTA Conversion Code:</u> N/A.</li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: OR99W</li> <li>○ Cross Street Limits: Southwest of SW Pacific Dr and SW Kummrow Ave</li> <li>○ Overall Mile Post Limits: 13.82 to 13.94</li> </ul> </li> <li>• <u>Current Status Code:</u> 0 = No activity (for these program funds)</li> <li>• <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 –Safety - Guardrails, median barriers, crash cushions..</li> <li>• <u>Regional Significance Status:</u> Regionally significant/non capacity enhancing</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: 21-24-0607</li> <li>○ MTIP Amendment Number: AP21-09-APR</li> <li>○ OTC approval required: No.</li> <li>○ Metro approval date: Tentatively scheduled for May 6, 2021</li> </ul> </li> </ul>
What is changing?	<p><b><u>AMENDMENT ACTION: CANCEL PROJECT</u></b></p> <p>The formal amendment cancels Key 21712 from the 2021-24 MTIP. The ODOT Bridge program decided to cancel project and move funds to Indian Creek Bridge Project in Region 2, in Key 21118. All project funding to Key 21217 is now zero.</p>

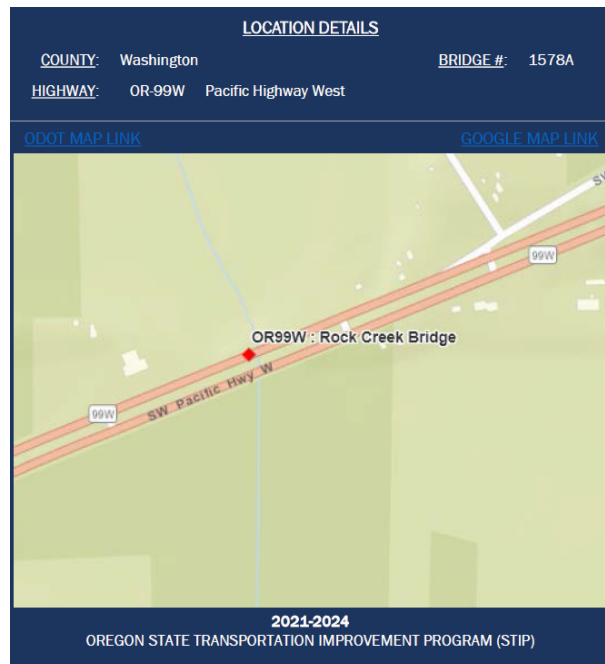



The Oregon 99 West, Rock Creek Bridge, Bridge 01578A, was built in 1955 and is in satisfactory condition. The bridge rails do not meet current safety standards, so it was programmed for a bridge rail retrofit in the 21-24 STIP. An advanced investigation effort identified that in order to have a successful rail retrofit project, the portion of the bridge deck that supports the rail will need to be strengthened and the entire bridge deck will require a concrete overlay.

However, since the bridge deck is in satisfactory condition today this project can be delayed until the deck has deteriorated to the point where a concrete overlay is needed, the bridge rail retrofit can be included as part of that project. Doing so will allow us to use the existing deck for several years and benefit from a more efficient replacement of the rail when we construct the new deck.

Key 21712 Funding Adjustments			
Fund Code	Current Federal Funds Programmed	Federal Funds to Be Reprogrammed	Key 21712 Remaining Federal Funds
National Highway Performance Program (NHPP)	\$618,334	\$618,334	\$0

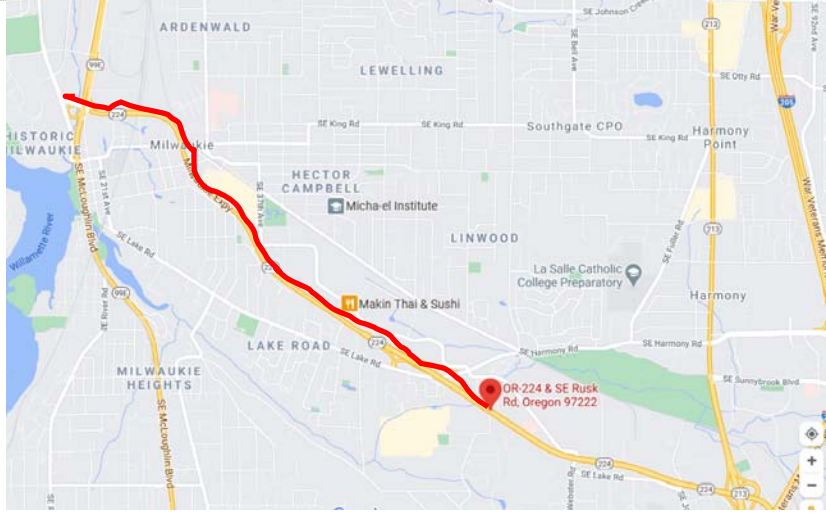
Additional Details:



	<p><b>OR99W: Rock Creek Bridge</b>  ODOT - Washington County <span style="float: right;">21712</span></p> 
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling a project from the MTIP requires a formal/full amendment.
Total Programmed Amount:	The existing programmed amount of \$763,184 to \$0
Added Notes:	

Project 10:		OR224: SE 17th Ave - OR213	
		OR224: SE 17th Ave - SE Rusk Road	
Lead Agency:	ODOT		
ODOT Key Number:	21598	MTIP ID Number:	71153
Projects Description:	Project Snapshot:		
	<ul style="list-style-type: none"><li>• <u>Metro SFY 2022 UPWP Project:</u> <b>No</b></li><li>• <u>Proposed improvements:</u> Design for a future pavement resurfacing project to repair cracking, rutting and wear to keep this section safe for travel.</li><li>• <u>Source:</u> Existing project.</li><li>• <u>Amendment Action:</u> Adjust (shorten) project limits and add Right-of-Way phase funding.</li><li>• <u>Funding:</u> The funding for the project is utilizing federal National Highway Performance Program (NHPP) funds. The project also is utilizing the programmatic Advance Construction fund type code as a federal fund place older for the Right-of-Way phase.</li><li>• <u>FTA Conversion Code:</u> N/A</li><li>• <u>Location, Limits and Mile Posts:</u><ul style="list-style-type: none"><li>○ Location: On OR224 southeast of Milwaukie</li><li>○ Cross Street Limits: SE 17<sup>th</sup> Ave to SE Rusk Rd</li></ul></li></ul>		

	<ul style="list-style-type: none"><li>○ Overall Mile Post Limits: Multiple locations stretching from MP -0.01 to 2.72</li><li>● <u>Current Status Code:</u> 4 = (PS&amp;E) Planning Specifications, &amp; Estimates (final design 30%, 60%, 90% design activities initiated).</li><li>● <u>Air Conformity/Capacity Status:</u> Key 21598 is a rehabilitation/resurfacing project non capacity enhancing project and is considered exempt per 40 CFR 93.126 Table 2 – Safety.</li><li>● <u>Regional Significance Status:</u> Regionally Significant project (federal funds + located on system, Metro Motor Vehicle modeling network)</li><li>● <u>Amendment ID and Approval Estimates:</u><ul style="list-style-type: none"><li>○ STIP Amendment Number: 21-24-0586</li><li>○ MTIP Amendment Number: AP21-09-APR</li><li>○ OTC approval required: No</li><li>○ Metro approval date: Tentatively scheduled for May 6, 2021</li></ul></li></ul>																												
What is changing?	<p><b><u>AMENDMENT ACTION: LIMITS ADJUSTMENT</u></b></p> <p>The current project limits overlap with a separate project to add a third lane on OR 224 from Rusk Rd to OR 213. The third lane capacity project is programmed under Key 19720. The limits adjustment allow the rehabilitation/resurfacing project to proceed separately from the capacity enhancing project which is on a different delivery schedule. Only PE has been programmed in the past. Key 19720 is not active yet in the 2021-24 MTIP.</p> <table><tr><th colspan="4">Key 21598 Phase Funding Adjustments</th></tr><tr><th>Phase</th><th>Total Current Programming</th><th>Phase Adjustment</th><th>New Total</th></tr><tr><td>Preliminary Engineering (PE)</td><td>2,617,734</td><td>(\$95,000)</td><td>\$2,522,734</td></tr><tr><td>Right-of-Way (ROW)</td><td>\$0</td><td>\$95,000</td><td>\$95,000</td></tr><tr><td>Utility Relocation (UR)</td><td>\$0</td><td>\$0</td><td>\$0</td></tr><tr><td>Construction</td><td>\$0</td><td>\$0</td><td>\$0</td></tr><tr><td>Revised Totals</td><td>\$2,522,734</td><td>\$95,000</td><td><b>\$2,617,734</b></td></tr></table>	Key 21598 Phase Funding Adjustments				Phase	Total Current Programming	Phase Adjustment	New Total	Preliminary Engineering (PE)	2,617,734	(\$95,000)	\$2,522,734	Right-of-Way (ROW)	\$0	\$95,000	\$95,000	Utility Relocation (UR)	\$0	\$0	\$0	Construction	\$0	\$0	\$0	Revised Totals	\$2,522,734	\$95,000	<b>\$2,617,734</b>
Key 21598 Phase Funding Adjustments																													
Phase	Total Current Programming	Phase Adjustment	New Total																										
Preliminary Engineering (PE)	2,617,734	(\$95,000)	\$2,522,734																										
Right-of-Way (ROW)	\$0	\$95,000	\$95,000																										
Utility Relocation (UR)	\$0	\$0	\$0																										
Construction	\$0	\$0	\$0																										
Revised Totals	\$2,522,734	\$95,000	<b>\$2,617,734</b>																										
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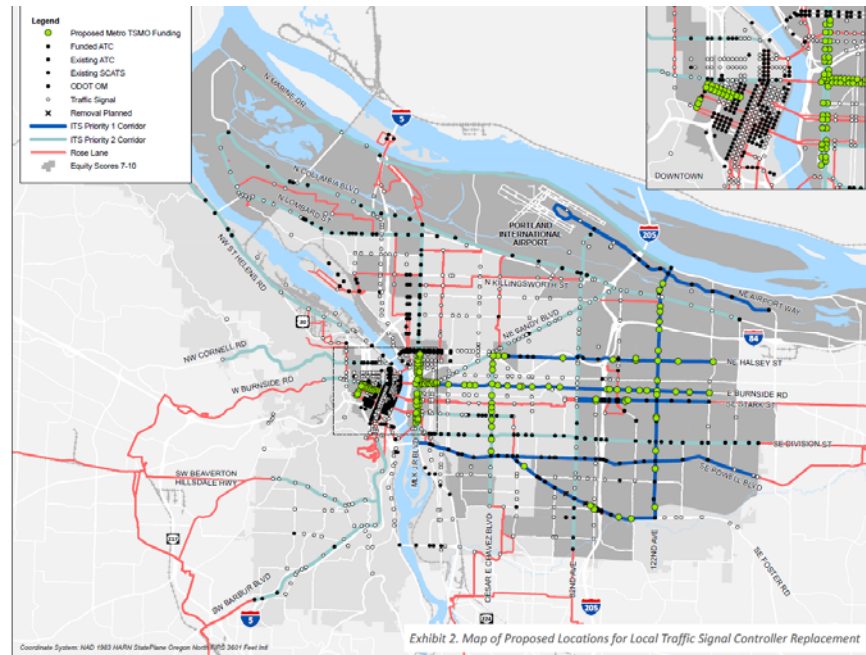
<b>Project 11:</b>	<b>Local Traffic Signal Controller Replacement (New Project)</b>
Lead Agency:	<b>Portland</b>
ODOT Key Number:	<b>New - TBD</b>
	MTIP ID Number: <b>New - TBD</b>
Projects Description:	Project Snapshot: <ul style="list-style-type: none"> <li><u>Metro SFY 2022 UPWP Project:</u> <b>No</b></li> <li><u>Proposed improvements:</u> Purchase Advanced Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing at 141 traffic signals throughout Portland.</li> </ul>

	<ul style="list-style-type: none"> <li>• <u>Source:</u> New project.</li> <li>• <u>Amendment Action:</u> Add the new project to the 2021-24 MTIP.</li> <li>• <u>Funding:</u> The funding for the project is Metro 2019 Transportation System Management and Operations (TSMO) awarded federal Surface Transportation Block Grant (STBG-U) funds.</li> <li>• <u>FTA Conversion Code:</u> N/A</li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: Various locations throughout Portland</li> <li>○ Cross Street Limits: Various locations</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code:</u> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.)</li> <li>• <u>Air Conformity/Capacity Status:</u> Portland's new Advance Traffic Controller upgrade project is a non-capacity enhancing project and is considered exempt per 40 CFR 93.126 Table 2 – Safety.</li> <li>• <u>Regional Significance Status:</u> Regionally Significant project (federal funds along various locations which are in the Metro modeling network)</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> <li>○ MTIP Amendment Number: AP21-09-APR</li> <li>○ OTC approval required: No</li> <li>○ Metro approval date: Tentatively scheduled for May 6, 2021</li> </ul> </li> </ul>
What is changing?	<p><b><u>AMENDMENT ACTION: ADD NEW PROJECT</u></b></p> <p>Portland's new Local Traffic Signal Controller Replacement is a Metro 2019 TSMO awarded project supporting TSMO and Intelligent Transportation System (ITS) improvements. The project was awarded \$840,435 of Metro STBG funds. The project will purchase Advanced Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing at 141 traffic signals throughout Portland.</p> <p>The goals and benefits of the ATC upgrades will make it easier to train staff consistently for better maintenance of the system and provide the following:</p> <ul style="list-style-type: none"> <li>• Reduce the requirements of the central management system to be backwards compatible.</li> <li>• Build a foundation for advanced applications including:</li> </ul>

- Automated traffic signal performance measures (ATSPMs) that can help us identify and address operational and safety concerns.
- Next-Generation Transit Signal Priority (NextGen TSP) that can help us meet our climate goals.
- Other connected vehicle applications such as central emergency preemption.

Additional Details:

### Portland Proposed ATC Upgrade Locations





*Exhibit 1. List of Proposed Locations for Local Traffic Signal Controller Replacement*

1	2024	NE Grand & Couch	72	4167	E Burnside @ 108th
2	2025	NE Grand @ Lloyd Blvd	73	4168	E Burnside @ 113th
3	2027	NE Grand @ Oregon 2070	74	4169	E Burnside @ 117th
4	2028	NE Grand @ Holladay	75	4170	E Burnside @ 122nd
5	2029	NE Grand @ Multnomah	76	4183	SE 122nd Av & Springwater Trail
6	2032	NE Halsey @ 42nd	77	4185	SE 122nd Av & Ash St
7	2070	NE MLK @ Couch	78	4194	E Burnside @ 131st Pl
8	2071	NE MLK @ Lloyd	79	4195	E Burnside @ 139th
9	2072	NE MLK @ Oregon	80	4196	E Burnside @ 148th
10	2073	NE MLK @ Holladay	81	4227	SE Stark St & 106th Av
11	2074	NE MLK @ Multnomah	82	4228	SE Washington St & 106th Av
12	2128	NE 39th @ Hassalo	83	4250	SE MLK @ Morrison
13	2134	NE Halsey @ 74th	84	4251	SE MLK @ Belmont
14	2147	NE MLK @ Clackamas	85	4252	SE MLK @ Hawthorne
15	2148	NE 122nd & Fremont	86	4253	SE MLK @ Mill
16	2149	NE 122nd & Skidmore	87	4254	SE MLK @ Stephens
17	2150	NE Grand @ Clackamas	88	4255	SE Grand @ Stephens
18	2151	Halsey & 148th	89	4256	SE Grand @ Mill
19	2157	NE Halsey and NE 100th	90	4602	SE 39th @ Taylor - Half
20	2167	NE 122nd & San Rafael	91	4603	SE 39th @ Franklin - Half
21	2168	NE 122nd @ Halsey	92	4612	SE 122nd @ Bush - HAWK
22	2169	NE Halsey St at NE 111th Ave	93	4616	SE Foster @ 56th - Half
23	2172	NE 39th @ Halsey	94	4628	SE 122nd - N of Madison ped x-ing
24	2174	NE Halsey @ 132nd	95	4629	SE 108th @ Washington - Beacon
25	2177	NE Weidler and NE 111th Ave	96	4631	SE Foster @ 69th - Half
26	2178	Grand and Everett	97	4633	SE 122nd & Woodward Pl
27	2204	NE 122nd @ Gilson	98	4701	SE 39th and Market Fire Station
28	2217	NE 122nd @ Shaver	99	4702	SE 122nd - S of Madison - Fire
29	2219	122nd & Marx	100	5050	SW 18th @ Jefferson
30	2222	NE 122nd & I-84 ramp	101	5170	SW 10th @ Morrison
31	2224	NE Grand @ Halsey	102	5179	SW 11th @ Morrison
32	2241	NE 122nd @ Whitaker Wy	103	5185	SW 12th @ Morrison
33	2249	NE MLK @ Hoyt St 2070	104	5190	SW 13th @ Morrison
34	2250	NE MLK @ Davis	105	5192	SW 14th @ Morrison
35	2251	NE Grand @ Hoyt	106	5195	SW 18th @ Morrison
36	2253	NE Halsey @ 45th	107	5210	SW 12th @ Yamhill
37	2255	NE Grand @ Davis	108	5211	SW 13th @ Yamhill
38	2256	NE Couch @ 6th	109	5212	SW 14th @ Yamhill
39	2257	NE Couch @ 7th	110	5220	SW 15th @ Morrison
40	2258	NE Couch @ 8th	111	5257	SW 16th @ Morrison
41	2259	NE Couch @ 9th	112	5258	SW 17th @ Yamhill
42	2260	NE Couch @ 10th	113	5259	SW 15th @ Yamhill
43	2261	NE Couch @ 11th	114	5260	SW 16th @ Yamhill
44	2262	NE Couch @ 12th	115	5261	SW 17th @ Morrison
45	2263	Sandy @ Couch /14th	116	5262	SW 18th @ Yamhill
46	2609	NE 39th @ Royal Ct	117	5263	SW 18th @ Main
47	4026	SE Foster @ 92nd	118	5264	SW 18th @ Madison
48	4027	SE Foster @ 110th - 111th	119	6002	E Burnside @ Grand
49	4028	SE Grand @ Ankeny	120	6003	E Burnside @ 9th
50	4029	SE Grand @ Stark	121	6004	E Burnside @ Sandy - 12th
51	4030	SE Grand @ Morrison	122	6005	E Burnside @ 20th
52	4031	SE Grand @ Belmont	123	6006	E Burnside @ 28th
53	4032	SE Grand @ Madison	124	6007	E Burnside @ 32nd
54	4033	SE Grand @ Hawthorne	125	6008	E Burnside @ 39th
55	4034	SE Grand @ Clay	126	6009	E Burnside @ 47th
56	4035	SE Grand @ Taylor	127	6010	E Burnside @ 60th
57	4089	SE MLK @ Stark	128	6011	E Burnside @ Gilham
58	4090	SE MLK @ Taylor	129	6035	E Burnside @ 55th
59	4091	SE MLK @ Clay	130	6036	E Burnside @ 6th
60	4092	SE 39th @ Main	131	6037	E Burnside @ 7th
61	4095	SE 39th @ Clinton	132	6038	E Burnside @ 8th
62	4096	SE 39th @ Stark	133	6039	E Burnside @ 10th
63	4097	SE 39th @ Belmont	134	6040	E Burnside @ 11th
64	4098	SE 39th @ Lincoln	135	6042	E Burnside @ 13th
65	4121	SE Washington @ 92nd	136	6043	E Burnside @ 14th
66	4122	SE Stark & 92nd	137	6044	E Burnside @ Couch Ped signal
67	4123	SE Woodstock & 92nd	138	6601	Ped/Bike Crossing - Burnside at 41st
68	4157	SE Foster @ Springwater Tr/103rd Pl	139	6602	E Burnside @ 53rd
69	4164	E Burnside @ 97th	140	6603	E Burnside @ 30th
70	4165	E Burnside @ 99th	141	6702	Station 19 onto Burnside at 73rd
71	4166	E Burnside @ 102nd			

## Metro January 2, 2020 TSMO Awards

Lead agency	Project name	Project type	TSMO Federal Portion
City of Portland	Traffic Signal Communications	Data communications through fiber optics	\$227,196
City of Portland	Local Traffic Signal Controller Replacement	ATCs	\$840,435
City of Portland	Regional Traffic Signal System Performance Measures	Traffic Signal Performance Measures for Active Transportation	\$619,137
Clackamas County	Clackamas County Regional ATC controller & Signal Optimization Project	ATCs in Clackamas County, Gladstone, Lake Oswego, Milwaukie, Oregon City, West Linn, Wilsonville	\$735,878
Metro	Regional TSMO Program Plus	Advancements in planning, training, research and communications	\$285,880

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
Total Programmed Amount:	The total programmed amount is \$936,627
Added Notes:	

Note: The Amendment Matrix located below 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.

ODOT-FTA-FHWA Amendment Matrix	
<b>Type of Change</b>	
<b>FULL AMENDMENTS</b>	
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: <ul style="list-style-type: none"> <li>• Change in project termini - greater than .25 mile in any direction</li> <li>• Changes to the approved environmental footprint</li> <li>• Impacts to AQ conformity</li> <li>• Adding capacity per FHWA Standards</li> <li>• Adding or deleting worktype</li> </ul>	
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> <li>• FHWA project cost increase/decrease:               <ul style="list-style-type: none"> <li>• Projects under \$500K – increase/decrease over 50%</li> <li>• Projects \$500K to \$1M – increase/decrease over 30%</li> <li>• Projects \$1M and over – increase/decrease over 20%</li> </ul> </li> <li>• All FTA project changes – increase/decrease over 30%</li> </ul>	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
<b>ADMINISTRATIVE/TECHNICAL ADJUSTMENTS</b>	
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.	

- 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.
  - 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.
- 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 March 2021 Formal MTIP amendment (MR21-08-MAR) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	March 30, 2021
• TPAC notification and approval recommendation.....	April 2, 2021
• <b>JPACT approval and recommendation to Council.....</b>	<b>April 15, 2021</b>
• Completion of public notification process.....	April 28, 2021
• Metro Council approval.....	May 6, 2021

### 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 (The below time line is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Amendment bundle submission to ODOT for review.....	May 11, 2021
• Submission of the final amendment package to USDOT.....	May 11, 2021
• ODOT clarification and approval.....	Early June, 2021
• USDOT clarification and final amendment approval.....	Late June, 2021

## 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 was provided their official notification plus approved Resolution 21-5169 on April 2, 2021 and now requests JPACT approve Resolution 21-5169 consisting of eleven projects which include required updates to the SFY 2022 UPWP and impacts Metro, ODOT, and Portland.**

## Attachments:

1. Metro SFY 2022 UPWP Key 20597 Summary
2. Metro SFY 2022 UPWP Funding Summary

# 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			



# 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
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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%
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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							
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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							
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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			

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. <b>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.</b>

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.