



2021-2022 Unified Planning Work Program

Semi-annual, Year-end Report

June 30, 2021- July 1, 2022

YEAR-END REPORT

GRANT: FY 2022 PL
FY 2022 Section 5303

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Transportation Planning	BUDGET:	\$1,109,920
		PL	\$890,692
		5303	\$105,239
		PL Match (ODOT)	\$101,944
		5303 Match (Metro)	\$12,045

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE¹: \$1,291,241

BALANCE: (\$181,321)

NARRATIVE:

As the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, Metro is responsible for meeting all federal planning requirements for MPOs. These include major 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. 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
- Compliance with federal performance measures

Metro also brings supplementary federal funds and regional funds to this program in order to provide general planning support to the following regional and state-oriented transportation planning efforts:

- Policy and technical planning support for the Metro Council
- Administration of Metro's regional framework and functional plans
- Ongoing compliance with Oregon's planning goals and greenhouse gas emission targets
- Policy and technical support for periodic Urban Growth Report updates
- Coordination with local government Transportation System Plan updates

¹ The Metro expense figures listed throughout this report are current as of the 1st Close of Metro's year-end accounting period. As such, they are subject to change due to year-end adjustments that occur after 1st Close.

- Engaging in the development of statewide transportation policy, planning and rulemaking
- Collaboration with Oregon's MPOs through the Oregon MPO Consortium (OMPOC)

In 2021-22, other major efforts within this program include representing the Metro region in statewide planning efforts such as Oregon Department of Land Conservation and Development's statewide rulemaking for the Oregon Transportation Planning Rule (TPR) and engaging in several ODOT planning and projects that are of both statewide and regional significance, such as I-5 Rose Quarter, I-5 Bridge Replacement study and I-5 Boone Bridge widening project.

In 2021-22 a periodic update to the Regional Transportation Plan is also scheduled to begin, and is described in a separate narrative in the UPWP.

Major accomplishments/milestones for reporting period of July – December 2021:

- Drafted staff report and initiated review of the proposed I-2015 Amendment to the 2018 RTP
- Posted required notices and public comment periods for the proposed 2018 RTP Amendment
- Scoping for the 2023 RTP Update
- Preliminary work on an updated regional revenue forecast for the 2023 RTP
- Participation in the fall 2021 Oregon MPO Consortium meeting
- Continued participation in state GHG/TPR Rulemaking

Major accomplishments/milestones for reporting period of January – June 2022:

- Adoption of the proposed I-205 amendment to the RTP
- Adoption of the 2023 RTP work scope
- Initiated work on the regional revenue forecast with ODOT and local partners
- Participated in the winter and spring Oregon MPO Consortium meetings
- Submitted formal comments on draft state GHG/TPR rulemaking to the LCDC
- Organized and hosted an expert panel on emerging climate modeling tools

YEAR-END REPORT

GRANT: FY 2022 Section 5303

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Climate Smart Implementation	BUDGET:	\$13,569
		5303	\$12,175
		5303 Match (Metro)	\$1,393

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$30,605

BALANCE: (\$17,036)

NARRATIVE:

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 reduction goals.

The program related work is typically presented and discussed with the Transportation Policy Alternatives Committee (TPAC). Other technical and policy committees, including the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC), and the Metro Council are consulted as appropriate or required.

- Refinement of the modeling tools to measure greenhouse gases; coordination with ODOT's Climate Office on GHG modeling tools
- Participation in the technical committee that supports the Department of Land Conservation and Development's (DLCD's) Transportation Rulemaking that is focused on climate and equity; providing technical support to Metro's member of the rulemaking committee
- Identifying areas of the Climate Smart Strategy that need further progress and refinement prior to the 2023 RTP
- Support local efforts and project-based efforts to measure, analyze and achieve regional GHG goals

More information can be found at www.oregonmetro.gov/climatesmart.

Major accomplishments/milestones for reporting period of July – December 2021:

- Provided technical and policy support for Climate Smart implementation and monitoring at the local, regional and state level, including:

- provided information to Metro Research Center to inform model inputs for development of a Portland area specific VisionEval model that can support local and regional greenhouse gas emissions analysis
- provided staff-level feedback to state agencies to inform DLCD Climate-Friendly Equitable Communities (CFEC) rulemaking
- participation in CFEC RAC meetings, workshops and webinars
- started identifying areas of the Climate Smart Strategy that need updates and/or further progress to inform scope of work for 2023 RTP
- Participated in two Interstate Bridge Replacement (IBR) Climate Technical Work Group meetings
- Presented Climate Smart Strategy and other Metro work at Regional Disaster Preparedness Organization (RDPO) webinar on regional transportation resilience investments and planning
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to greenhouse gas emissions, including participation in a Tribal Summit on Climate Leadership. The summit provided an opportunity for the Metro Council and staff to learn about the challenges Tribes are facing regarding climate change and the Tribes' respective priorities for addressing these challenges. The summit also aimed to explore opportunities for partnership and collaboration with the Tribes in support of Metro's efforts to advance the region's six desired outcomes and other goals and priorities of the agency, including implementation of the [2040 Growth Plan](#), [Metro's Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#) and [Climate Smart Strategy](#).

Major accomplishments/milestones for reporting period of January – June 2022:

- Finalized scope of work for updating Climate Smart Strategy as part of the 2023 RTP update
- Convened Climate Expert Panel on regional greenhouse gas emissions analysis with national experts reflecting metropolitan planning organization (MPO), state department of transportation (DOT), academia perspectives – video recording of the panel and background materials are posted at oregonmetro.gov/events/climate-and-transportation-expert-panel/2022-06-22
- Initiated development of 5-year progress report on Climate Smart Strategy implementation
- Provided staff-level feedback to state agencies to inform DLCD Climate-Friendly Equitable Communities (CFEC) rulemaking and participated in Metro area CFEC workshops and webinars

YEAR-END REPORT

GRANT: FY 2022 PL
FY 2022 Section 5303

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Regional Transportation Plan Update (2023)	BUDGET:	\$605,696
		PL	\$65,028
		5303	\$478,464
		PL Match (ODOT)	\$7,443
		5303 Match (Metro)	\$54,762

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$594,053

BALANCE: \$11,643

NARRATIVE:

The [Regional Transportation Plan](#) (RTP) is a blueprint to guide local and regional planning and investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. 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. The plan identifies current and future transportation needs and investments needed to meet those needs. The plan also identifies what funds the region expects to have available during a 20-year time horizon to build priority investments as well as maintain and operate the transportation system.

In addition to meeting federal requirements, the plan serves as the regional Transportation System Plan (TSP), consistent with Statewide Planning Goals, the [Oregon Transportation Planning Rule](#) (TPR), the [Metropolitan Greenhouse Gas Reduction Targets Rule](#) and the [Oregon Transportation Plan](#) and its modal and topical plans. The plan also addresses a broad range of regional planning objectives, including implementing the [2040 Growth Concept](#) – the regions’ adopted land use plan – and the [Climate Smart Strategy](#) – the regions’ adopted strategy for reducing greenhouse gas emissions from cars and small trucks.

Federal regulations require an update to the RTP every five years. The last update to the plan was adopted in December 2018. The next update is due for completion by December 6, 2023, when the current plan expires. The 2023 RTP update will continue to use an outcomes-driven, performance-based planning approach to advance RTP policy priorities for advancing equity, improving safety, mitigating climate change and managing congestion. The update also provides an opportunity to incorporate information and recommendations from relevant local, regional and state planning efforts and policy updates completed since 2018. The 2023 RTP update will continue into FY 2022-23. More information can be found at www.oregonmetro.gov/rtp

Major accomplishments/milestones for reporting period of July – December 2021:

- **Initiated scoping phase for plan update** to identify trends, challenges and priorities to address and ways to engage local, regional and state public officials and staff, community and business leaders and members of the public in shaping the updated plan. Activities included:
 - **Briefings and presentations** to regional advisory committees and county-level coordinating committees (policymakers and staff).
 - Four **language-specific focus groups** conducted as part of updating Metro’s Limited English Proficiency Plan. Participants included historically underrepresented community members (people of color, people with low-income and people with limited English proficiency).
 - A **community leaders forum**. Metro invited more than 60 community representatives from culturally-specific, environmental justice and transportation-focused community based organizations from across the region. Thirteen community leaders participated.
 - Participation in a **Tribal Summit on Climate Leadership**. The summit provided an opportunity for the Metro Council and senior staff to learn about the challenges Tribes are facing regarding climate change and the Tribes’ respective priorities for addressing these challenges. The summit also aimed to explore opportunities for partnership and collaboration with the Tribes in support of Metro’s efforts to advance the region’s six desired outcomes and other goals and priorities of the agency, including implementation of the [2040 Growth Plan](#), [Metro’s Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#) and [Climate Smart Strategy](#).
 - **Interviews** of more than 40 local, regional and state public officials and Portland-area business and community leaders.

Major accomplishments/milestones for reporting period of January – June 2022:

- Launched **project web page** at www.oregonmetro.gov/rtp to provide information throughout update.
- Conducted **on-line survey** on transportation trends and challenges affecting the quality of life in the region and the plan’s vision and priority outcomes for the future transportation system.
- Conducted **briefings and presentations** to regional advisory committees, including Metro’s Committee on Racial Equity (CORE), and county-level coordinating committees (policy and staff).
- **Consultation meetings** with Federal and State Agencies and Tribes, including the Confederated Tribes of the Umatilla Indian Reservation (CTUIR), Confederated Tribes of Siletz Indians and Confederated Tribes of Grand Ronde.
- JPACT and the Metro Council **approval of the work plan and engagement plan** to guide plan update.
- Convened in the **first of a series of five joint JPACT and the Metro Council workshops** to discuss key elements of the 2023 RTP update. The first workshop focused on reviewing and updating the vision and goals for the 2023 RTP to serve as a foundation for updating the rest of the plan.
- Prepared background materials to support policy discussions related to safe and healthy arterials, regional congestion pricing policies, updating High Capacity Transit element of the region’s transit strategy and updating the Climate Smart Strategy.

YEAR-END REPORT

GRANT: FY 2022 Section 5303
FY 2022 STBG

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Metropolitan Transportation Improvement Program (MTIP)	BUDGET:	\$1,100,073
		5303	\$364,130
		STBG	\$502,211
		Metro	\$233,732

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$1,188,903

BALANCE: (\$88,830)

NARRATIVE:

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.

The following types of projects are included in the MTIP:

- Transportation projects awarded federal funding.
- Projects located in the State Highway System and awarded ODOT-administered funding.
- Transportation projects that are state or locally funded, but require any form of federal approvals to be implemented.
- Transportation projects that help the region meet its requirements to reduce vehicle emissions (documented as Transportation Control Measures in the State Implementation Plan for Air Quality).
- Transportation projects that are state or locally funded, but regionally significant (for informational and system performance analysis purposes).

A significant element of the MTIP is the programming of funds to transportation projects and program activities. Programming is the practice of budgeting available transportation revenues to the costs of transportation projects or programs by project phase (e.g. preliminary engineering, right-of-way acquisition, construction) in the fiscal year the project or program is anticipated to spend funds on those phases. The revenue forecasts, cost-estimates and project schedules needed for programming ensures the USDOT that federal funding sources will not be over-promised and can be spent in a timely manner. Programming also ensures that the package of projects identified for spending is realistic and that the performance analysis can reasonably rely on these new investments being implemented. To enhance the accuracy of programming of projects in the MTIP, Metro includes a fifth and sixth programming year, though the fifth and sixth years are informational only and programming in those years is not considered approved for purposes of contractually obligating funds to projects.

Through its major update, the MTIP verifies the region's compliance with air quality and other federal requirements, demonstrates fiscal constraint over the MTIP's first four-year period and informs the region on progress in implementation of the RTP. Between major MTIP updates, the MPO manages and amends the MTIP projects as needed to ensure project funding can be obligated based on the project's implementation schedule.

The MTIP program also administers the allocation of the urban Surface Transportation Block Grant (STBG)/Transportation Alternatives (TA) federal funding program and the Congestion Mitigation Air Quality (CMAQ) federal funding program. These federal funding programs are awarded to local projects and transportation programs through the Metro Regional Flexible Fund Allocation (RFFA) process. MTIP program staff work with local agencies to coordinate the implementation of projects selected to receive these funds. The process to select projects and programs for funding followed federal guidelines, including consideration of the Congestion Management Process. Projects were evaluated and rated relative to their performance in implementing the RTP investment priority outcomes of Safety, Equity, Climate, and Congestion to inform their prioritization for funding.

In the 2021-22 State Fiscal Year, the MTIP is expected to implement the following work program elements:

Cooperative development of the 2024-27 MTIP. Metro is actively working with federal transportation funding administrative agencies (ODOT, TriMet and SMART) and the region's transportation stakeholders on the cooperative development of the next TIP. This includes required TIP activities such as developing a funding forecast as well as ensuring funding allocation processes consider the needs and policy priorities of the metropolitan region as defined by the current Regional Transportation Plan.

Adopt program objectives for regional flexible fund allocation, initiate call for projects. The process for identifying objectives for the allocation of regional flexible funds is scheduled to be adopted this fiscal year. Upon adoption, Metro staff will initiate a call for candidate project applications. Those applications will be evaluated relative to their performance in implementing the program objectives in preparation for a funding allocation decision.

Publish the Federal Fiscal Year (FFY) 2021 Obligation report. All project obligations for federal fiscal year 2020 will be confirmed and documented in the annual obligation report. The obligation report is expected to be published in the second quarter of the fiscal year.

Report on FFY 2021 Funding Obligation Targets, Adjust Programming. Metro is monitoring and actively managing an obligation target for MPO allocated funds (STBG/TAP and CMAQ) each fiscal year. This is a cooperative effort with ODOT and the other Oregon TMA MPOs. If the region meets its obligation targets for the year, it will be eligible for additional funding from the Oregon portion of federal redistribution of transportation funds. If the region does not meet obligation targets for the year, it is subject to funds being re-allocated to other projects. MTIP staff will report on the region's performance in obligating funds in FFY 2021 relative to the schedule of project funds scheduled to obligate and work with ODOT to adjust revenue projections and project programming.

Implement a new data management system. As a part of a broad transportation project tracking system, MTIP staff will be working in cooperation with other MPOs in the state, ODOT and transit agencies to develop and implement a new data management system to improve MTIP administrative capabilities.

There are several MTIP work program elements that are on-going throughout the year without scheduled milestones. These include:

- Amendments to project programming for changes to the scope, schedule or cost of projects selected for funding or for updated revenue projections
- Administration of projects selected to be delivered under a fund-exchange of federal RFFA funding to local funding
- Coordination with ODOT, transit agencies, and local lead agencies for project delivery on MTIP administrative practices.

Major accomplishments/milestones for reporting period of July – December 2021:

- Reported on performance in meeting the FFY 2021 Transportation Funding Obligation Target and established target for FFY 2022
- Drafted annual Obligation Report for FFY 2021
- Adopted Program Direction for Regional Flexible Fund Allocation (RFFA) process for FFYs 2025-27
- Published RFFA Solicitation packet, opened project solicitation process and held kick-off meeting
 - Incorporated many project delivery and risk assessment improvements into solicitation procedures
- Adopted allocation direction for CRRSAA funding and submitted to ODOT and FHWA
- Incorporated statewide project naming and description convention into MTIP procedures
- Processed dozens of MTIP amendments and administrative adjustments

Major accomplishments/milestones for reporting period of January – June 2022:

- Accepted 2025-27 RFFA project applications and completed candidate project evaluation in preparation for allocation decision in fall of 2022
- Updated the 2024-27 MTIP financial forecast to incorporate changes from federal infrastructure and reauthorization legislation
- Created data exchange procedures and materials with ODOT for cooperative development of the 2024-27 Metropolitan and State TIPS
- Processed additional 2021-24 MTIP amendments and administrative adjustments for a year-end total of 91 formal amendments and 210 administrative adjustments

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2082	22414	I-84: Gorge Corridor-Community Engagement and Outreach	71245	Administrative		ODOT	Adriana Antelo	COMBINE PROJECT:Combine funding and public outreach scope from other I-84 planned improvement projects into a single outreach project	2021-26
2083	20298	I-84: Fairview - Marine Drive	70939	Administrative		ODOT	Adriana Antelo	SPLIT PROJECT:\$132k of project funding which supports public/community outreach scope elements is split-off from the project and combined into Key22414	2021-26
2084	20410	I-84: I-205 - Marine Drive	70967	Administrative		ODOT	Adriana Antelo	SPLIT PROJECT:\$130k of project funding which supports public/community outreach scope elements is split-off from the project and combined into Key22414	2021-26
2085	21613	US30: Sandy River - OR35	71167	Administrative		ODOT	Adriana Antelo	SPLIT PROJECT:\$78k of project funding which supports public/community outreach scope elements is split-off from the project and combined into Key22414.	2021-26
2086	21706	US30: Bridal Veil Falls Bridge	71246	Administrative		ODOT	Adriana Antelo	ADD SPLIT PROJECT:Add the US30 reduced funded project into the MTIP which supports public/community outreach scope elements is split-off from the project and combined into Key 22414.	2021-26
2087	21710	US30: Troutdale (Sandy River) Bridge	71196	Administrative		ODOT	Adriana Antelo	SPLIT PROJECT:\$99k of project funding which supports public/community outreachscope elements is split-off from the project and combined into Key22414.	2021-26
2088	20487	OR99E Over UPRR at Baldwin Street Bridge	70978	Administrative		ODOT	Adriana Antelo	LIMITS CORRECTION: Change Mile Point limits back to their original limits of -3.84 to -3.88	2021-26
2113	21636	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	71190	Administrative		Clackamas County	Ken Lobeck	MINOR COST DECREASE:The Administrative Modification reduces the ROW phase cost basedon the latest project update.	2021-26
2114	20438	OR99W (Barbur Blvd) at SW Capitol Hwy	70991	Administrative		ODOT	Adriana Antelo	MINOR COST DECREASE:The Administrative Modification updates the ROW phase for theactual obligation amount and provides a minor cost adjustment tothe construction phase. The net change to the project decreases by \$49,000 which equals 1.65% and is less than the 20% threshold.	2021-26
2115	21707	US30B: St. Johns (Willamette River) Bridge	71194	Administrative		ODOT	Adriana Antelo	DELETE PHASE: The Administrative Modification deletes the Right-of-Way phase and returns the funds to the Bridge program.	2021-26
2116	21619	Beavercreek Rd: Molalla Ave - S Maplelane Rd (Oregon City)	71173	Administrative		Oregon City	Adriana Antelo	SFLP FUND SWAP:The Administrative Modification swaps the federal HSIP for the state funded SFLP program funds.	2021-26
2117	21624	West Burnside/NW 22nd Vicinity Pedestrian Signal	71178	Administrative		Portland	Ken Lobeck	SLIP and NAME UPDATE:Slip the PE phase to FY 2022 and update the project name. No scope or cost change.	2021-26
2118	20488	North Dakota Street: Fanno Creek Bridge	70979	Administrative		Tigard	Ken Lobeck	MINOR COST INCREASE:The Administrative Modification increases the construction by 2.46% adding \$248,426 based on the cost update for the phase. The increase is less than 20%. <MTIP programming already included the \$248,426>	2021-26
2119	20849	MAX Red Line Extension & Reliability Improvements	71230	Administrative		TriMet	Ken Lobeck	ADDING FUNDS:The Administrative Modification adds a new grant award of \$15,721,739 from the American Rescue Plan Act of 2021 as 5309 funds to the Construction phase	2021-26
2120	20335	Central Systemic Signals and Illumination (ODOT)	70950	Administrative		ODOT	Adriana Antelo	SLIP & FUND SHIFT:The Administrative Modification shifts \$36k to the other phase to support plant mitigation needs and slips the construction phase to FY2022. The ROW phase is updated based on the actual obligation. As a result the total project cost decreases to \$4,340,300 which equals a 0.69% change to the project	2021-26
2121	20376	West Systemic Signals and Illumination (ODOT)	70958	Administrative		ODOT	Adriana Antelo	PHASE SLIP:The Administrative Modification updates the ROW phase for actual obligations and slips the construction phase to FY 2022. The ROW phase requirements will not be completed in time to obligate construction by the end of FY 2021	2021-26

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2122	20451	OR8 at River Rd	70996	Administrative		ODOT	Adriana Antelo	CANCEL PHASE:The Administrative Modification cancels the ROW phase and transfers the funds to the construction phase.	2021-26
2123	20333	Seventies Neighborhood Greenway	70948	Administrative		Portland	Ken Lobeck	CANCEL PHASE:Cancel ROW and UR phases and shift the funds to Construction. Add local funds to construction phase overmatch. The net change increases the project by \$400k which equals a 7.98% increase.	2021-26
2124	20329	OR43: Marylhurst Dr - Hidden Springs Rd (West Linn)	70882	Administrative		West Linn	Ken Lobeck	ADVANCE PHASE:Advance ROW phase from FY 2022 to FY 2021 enabling the phase obligation to occur before the end of the fiscal year.	2021-26
2129	20374	West Systemic Signals and Illumination (Beaverton)	70956	Administrative		Beaverton	Ken Lobeck	SPLIT & COMBINE:The Administrative Modification splits the construction phase off from Key 20374 and combines it into Key 20376.	2021-26
2130	20376	West Systemic Signals and Illumination (ODOT)	70958	Administrative		ODOT	Adriana Antelo	COMBINE PROJECTS:The Administrative Modification combines the construction phase from Key 20374 into Key 20376 for delivery efficiencies.	2021-26
2131	20298	I-84: Fairview - Marine Drive	70939	Administrative		ODOT	Adriana Antelo	SPLIT/COMBINE:The Administrative Modification splits the construction phase and funding from Key 20298 and combines it into Key 20410	2021-26
2132	20410	I-84: I-205 - Marine Drive	70967	Administrative		ODOT	Adriana Antelo	COMBINE PROJECTS:Combine the construction phase from Key 20298 into Key 20410. Scope remains unchanged but overall limits are expanded for newly combined projects. Change name.	2021-26
2133	22116	OR8 Curb Ramps (Cornelius and Forest Grove)	71220	Administrative		ODOT	Adriana Antelo	CANCEL PHASE:The Administrative Modification cancels the Other/UR phase to the project. As a result the project decreases by \$329,789 which equals a 12.9% cost decrease to the project.	2021-26
2134	20334	Central Systemic Signal and Illumination (Portland)	70949	Administrative		Portland	Ken Lobeck	SPLIT PROJECT:The Administrative Modification shifts funds to PE to address a PE shortfall. UR is canceled as the phase is not required. Cons is split form Key 20334 and combined into Key 20335 for delivery efficiencies.	2021-26
2135	20335	Central Systemic Signals and Illumination (ODOT)	70950	Administrative		ODOT	Adriana Antelo	COMBINE PROJECT:Combine the construction phase from Key 20334 into Key 20335	2021-26
2136	19120	SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)	70799	Administrative		Gresham	Adriana Antelo	Slip \$1,025,001 and matching funds of \$117,316 plus local overmatch of \$1,407,683 to FY 2022	2021-26
2137	20879	Metro UPWP Regional Travel Options (SFY 2022)	70873	Administrative		Metro	Adriana Antelo	Slip \$3,656,869 of STBGU and match in Other phase to FY 2022	2021-26
2138	18758	OR8: SW Hocken Ave - SW Short St	70757	Administrative		ODOT	Adriana Antelo	Slip Metro STP funds of \$1,973,955 and State STBG of \$1,615,497 plus matching funds to FY 2022	2021-26
2139	18794	OR8: SW 192 Ave -• SW 110th Ave	70766	Administrative		ODOT	Adriana Antelo	Slip Advance Construction funds of \$2,163,084 and \$50,323of matching funds to FY 2022	2021-26
2140	20208	US30: NW Kittridge Ave - NW Bridge Ave	70938	Administrative		ODOT	Adriana Antelo	Slip UR/Other phase with \$62,811 of NHPP plus \$7,189 and from the Construction phase slip \$7,066,046 of NHPP and \$808,741 of match plus \$1,000,000 of overmatch to FY 2022	2021-26
2141	20303	City of Gresham Safety Project	70943	Administrative		ODOT	Adriana Antelo	Slip construction phase HSIP funds of \$997,083 and match plus ADVCON of \$9,222 and match to FY 2022	2021-26
2142	20328	OR8 Corridor Safety and Access to Transit II	70945	Administrative		ODOT	Adriana Antelo	Slip ROW phase with \$89,730 of NHPP and match to FY 2022	2021-26
2143	20333	Seventies Neighborhood Greenway	70948	Administrative		ODOT	Adriana Antelo	Slip Cons phase with \$1,625,866 of State STBG and match to FY 2022	2021-26

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2144	20522	US30BY at Bridge Ave East Ramp	70983	Administrative		ODOT	Adriana Antelo	Slip the construction phase with \$2,518,003 of State STBG and match to FY 2022	2021-26
2145	21219	I-5 Over NE Hassalo St and NE Holladay St (Portland)	71043	Administrative		ODOT	Adriana Antelo	Slip PE phase with \$922,000 of NHPP and match to FY 2022	2021-26
2146	21500	Cornelius Pass Road Arterial Corridor Management	71078	Administrative		ODOT	Adriana Antelo	Slip Construction phase with \$1,160,000 of ATCMTD and local match to FY 2022. Slip \$800,000 of local funds in the Other phase to FY 2022 as well.	2021-26
2147	21779	US30: Watson Rd - NW Hoge Ave	71198	Administrative		ODOT	Adriana Antelo	Slip PE with \$410,236 of NHPP and match to FY 2022	2021-26
2148	22315	I-5: Interstate Bridges Control Equipment (Portland)	71234	Administrative		ODOT	Adriana Antelo	Slip PE phase with \$80,000 total of HB2017 and local funds to FY 2022	2021-26
2149	22316	I-5: Interstate Bridge NB Electrical Components (Portland)	71235	Administrative		ODOT	Adriana Antelo	Slip PE with \$40k total and Cons with \$460k total to FY 2022	2021-26
2150	22317	I-5: Interstate Bridges Bearing Replacement (Portland)	71233	Administrative		ODOT	Adriana Antelo	Slip PE phase with a total of \$30k of HB2017 and Local funds to FY 2022	2021-26
2151	22467	I-205: I-5 - OR 213 Phase 1A	71251	Administrative		ODOT	Adriana Antelo	Slip Cons phase with \$375 million of 100% ADVCON funds to FY 2022	2021-26
2152	17270	40 Mile Loop: Blue Lake Park - Sundial & Harlow Rd	70007	Administrative		Port of Portland	Adriana Antelo	Slip Cons phase with \$2,004,083 of STP and \$229,326 of matching funds to FFY 2022	2021-26
2153	20812	Brentwood Darlington Bike/Ped Improvements	70877	Administrative		Portland	Adriana Antelo	Slip ROW with \$153,025 of TA-U and match plus Other/UR phase with \$44,865 of TA-U and match to FY 2022	2021-26
2154	20814	Jade and Montavilla Multi-modal Improvements	70884	Administrative		Portland	Adriana Antelo	Slip ROW phase with \$193,075 of TA-U funds and matching funds plus Other/UR phase with \$50,000 of local funds to FY 2022	2021-26
2155	21407	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	71060	Administrative		Portland	Adriana Antelo	Slip cons phase with \$1,316,776 of STBG and \$176,711 to FFY 2022	2021-26
2156	19299	Central City in Motion	70677	Administrative		Portland	Adriana Antelo	Slip Row phase with local funds of \$111,445 to FY 2022	2021-26
2157	21620	SE Mt Scott Blvd: 101st Ave - 104th Ave (Portland)	71174	Administrative		Portland	Adriana Antelo	Slip PE with \$16,492 of HSIP and match to FY 2022. Complete conversion amendment in fall to SFLP funding	2021-26
2158	21622	SE Foster Rd: Barbara Welch Rd - Jenne Rd (Portland)	71176	Administrative		Portland	Adriana Antelo	Slip PE phase with \$28,749 of HSIP and match to FY 2022. Complete SFLP conversion amendment in fall	2021-26
2159	21626	NE Killingsworth St: MLK Jr Blvd - 33rd Ave (Portland)	71180	Administrative		Portland	Adriana Antelo	Slip PE phase with \$64,995 of HSIP and match to FY 2022. Complete later SFLP conversion amendment in fall	2021-26
2160	21627	SE Belmont St: 7th Ave - 34th Ave (Portland)	71181	Administrative		Portland	Adriana Antelo	Slip PE phase with \$48,902 of HSIP and match to FY 2022. Complete later SFLP conversion amendment in fall.	2021-26
2161	21629	SE Division St: 148th Ave - 174th Ave (Portland)	71183	Administrative		Portland	Adriana Antelo	Slip PE phase with \$444,883 of HSIP and match to FY 2022.	2021-26
2162	21630	SE Stark St: 148th Ave - 162nd Ave (Portland)	71184	Administrative		Portland	Adriana Antelo	Slip PE phase with \$241,415 of HSIP and match to FY 2022.	2021-26
2163	21631	NE Fremont St: 102nd Ave - 122nd Ave (Portland)	71185	Administrative		Portland	Adriana Antelo	Slip PE phase with \$30,869 of HSIP and match to FY 2022.	2021-26
2164	21633	SW Shattuck Rd at OR10 (Portland)	71187	Administrative		Portland	Adriana Antelo	Slip PE phase with \$180,655 of HSIP and match to FY 2022.	2021-26
2165	21634	SE Gladstone St at Cesar Chavez Blvd (Portland)	71188	Administrative		Portland	Adriana Antelo	Slip PE phase with \$167,598 of HSIP and match to FY 2022.	2021-26
2166	21635	SE Flavel St at 72nd Ave (Portland)	71189	Administrative		Portland	Adriana Antelo	Slip PE phase with \$164,154 of HSIP and match to FY 2022.	2021-26

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2167	19327	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	70690	Administrative		Tigard	Adriana Antelo	Slip Construction phase with \$3,042,074 of CMAQ and match to FY 2022	2021-26
2168	21632	NW West Union Rd at Neakahnne Ave (Washington County)	71186	Administrative		Washington County	Adriana Antelo	Slip PE phase with \$142,773 of HSIP and match to FY 2022.	2021-26
2169	20849	MAX Red Line Extension & Reliability Improvements	71230	Administrative		TriMet	Alison Langton	Technical Correction to reflect a funding adjustment per discussion with TriMet and FTA on 9/15/21 - authorized by Ken Lobeck then updated by Alison Langton. Decrease LOCAL FUNDS by \$25,366,200. See email sent on 9/16/21.	2021-26
2170	20882	Transit Oriented Development Program (2020)	70874	Administrative		Metro	Ken Lobeck	Slip Metro's Key 20882 TOD program with \$3,286,135 of local funds from FFY 2021 to FFY 2022.	2021-26
2171	20883	Transit Oriented Development Program (2021)	70874	Administrative		Metro	Ken Lobeck	Slip Metro's Key 20882 TOD program with \$3,393,696 of local funds from FFY 2021 to FFY 2022	2021-26
2172	20866	SMART Senior and Disabled Program (2019)	70896	Administrative		SMART	Anne MacCracken	Slip SMART's Key 20866 with \$41,000 of 5310 funds and \$10,250 matching funds total of \$51,250 from FFY 2021 to FFY 2022	2021-26
2173	20867	SMART Senior and Disabled Program (2020)	70897	Administrative		SMART	Anne MacCracken	Slip SMART's Key 20867 with \$41,000 of 5310 funds and \$10,250 matching funds total of \$51,250 from FFY 2021 to FFY 2022	2021-26
2174	20868	SMART Senior and Disabled Program (2021)	70898	Administrative		SMART	Anne MacCracken	Slip SMART's Key 20868 with \$41,000 of 5310 funds and \$10,250 matching funds total of \$51,250 from FFY 2021 to FFY 2022	2021-26
2175	20869	SMART Bus and Bus Facilities (Capital) 2019	70899	Administrative		SMART	Anne MacCracken	Slip SMART's Key 20869 with \$70,000 of 5339 funds and \$17,500 of matching funds (\$87,500 total) from FFY 2021 to FFY 2022	2021-26
2176	20870	SMART Bus and Bus Facilities (Capital) 2020	70900	Administrative		SMART	Anne MacCracken	Slip SMART's Key 20870 with \$76,800 of 5339 funds and \$19,200 of matching funds (\$93,744 total) from FFY 2021 to FFY 2022	2021-26
2177	20871	SMART Bus and Bus Facilities (Capital) 2021	70901	Administrative		SMART	Anne MacCracken	Slip SMART's Key 20871 with \$80,000 of 5339 funds and \$20,000 of matching funds (\$100,000 total) from FFY 2021 to FFY 2022	2021-26
2178	20873	SMART Bus Purchase/PM/Amenities and Technology 2020	70903	Administrative		SMART	Anne MacCracken	Slip SMART's Key 20873 with \$417,404 of 5307 and \$104,351 of matching funds (total of \$521,755) from FFY 2021 to FFY 2022	2021-26
2179	20874	SMART Bus Purchase/PM/Amenities and Technology 2021	70904	Administrative		SMART	Anne MacCracken	Slip SMART's Key 20874 with \$298,758 of 5307 and \$74,690 of matching funds (total of \$373,448) from FFY 2021 to FFY 2022	2021-26
2180	18001	Clackamas County Regional Freight ITS Project	70478	Administrative		Clackamas County	Ken Lobeck	ADVANCE PHASE:Advance the Construction phase from FFY 2023 to FFY 2022	2021-26
2181	20808	NE Cleveland Ave.: SE Stark St - NE Burnside	70878	Administrative		Gresham	Ken Lobeck	COST INCREASE:Add \$259k of local overmatching funds to the construction phase.The cost increase is 5%.	2021-26
2182	22467	I-205: I-5 - OR 213 Phase 1A	71251	Administrative		ODOT	Adriana Antelo	LIMITS CORRECTION:Update project limits to be 11.09 to 8.30. Update project name and add local funding contribution and tree mitigation funds.	2021-26
2183	20414	Road Safety Audit Implementation	70970	Administrative		ODOT	Adriana Antelo	FUNDING DECREASE:Split \$230k from Key 20414 and commit to Key 22492 which is outside of the MPA boundary	2021-26

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2184	22363	TriMet Replacement Electric Bus Purchase (2021) ODOT	71232	Administrative		TriMet	Alison Langton	PHASE SLIP:The project name and description are updated to reflect the conversion aspect and slips the Other phase to FFY 2022	2021-26
2186	22489	Division Transit Project: Portland to Gresham Transit Center	71252	Administrative		TriMet	Alison Langton	DESCRIPTION TWEAKThe project name and description is adjusted to reflect a clearer overview of the deliverables. There is no scope or funding change	2021-26
2187	22130	Council Creek Tr: Douglas St-Hatfield Govt Ctr	71096	Administrative		Forest Grove	Ken Lobeck	Fund swap (STBG to Local funds)	2021-26
2188	20486	I-5 Over 26th Avenue Bridge	70977	Administrative		ODOT	Adriana Antelo	Delete ROW phase and shift to PE	2021-26
2189	21495	OR212/224 Arterial Corridor Management	71075	Administrative		ODOT	Adriana Antelo	Description update to include minor MP limits correction	2021-26
2190	21177	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	71035	Administrative		ODOT	Adriana Antelo	Slip Construction phase from FFY 2022 to FFY 2023	2021-26
2191	22467	I-•205: I-•5 -• OR 213 Phase 1A	71251	Administrative		ODOT	Adriana Antelo	Minor correction to the project name.	2021-26
2192	22407	Washington County Regional ATC Controller Project	71241	Administrative		Washington County	Ken Lobeck	Cost decreases for later SFLP conversion. Note: The 20% threshold is waived for this project.	2021-26
2193	18841	OR217: OR10 to OR99W	70782	Administrative		ODOT	Adriana Antelo	COST UPDATES:Cost updates to PE and Construction phases. UR phase added. Fund type code adjustments.	2021-26
2194	18832	Willamette Greenway Trail: Columbia Blvd Bridge	70774	Administrative		Metro	Ken Lobeck	Cancel ROW phase and shift funds back to PE	2021-26
2195	20486	I-5 Over 26th Avenue Bridge	70977	Administrative		ODOT	Adriana Antelo	Limits correction	2021-26
2209	20885	Transportation System Mgmt Operations/ITS (2020)	70875	Administrative		Metro	Ken Lobeck	Split \$200k oSTBG-U from the PGB to support Key 18316	2021-26
2210	18316	SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy	70653	Administrative		Portland	Ken Lobeck	Add STBG-U to the project to address PE and Construction phase funding needs - Cost threshold waived for this action.	2021-26
2211	20208	US30: NW Kittridge Ave - NW Bridge Ave	70938	Administrative		ODOT	Adriana Antelo	Shift \$130k from construction to UR. No backfill required.	2021-26
2212	22134	NE 122nd Ave Safety & Access: Beech - • Wasco	71098	Administrative		Portland	Adriana Antelo	Split STBG-U funds representing TDM to create new child TDM project for Portland.	2021-26
2213	TDM-2026	Portland Transportation Demand Management Activities	71262	Administrative		Metro	Ken Lobeck	Create new child TDM project that Metro will manage for Portland.	2021-26
2214	22141	Washington/Monroe: SE 37th - SE Linwood Ave	71087	Administrative		Milwaukie	Ken Lobeck	ALIGNMENT & COST UPDATE Updated to clear reflect RFFA awarded segments D & E which include adjustments to the project Name and descriptions ROW phase cost update and updated phase obligation timing years. No scope change is present.	2021-26
2215	20813	NE Halsey Street Bike/Ped/Transit Improvements	70880	Administrative		Portland	Ken Lobeck	MINOR COST INCREASE Administrative Modification adds \$190k to the ROW phase to cover a ROW phase shortfall. The cost change is only 3.7%	2021-26
2216	19358	Basalt Creek Ext: Grahams Ferry Rd - Boones Ferry Rd.	70789	Administrative		Washington County	Ken Lobeck	FUND PHASE SHIFT:Shift STBG from ROW to PE and backfill ROW	2021-26
2217	21500	Cornelius Pass Road Arterial Corridor Management	71078	Administrative		Washington County	Ken Lobeck	FUND PHASE SHIFT: Detailed Description adjusted in the MTIP removes the variable message signs from the scope and shifts funds from the Other phase back to Construction.	2021-26
2218	22435	OR47/OR8/US30 Curb Ramps	71257	Administrative		ODOT	Adriana Antelo	PROJECT SLIP:Ken sent an email on 12/6/21 requesting the PE phase of this project slip from 2021 to 2022.	2021-26
2219	20808	NE Cleveland Ave.: SE Stark St - NE Burnside	70878	Administrative		Clackamas County	Ken Lobeck	Slip Construction phase with \$2,313,096 of CMAQ plus match from FFY 2022 to FFY 2023	2021-26
2220	21593	Transportation Demand Management (Metro)	71067	Administrative		Metro	Ken Lobeck	Slip Other phase with \$126,400 of STBG plus match from FFY 2022 to FFY 2023	2021-26

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2221	20813	NE Halsey Street Bike/Ped/Transit Improvements	70880	Administrative		Portland	Ken Lobeck	Slip Construction phase with \$1,071,762 of STBG plus match from FFY 2022 to FFY 2023	2021-26
2222	22128	Aloha Access Improvements: SW 174th Ave-SW 187th Ave	71095	Administrative		Washington County	Ken Lobeck	Slip PE phase with \$1,871,768 of STBG plus match from FFY 2022 to FFY 2023	2021-26
2223	20812	Brentwood Darlington Bike/Ped Improvements	70877	Administrative		Portland	Ken Lobeck	Slip ROW phase with \$153,025 of TA-•U plus match from FY 2022 to FY 2023. Slip Other/UR phase with \$44,865 of TA-•U plus match/overmatch from FFY 2022 to FFY 2023. Slip Construction phase with \$1,043,610 of TA-•U plus match/overmatch from FFY 2022 to FFY 2023.	2021-26
2224	19327	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	70690	Administrative		Tigard	Ken Lobeck	Slip Construction phase with \$3,042,724 of CMAQ plus match/overmatch from FFY 2022 to FFY 2023	2021-26
2225	18758	OR8: SW Hocken Ave - SW Short St	70757	Administrative		ODOT	Adriana Antelo	Slip Construction phase with \$1,974,955 of STBG-•U and \$1,615,497 of STBG State plus matching funds and overmatch from FFY 2022 to FFY 2023	2021-26
2226	17270	40 Mile Loop: Blue Lake Park - Sundial & Harlow Rd	70007	Administrative		Port of Portland	Ken Lobeck	Slip Construction phase with \$2,004,083 of STBG plus match from FFY 2022 to FFY 2023	2021-26
2227	19357	Beaverton Creek Trail: Westside Trail - SW Hocken Ave	70689	Administrative		Tualatin Hills PRD	Ken Lobeck	Slip PE phase with \$589,309 of STBG plus match from FFY 2022 to FFY 2023	2021-26
2228	20814	Jade and Montavilla Multi-modal Improvements	70884	Administrative		Portland	Ken Lobeck	Slip ROW phase with \$193,075 of TA-•U plus match & overmatch from FFY 2022 to FFY 2023. Slip Other/UR phase with \$50,000 of Local funds from FFY 2022 to FFY 2023	2021-26
2229	20883	Transit Oriented Development Program (2021)	70874	Administrative		Metro	Ken Lobeck	Slip Other phase with \$3,393,696 of Local funds from FFY 2022 to FFY 2023	2021-26
2230	20332	I-205 Overcrossing (Sullivans Gulch)	70947	Administrative		Portland	Ken Lobeck	Slip ROW phase with \$107,900 of Local funds from FFY 2022 to FFY 2023	2021-26
2231	21636	SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	71190	Administrative		Clackamas County	Ken Lobeck	Slip ROW phase with \$562,192 of HSIP plus match from FFY 2022 to FFY 2023	2021-26
2232	21882	Hawthorne Bridge Ramps	71201	Administrative		Multnomah County	Ken Lobeck	Slip CON phase with \$7,118,759 of STBG State plus match from FFY 2022 to FFY 2023	2021-26
2233	21884	Morrison St.: Morrison (Willamette River) Bridge (Portland)	71202	Administrative		Multnomah County	Ken Lobeck	Slip PE phase with \$1,604,929 of STBG State plus match from FFY 2022 to FFY 2023	2021-26
2234	22421	Cornelius Pass Hwy: US26 to US30 ITS Improvements	71244	Administrative		ODOT	Adriana Antelo	Slip ROW phase with \$132,278 of TA-•State plus match from FFY 2022 to FFY 2023	2021-26
2235	21606	OR224 at SE Monroe St	71160	Administrative		ODOT	Adriana Antelo	Slip ROW phase with \$13,801 of AC-•HSIP plus match from FFY 2022 to FFY 2023	2021-26
2236	21608	OR8 at Armco Ave Main St and A&B Row	71162	Administrative		ODOT	Adriana Antelo	Slip ROW phase with \$161,621 of NHPP and \$117,735 of AC-•HSIP plus required matches from FFY 2022 to FFY 2023	2021-26
2237	21638	OR213: I-205 - OR211	71191	Administrative		ODOT	Adriana Antelo	Slip ROW phase with \$48,255 of State SFLP from FFY 2022 to FFY 2023.Slip Other/UR phase with \$15,090 of State SFLP funds from FFY 2022 to FFY 2023.	2021-26
2238	20328	OR8 Corridor Safety and Access to Transit II	70945	Administrative		ODOT	Adriana Antelo	Slip ROW phase with \$89,370 of NHPP funds plus match from FFY 2022 to FFY 2023. Slip Construction phase with \$2,097,964 of NHPP plus match from FFY 2022 to FFY 2024.	2021-26
2239	21178	US26 (Powell Blvd): SE 99th - East City Limits	71033	Administrative		ODOT	Adriana Antelo	Slip Other phase with \$2,691,900 of AC-•HB2017 funds from FFY 2022 to FFY 2023. Slip Construction phase with \$54,555,840 of AC-•HB2017 plus match from FFY 2022 to FFY 2023.	2021-26

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2240	21614	US26: SE 8th Ave - SE 87th Ave	71168	Administrative		ODOT	Adriana Antelo	Cancel ROW phase with \$6,312 of State SFLP. ROW phase determined not required.	2021-26
2241	20522	US30BY at Bridge Ave East Ramp	70983	Administrative		ODOT	Adriana Antelo	Slip Construction phase with \$2,518,003 of State STBG plus match from FFY 2022 to FFY 2024	2021-26
2242	21283	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	71054	Administrative		Portland	Ken Lobeck	Slip Construction phase with \$1,589,049 of State STBG plus match from FFY 2022 to FFY 2023.	2021-26
2243	20384	NW Thurman St Over Macleay Park	70960	Administrative		Portland	Ken Lobeck	Slip Construction phase with \$3,907,149 of State STBG plus match from FFY 2022 to FFY 2023	2021-26
2244	21629	SE Division St: 148th Ave - 174th Ave (Portland)	71183	Administrative		Portland	Ken Lobeck	Slip PE phase with \$444,883 of HSIP plus match from FFY 2022 to FFY 2023	2021-26
2245	21630	SE Stark St: 148th Ave - 162nd Ave (Portland)	71184	Administrative		Portland	Ken Lobeck	Slip PE phase with \$241,415 of HSIP plus match from FFY 2022 to FFY 2023	2021-26
2246	21633	SW Shattuck Rd at OR10 (Portland)	71187	Administrative		Portland	Ken Lobeck	Slip ROW phase with \$33,764 of HSIP plus match from FFY 2022 to FFY 2023	2021-26
2247	20871	SMART Bus and Bus Facilities (Capital) 2021	70901	Administrative		SMART	Kelsey Lewis	Slip Other/Transit phase with \$80,000 of 5339 plus match from FFY 2022 to FFY 2023	2021-26
2248	22191	SMART Bus and Bus Facilities (Capital) 2022	71139	Administrative		SMART	Kelsey Lewis	Slip Other/Transit phase with \$80,000 of 5339 plus match from FFY 2022 to FFY 2023	2021-26
2249	20873	SMART Bus Purchase/PM/Amenities and Technology 2020	70903	Administrative		SMART	Kelsey Lewis	Slip Other/Transit phase with \$417,404 of 5307 plus match from FFY 2022 to FFY 2023	2021-26
2250	20874	SMART Bus Purchase/PM/Amenities and Technology 2021	70904	Administrative		SMART	Kelsey Lewis	Slip Other/Transit phase with \$298,758 of 5307 plus match from FFY 2022 to FFY 2023	2021-26
2251	22192	SMART Bus Purchase/PM/Amenities and Technology 2022	71144	Administrative		SMART	Kelsey Lewis	Slip Other/Transit phase with \$298,758 of 5307 plus match from FFY 2022 to FFY 2023	2021-26
2252	22190	SMART Senior and Disabled Program (2022)	71134	Administrative		SMART	Kelsey Lewis	Slip Other/Transit phase with \$41,000 of 5310 plus match from FFY 2022 to FFY 2023	2021-26
2253	20488	North Dakota Street: Fanno Creek Bridge	70979	Administrative		Tigard	Ken Lobeck	Slip ROW phase with \$385,839 of AC-•STBGS from FFY 2022 to FFY 2023	2021-26
2254	20820	TriMet Bus Purchase (2021)	70907	Administrative		TriMet	Alison Langton	Slip Other/Transit phase with \$3,433,101 of 5339 from FFY 2021 to FFY 2022. Note: Confusion over TrAMS grant submission indicates actual submission is considered during FFY 2022 and not FFY 2021.	2021-26
2255	20335	Central Systemic Signals and Illumination (ODOT)	70950	Administrative		ODOT	Adriana Antelo	Cost Increase: Minor cost increase of 3.6% to the construction phase	2021-26
2256	20376	West Systemic Signals and Illumination (ODOT)	70958	Administrative		ODOT	Adriana Antelo	Description updates	2021-26
2257	18794	OR8: SW 192 Ave -• SW 110th Ave	70766	Administrative		ODOT	Adriana Antelo	Cost Increase: Added funding is committed to PE ROW and Construction phase.	2021-26
2258	22414	I-84: Gorge Corridor-Community Engagement and Outreach	71245	Administrative		ODOT	Adriana Antelo	The Administrative Modification updates the project for recent transfers to support the initial obligation. The funds are sourced from outside of the MP	2021-26
2259	22075	Columbia Bottomlands Mitigation/Conservation	71150	Administrative		ODOT	Adriana Antelo	The Administrative Modification slips the ROW phase from FFY 2021 to FFY 2022 as RW files not in place to certify RW.	2021-26

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2260	21632	NW West Union Rd at Neakahnie Ave (Washington County)	71186	Administrative		Washington County	Ken Lobeck	The Administrative Modification reduces the project construction phase to bring the total project cost down to the maximum \$1 million level for approved SFLP project	2021-26
2261	20339	East Systemic Signals and Illumination (ODOT)	70953	Administrative		ODOT	Adriana Antelo	The Administrative Modification increases the construction phase cost due to higher bids. No scope change is occurring. Since no scope change is occurring and the total cost increase is less than 30% the cost threshold for the Amendment Matrix is waived allowing the cost increase to be process administratively. Correction to Programming requested by Ken via email 1/18/22.	2021-26
2262	21614	US26: SE 8th Ave - SE 87th Ave	71168	Administrative		ODOT	Adriana Antelo	The Administrative Modification convert the SFLP funds back to state funds on PE and ROW per ODOT request	2021-26
2263	22483	Advanced Traffic Controller (ATC): Portland Metro Upgrades	71249	Administrative		ODOT	Adriana Antelo	The Administrative Modification updates the project name to reflect a broader improvement approach based on available funding.	2021-26
2264	21607	OR213 at NE Glisan St and NE Davis St	71161	Administrative		ODOT	Adriana Antelo	The Administrative Modification slips the ROW phase from FFY 2022 to FFY 2023. Project was part of the EOY phase slips amendment initially missed during the review	2021-26
2265	19327	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	70690	Administrative		Tigard	Ken Lobeck	The Administrative Modification addresses two small cost increases with local funds to PE and ROW. The net change increases the project by \$217,614 and represents a 2.82% cost increase to the project.	2021-26
2274	20332	I-205 Overcrossing (Sullivans Gulch)	70947	Administrative		Portland	Ken Lobeck	DESCRIPTION UPDATE: The admin Mod updates the MTIP detailed description based on the seven site improvement locations for the project. The programmatic fund type codes are updated as well. There is no scope or cost change as a result.	2021-26
2275	19327	Fanno Crk Trail: Woodard Pk to Bonita Rd/85th Ave - Tualatin BR	70690	Administrative		Tigard	Ken Lobeck	COST INCREASE: The admin Modification corrects cost increases with local funds to PE and ROW. The net cost change is 2.2%.	2021-26
2276	21178	US26 (Powell Blvd): SE 99th - East City Limits	71033	Administrative		ODOT	Adriana Antelo	COST INCREASE: The administrative modification increases the PE phase programming to cover additional design costs	2021-26
2277	22148	HCT and Project Development Bond Payment (FFY 2022)	71121	Administrative		TriMet	Alison Langton	Funding Correction: The administrative modification corrects a minor error with the STBG allocation to the project.	2021-26
2278	22149	HCT and Project Development Bond Payment (FFY 2023)	71122	Administrative		TriMet	Alison Langton	Funding Correction: The administrative modification corrects a minor error with the STBG allocation to the project.	2021-26
2279	22174	TriMet Replacement Electric Bus Purchase (2022) 5339	71203	Administrative		TriMet	Alison Langton	NAME UPDATE: The administrative modification updates the project name and descriptions to reflect the planned vehicle procurement the project funds are supporting.	2021-26
2280	22363	TriMet Replacement Electric Bus Purchase (2021) ODOT	71232	Administrative		TriMet	Alison Langton	SCOPE CHANGE: The administrative modification clarifies the project name and description based on a scope adjustment to include the funds as part of the planned FFY 2024 electric bus procurement	2021-26
2281	22183	Enhanced Seniors Mobility/Individuals w/Disabilities (2022) 5310	71212	Administrative		TriMet	Alison Langton	DESCRIPTION UPDATE: The administrative modification updates the project name and short description to better align with the Program of Projects (POP) and project description to be used in the TrAMS grant	2021-26

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2282	22184	Enhanced Seniors Mobility/Individuals w/Disabilities (2023) 5310	71213	Administrative		TriMet	Alison Langton	DESCRIPTION UPDATE: The administrative modification updates the project name and short description to better align with the Program of Projects (POP) and project description to be used in the TrAMS grant	2021-26
2283	22185	Enhanced Seniors Mobility/Individuals w/Disabilities (2024) 5310	71214	Administrative		TriMet	Alison Langton	DESCRIPTION UPDATE: The administrative modification updates the project name and short description to better align with the Program of Projects (POP) and project description to be used in the TrAMS grant	2021-26
2295	22468	OR10 (Wash Co) & OR99E (Milwaukie/Oregon City) Curb Ramps	71258	Administrative		ODOT	Adriana Antelo	SPLIT/COMBINE PROJECT: Funding and ADA scope elements are rearranged among Key 22468 22469 and 22470 for improved delivery. Key 22468 increase funding from 22469 and 22470 from improved construction delivery	2021-26
2296	22469	US30BY & OR99E Curb Ramps (Portland)	71259	Administrative		ODOT	Adriana Antelo	SPLIT/COMBINE PROJECT: Funding and ADA scope elements are rearranged among Key 22468 22469 and 22470 for improved delivery. Key 22469 also shifts funding to Key 22468.	2021-26
2297	22470	OR10 Curb Ramps Group A: SW 198th Ave -• SW Kinnaman Rd	71260	Administrative		ODOT	Adriana Antelo	SPLIT/COMBINE PROJECT: Funding and ADA scope elements are rearranged among Key 22468 22469 and 22470 for improved delivery. Key 22470 shifts all funding to Key 22468.	2021-26
2298	20410	I-84: I-205 - Marine Drive	70967	Administrative		ODOT	Adriana Antelo	ADD PHASE: The admin mod splits \$40k from the construction phase to create an Other phase. State funds will be used for the Other phase.	2021-26
2299	22129	Clackamas County Regional Freight ITS - Phase 2B	71101	Administrative		Clackamas County	Ken Lobeck	SPLIT FUNDS: The administrative modification splits \$200k from the construction phase and transfers it to Key 18001 to support the construction phase. Note: Key 18001 and 22129 are ITS projects split into two phases	2021-26
2300	18001	Clackamas County Regional Freight ITS Project	70478	Administrative		Clackamas County	Ken Lobeck	COMBINE FUNDS: The administrative modification splits \$200k from the construction phase of Key 22129 and transfers it to Key 18001 to support the construction phase	2021-26
2301	21255	US26/OR213 Curb Ramps	71051	Administrative		ODOT	Adriana Antelo	SLIP PHASE: The administrative modification provides an additional \$230,095 from Statewide ADA funds and is being added to Preliminary Engineering to support the selected consultant cost which is higher than the current PE funding amount. Also the ROW phase requires additional time which will impact UR and Cons. As a result ROW UR and Cons are being slipped a year.	2021-26
2302	22431	OR141/OR217 Curb Ramps	71247	Administrative		ODOT	Adriana Antelo	SLIP PHASE: The administrative modification slips the ROW phase from FFY 2022 to FFY 2023	2021-26
2303	21597	US26: Glencoe Rd - Cornelius Pass Rd	71152	Administrative		ODOT	Adriana Antelo	LIMITS CORRECTION: The administrative modification provides a minor limits correction to the project.	2021-26
2304	21626	NE Killingsworth St: MLK Jr Blvd - 33rd Ave (Portland)	71180	Administrative		Portland	Ken Lobeck	SFLP CONVERSION: The administrative modification converts the federal HSIP to ODOT approved SFLP per Agreement No. 34878/ 73000-00003544.	2021-26
2305	21620	SE Mt Scott Blvd: 101st Ave - 104th Ave (Portland)	71174	Administrative		Portland	Ken Lobeck	SFLP Conversion	2021-26
2306	21622	SE Foster Rd: Barbara Welch Rd - Jenne Rd (Portland)	71176	Administrative		Portland	Ken Lobeck	SFLP Conversion	2021-26
2307	21627	SE Belmont St: 7th Ave - 34th Ave (Portland)	71181	Administrative		Portland	Ken Lobeck	SFLP Conversion	2021-26
2308	21631	NE Fremont St: 102nd Ave - 122nd Ave (Portland)	71185	Administrative		Portland	Ken Lobeck	SFLP Conversion	2021-26

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2309	21634	SE Gladstone St at Cesar Chavez Blvd (Portland)	71188	Administrative		Portland	Ken Lobeck	SFLP Conversion	2021-26
2310	22432	US30BY Curb Ramps	71248	Administrative		ODOT	Adriana Antelo	PHASE SLIP:Slip ROW to FFY 2023	2021-26
2311	21632	NW West Union Rd at Neakahnie Ave (Washington County)	71186	Administrative		Washington County	Ken Lobeck	SFLP Conversion	2021-26
2312	22128	Aloha Access Improvements: SW 174th Ave-SW 187th Ave	71095	Administrative		Washington County	Ken Lobeck	ADD PLANNING PHASE: \$400k from PE is transferred to Planning to create planning phase for project development activities. ROW and UR are slipped to non-•constrained years.	2021-26
2313	19276	Jennings Ave: OR 99E to Oatfield Rd	70674	Administrative		Clackamas County	Ken Lobeck	ADD FUNDS:Add \$100K of STBG funds plus match to the PE phase.	2021-26
2323	20363	I-84: Corbett Interchange - Multnomah Falls	71250	Administrative		ODOT	Adriana Antelo	Cost increase to Construction phase. 30% threshold waived as increase is an inflationary adjustment	2021-26
2324	18841	OR217: OR10 to OR99W	70782	Administrative		ODOT	Adriana Antelo	Phase deletion and fund type code updates	2021-26
2325	21602	I-5: Marquam Bridge - Capitol Highway (2)	71156	Administrative		ODOT	Adriana Antelo	Phase slips - ROW to FFY 2023 plus UR and Cons to FFY 2024	2021-26
2326	21607	OR213 at NE Glisan St and NE Davis St	71161	Administrative		Portland	Adriana Antelo	Phase slips - Slip ROW UR Other and Cos to FFY 2024. Change Lead agency to Portland.	2021-26
2327	21608	OR8 at Armco Ave Main St and A&B Row	71162	Administrative		ODOT	Adriana Antelo	Phase Slip: Slip UR/Other phase from FFY 2022 to FFY 2023	2021-26
2330	19276	Jennings Ave: OR 99E to Oatfield Rd	70674	Administrative		Clackamas County	Ken Lobeck	FUND SWAP: Add a total of \$400kof STBG to construction in place of local overmatch. STBG originates from Key 22598	2021-26
2331	22598	Corridor and Systems Planning (2021)	70871	Administrative		Metro	Ken Lobeck	FUNDS TRANSFER: Shift \$400k of STBG to Key 19276 to the construction phase	2021-26
2332	22135	NE MLK Blvd Safety & Access to Transit: Cook-•Highland	71090	Administrative		Portland	Ken Lobeck	SPLIT/TRANSFER FUNDS: Split \$85k total from the construction phase and transfer it to Key TDM-•2026 representing TDM activities that Portland will complete	2021-26
2333	TDM-2026	Portland Transportation Demand Management Activities	71262	Administrative		Metro	Ken Lobeck	ADD FUNDS: Combine \$85k total from Key 22135 representing required TDM activities	2021-26
2334	20304	City of Portland Safety Project	70944	Administrative		Portland	Ken Lobeck	PHASE SLIP: Slip ROW to FFY 2023 and UR plus Construction to FFY 2024	2021-26
2335	17270	40 Mile Loop: Blue Lake Park - Sundial & Harlow Rd	70007	Administrative		Port of Portland	Ken Lobeck	ADD FUNDS: Add STBG and local overmatch to address PE needs	2021-26
2336	21178	US26 (Powell Blvd): SE 99th - East City Limits	71033	Administrative		ODOT	Adriana Antelo	ADD PHASE: Shift funds from Cons to Other phase for required tree removal activities	2021-26
2337	21177	OR213 (82nd Ave): SE Foster Rd - SE Thompson Rd	71035	Administrative		ODOT	Adriana Antelo	PHASE COST UPDATES: Adjusts the PE ROW and UR phases to address PBOT's scope addition request	2021-26
2338	19267	OR141 (Hall Blvd): Scholls Ferry Rd - Locust St	70806	Administrative		ODOT	Adriana Antelo	COST INCREASE: Add \$1.55 million to Cons to address higher submitted construction bids	2021-26
2339	22310	Portland Metro Planning SFY23	71224	Administrative		Metro	Ken Lobeck	ADD FUNDS: Update PL 5303 STBG and add State STBG plus local overmatch in support of the Metro SFY 23 UPWP Master Agreement list of approved projects	2021-26
2340	20888	Corridor and Systems Planning (2020)	70871	Administrative		Metro	Ken Lobeck	TRANSFER/COMBINE: Transfer all funds to Key 22310 to support the SFY 23 UPWP Master Agreement list of projects	2021-26
2341	22145	Freight and Economic Development Planning (SFY 23 UPWP)	71118	Administrative		Metro	Ken Lobeck	TRANSFER/COMBINE: Transfer all funds to Key 22310 to support the SFY 23 UPWP Master Agreement list of projects	2021-26

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2342	22169	TSMO Administration (SFY23 UPWP)	71124	Administrative		Metro	Ken Lobeck	TRANSFER/COMBINE: Transfer \$138,128 plus match funds to Key 22310 to support the SFY 23 UPWP Master Agreement list of projects	2021-26
2343	20880	Regional Travel Options (2021)	70873	Administrative		Metro	Ken Lobeck	ADVANCE PROJECT: Advance the project and funds from FFY 2025 to FFY 2022 MTIP action only. No required STIP action	2021-26
2344	20435	OR99W: I-5 - McDonald St	70988	Administrative		ODOT	Adriana Antelo	COST INCREASE: The administrative modification adds \$7 million to the construction phase to resolve the phase funding shortfall. The 20% cost increase threshold is waived for this project.	2021-26
2345	18794	OR8: SW 192 Ave -• SW 110th Ave	70766	Administrative		ODOT	Adriana Antelo	COST INCREASE: The administrative modification adds \$761,086 to the construction phase based on expected higher bids for construction at 20% over current estimate. The net cost change is 15% to the project and under the 20% threshold.	2021-26
2346	20335	Central Systemic Signals and Illumination (ODOT)	70950	Administrative		ODOT	Adriana Antelo	COST INCREASE: The Administrative Modification adds \$724,161 of new funds to the construction phase to address the phase funding shortfall. OTC approved the funds for the project. OTC approval during their May 2022 meeting. The net increase to the project is 13% and less than the 20% threshold	2021-26
2347	22576	Monroe St: SE 21st Ave -• 34th Ave (Milwaukie)	71269	Administrative		ODOT	Adriana Antelo	PHASE SHIFT: The Administrative Modification shifts the Other phase and funding to Construction. Planned improvements are considered construction phase actions and do not fit under the general Other phase category	2021-26
2348	21608	OR8 at Armco Ave Main St and A&B Row	71162	Administrative		ODOT	Adriana Antelo	FUND SHIFT: The Administrative Modification shifts \$495,553 from PE (previously shifted from Cons) back to the Construction phase as it will now not be needed for the PE phase.	2021-26
2352	20303	City of Gresham Safety Project	70943	Administrative		Gresham	Ken Lobeck	PHASE SLIP: The administrative modification slips the construction phase from FFY 2022 to FFY 2023 due to delay completing ROW. ROW actions are still in progress delaying certification. Construction schedule is delayed as a result and slipped to FFY 2023.	2021-26
2353	16986	NW Division Complete St Phase I: Wallula Ave - Birdsdale Ave	70542	Administrative		Gresham	Ken Lobeck	PHASE SLIP: The administrative modification updates the PE and ROW phases for actual obligations and slips the Other/UR phase to FFY 2023.	2021-26
2354	22137	Sandy Blvd: Gresham to 230th Ave	71093	Administrative		Multnomah County	Ken Lopbeck	ADVANCE PHASE: The administrative modification advances the Planning phase from FFY 2023 to FFY 2022 to obligate and begin the project development activities before the end of FFY 2022	2021-26
2355	21219	I-5 Over NE Hassalo St and NE Holladay St (Portland)	71043	Administrative		ODOT	Adriana Antelo	CANCEL PHASE: The PE phase is canceled with the funding transferred to the Construction phase. The bridge deck re-•design will be completed as part of the Rose Quarter improvement project. In the future ODOT expects Key 21219 to be combined into the Rose Quarter project for improved delivery efficiencies.	2021-26
2356	20522	US30BY at Bridge Ave East Ramp	70983	Administrative		ODOT	Adriana Antelo	MINOR SCOPE CHANGE: The project name description and limits are updated based on the adjustment to the project scope. The project still reflects a tree hazard removal/rock-•fall mitigation safety effort but with a smaller scope area. The construction phase is also advanced to FFY 2022.	2021-26
2357	20813	NE Halsey Street Bike/Ped/Transit Improvements	70880	Administrative		Portland	Ken Lobeck	COST INCREASE: Add \$459,911 of local funds to PE and \$50,000 of local funds to Other/UR phases to address phase funding shortfalls. The cost increases to \$5,808,831 and represents a 9.6% increase to the project	2021-26
2358	22315	I-•5: Interstate Bridges Control Equipment (Portland)	71234	Administrative		ODOT	Adriana Antelo	PHASE SLIP: The administrative modification slips the construction phase from FFY 2022 to FFY 2023. The phase obligated late in FFY 2022 delaying the ability for the construction phase to obligate until FFY 2023.	2021-26

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2359	22317	I-5: Interstate Bridges Bearing Replacement (Portland)	71233	Administrative		ODOT	Adriana Antelo	PHASE SLIP: The administrative modification slips both the PE and construction phases from FFY 2022 to FFY 2023.	2021-26
2360	21625	Pedestrian & Bike improvements (Beaverton)	71179	Administrative		Beaverton	Ken Lobeck	SFLP Conversion: The approved HSIP funds are changed to SFLP state funds per the approved SFLP agreement for the project.	2021-26
2361	20410	I-84: I-205 - Marine Drive	70967	Administrative		ODOT	Adriana Antelo	PHASE SLIP: Slip construction phase from FFY 2022 to FFY 2023. Bids came in higher than expected. Project is returned to PS&E to address costs and will re-bid	2021-26
2362	22172	Statewide Travel Survey (SFY23 UPWP)	71105	Administrative		Metro	Ken Lobeck	COMBINE PROJECT: Combine project and funding into Key 22413 to allow multiple MPO UPWP Travel Survey projects to be combined into a single contract for more efficient implementation and delivery	2021-26
2363	22413	Oregon Household Survey	71273	Administrative		ODOT	Adriana Antelo	COMBINE PROJECT: Combines Metro Key 22172 Travel Survey portion into the statewide contract.	2021-26
2364	22075	Columbia Bottomlands Mitigation/Conservation	71150	Administrative		ODOT	Adriana Antelo	PHASE SLIP: Slip the Construction phase from FFY 2022 to FFY 2023. ROW phase continues but is not completed. ROW will not be completed in time to obligate the Construction phase before the end of FFY 2022.	2021-26
2365	20435	OR99W: I-5 - McDonald St	70988	Administrative		ODOT	Adriana Antelo	NO CHANGES: Required adjustments to the STIP Financial Plan are below the fund type code level of the MTIP and do not impact the prior programming changes made in May. No changes are required in the MTIP.	2021-26
2366	22469	US30BY & OR99E Curb Ramps (Portland)	71259	Administrative		ODOT	Adriana Antelo	PHASE SLIP: Slip ROW UR and Construction phases from FFY 2022 to FFY 2023 due to unresolved project issues delaying implementation	2021-26
2067	22598	Corridor and Systems Planning (2021)	70871	Formal	21-5177	Metro	Ken Lobeck	REPROGRAM FUNDS:Reprogram to the unconstrained FY 2025 to avoid possible conflicts withthe development and execution of annual obligation targets	2021-26
2068	22154	Next Corridor Planning (FFY 2022)	71111	Formal	21-5177	Metro	Ken Lobeck	REPROGRAM FUNDS:Reprogram to the unconstrained FY 2025 to avoid possible conflicts withthe development and execution of annual obligation targets	2021-26
2069	22155	Next Corridor Planning (FFY 2023)	71112	Formal	21-5177	Metro	Ken Lobeck	REPROGRAM FUNDS:Reprogram to the unconstrained FY 2025 to avoid possible conflicts withthe development and execution of annual obligation targets	2021-26
2070	22156	Next Corridor Planning (FFY 2024)	71113	Formal	21-5177	Metro	Ken Lobeck	REPROGRAM FUNDS:Reprogram to the unconstrained FY 2025 to avoid possible conflicts withthe development and execution of annual obligation targets	2021-26
2071	22145	Freight and Economic Development Planning (SFY 23 UPWP)	71118	Formal	21-5177	Metro	Ken Lobeck	REPROGRAM FUNDS:Reprogram to the unconstrained FY 2025 to avoid possible conflicts withthe development and execution of annual obligation targets	2021-26
2072	22146	Freight and Economic Development Planning (FFY 2023)	71119	Formal	21-5177	Metro	Ken Lobeck	REPROGRAM FUNDS:Reprogram to the unconstrained FY 2025 to avoid possible conflicts withthe development and execution of annual obligation targets	2021-26
2073	22147	Freight and Economic Development Planning (FFY 2024)	71120	Formal	21-5177	Metro	Ken Lobeck	REPROGRAM FUNDS:Reprogram to the unconstrained FY 2025 to avoid possible conflicts withthe development and execution of annual obligation targets	2021-26
2074	22151	Regional MPO Planning (FFY 2022)	71131	Formal	21-5177	Metro	Ken Lobeck	REPROGRAM FUNDS:Reprogram to the unconstrained FY 2025 to avoid possible conflicts withthe development and execution of annual obligation targets	2021-26

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2075	22152	Regional MPO Planning (FFY 2023)	71132	Formal	21-5177	Metro	Ken Lobeck	REPROGRAM FUNDS:Reprogram to the unconstrained FY 2025 to avoid possible conflicts withthe development and execution of annual obligation targets	2021-26
2076	22153	Regional MPO Planning (FFY 2024)	71133	Formal	21-5177	Metro	Ken Lobeck	REPROGRAM FUNDS:Reprogram to the unconstrained FY 2025 to avoid possible conflicts withthe development and execution of annual obligation targets	2021-26
2077	22157	Regional Travel Options (RTO) program (FFY 2022)	71106	Formal	21-5177	Metro	Ken Lobeck	REPROGRAM FUNDS:Reprogram to the unconstrained FY 2025 to avoid possible conflicts withthe development and execution of annual obligation targets	2021-26
2078	22158	Regional Travel Options (RTO) program (FFY 2023)	71107	Formal	21-5177	Metro	Ken Lobeck	REPROGRAM FUNDS:Reprogram to the unconstrained FY 2025 to avoid possible conflicts withthe development and execution of annual obligation targets	2021-26
2079	22159	Regional Travel Options (RTO) program (FFY 2024)	71108	Formal	21-5177	Metro	Ken Lobeck	REPROGRAM FUNDS:Reprogram to the unconstrained FY 2025 to avoid possible conflicts withthe development and execution of annual obligation targets	2021-26
2080	20330	Stark Street Multimodal Connections	70946	Formal	21-5177	Multnomah County	Adriana Antelo	CANCEL PROJECT:The project is being cancelled before implementation due to a projected revised substantial cost increase to the project. The funds are being transferred to ODOT's new project in Key 22421	2021-26
2081	22421	Cornelius Pass Hwy: US26 to US30 ITS Improvements	71244	Formal	21-5177	ODOT	Adriana Antelo	ADD NEW PROJECT:The amendments adds this project using funds from Key 20330 which is being cancelled and added funds from ODOT	2021-26
2089	22160	Safe Routes to Schools program (SFY23 UPWP)	71109	Formal	21-5182	Metro	Ken Lobeck	REPROGRAM PROJECT:Push out the UPWP SRTS project to FY 2025. When the UPWP is approved requiring the funds they will be advanced to the applicable obligation year.	2021-26
2090	22161	Safe Routes to Schools program (FFY 2023)	71114	Formal	21-5182	Metro	Ken Lobeck	REPROGRAM PROJECT:Push out the UPWP SRTS project to FFY 2025. When the UPWP is approved requiring the funds they will be advanced to the applicable obligation year	2021-26
2091	22162	Safe Routes to Schools program (FFY 2024)	71110	Formal	21-5182	Metro	Ken Lobeck	REPROGRAM PROJECT:Push out the UPWP SRTS project to FFY 2025. When the UPWP is approved requiring the funds they will be advanced to the applicable obligation year	2021-26
2092	22172	Statewide Travel Survey (SFY23 UPWP)	71105	Formal	21-5182	Metro	Ken Lobeck	REPROGRAM PROJECT:Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.	2021-26
2093	22584	Preventive Maintenance Support (FFY 2022)	71102	Formal	21-5182	Metro	Ken Lobeck	REPROGRAM PROJECT:Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.	2021-26
2094	22164	Transit Oriented Development (TOD) program (FFY 2023)	71103	Formal	21-5182	Metro	Ken Lobeck	REPROGRAM PROJECT:Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.	2021-26
2095	22165	Transit Oriented Development (TOD) program (FFY 2024)	71104	Formal	21-5182	Metro	Ken Lobeck	REPROGRAM PROJECT:Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.	2021-26
2096	22169	TSMO Administration (SFY23 UPWP)	71124	Formal	21-5182	Metro	Ken Lobeck	REPROGRAM PROJECT:Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.	2021-26
2097	22170	TSMO Administration (FFY 2023)	71125	Formal	21-5182	Metro	Ken Lobeck	REPROGRAM PROJECT:Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.	2021-26
2098	22171	TSMO Administration (FFY 2024)	71126	Formal	21-5182	Metro	Ken Lobeck	REPROGRAM PROJECT:Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program	2021-26
2099	22166	TSMO Program Sub-allocation Funds (FFY 2022)	71115	Formal	21-5182	Metro	Ken Lobeck	REPROGRAM PROJECT:Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.	2021-26

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2100	22167	TSMO Program Sub-allocation Funds (FFY 2023)	71116	Formal	21-5182	Metro	Ken Lobeck	REPROGRAM PROJECT:Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program	2021-26
2101	22168	TSMO Program Sub-allocation Funds (FFY 2024)	71117	Formal	21-5182	Metro	Ken Lobeck	REPROGRAM PROJECT:Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.	2021-26
2102	20886	Transportation System Mgmt Operations/ITS (2021)	70875	Formal	21-5182	Metro	Ken Lobeck	REPROGRAM PROJECT:Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program	2021-26
2103	22431	OR141/OR217 Curb Ramps	71247	Formal	21-5182	ODOT	Adriana Antelo	ADD NEW PROJECT:The formal amendment adds the new ADA safety improvement project to the MTIP. OTC approval during January authorized the funds in support of required ADA improvements.	2021-26
2104	22432	US30BY Curb Ramps	71248	Formal	21-5182	ODOT	Adriana Antelo	ADD NEW PROJECT:The formal amendment adds the new ADA safety improvement project to the MTIP. OTC approval during January authorized the funds in support of required ADA improvements.	2021-26
2105	22483	Advanced Traffic Controller (ATC): Portland Metro Upgrades	71249	Formal	21-5182	ODOT	Adriana Antelo	ADD NEW PROJECT:The formal amendment adds the new Metro TSMO awarded project to the 2021-24 MTIP. The funding award originates from the Metro 2019-21 TSMO funding call. Specific STBG funding is being split off from Keys20884 and 20885.	2021-26
2106	21616	OR99W:N Schmeer Rd-SW Meinecke Pkwy & US30B: Kerby-165th	71170	Formal	21-5182	ODOT	Adriana Antelo	LIMITS CORRECTION:The formal amendment updates the project name based on revised project limits MPs to match the approved charter when CMR00 was processed. The limits are adjusted significantly but the scope remainsunchanged.	2021-26
2107	20884	Transportation System Mgmt Operations/ITS (2019)	70875	Formal	21-5182	Metro	Ken Lobeck	SPLIT/COMBINE PROJECT:The formal amendment commits the remaining funds in this TSMO PGB to ODOT's new ATC project (included in this amendment bundle). As a result Key 20884 is now zero programmed	2021-26
2108	20885	Transportation System Mgmt Operations/ITS (2020)	70875	Formal	21-5182	Metro	Ken Lobeck	SPLIT/COMBINE PROJECT:The formal amendment splits \$233,747 of STBG and required match to ODOT's new ATC project (included in this amendment bundle). The programming years are being pushed-out to FY 2025 as well to avoid conflicts with the Obligation Targets program.	2021-26
2109	21800	I-84: NE Martin Luther King Jr Blvd - I-205	71200	Formal	21-5182	ODOT	Adriana Antelo	CANCEL PROJECT:The amendment cancels the project. The latest review indicated the surface is in better condition than anticipated allowing the project to be delayed until the next STIP cycle.	2021-26
2110	22188	TriMet Battery Electric Bus Purchases	71240	Formal	21-5182	TriMet	Ken Lobeck	CANCEL DUPLICATE PROJECT:The formal amendment cancels the project from the MTIP and shifts the funds over to the TriMet MAX Red Line Extension project in Key20849	2021-26
2111	22188	Electric Bus Purchase (Metro Fund Exchange)	71217	Formal	21-5182	TriMet	Ken Lobeck	CANCEL PROJECT:The formal amendment cancels the project from the MTIP and shifts the funds over to the TriMet MAX Red Line Extension project in Key20849	2021-26
2112	20849	MAX Red Line Extension & Reliability Improvements	71230	Formal	21-5182	TriMet	Ken Lobeck	COST INCREASE:The CMAQ funds from Key 22188 are added to the project. The project phase costs have been updated as well. Overall the cost increase is minor at only 3.5%	2021-26
2125	20808	NE Cleveland Ave.: SE Stark St - NE Burnside	70878	Formal	21-5188	Gresham	Ken Lobeck	COST INCREASE:The formal amendment adds local funding to the ROW phase to address the full costs for the phase. The amendment also advances the ROW to FFY 2021 to be obligated before the end of FFY 2021.	2021-26
2126	18841	OR217: OR10 to OR99W	70782	Formal	21-5188	ODOT	Adriana Antelo	LIMITS UPDATES:The formal amendment updates the project limits prior to moving forward into construction. There is no scope change or cost adjustment required. The MP limit updates ensure the project limits are completelyidentified	2021-26

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2127	20363	I-84: Corbett Interchange - Multnomah Falls	71250	Formal	21-5188	ODOT	Adriana Antelo	ADD NEW PROJECT:Changes in project limits from this original Non-Metropolitan Planning Area (MPA) project now cross into the MPA which triggers the need to be included in the MTIP.	2021-26
2128	22467	I-205: I-5 - OR 213 Phase 1A	71251	Formal	21-5192	ODOT	Adriana Antelo	ADD NEW PROJECT:The formal amendment adds ODOT's new I-205 Improvements 1A - OR43 to OR213 (also referred to as the Abernethy Bridge improvement segment) to the 2021-2024 MTIP.	2021-26
2185	22489	Division Transit Project: Portland to Gresham Transit Center	71252	Formal	21-5191	TriMet	Alison Langton	ADD NEW PROJECT:The formal amendment adds the new FTA grant for the Division Transit Project from the American Rescue Plan Act of 2021.	2021-26
2196	20885	Transportation System Mgmt Operations/ITS (2020)	70875	Formal	21-5205	Metro	Ken Lobeck	SPLIT FUNDS:Split and reduce STBG-U funds by \$846,333 and commit to Portland's new awarded TSMO projects also part of this amendment bundle(projects #2 and #3 that follow)	2021-26
2197	22530	Traffic Signal Communications Improvements: Holgate Blvd & 92nd Ave	71253	Formal	21-5205	Portland	Ken Lobeck	ADD NEW PROJECT:The formal amendment adds the new Metro TSMO awarded project which will provide traffic signal controller improvements at locations on Holgate Blvd and 92nd Ave	2021-26
2198	22531	Portland Traffic Signal Performance Measures Development & Eval	71254	Formal	21-5205	Portland	Ken Lobeck	ADD NEW PROJECT:The formal amendment adds the new Metro TSMO awarded project which will develop and evaluate traffic signal performance measurement	2021-26
2199	22527	Tualatin Valley Hwy Transit & Development Project	71255	Formal	21-5205	Metro	Ken Lobeck	ADD NEW PROJECT:The formal amendment adds the new OR8 corridor study that includes a FTA HOPE grant.	2021-26
2200	22475	Westside Trail Project Refinement	71256	Formal	21-5205	Tualatin Hills PRD	Ken Lobeck	ADD NEW PROJECT:The formal amendment adds the new Oregon Community Paths Program FY 2021-24 Awarded project to Tualatin Hills Parks and Recreation District (ODOT managed program)	2021-26
2201	22435	OR47/OR8/US30 Curb Ramps	71257	Formal	21-5205	ODOT	Adriana Antelo	ADD NEW PROJECT:The formal amendment adds the ADA curb and ramp project to the 2021-26 MTIP	2021-26
2202	22468	OR10 (Wash Co) & OR99E (Milwaukie/Oregon City) Curb Ramps	71258	Formal	21-5205	ODOT	Adriana Antelo	ADD NEW PROJECT:The formal amendment adds the ADA curb and ramp project to the 2021-26 MTIP	2021-26
2203	22469	US30BY & OR99E Curb Ramps (Portland)	71259	Formal	21-5205	ODOT	Adriana Antelo	ADD NEW PROJECT:The formal amendment adds the ADA curb and ramp project to the 2021-26 MTIP	2021-26
2204	22470	OR10 Curb Ramps Group A: SW 198th Ave - SW Kinnaman Rd	71260	Formal	21-5205	ODOT	Adriana Antelo	ADD NEW PROJECT:The formal amendment adds the ADA curb and ramp project to the 2021-26 MTIP	2021-26
2205	22440	NW 112th Street and PNWR Rail Crossing Upgrades	71261	Formal	21-5205	ODOT	Adriana Antelo	ADD NEW PROJECT:The formal amendment adds a new rail safety improvement project for ODOT	2021-26
2206	18794	OR8: SW 192 Ave - SW 110th Ave	70766	Formal	21-5205	ODOT	Adriana Antelo	COMBINED PROJECT:The formal amendment combines a prior obligated construction phase from Key 18839 into Key 18794 for increased delivery efficiencies as a single project	2021-26
2207	21779	US30: Watson Rd - NW Hoge Ave	71198	Formal	21-5205	ODOT	Adriana Antelo	SPLIT/CANCEL PROJECT:The formal amendment splits the scope and funding and combines it into Key 21128, also included in this amendment bundle. As a result Key 21779 is zero programmed	2021-26
2208	21128	US30: Watson Rd - NW Hoge Ave	71024	Formal	21-5205	ODOT	Adriana Antelo	ADD AND COMBINE PROJECT:The formal amendment re-adds (migrates) Key 21128 into the 2021-26 MTIP and combines the scope and funding from Key 21779.	2021-26
2266	19120	SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)	70799	Formal	21-5218	Gresham	Ken Lobeck	COST INCREASE:Additional local overmatching funds are committed to the construction phase to address the updated construction cost estimate	2021-26

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2267	21616	OR99W:N Schmeer Rd-SW Meinecke Pkwy & US30B: Kerby-165th	71170	Formal	21-5218	ODOT	Adriana Antelo	SPLIT FUNDS:Split \$25k off the construction phase and commit to Key 20435.	2021-26
2268	20435	OR99W: I-5 - McDonald St	70988	Formal	21-5218	ODOT	Adriana Antelo	SCOPE CHANGE:Project limits are extended a third site location is added to the project additional scope work elements are included resulting in a cost increase of 10.49% for a revised total project cost of \$26,585,468	2021-26
2269	22563	82nd Ave: NE Killingsworth St -• SE Clatsop St (Portland)	71263	Formal	21-5219	Portland	Ken Lobeck	ADD NEW PROJECT:The formal amendment adds Portland's 82nd Ave Safety Upgrade project funded from the American Rescue Plan Act of 2021 to the 2021-26 MTIP	2021-26
2270	20363	I-84: Corbett Interchange - Multnomah Falls	71250	Formal	21-5230	ODOT	Adriana Antelo	SPLIT FUNDS:Split \$1.8 million for the project and commit to I-84 Culverts Repairs Phase 2 project in Key 22504 (also included in this bundle)	2021-26
2271	22504	I-84: Corbett Interchange -• Multnomah Falls Phase 2	71264	Formal	21-5230	ODOT	Adriana Antelo	ADD NEW PROJECT:The formal MTIP Amendments adds the I-84 culvert repairs phase 2 project to the 2021-26 MTIP	2021-26
2272	20410	I-84: I-205 - Marine Drive	70967	Formal	21-5230	ODOT	Adriana Amtelo	LIMITS CHANGE:Extend beginning limits from 6.80 to be 5.54 which equals an increase of 1.26 miles for the project. No scope or cost change results.	2021-26
2273	21608	OR8 at Armco Ave Main St and A&B Row	71162	Formal	21-5230	ODOT	Adriana Antelo	SCOPE CHANGE:The amendment completes scope and funding adjustments to the project. The adjustments results from ODOT's funding review which indicated that there was not enough funds to cover all proposed scope deliverables. ODOT re-evaluated the project and updated the scope schedule and budget to move this project forward	2021-26
2284	22145	Freight and Economic Development Planning (SFY 23 UPWP)	71118	Formal	22-5241	Metro	Ken Lobeck	ADVANCE PROJECT:The program bucket is being advanced to the current FFY 2022 to be used as part of Metro's SFY 23 Unified Planning Work Program (UPWP)	2021-26
2285	20877	Regional MPO Planning (2021)	70872	Formal	22-5241	Metro	Ken Lobeck	ADVANCE/COMBINE:The project STBG and match are being advanced and combined in the Key 22310 which will act as the project grouping bucket key for the SFY 23 UPWP Master Agreement. As a result Key 20877 is now zero.	2021-26
2286	22151	Regional MPO Planning (FFY 2022)	71131	Formal	22-5241	Metro	Ken Lobeck	ADVANCE/COMBINE:The project STBG and match are being advanced and combined in the Key 22310 which will act as the project grouping bucket key for the SFY 23 UPWP Master Agreement. As a result Key 20877 is zero.	2021-26
2287	22310	Portland Metro Planning SFY23	71224	Formal	22-5241	Metro	Ken Lobeck	COMBINE FUNDS:Combine STBG funds from Keys 20877 and 22151 for Key 22310 to act as the SFY 23 UPWP Master Agreement key.	2021-26
2288	22160	Safe Routes to Schools program (SFY23 UPWP)	71109	Formal	22-5241	Metro	Ken Lobeck	ADVANCE PROJECT:Advance the SRTS program funds from FFY 2025 to FFY 2022 to become part of the SFY 2023 UPWP	2021-26
2289	22172	Statewide Travel Survey (SFY23 UPWP)	71105	Formal	22-5241	Metro	Ken Lobeck	ADVANCE PROJECT:Advance the Statewide Travel Survey funds from FFY 2025 to FFY 2022 to become part of the SFY 2023 UPWP	2021-26
2290	22169	TSMO Administration (SFY23 UPWP)	71124	Formal	22-5241	Metro	Ken Lobeck	ADVANCE PROJECT:Advance the TSMO administrative support project and program funds from FFY 2025 to FFY 2022 as part of the SFY UPWP	2021-26
2291	22552	Willamette River: Stormwater Source Control Improvements	71265	Formal	22-5241	ODOT	Adriana Antelo	ADD NEW ROJECT:(PE and ROW Phases only) The formal amendment adds the PE and ROW phases for the new Willamette Stormwater Source Control Improvements project.	2021-26
2292	22551	US26: SE Powell Blvd & SE 36th Ave	71266	Formal	22-5241	ODOT	Adriana Antelo	ADD NEW PROJECT:The amendment adds the new safety improvement project to the 2021-26 MTIP.	2021-26
2293	22545	Columbia Slough Water Trail	71267	Formal	22-5241	Other	Adriana Antelo	ADD NEW PROJECT:The formal amendment adds the new Oregon Parks Recreational Trails Program grant awarded project to the 2021-26 MTIP	2021-26

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2294	22543	North Beaver Creek Bridge Replacement	71268	Formal	22-5241	Troutdale	Adriana Antelo	ADD NEW PROJECT:The formal amendment adds the new Oregon Parks Recreational Trails Program grant awarded project to the 2021-26 MTIP	2021-26
2314	22138	Stark & Washington Safety: SE 92nd Ave - SE 109th Ave	71091	Formal	22-5251	Portland	Ken Lobeck	SCOPE CHANGE:The formal amendment transfers \$120k of STBG from the construction phase to Key TBD4 (MTIP ID: 71262) adds scope of work plus funding to cover the new scope.	2021-26
2315	TDM-2026	Portland Transportation Demand Management Activities	71262	Formal	22-5251	Metro	Ken Lobeck	ADD FUNDING:The formal amendment transfers \$120k of STBG-U from Key 22138 to this project to allow required TDM activities to occur separate from the safety improvements planned for Key 22138	2021-26
2316	21606	OR224 at SE Monroe St	71160	Formal	22-5251	ODOT	Adriana Antelo	SPLIT FUNDS:The formal amendment splits \$1,547,633 from the Construction phase enabling the creation of a new pedestrian/bicycle improvement project on Monroe St for the city of Milwaukie	2021-26
2317	22576	Monroe St: SE 21st Ave -• 34th Ave (Milwaukie)	71269	Formal	22-5251	Milwaukie	Adriana Antelo	ADD NEW PROJECT:The formal amendment adds the \$1,547,633 split from Key 21606 to create this new pedestrian & safety improvement project on Monroe St. The over funding in Key 21606 allows this split and the creation of the new project to occur	2021-26
2318	22316	I-•5: Interstate Bridge NB Electrical Components (Portland)	71235	Formal	22-5251	ODOT	Adriana Antelo	COST INCREASE:The formal amendment increases the project cost from \$500,000 to \$1,000,000. The project estimate used for programming only provided the Oregon portion of the project costs and is being corrected through this amendment	2021-26
2319	22435	OR47/OR8/US30 Curb Ramps	71257	Formal	22-5251	ODOT	Adriana Antelo	COST INCREASE:The formal amendment adds \$2 million to the PE phase to address a phase funding shortfall.	2021-26
2320	20888	Corridor and Systems Planning (2020)	70871	Formal	22-5251	Metro	Ken Lobeck	INCREASE FUNDING:The formal amendment transfers \$136,871 of STBG plus match (\$152,536 total) from Key 22154 to support anticipated SFY 23 UPWP needs	2021-26
2321	22154	Next Corridor Planning (FFY 2022)	71111	Formal	22-5251	Metro	Ken Lobeck	SPLIT FUNDING:\$136,871 of STBG plus match (\$152,536 total) is being transferred to Key 20888 in FFY 2022 to support the SFY 2023 UPWP development	2021-26
2322	22598	Corridor and Systems Planning (2021)	70871	Formal	22-5251	Metro	Ken Lobeck	ADVANCE PROJECT:The formal amendment advances the project and funding to FFY 2022 to support SFY 2023 UPWP development needs.	2021-26
2328	22592	Earthquake Ready Burnside Bridge: NE/SE Grand Ave - NW/SW 3rd Ave	71270	Formal	22-5256	Multnomah County	Adriana Antelo	ADD NEW PROJECT	2021-26
2329	22507	I-•205: OR213 - Stafford Rd Variable Rate Tolling	71271	Formal	22-5234	ODOT	Adriana Antelo	ADD NEW PROJECT:The formal amendment adds the Preliminary Engineering phase consisting of \$27,257,890 of federal and matching funds to the FY2021-26 MTIP	2021-26
2349	22584	Preventive Maintenance Support (FFY 2022)	71102	Formal	22-5241	Metro	Ken Lobeck	ADVANCE PROJECT:Advance the annual fund exchange project which TriMet will commit to their Preventive Maintenance program funds from FFY2025 to FFY2022 and change the lead agency to TriMet	2021-26
2350	22583	Metro Transportation Options FFY22 - • FFY24	71272	Formal	22-5256	Metro	Ken Lobeck	ADD NEW PROJECT:Add ODOT's supplemental Travel Options grant as a stand-alone project to support Metro's Regional Travel Options (RTO) program	2021-26
2351	22592	Earthquake Ready Burnside Bridge: NE/SE Grand Ave - NW/SW 3rd Ave	71270	Formal	22-5256	Multnomah County	Adriana Antelo	ADD NEW PROJECT:4/4/22 adjustment - The formal amendment adds the PE phase with \$123.3 million of local funds for the new Earthquake Ready Burnside Bridge replacement/reconstruction project. The MTIP Detailed description is updated to be more generic based on the multiple alternatives under review for the FEIS.	2021-26

AMENDMENT NUMBER	ODOT KEY	PROJECT NAME	MTIP ID	MODIFICATION TYPE	RESOLUTION NUMBER	AGENCY	REQUESTED BY	REQUESTED ACTION	CYCLE
2367	21612	OR224: SE 17th Ave - Rainbow Campground	71166	Formal	22-5266	ODOT	Adriana Antelo	CANCEL PROJECT:The project has funding issues and overlapping scope elements with the OR224 Riverside Fire Recovery effort. As a result ODOT will cancel the project.	2021-26

Notes:

1. Requested Actions phase abbreviations:

- a. Key XXXXX =the five position numeric code ODOT assigns each project in the STIP. It is often identified by a K followed by the assigned numbers (e.g. K19749).
- b. CN =Construction phase. Example: "Add CN to Key 19149 & increase ..." means adding the Construction phase to project through the amendment.
- c. PE =Preliminary Engineering phase. PE consists of NEPA and (or PA&ED Project Approvals and Environmental Document) plus final design activities (Project Specifications, and Estimates).
- d. ROW or R/W = Right-of-Way phase.
- e. Key XXXXX =the five position numeric code ODOT assigns each project in the STIP. It is often identified by a K followed by the assigned numbers (e.g. K19749).
- f. CN =Construction phase. Example: "Add CN to Key 19149 & increase ..." means adding the Construction phase to project through the amendment.
- g. PE =Preliminary Engineering phase. PE consists of NEPA and (or PA&ED Project Approvals and Environmental Document) plus final design activities (Project Specifications, and Estimates).
- h. ROW or R/W = Right-of-Way phase.
- i. Other= A unique MTIP implementation phase for certain project types where the activities do not fit into the PE or Construction phases. Programming funds in this phase is by FHWA and FTA approval. It is primarily use for Transit and ITS projects.
- j. Planning: This phase is used for various planning studies or pre-NEPA project development activities that will lead directly into the PEso the project can begin NEPA All projects will planning phase programming become a UPWP Project.

2. Modification Type: Authorized MTIP project changes are categorized in three areas: Administrative, Formal, and Other.

- a. Administrative changes are minor and have no impact to conformity or financial constraint. Formal amendments do not impact

YEAR-END REPORT

GRANT: FY 2022 Section 5303

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Air Quality Program	BUDGET:	\$25,848
		5303	\$23,193
		Metro	\$2,655

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$1,919

BALANCE: \$23,929

NARRATIVE:

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. The implementation of the SIP is overseen by the Oregon Department of Environmental Quality (DEQ) and the Environmental Quality Commission (EQC). In addition, the program coordinates with other air quality initiatives in the Portland metropolitan area.

This is an ongoing program. Typical program activities include:

- In collaboration with DEQ, monitor and track regulated criteria and pollutants, particularly ozone, because of the region’s history with ozone
- Stay up-to-date on regulations pertaining to the Clean Air Act and on technical tools and resources to assess emissions of air pollutants
- Monitor vehicle miles traveled (VMT) per capita and if key thresholds are triggered (as outlined in the SIP) then undertake the contingency provisions outlined in the SIP
- Facilitate interagency consultation with federal, state, regional, and local partners
- Implement the Transportation Control Measures as outlined, unless a specific date or completion point has been identified in the SIP
- Collaborate with DEQ as issues emerge related to federal air quality standards, mobile source pollution, and transportation
- Collaborate and coordinate with regional partners on other air quality, air pollution reduction related efforts, including the implementation of legislative mandates or voluntary initiatives
- Collaborate in ongoing DEQ and Metro efforts to refine air quality modeling tools and best practices for application to planning and projects

As part of Metro’s on-going responsibilities to the State Implementation Plan (SIP), Metro continues to work closely with DEQ on monitoring the 2020 ozone national ambient air quality standard (NAAQS) update, the region’s ozone pollution levels, and report on vehicle miles traveled. Additionally, Metro will participant in DEQ’s Ozone Advance process starting towards the end of FY2020-2021 and

throughout FY2021-2022 to develop and begin implementation of a number of regional strategies to proactively address increasing ozone pollution trends and work to keep the region in attainment status. Air quality monitoring and implementation activities are consistent 2018 RTP policy direction pertaining to reducing vehicle miles traveled to address congestion and climate change.

Major accomplishments/milestones for reporting period of July – December 2021:

Participated in regular air quality conformity quarterly meetings hosted by U.S. EPA. Participated in the Oregon statewide air quality conformity meeting. Informally advised DEQ on CMAQ specific funding programs. Completed the annual vehicle miles traveled analysis to monitor for state implementation plan compliance. The result of the vehicle miles traveled analysis was for 2020, which was an interesting year for travel patterns.

Major accomplishments/milestones for reporting period of January – June 2022:

Continued to participate in regular air quality conformity quarterly meetings hosted by U.S. EPA. Participated in the Oregon statewide air quality conformity meeting in early June. Provided Metro MTIP staff information on slight changes to the CMAQ funding program in regards to prioritization of CMAQ funding in areas of high fine particulate matter pollution. Participated on other air quality related items as relevant.

YEAR-END REPORT

GRANT: FY 2022 Section 5303

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Regional Transit Program	BUDGET:	\$54,274
		5303	\$48,700
		Metro	\$5,574

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$5,764

BALANCE: \$48,510

NARRATIVE:

Providing high quality transit service across the region is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding quality transit in our region is also key to achieving transportation equity, maintaining compliance with state and federal air quality standards and meeting greenhouse gas (GHG) reduction targets set by the State of Oregon. In 2018 Metro adopted a comprehensive Regional Transit Strategy to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes.

Because of rapid growth and rising congestion in our region, significant and coordinated investment is needed to simply maintain the current level of transit service. Increasing the level of transit service and access will require dedicated funding, policies, and coordination from all jurisdictions. 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.

This work includes ongoing coordination with transit providers, cities and counties to ensure implementation of the Regional Transit Strategy through plans and capital projects, periodic support for major transit planning activities in the region and coordination with state transit planning officials. In FY 2021-22, highlights will supporting several transit service planning efforts, consistent with Chapter 8 of the Regional Transit Strategy.

Major accomplishments/milestones for reporting period of July – December 2021:

- Ongoing coordination with regional transit providers

Major accomplishments/milestones for reporting period of January – June 2022:

- Scoping an update to the high capacity transit strategy as part of the work plan for the 2023 Regional Transportation Plan (RTP) Update
- Kicking off the High Capacity Transit Strategy Update, including:

- developing a scope of work;
 - selecting, contracting with and onboarding a consultant;
 - assembling and organizing a project management team with members from different departments and Metro and TriMet and holding four meetings;
 - developing a work plan coordinated with the 2023 RTP Update;
 - creating a preliminary engagement strategy and meeting schedule for partners;
 - launching a webpage including public fact sheets;
 - crafting update-related questions for a larger community survey (launching mid-July);
 - assembling a stakeholder working group and holding meeting #1; and
 - preparing packets for July Metro and partner-led advisory committee and Metro Council meetings and briefings.
- Providing feedback and participating in community workshops to support TriMet’s Forward Together near-term service planning effort
 - Participating on the Cascadia Ultra High Speed Ground Transportation Technical Advisory Committee
 - Supporting scoping of a US DOT Volpe Center US-ASEAN Smart Partnership joint work plan between partners in Johor Bahru and Portland, Oregon (City of Portland and Metro): “Bus Rapid Transit and Data-driven Decision Making to inform Bus Priority Practice”
 - Ongoing coordination with partners and regional and inter-regional transit providers, including:
 - Monthly meetings to coordinate transit work in progress, including Metro’s HCT Strategy Update, TriMet’s Forward Together, and Washington County’s Countywide Transit Study
 - Monthly meetings to coordinate with TriMet on transit planning and related activities
 - Discussions with ODOT and Metro RTO around vanpool opportunities
 - Discussions around the Gorge Transit Strategy: Phase 2
 - One-on-one meetings to inform a future Access to Transit study by Metro
 - Best practice information sharing with Compass Idaho

YEAR-END REPORT

GRANT: FY 2022 Section 5303

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Regional Mobility Policy Update	BUDGET:	\$306,778
		5303	\$275,272
		Metro	\$31,506

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$94,438

BALANCE: \$212,340

NARRATIVE:

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. The update is focused on how mobility is defined and measured in the [Oregon Highway Plan](#) (OHP), Regional Transportation Plan (RTP), local transportation system plans (TSPs) and during the local comprehensive plan amendment process. The region’s current mobility policy relies on a vehicle-based measure and thresholds adopted in the [2018 Regional Transportation Plan](#) and Policy 1F (Highway Mobility Policy) of the OHP. The update aims to better align the policy with the comprehensive set of shared regional values, goals and priorities identified in the RTP and [2040 Growth Concept](#), as well as with state and local goals and priorities. The revised mobility policy and measures for the Portland region will support adopted regional and local land use plans and regional and state priorities for equity, safety, climate and congestion.

The process to update the Regional Mobility Policy began in 2019 and will continue through fall 2021. The process will result in policy recommendations to the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Oregon Transportation Commission (OTC). Pending approval by JPACT and the Metro Council, and concurrence from the OTC, the updated policy for the Portland region will be applied and incorporated in the next update to the RTP. The RTP update is planned to occur from Jan. 2022 to Dec. 2023. The OTC will be asked to consider adoption of the updated mobility policy for the Portland region, including amending Table 7 in Policy 1F in the OHP.

The recommended policy may be refined as it is applied and incorporated in the 2023 RTP and as the policy is considered by the OTC in the context of concurrent statewide updates to the Oregon Transportation Plan (OTP) and the OHP. The OTC will conduct its own statewide stakeholder engagement process to inform those plan updates. This project provides an opportunity for coordination and for the region to help inform those efforts.

Major accomplishments/milestones for reporting period of July – December 2021:

- Processed amendment to extend timeline and consultant contract to June 30, 2022.

- Project communications: Maintained a web page to share project information, including fact sheets, at oregonmetro.gov/mobility.
- Bi-monthly project management team meetings and periodic project executive team meetings.
- Presentations to regional technical and policy advisory committees and county-level coordinating committee transportation advisory committees.
- Tested potential mobility policy elements and related mobility performance measures through transportation system plan and plan amendment case studies.

Major accomplishments/milestones for reporting period of January – June 2022:

- Reported findings from the case study analysis and engage policymakers, practitioners and other stakeholders in discussions that will result in a draft urban mobility policy (and associated measures) for the Portland region and action plan to implement the policy at the local, regional and state levels, including through the 2023 RTP.
- Developed a discussion draft regional mobility policy and proposed measures for input from practitioners and policymakers.

YEAR-END REPORT

GRANT: FY 2022 STBG

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Regional Freight Program	BUDGET:	\$159,346
		STBG	\$142,980
		Metro	\$16,366

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$171,504

BALANCE: (\$12,158)

NARRATIVE:

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.

Ongoing freight data collection, analysis, education, and stakeholder coordination are also key elements of Metro's freight planning program.

Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are competitively considered within federal, state, and regional funding programs. The program is closely coordinated with other region-wide planning activities. The Regional Freight Strategy has policies and action items that are related to regional safety, clean air and climate change, and congestion; which address the policy guidance in the 2018 RTP.

Major accomplishments/milestones for reporting period of July – December 2021:

- Completed reviews and ongoing work to adjust the Regional Freight Model to be better calibrated and reflect new information on the movement of commodities.
- Completed Local Certification Program with ODOT, and signed a contract with Cambridge Systematics for work on the Regional Freight Delay and Commodities Movement Study.

Major accomplishments/milestones for reporting period of January – June 2022:

- Finished ongoing work to update the Regional Freight Model to a 2020 base year and a 2045 future year for use in the Regional Freight Delay and Commodities Movement Study.
- Reviewed and recommended top Connect Oregon projects as part of the Oregon Freight Advisory Committee (PFAC) overall Connect Oregon project review.

YEAR-END REPORT

GRANT: FY 2022 STBG

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Regional Freight Delay and Commodities Movement Description	BUDGET:	\$222,891
		STBG	\$200,000
		Metro	\$22,891

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$54,297

BALANCE: \$168,594

NARRATIVE:

In October 2017, the Regional Freight Work Group (RFGW) discussed the need for future freight studies that should be called out in the 2018 Regional Freight Strategy. The RFGW recommended that the Regional Freight Delay and Commodities Movement Study should be included as a future freight study.

The purpose of the Regional Freight Delay and Commodities Movement Study will be to evaluate the level and value of commodity movement on the regional freight network within each of the mobility corridors identified in the Regional Transportation Plan's Mobility Corridor Atlas. The study will use Metro's new freight model to summarize the general types of commodities, the tonnage of the commodities and the value of the commodities that are using these freight facilities within each of the mobility corridors. The study will also evaluate the need for improved access and mobility to and from regional industrial lands and intermodal facilities.

The study will evaluate how the COVID-19 economic impacts have affected freight truck travel within the Portland region compared to the overall vehicle travel in the region, and the rapid growth in e-commerce and other delivery services during the pandemic, which has greatly accelerated a trend that was already reshaping the freight industry.

Major accomplishments/milestones for reporting period of July – December 2021:

- Signed the contract for the Regional Freight Delay and Commodities Movement Study.
- Selected a Project Management Team with members from partner agencies to provide oversight, help develop the freight policy framework, and review study deliverables on the Regional Freight Delay and Commodities Movement Study.
- Selected the members of the Stakeholder Advisory Committee (SAC) to help develop the freight policy framework and review study deliverables.
- Developed content for the freight policy framework to inform the PMT, SAC and TPAC.

Major accomplishments/milestones for reporting period of January – June 2022:

- Produced a Regional Freight Policy Framework and policy questions (Task 3) for the study based on the input from the PMT, SAC and TPAC.
- Completed Tasks 3 of the Regional Freight Delay and Commodities Movement Study. Including a technical memo summarizing the general impacts that COVID-19 has had on e-commerce and delivery services; and determining which freight facilities in the 2020 regional freight model are carrying the highest volume, and the highest value for commodities on the regional freight network.
- Completed preliminary data collection and mapping for existing daily truck volumes, daily percent of vehicle volumes that are trucks, average speeds in the mid-day and pm peak, and travel times in the mid-day and pm peak, etc., for locations on the regional freight network.
- Completed a technical memo and slides showing preliminary results from the 2020 regional freight model for the movement of commodity types (Task 4).

YEAR-END REPORT

GRANT: FY 2022 5303

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Complete Streets Program	BUDGET:	\$96,081
		5303	\$86,213
		Metro	\$9,867

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$44,553

BALANCE: \$51,528

NARRATIVE:

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.

Program activities support implementation of regional goals included in the 2040 Growth Concept, the Climate Smart Strategy, the 2018 Regional Transportation Plan (RTP), the 2014 Regional Active Transportation Plan (ATP), and the 2018 Regional Transportation Safety Strategy (RTSS). Program activities are also related to local, regional, state and national programs, plans and policies, including the Regional Safe Routes to School Program, Metro’s Planning and Development Departmental Strategy for Achieving Racial Equity, ODOT’s Blueprint for Urban Design, transit, city and county design guidelines, and local, state and national safety plans and targets.

Major accomplishments/milestones for reporting period of July – December 2021:

- Developed 2-year Safety Progress Report and provided updates to Metro advisory committees
- Provided monthly fatal crash updates and periodic safety emails
- Participated in local and state safety initiatives, including update of Oregon TSAP
- Finalized Active Transportation Return on Investment study
- Scoped outline for Healthy Urban Arterials Policy Brief
- Participated in MPO safety peer exchange
- Integrated street design guidance into RFFA project application materials

Major accomplishments/milestones for reporting period of January – June 2022:

- Acquired and analyzed 2020 safety data from ODOT, updated online crash information and participated in ODOT safety target setting workshops performance
- Finalized update of 2016-2020 Regional High Injury Corridors
- Finalized draft Safe and Healthy Urban Arterials Policy Brief for 2023 RTP
- Provided monthly fatal crash updates and periodic safety emails

- Planed and hosted FHWA Safe System Approach workshop
- Participated in state, regional and local technical work and committees on safety, design and active transportation topics
- Provided design and safety assistance on Metro funded projects
- Reviewed and made recommendation on proposed changes to regional Pedestrian and Bicycle Network policy maps
- Finalized and published Metro Active Transportation Return on Investment Report, and shared findings at Oregon Active Transportation Summit

YEAR-END REPORT

GRANT: FTA Grant
FHWA Grant (ODOT)

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Regional Travel Options (RTO) and Safe Routes to School Program	BUDGET:	\$3,852,228
		FTA	\$3,458,394
		FHWA (ODOT)	\$198,475
		Metro	\$195,358

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$2,417,949

BALANCE: \$1,434,279

NARRATIVE:

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. The program improves mobility and reduces greenhouse gas emissions and air pollution by carrying out the travel demand management components of the RTP. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand, particularly during peak commute hours. Specific RTO strategies include promoting transit, shared trips, bicycling, walking, telecommuting and the Regional Safe Routes to School (SRTS) Program. The program is closely coordinated with other regional transportation programs and region-wide planning activities. Approximately two-thirds of the RTO funding is awarded through grants to the region's government and non-profit partners working to reduce auto trips.

RTO is an ongoing program for over the past two decades. It is the demand management element of the region's Congestion Management Process (CMP) and the Transportation System Management and Operations (TSMO) strategy. Since 2003, the program has been coordinated and guided by a strategic plan, and an independent evaluation occurs after the end of each grant cycle to measure and improve performance. In 2018, the RTO Strategy was updated to better align the program with the updated goals, objectives and performance targets of the 2018 RTP, and to create goals and objectives for the SRTS program. The updated RTO Strategy focuses on equity, safety, addressing climate change and congestion as key policy foci of the program.

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. Metro's SRTS Coordinator also facilitates a regional SRTS practitioner group to support program implementation strategies with a focus on serving students at Title I schools (schools with over 40% of students on free or reduced lunch).

During FY 2021-22, staff will continue to manage existing grants which will expire by the end of FY 2023. Work will also be done to develop and implement a selection process for the 2023-25 grant program. The

2023-25 grant program will be updated to ensure the grants are advancing regional goals for equity, climate, congestion and safety. This will be done using data and lessons learned from the program evaluation as well as other sources of data and community input.

Major accomplishments/milestones for reporting period of July – December 2021:

- Staff began a series of activities to recenter the program grant making, communications and evaluation around equity. This work involves a series of internal discussions and workshops with external partners to develop a better understanding of what adjustments and changes to the program structure are needed to achieve better racial equity outcomes.
- Anticipating changes to the grant program resulting from the racial equity work, the decision was made to hold off on beginning a new cycle of grants until this work has been completed. Staff worked with grantees to amend existing grants for one additional fiscal year (through FY 2023), adding funding needed to maintain grant-funded projects and programs in instances where needed.

Major accomplishments/milestones for reporting period of January – June 2022:

- Staff worked with a consultant to identify high-level actions the RTO program can take to increase engagement with and service to BIPOC communities.
- Staff began working on an updated grant structure to further develop and implement these actions in a new round of grantmaking to begin in January 2023. Grants made under this updated structure will commence on July 1, 2023
- Completed an analysis of regional employer commute program efforts.

YEAR-END REPORT

GRANT: FY 2022 STBG

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Transportation System Mgmt and Operations – Regional Mobility Program	BUDGET:	\$246,642
		STBG	\$221,312
		Metro	\$25,330

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$228,982

BALANCE: \$17,660

NARRATIVE:

The Regional Transportation System Management and Operations Regional Mobility (TSMO) Program 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. The TSMO Program incorporates racial equity policy throughout its work. The TSMO Program involves local and state agencies in developing increasingly sophisticated ways to operate the transportation system. Operators include ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland and City of Gresham along with many other city partners, Port of Portland, Portland State University and Southwest Washington State partners.

The TSMO Program engages operators through TransPort, the Subcommittee of Transportation Policy Alternatives Committee (TPAC) and a broad range of stakeholders through planning and partnerships, particularly when updating the TSMO Strategy. The region’s 2010-2020 TSMO Plan will be updated by the 2021 TSMO Strategy (separate UPWP entry). The TSMO Program and TransPort will begin carrying out the recommended actions of the TSMO Strategy update. TSMO includes Intelligent Transportation Systems (ITS) as well as in coordination with the Regional Travel Options Strategy.

The program includes key components of Metro’s system monitoring, performance measurement and Congestion Management Process (CMP). Most of the required CMP activities are related to performance measurement and monitoring.

In FY 2021-22, the program will continue convening TransPort and will begin implementing the 2021 TSMO Strategy, soliciting projects and increasing levels of planning support, research partnerships and communications. The TSMO Program is ongoing and more information can be found at www.oregonmetro.gov/tsmo.

Major accomplishments/milestones for reporting period of July – December 2021:

The solicitation for new projects in the TSMO program is delayed 6-9 months while updating the 2021 TSMO Strategy (separate UPWP entry). As of Dec. 2021, adoption of the 2021 TSMO Strategy is on track for January 2022. TSMO staff supported existing projects throughout July to

December including: Clackamas Connections Integrated Corridor Management (separate UPWP entry), PORTAL data archive at Portland State University, upgrades of traffic signal control technology (ODOT, Washington County, Clackamas County and City of Portland projects), fiber optics on SW Barbur Blvd. and more. These projects received project management support including oversight of progress reports, invoices and addressing issues solved through MTIP or other amendments coordinated with ODOT. TSMO staff participated in the ODOT-led Data Sharing Policy for Integrated Corridor Management (ICM). Staff convened TransPort each month to highlight partner projects and coordinate regional efforts.

Major accomplishments/milestones for reporting period of January – June 2022:

With January 2022 adoption of the 2021 TSMO Strategy, TSMO staff began engaging TransPort and additional stakeholders to develop a project solicitation process and draft criteria in May 2022. TSMO staff assisted partners in convening additional groups. TransPort nominated a lead for a TSMO group for transit operators. Metro staff reached out to TriMet and City of Portland, collecting insights from existing Mobility on Demand work that may become the basis for a group or project partnership. Early meetings with ODOT and City of Portland were held that will lead to the formation of the task force to draft a data sharing agreement in support of Integrated Corridor Management efforts.

TSMO staff supported existing projects throughout January to June including: Clackamas Connections Integrated Corridor Management (separate UPWP entry), PORTAL data archive at Portland State University, upgrades of traffic signal control technology (ODOT, Washington County, Clackamas County and City of Portland projects), fiber optics on SW Barbur Blvd and SE Holgate, and more. These projects received project management support including oversight of progress reports, invoices and addressing issues solved through MTIP or other amendments coordinated with ODOT. Staff convened TransPort each month to highlight partner projects and coordinate regional efforts. Staff implemented a shared file between all project leads to share their project status and next steps. The file is updated monthly.

YEAR-END REPORT

GRANT: FY 2022 STBG

FISCAL YEAR: FY 2022

AGENCY: Metro

TASK DESCRIPTION: **Transportation System Mgmt and Operations – 2021 TSMO Strategy Update**

PERIOD COVERED: July 1, 2021 – June 30, 2022

BUDGET: *Included in Regional Mobility Program*

NARRATIVE:

The 2021 TSMO Strategy encompasses regional planning work that will provide an update to the current strategy. The current strategy is titled 2010-2020 TSMO Plan. The update continues from FY2020-21 and is primarily focused on 2018 RTP Goal 4, Reliability and Efficiency, utilizing demand and system management strategies consistent with safety, racial equity and climate policies. Previous work on this Strategy includes a racial equity assessment, developing a participation plan and beginning work with a consultant including stakeholder outreach. Partner work regionally on the Central Traffic Signal System, Connected Vehicle traveler information and Next Generation Transit Signal Priority factor into the strategy. Integrated Corridor Management (ICM) will also inform the corridor actions in the 2021 TSMO Strategy (for example, I-84 Multimodal ICM and Clackamas Connections ICM).

The TSMO Program engages operators through TransPort, the Subcommittee of Transportation Policy Alternatives Committee (TPAC) and a broad range of stakeholders through planning and partnerships.

The 2021 TSMO Strategy will be a recommendation from TransPort to the Transportation Policy Alternatives Committee (TPAC) and ultimately considered for regional adoption by Metro Council. The Strategy will provide direction for the TSMO Program, giving a renewed focus on investment priorities. Stakeholders include the operators and supportive institutions in the region: ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland and City of Gresham along with many other city partners, Port of Portland, Portland State University and Southwest Washington State partners. Components of TSMO connect to the Regional Travel Options Strategy and Emerging Technology Strategy.

The 2021 TSMO Strategy will formalize new concepts among regional TSMO partners including connected and automated vehicles, shared-use mobility, integrated corridor management, decision support systems and more advances in Intelligent Transportation Systems (ITS). The TSMO Program is ongoing and more information can be found at www.oregonmetro.gov/tsmo.

Major accomplishments/milestones for reporting period of July – December 2021:

Stakeholder engagement continued throughout this period to finalize Performance Measures, Targets and distil the Actions that make up the 2021 TSMO Strategy. Project managers promoted a 30-day public comment period Sept. 24-Oct. 25, utilized comments in the final draft strategy and reported these to TPAC in detail at their November meeting. After presentations Nov. 5 to TPAC and Nov. 18 to JPACT, the region

recommended that Metro Council adopt the 2021 TSMO Strategy. During fall TransPort meetings, staff and consultants asked for input on a three-year work plan to begin implementation of the 2021 TSMO Strategy, to be finalized in 2022.

Major accomplishments/milestones for reporting period of January – June 2022:

Metro Council adopted the 2021 TSMO Strategy at their Jan. 6, 2022 hearing. The Project Management Team worked on closing out the consultant contract for this project and updated web pages related to this project. Metro TSMO Staff finalized the three-year TransPort work plan, discussing it with all affiliated groups. The work plan was designed to clearly communicate the group involved, the Actions and sub-actions they are undertaking from the 2021 TSMO Strategy and integrate questions from the Equity Tree that are relevant to their work. This is now a completed planning project that led to adoption and now applied use of the 2021 TSMO Strategy.

YEAR-END REPORT

GRANT: Metro Direct Contribution

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION: **Enhanced Transit Concepts Pilot Program** BUDGET: Metro **\$115,759**
\$115,759

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$24,181

BALANCE: \$91,578

NARRATIVE:

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. The program supports the Climate Smart Strategy, adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in 2014, by helping the region progress toward its sustainability and carbon emissions goals through transit investments.

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.

In FY 2020-2021, the program, in partnership with TriMet and local partners, initiated designs and implementation for several ETC candidate locations. The ETC program identified locations region-wide for ETC pilots after a series of workshops and engagement of TPAC and JPACT. The City of Portland project were the first to be implemented: projects on NW Everett Street, SW Madison Street, NW Cornell Road at NW 185th Avenue, the Burnside Bridge, NE/SE Martin Luther King Boulevard, and NE/SE Grand Avenue were completed. Several of these projects include the application of red paint— the region’s first such treatment after the Federal Highways Administration (FHWA) approved the Portland Bureau of Transportation (PBOT) request to experiment with red-colored pavement to indicate transit-only lanes. Several more projects are in early phases of planning and design in coordination with jurisdictional partners.

Major accomplishments/milestones for reporting period of July – December 2021:

- SE Hawthorne/Madison project implemented, including bus lane, bike lane, and pedestrian crossing improvements between SE Grand and SE 12th Avenues.
- East Burnside Street project planning completed. The project will construct an eastbound bus-and-turn lane between MLK Boulevard and SE 12th Avenue to benefit TriMet lines 12, 19, and 20.

Major accomplishments/milestones for reporting period of January – June 2022:

- Design completed for transit improvements along SW Alder Street from SW 19th Avenue to the Morrison Bridge to accommodate the future routing of Lines 15 and 51; construction near completion.
- Design complete for transit improvements along NE Couch Street from Grand Avenue to NE 12th Avenue including a BAT lane and bike lane improvements; construction expected in 2022.
- Design completed for BAT lanes along SW Capitol Highway from SW Barbur Boulevard to SW Bertha Court; construction expected in 2022.
- Design completed for improvements along SW 4th Avenue from SW Lincoln Street to SW Burnside including a BAT lane and a protected bikeway; construction expected in 2022.
- Red Paint results report based on video collection and survey completed.
- ETC “Report Card”, a summary of projects, was completed.

YEAR-END REPORT

GRANT: Metro Direct Contribution

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION: **Economic Value Atlas (EVA) Implementation** BUDGET: Metro **\$287,222**
\$287,222

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$52,453

BALANCE: \$234,769

NARRATIVE:

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. In FY 2019-20, the EVA tool provided new mapping and discoveries about our regional economic landscape, linked investments to local and regional economic conditions and outcomes and was actively used to inform policy and investment – it provides a foundation for decision-makers to understand the impacts of investment choices to support growing industries and create access to family-wage jobs and opportunities for all. In FY 2020-21, there were final tool refinements and the data platform was actively used to help visualize equitable development conditions in SW Corridor and the region, aligned with agency-wide data and planning projects, including the Columbia Connects and Planning for Our Future Economy projects.

In FY 2020-21, Metro participates in a group of peer regions organized by The Brookings Institution for other regions to benefit from the EVA as a model for their applications and to share best practices. The EVA has informed the conditions assessment of the Comprehensive Economic Development Strategy, is being used similarly to support the Columbia Connects project, and is being integrated into the Comprehensive Recovery Data dashboard under development by Metro's Data Research Center. Updates to the EVA will reflect both the recently updated Greater Portland Economic Recovery Plan and Comprehensive Economic Development Strategy. Additional data updates or development needs will be implemented and the tool will support policy decisions on an ongoing basis.

Major accomplishments/milestones for reporting period of July – December 2021:

- EVA utilized in supporting CEDS and Columbia Connects Conditions Assessments, Recovery Dashboard Effort and measures for adopted CEDS and Recovery Plan.
- Added multi-tract selection, back-end application improvements, and Initiated Data Updates
- Ongoing engagement in peer region best practice sharing in collaboration with Brookings Institute

Major accomplishments/milestones for reporting period of January – June 2022:

- Completed Additional Data Updates

- Completed Development Sprints to improve the following functionality of the tool:
 - Print/download functions
 - Tract-to-tract comparison
 - Data portraits integrated into tool
 - Other prioritized development improvements based on Research Center input and peer exchange.

YEAR-END REPORT

GRANT: FY 2022 STBG

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Corridor Refinement and Project Development (Investment Areas)	BUDGET:	\$340,988
		STBG	\$12,175
		STBG Match (Metro)	\$1,393
		Metro Direct	\$327,420

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$474,722

BALANCE: (\$133,734)

NARRATIVE:

Metro’s Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region’s 2040 Growth Concept. Projects include supporting compact, Transit Oriented Development (TOD) in the region’s mixed use areas, conducting multijurisdictional planning processes to evaluate high capacity transit and other transportation improvements, and integrating freight and active transportation projects into multimodal corridors.

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. Metro works to develop formal funding agreements with partners in an Investment Area, leveraging regional and local funds to get the most return. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies.

In FY 2020-21, Investment Areas staff have supported partner work on TV Highway, Enhanced Transit Concepts, the McLoughlin Corridor, Columbia Connects, additional support for the Southwest Corridor Light Rail Project and the Equitable Development Strategy, Max Redline Enhancements, the Max Tunnel Study, Highway 26/Westside Transportation Alternatives, mobility and transit capacity improvements across the region.

This is an ongoing program, staff will further refine the projects listed above as well as potentially identifying additional projects to further the goals identified for mobility corridors in our region.

Major accomplishments/milestones for reporting period of July – December 2021:

- Supported partner work to refine and deliver Enhanced Transit Concepts
- Collaborated with partners to submit a grant for transit planning on 82nd Ave to leverage the city and state investments.
- Ongoing support for mobility and transit capacity improvements in the region, including Rose Quarter and I-5 Bridge Replacement
- Ongoing land use and equitable development strategy efforts to support regional projects

Major accomplishments/milestones for reporting period of January – June 2022:

- Completed partner agreements on schedule and work plan for 82nd Ave transit planning
- Supported partners on Enhanced Transit Concepts across the region
- Continued support for mobility and transit capacity improvements in the region, including Rose Quarter and I-5 Bridge Replacement Program
- Ongoing participation in Division Transit Project and MAX Redline Enhancement Project
- Ongoing land use and equitable development strategy efforts to support regional projects

YEAR-END REPORT

GRANT: FY 2022 FTA Grant
FY 2022 TriMet Grant

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Southwest Corridor Transit Project	BUDGET:	\$396,695
		FTA Grant	\$343,048
		FTA Match (Metro)	\$39,263
		TriMet Grant	\$14,384

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$415,557

BALANCE: (\$18,862)

NARRATIVE:

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, and transit and storm water 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.

The project supports local land use plans and zoning and is a key element of fulfilling the region's goals set forth in the 2040 Growth Concept by allowing for compact development in regional town centers. The project advances 2018 RTP policy direction on vibrant communities, shared prosperity, transportation choices, healthy people and climate leadership. It provides near-term progress on travel options and congestion, and is a developing model for incorporating equitable outcomes into transportation projects.

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.

This is an ongoing program. In future years the project will work to continue equitable development strategy work focused on business and workforce support and stabilization.

Major accomplishments/milestones for reporting period of July – December 2021:

- Finalized official partner agreements for small business assistance program
- Convened Business & Workforce Advisory Group to develop and a survey mechanism for the corridor

Major accomplishments/milestones for reporting period of January – June 2022:

- Utilized Business & Workforce Stabilization Committee to finalize business survey and develop a implementation plan
- Implemented a business survey within the corridor. Findings will be released in the late-summer of 2022
- Developed a grant handbook to establish scoring criteria and a review panel for sub-granting program.

YEAR-END REPORT

GRANT: FY 2022 STBG

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Columbia Connects	BUDGET:	\$258,857
		STBG Grant	\$232,273
		STBG Match (Metro)	\$26,585

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$72,473

BALANCE: \$186,384

NARRATIVE:

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 sub-district 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.

In FY 2020-21 the Columbia Connects project:

- Created a multi-jurisdictional Project Management Group to identify shared values, goals, and potential partnerships. (Metro and the Regional Transportation Council of Southwest Washington are leading this effort.)
- Conducted an inventory of bi-state strategies and economic studies
- Hired a consultant
- Applied Economic Value Atlas tools

The Columbia Connects project is consistent with the Regional Transportation Plan (RTP) 2018 goals and Metro's 2040 Vision which supports a healthy economy that generates jobs and business opportunities, safe and stable neighborhoods, improved transportation connections for equity, efficient use of land and resources for smart growth and development, and opportunities for disadvantaged groups. The project is separate and complementary to the I-5 Bridge Replacement Project. The Columbia Connects work will identify projects and programs that will strengthen bi-state connections and institutional partnerships with or without a bridge and high capacity transit project.

Major accomplishments/milestones for reporting period of July – December 2021:

- Completed Conditions Assessment
- Completed Draft Shared Investment Strategy

Major accomplishments/milestones for reporting period of January – June 2022:

- Completed Final Shared Investment Strategy
- Defined a continued strategy for working together among partner organizations, with RTC and Metro convening partners regularly to support implementation

YEAR-END REPORT

GRANT: Metro Direct Contribution

FISCAL YEAR: FY 2022

AGENCY: Metro

TASK DESCRIPTION: **MAX Tunnel Study** **BUDGET:** **\$40,000**
Metro \$40,000

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$44,929

BALANCE: (\$4,929)

NARRATIVE:

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). The goals are to identify a representative project that addresses light rail capacity and reliability issues in the Portland central city and improves regional mobility by eliminating major sources of rail system delay; to provide conceptual, preliminary information for stakeholders and the general public; and to determine the resources needed to advance the project through NEPA.

In FY 2020, project staff identified a light rail tunnel between the Lloyd District and Goose Hollow as the option that would best address 2018 RTP policy direction and provide the most benefits with regard to travel time, capacity, reliability, climate, and equity. The study entered the FTA’s Early Scoping process to introduce the concept of a light rail tunnel under downtown Portland to the public and to provide opportunity for comment on the potential project’s purpose and need and the scope of the planning effort. Staff also conducted targeted engagement with regional stakeholder groups.

This initial study, focused on a tunnel, concluded this fiscal year, but currently continues to provide information to support decision-makers regarding the potential future phases of the project. Information can be found on the project’s website: <https://www.oregonmetro.gov/public-projects/max-tunnel-study>

Major accomplishments/milestones for reporting period of July – December 2021:

- Analysis completed in identifying mid-term solutions to improve capacity at the Rose Quarter/Steel Bridge area

Major accomplishments/milestones for reporting period of January – June 2022:

- Rose Quarter/ Steel Bridge Near-Term Options Analysis- Alternatives Feasibility and Operations Summary Memorandum completed

YEAR-END REPORT

GRANT: FY 2022 FTA Grant

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	City of Portland Transit and Equitable Development Assessment	BUDGET:	\$203,696
		FTA Grant	\$182,776
		FTA Match (Metro)	\$20,920

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$147,227

BALANCE: \$56,469

NARRATIVE:

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. The project will now consider how such opportunities could support the City’s racial equity, climate justice, employment and housing goals, and the 2035 Comprehensive Plan.

The study will assess affordable housing, economic development and business stabilization opportunities associated with potential transit investments. The study will evaluate existing or future transit service and a potential 6.1-mile transit extension. An initial Phase 1 transit expansion would extend the streetcar, or other high-quality transit service to Montgomery Park, linking Portland’s Central Eastside to an underserved area of Northwest Portland. Phase 2 will explore alignment options and development potential to extend this line to the Hollywood District.

Project partners will examine how transit alternatives can better support inclusive development, affordable housing and access. Major transit investments are seen as a land use tool to shape the future growth of the Central City and surrounding areas.

This is an ongoing program.

Major accomplishments/milestones for reporting period of July – December 2021:

- Land Use Recommendation Report
- Urban Design Report
- Transportation Plan Recommendations

Major accomplishments/milestones for reporting period of January – June 2022:

- Housing and Equitable Community Needs Analysis

- Release of the Montgomery Park to Hollywood Discussion Draft for public review
- Compiling and reviewing public comments for inclusion in the legislative process to follow

YEAR-END REPORT

GRANT: FY 2022 FTA Grant
FY 2022 STBG Grant

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Tualatin Valley Highway Transit and Development Project	BUDGET:	\$848,489
		FTA Grant	\$434,727
		STBG Grant	\$326,622
		FTA/STBG Match (Metro)	\$87,139

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$555,552

BALANCE: \$292,937

NARRATIVE:

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.

This is a new program commencing in the second half of fiscal year 2020-21. The project's first major task in fiscal year 2020-21 was to establish a steering committee that includes elected officials and community-based organizations (CBOs) that represent communities of color and other marginalized communities within the study area. This group is responsible for developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project. The committee's work is informed by input gathered through public engagement efforts that include targeted outreach to communities of concern.

The EDS identifies actions for minimizing and mitigating displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. This effort includes identification of existing conditions, businesses owned by marginalized community members and opportunities for workforce development. The EDS strategy may identify additional housing needs, workforce development gaps and opportunities for residents, regulatory issues to be addressed particularly around land use and development, additional public investments, community-led development initiatives, and leadership training and education for residents.

For the transit LPA, the project will advance conceptual designs enough to apply for entry to federal project development, which may include analysis of alternatives for roadway design, transit priority treatments, transit station design and station placement. This effort will be informed by a travel time and reliability analysis which would utilize traffic modeling software as appropriate, as well as an evaluation of the feasibility of using articulated electric buses in the corridor.

This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. Typical project activities include coordinating and facilitating the project

steering committee, jurisdictional partner staff meetings, and the community engagement program; developing the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project.

Major accomplishments/milestones for reporting period of July – December 2021:

During this period Metro partnered with TriMet and local jurisdictions to create working groups to guide the transit design project. There are two working groups that began meeting regularly during this period—a Technical Working Group and a Policy Group. Both are comprised of staff from local jurisdictions along the alignment.

Also during this period, staff produced informational materials to explain the work supported by the HOPE grant and began holding presentations for staff and local elected officials.

Thanks for the work during this period, a Steering Committee will be created by the Metro Council early in January 2022.

Major accomplishments/milestones for reporting period of January – June 2022:

The TV Highway Transit Steering Committee was created by the Metro Council, members were invited to participate and the group had its first meeting during this reporting period. Metro entered into contracts with six community-based organizations and two individuals to serve on the TV Highway Equity Coalition (TEC) to create the EDS strategy. The TEC has its first meeting during this reporting period.

YEAR-END REPORT

GRANT: FTA Grant

FISCAL YEAR: FY 2022

AGENCY: TriMet

TASK DESCRIPTION:	TriMet Red Line MAX Extension Transit-Oriented Development (TOD) & Station Area Planning	BUDGET:	\$1,050,000
		FTA Grant	\$700,000
		Local Match	\$350,000

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$286,072

BALANCE: \$763,928

NARRATIVE:

Through the award of a Federal Transit Administration (FTA) grant, this project will seek to activate under-developed station areas along the west extension of the MAX Red Line and the east portion of the Red Line corridor where increased reliability of MAX service resulting from the proposed Small Starts capital investments provides additional incentive for private and public investments. While the entire extended Red Line corridor includes the alignment between Portland International Airport and the Fair Complex/Hillsboro Airport Transit Center, TriMet is choosing to focus these project activities on two specific segments of the corridor.

The project area is defined as all areas within $\frac{3}{4}$ of a mile of the MAX alignment east of NE 47th Avenue in Multnomah County and west of SW Murray and east of NE 28th Avenue in Washington County. Focus areas will also be established at the following stations: Parkrose / Sumner Transit Center; Gateway/ NE 99th Transit Center; NE 82nd; NE 60th; Millikan Way; Beaverton Creek; Elmonica/SW 170th; Willow Creek/SW 185th Transit Center; Fair Complex/ Hillsboro Airport. Station areas within the project area that are not focus areas will be included in broader economic and market analysis. Stabilization and economic opportunity development strategies will also be applied to these station areas.

Major accomplishments/milestones for reporting period of July – December 2021:

Worked with jurisdictional partners to perform an equity analysis and detailed scoping assessment to identify the highest priority and highest impact station study areas and parcels. Analyzed each focus area using tailored economic and development studies to identify opportunities contextual to each area. Defined scope and negotiated task orders for station area planning work at the focus areas.

Major accomplishments/milestones for reporting period of January – June 2022:

Commenced Community Assets and Gaps Analyses; Local Policy Analyses; Site Access, Massing, and Feasibility Assessments; and Strategic Plans as detailed in each station area planning task order. Work is ongoing on finalizing these analyses, which will inform the report and recommendations for each station area. Conducted community engagement as specified within the task orders, working with CBOs as well as local and jurisdictional partners to ensure stakeholder feedback is central to the planning work.

YEAR-END REPORT

GRANT: FY 2022 Federal Grant

FISCAL YEAR: FY 2022

AGENCY: ODOT/Metro

TASK DESCRIPTION:	Westside Corridor Multimodal Improvements Study	BUDGET:	\$1,000,000
		Federal Grant	\$863,636
		Local Match	\$136,364

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$178,800

BALANCE: \$821,200

NARRATIVE:

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).

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. Study will begin in the first quarter of FY 2021 and conclude in the second quarter of FY 2022.

Major accomplishments/milestones for reporting period of July – December 2021:

- Completed IGAs between contributing project partners
- Completed contracts with consultants
- Defined scope
- Developed draft charter
- Identified partner representation on Project Management Group

Major accomplishments/milestones for reporting period of January – June 2022:

- Identified Steering Committee representation and held first Steering Committee meeting
- Completed project charter

- Initiated Conditions and Needs Assessment for corridor, including model calibration and existing conditions modeling
- Began development of Regional Economic Profile
- Initiated identification of objectives, evaluation criteria, and metrics
- Created project website
- Provided briefings to local jurisdictional bodies and business representative groups

YEAR-END REPORT

GRANT: FY 2022 Section 5303

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	MPO Management and Services	BUDGET:	\$470,145
		5303	\$421,861
		5303 Match (Metro)	\$48,284

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$364,800

BALANCE: \$105,345

NARRATIVE:

The Metropolitan Planning Organization (MPO) Management and Services program is responsible for the overall management and administration of the region's responsibility 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
- public engagement

As an MPO, Metro is regulated by federal planning requirements and is a direct recipient of federal transportation grants to help meet those requirements. Metro is also regulated by State of Oregon planning requirements that govern the Regional Transportation Plan (RTP) and other transportation planning activities. The purpose of the MPO is to ensure that federal transportation planning programs and mandates are effectively implemented, including ongoing coordination and consultation with state and federal regulators. The MPO Management team also ensures consistency between the federal regulations, state plans, the RTP and local plans.

Metro's Joint Policy Advisory Committee on Transportation (JPACT) serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions. The Transportation Policy Alternatives Committee (TPAC) serves as the technical body that works with Metro staff to develop policy alternatives and recommendations for JPACT and the Metro Council. TPAC's membership includes six members of the public with diverse backgrounds and perspectives.

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards, and Metro staff also collaborates with other MPOs and transit districts in quarterly staff meetings districts convened by ODOT. OMPOC is funded by voluntary contributions from all eight Oregon MPOs.

As part of federal transportation performance and congestion management monitoring and reporting, Metro will also continue to address federal MAP-21 and FAST Act transportation performance management requirements that were adopted as part of the 2018 Regional Transportation Plan (RTP). The performance targets are for federal monitoring and reporting purposes and will be coordinated with the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART) and C-TRAN. The regional targets support the region's Congestion Management Process, the 2018 policy guidance on safety, congestion and air quality, and complements other performance measures and targets discussed in Chapter 2 of the 2018 RTP.

Major accomplishments/milestones for reporting period of July – December 2021:

- Call for narratives and development of the initial draft 2022-23 UPWP
- Development of MPO response to federal certification findings
- Completion of state contract certification process

Major accomplishments/milestones for reporting period of January – June 2022:

- Adoption of the 2022-21 UPWP by JPACT and Council
- Completed MPO response to federal certification findings
- Completed annual funding agreement with ODOT for 2022-23
- Completed MAP-21 reporting for 2021
- Metro Council approval of updated TPAC community member recruitment strategy

YEAR-END REPORT

GRANT: FY 2022 Section 5303

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Civil Rights and Environmental Justice	BUDGET:	\$98,235
		5303	\$88,146
		5303 Match (Metro)	\$10,089

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$22,518

BALANCE: \$75,717

NARRATIVE:

Metro’s transportation-related planning policies and procedures respond to mandates in Title VI of the 1964 Civil Rights Act and related regulations; Section 504 of the 1973 Rehabilitation Act and Title II of the 1990 Americans with Disabilities Act; the federal Executive Order on Environmental Justice; the United States Department of Transportation (USDOT) Order; the Federal Highway Administration (FHWA) Order; Goal 1 of Oregon’s Statewide Planning Goals and Guidelines and Metro's organizational values of Respect and Public Service.

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.

This is an ongoing program. Typical activities include receiving, investigating and reporting civil rights complaints against Metro and its sub-recipients; conducting benefits and burdens analysis of investments and decisions to ensure that the burdens do not fall disproportionately on the Region’s underserved populations; conducting focused engagement with communities of color, persons with limited English proficiency and people with low income for transportation plans and programs, providing language resources, including translation of vital documents on the Metro website for all languages identified as qualifying for the Department of Justice Safe Harbor provision, providing language assistance guidance and training for staff to assist and engage English language learners. In FY 2020-21, Metro conducted a Title VI/transportation equity assessment on the investments of the Metropolitan Transportation Improvement Program and Title VI and an equity assessment will be incorporated into the Regional Transportation Plan (RTP) update scheduled to begin in FY 2021-22.

Major accomplishments/milestones for reporting period of July – December 2021:

Community leaders' forum, focused on community based organizations serving communities of color and other marginalized communities, as part of the 2023 Regional Transportation Plan Scoping to inform the project plan and public engagement plan

Interviews as part of the 2023 Regional Transportation Plan to inform the project plan and public engagement plan refinement of the vision, goals and objectives included interviews with community based organizations serving communities of color.

Spanish-, Mandarin-, Vietnamese- and Russian-language discussion groups to inform the Limited English Proficiency Plan and as part of the 2021 Regional Transportation Plan Scoping to inform the project plan and public engagement plan

Major accomplishments/milestones for reporting period of January – June 2022:

Finalize and submit Limited English Proficiency Plan and Implementation Plan (FTA)

Spanish translated online engagement as part of the 2021 Regional Transportation Plan Scoping to inform the project plan and public engagement plan and inform refinement of the vision and goals

Community leaders' forum, focused on community based organizations serving communities of color and other marginalized communities, to inform the refinement of the vision, goals and objectives for the 2021 Regional Transportation Plan and the 2025-27 Regional Flexible Funds public comment and projects selection

Spanish-, Chinese-, Vietnamese-, Russian- and Korean-translated online engagement to inform project selection for the 2025-27 Regional Flexible Funds projects selection.

YEAR-END REPORT

FISCAL YEAR: FY 2022

AGENCY: Metro

TASK DESCRIPTION: **Public Engagement**

PERIOD COVERED: July 1, 2021 – June 30, 2022

BUDGET: *Public Engagement is spread throughout other project budgets.*

NARRATIVE:

Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials, and integrate, address and respond to the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Metro is committed to bringing a diversity of voices to the decision making table to inspire inclusive and innovative solutions to the challenges of a changing region. Metro performs focused engagement to hear the perspectives of historically marginalized communities to inform decisions and meet the objectives of its Civil Rights and Environmental Justice program. Metro's public engagement program builds capacity to create more inclusive, transparent and relationship-based public engagement practices. The office serves as a resource for current best practices for public involvement, supports the Diversity Action Plan and the Diversity, Equity and Inclusion work which develops strategies to engage youth and underrepresented communities in regional decision making. This is an ongoing program. Typical activities include strategies for focused and broad engagement in Metro's planning and policy processes. Metro also develops surveys and reports on public engagement to inform decisions before Metro Council and other decision makers. FY 2020- 21 activities included engagement on the Metropolitan Transportation Improvement Program and continuing to build our tribal engagement program with new staffing that Metro has recently added. Metro will also conduct public engagement around specific planning activities, such as the Regional Congestion Pricing study. An update to Regional Transportation Plan is expected to begin late in 2021.

Major accomplishments/milestones for reporting period of July – December 2021:

Community leaders' forum as part of the 2021 Regional Transportation Plan Scoping to inform the project plan and public engagement plan

Spanish-, Mandarin-, Vietnamese- and Russian-language discussion groups to inform the Limited English Proficiency Plan and as part of the 2021 Regional Transportation Plan Scoping to inform the project plan and public engagement plan

Notice and comment activities for MTIP amendments

Major accomplishments/milestones for reporting period of January – June 2022:

Online engagement as part of the 2021 Regional Transportation Plan Scoping to inform the project plan and public engagement plan and inform refinement of the vision and goals.

Community leaders' forum to inform the refinement of the vision, goals and objectives for the 2021 Regional Transportation Plan and the Regional Flexible Funds public comment and projects selection.

Climate and Transportation expert panel event to support collaborative regional approaches to modeling, assessing and addressing the impacts of transportation on climate change.

Online engagement on the Regional Flexible Funds project selection; formal notice and comment opportunity with email and letter comments solicited.

Notice and comment activities for MTIP amendments.

YEAR-END REPORT

GRANT: FY 2022 PL

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Data Management and Visualization	BUDGET:	\$1,346,982
		PL	\$720,939
		PL Match (ODOT)	\$82,515
		Metro Direct	\$543,528

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$1,324,102

BALANCE: \$22,880

NARRATIVE:

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.

The Research Center’s work in FY 2021-22 will span all of these disciplines. In the fields of data management and analytics, the Research Center will provide technical expertise and data visualization products for Regional Transportation Planning, including work on the Mobility Policy Update, Metropolitan Transportation Improvement Program, Performance Measures and the Transportation Data Program. The Demographics and Equity Team will move forward with implementing the department’s Equity Analytics Strategy.

The Research Center will develop applications and provide systems administration for a variety of tools. Recent examples are: the Regional Barometer, an open-data and performance-measures website that makes key metrics and their associated data available to the public, the Economic Value Atlas, an economic development planning tool, and the Crash Map, a tool for the analysis of transportation safety data. In addition, the program will support its geospatial technology platform, providing a toolset for do-it-yourself mapping and interactive web applications. The program will continue to expand and enhance these products and services.

The Research Center will continue adding value to the Regional Land Information System (RLIS) by modernizing its technologies and publishing data on a continual basis. This provides essential data and technical resources to both Metro programs and partner jurisdictions throughout the region. RLIS, Metro’s geospatial intelligence program, is an on-going program with a 30+ year history of being a regional leader in GIS and providing quality data and analysis in support of Metro’s MPO responsibilities.

Major accomplishments/milestones for reporting period of July – December 2021:

- Updated vehicle crash data for use in Metro’s Crash Map application. (September 2021)
- Completed second phase of the RLIS Discovery modernization project to support data sharing with our regional partners. Key milestones:
 - Expanded capacity for Esri’s Partnered Collaboration system for data sharing. (October 2021)
 - Added the Metadata Viewer application to RLIS Discovery website to provide easy access to RLIS metadata. (November 2021)
 - Added subscription data to the site and set up user accounts for partners to enable access to the new data. (December 2021)
- Began the process of compiling and analyzing 2020 decennial census data for use in the RTP and other projects. Identified broader trends and impacts within the data released to date and initiated discussions conceptualizing the next RTP equity analysis. (October 2021)
- Provided data and visualizations to assist applicants applying for RFFA funds during current cycle. (November 2021)
- Completed data analysis and mapping for 2021 Title VI LEP Plan. (November 2021)
- Published 2021 regional aerial photos to support land use analysis and digitization of transportation assets not captured by existing GIS datasets. (November 2021)
- Attended meetings, provided input and feedback, as well as data for consultant working with the Planning team on the Regional Mobility Policy Update. (November 2021)
- Completed 2021 Vacant Land Inventory from aerial photographs (December 2021)
- Ensured continuity of services and access to data by performing urgent security upgrades to GIS servers. (December 2021)
- Began prep work for the next RTP through meeting to identify priorities and upcoming tasks. (ongoing)
- Maintained jurisdictional boundaries and annexations. (ongoing)
- Provided ad hoc data, analysis, and visualization services to members of the public and private entities through DRC public information support. (ongoing)

Major accomplishments/milestones for reporting period of January – June 2022:

- RLIS Discovery
 - Continued maintenance of the new RLIS Discovery site and implemented additional improvements such as increasing availability of open data by removing fees; adding documentation; and testing new imagery formats. (June 2022)
 - Published 2021 Vacant Land Inventory (February 2022) and 2019 Tree Canopy (June 2022).
 - Published the Regulated Affordable Housing Inventory and implemented plans to increase frequency of updates to an annual cycle. (February 2022)

- Published 2011-2015 and 2016-2020 American Community Survey (ACS) 5-Year Estimates (May 2022)
- Published Census and ACS-based Equity Focus Areas for use in prioritizing areas for investments. (May 2022)
- Compiled regional building permit data spanning 1995 to 2021 for use in economic forecasting. (January 2022)
- Continued stewardship and maintenance of transportation and demographic datasets.
- Completed rebasing of the Outdoor Recreation and Conservation Areas (ORCA) database.
- Managed Capstone Projects for two teams that created historical analysis maps of development in the region and used consistent methodologies to map equity areas and their shift over time.
- Implemented process revisions for generating RLIS bike route data in order to support Safe Routes to School data needs, trails planning, and transportation modeling. This kicks off a significant effort to update data inputs and restart a process that was not maintained for several years due to limited staffing.
- Administered improvements to trails data and implementation of a new prioritization tool for trail investments.
- Continued to provide analytic and cartographic products for the RTP, MTIP, RTO, and other efforts.
- Created a public comment tool using GIS software in multiple languages to allow the public the opportunity to provide feedback on the Regional Flexible Funds Allocation proposed projects.
- Updated demographic and RTP-related data in the Economic Value Atlas application, and continued refinement of the application to facilitate project-specific customization of features. Additional functionality for selecting multiple areas of interest was implemented to improve the evaluation of economic indicators along transportation corridors of interest.
- Updated High Injury Corridors and Intersections with updated crash data. (June 2022)
- Contracted with vendor to collect 6-in resolution aerial photos for the region. (June 2022)
- Maintained jurisdictional boundaries and annexations. (ongoing)
- Provided ad hoc data, analysis, and visualization services to members of the public and private entities through DRC public information support. (ongoing)
- Ensured continuity of services by upgrading GIS software across the agency and performing routine maintenance of GIS servers. (ongoing)
- Continued to implement Online Data Management governance policies to ensure adequate management of spatial data and content across the agency. This included establishing department administrator accounts to manage public sharing, and initial work on a dashboard to track content and engagement.

YEAR-END REPORT

GRANT: FY 2022 PL

FISCAL YEAR: FY 2022

AGENCY: Metro

TASK DESCRIPTION:	Economic, Demographic, and Land Use Forecasting, Development & Application Program	BUDGET:	\$377,616
		PL	\$163,434
		PL Match (ODOT)	\$18,706
		ODOT Support	\$76,885
		Metro Direct	\$118,591

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$239,759

BALANCE: \$137,857

NARRATIVE:

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. The Economic, Demographic, and Land Use Forecasting, Development, and Application Program also includes activities related to the continued development of the analytical tools that are applied to produce the abovementioned forecasts.

Long-range economic and demographic projections are regularly updated to incorporate the latest observed changes in demographic, economic, and real estate development conditions. Metro staff rely on the forecasts and projections to manage solid waste policy, study transportation corridor needs, formulate regional transportation plans, analyze the economic impacts of potential climate change scenarios, and to develop land use planning alternatives.

The resources devoted to the development and maintenance of the Metro’s core forecast toolkits are critical to Metro’s jurisdictional and agency partners. Local jurisdictions across the region rely on the forecast products to inform their comprehensive plan and system plan updates. Because the modeling toolkit provides the analytical foundation for informing the region’s most significant decisions, ongoing annual support acts to leverage significant historical investments and to ensure that the analytical tools are always ready to fulfill the project needs of Metro’s partners. The analytical tools are also a key source of data and metrics used to evaluate the region’s progress toward meeting its equity, safety, climate, and congestion goals.

Major accomplishments/milestones for reporting period of July – December 2021:

- Completion of TAZ-level Household Size/Income/Age of Head of Household (HIA) Distribution for 2020, 2030, and 2045 Forecast Years

- Completion of TAZ-level Employment by Sector for 2020, 2030, and 2045 Forecast Years
- Regional Economic Forecast Updates/Refinements
- Analysis of Census 2020 Data

Major accomplishments/milestones for reporting period of January – June 2022:

- Regional Economic Forecast Updates/Refinements
- Analysis of Census 2020 Data
- Assess Pro-Forma-based Approach to Forecasting Redevelopment Supply
- Refinement of Regression-based Approach to Forecasting Redevelopment Supply
- Ongoing Maintenance of Land Development Monitoring System
- Update of Vacant Lands Inventory
- Initiated Consultant Supported Residential Readiness Study

YEAR-END REPORT

GRANT: FY 2022 PL

FISCAL YEAR: FY 2022

AGENCY: Metro

TASK DESCRIPTION:	Travel Forecast Maintenance, Development & Application	BUDGET:	\$1,476,176
		PL	\$786,277
		PL Match (ODOT)	\$89,993
		ODOT Support	\$148,115
		TriMet Support	\$245,000
		Metro Direct	\$206,791

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$1,337,722

BALANCE: \$138,454

NARRATIVE:

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 decision-making. 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
- VisionEval Scenario Planning Tool

The resources devoted to the development and maintenance of the travel demand modeling toolkit are critical to Metro’s jurisdictional and agency partners. Because the modeling toolkit provides the analytical foundation for evaluating the region’s most significant transportation projects, ongoing annual support acts to leverage significant historical investments and to ensure that the modeling toolkit is always ready to fulfill the project needs of Metro’s partners. The modeling toolkit is also a key source of data and metrics used to evaluate the region’s progress toward meeting its equity, safety, climate, and congestion goals.

Major accomplishments/milestones for reporting period of July – December 2021:

- ODOT I-205 Tolling Study Model Improvements
- ODOT Interstate Bridge Replacement Study Model Improvements
- Regional Freight Delay and Commodities Movement Study Modeling Improvements

- ActivitySim Activity-based Travel Demand Model Scoping
- VisionEval Validation
- Multi-Criterion Evaluation Tool Enhancements
- Freight Model Testing/Calibration
- Regional Dynamic Traffic Assignment Model Improvements
- Mobility Policy Update Metric Research and Testing
- Research/Testing in Support of Active Transportation Return of Investment Study
- Research/Testing in Support of Emerging Trends Study

Major accomplishments/milestones for reporting period of January – June 2022:

- ODOT I-205 Tolling Study Model Improvements
- ODOT Regional Mobility Pricing (RMPP) Model Improvements
- ODOT Interstate Bridge Replacement Study Model Improvements
- Regional Freight Delay and Commodities Movement Study Modeling Improvements
- ActivitySim Activity-based Travel Demand Model Scoping
- VisionEval Improvements
- Multi-Criterion Evaluation Tool Enhancements
- Regional Dynamic Traffic Assignment Model Improvements
- Trip-based Travel Model Calibration/Validation for 2020 Base Year
- Research/Testing in Support of Active Transportation Return of Investment Study
- Research/Testing in Support of Emerging Trends Study

YEAR-END REPORT

GRANT: FY 2022 PL

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Oregon Household Travel Survey	BUDGET:	\$92,072
		PL	\$82,616
		PL Match (ODOT)	\$9,456

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$100,708

BALANCE: (\$8,636)

NARRATIVE:

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. Because of changing population, demographic and travel trends, updated household surveys are completed periodically to ensure a recent and reliable snapshot of travel behavior.

Metro partners with ODOT, the members of the Oregon MPO Consortium and the Southwest Washington Regional Council to conduct a statewide survey, both to share costs and to provide a statewide data set with broader applications and more consistency than would be possible if each of these partners were to complete surveys independently.

The current household survey project will be structured around three major phases:

- Phase I – Scoping
- Phase II – Survey Design
- Phase III – Survey Implementation (Planned for Fall of 2022, FY 2022-2023)

The survey data will be critical for policy and decision-makers across the state. It will be used in the development of a variety of MPO and statewide trip-based and activity-based travel models throughout Oregon, including models in the Portland/Vancouver, WA area and other Oregon metropolitan and non-metropolitan areas. It will also support the development of integrated land use economic transportation models being developed by ODOT.

Major accomplishments/milestones for reporting period of July – December 2021:

- Coordination Committee Meetings
- Consultant Selection/Award
- Contract Statement of Work Refinement and Negotiation

- Initiation of Scoping (Project Phase I)
- Final Work Plan/Schedule
- State of Practice Tech Memo

Major accomplishments/milestones for reporting period of January – June 2022:

- Coordination Committee Meetings
- Initiation of Design (Project Phase II)
- Sampling Approach & Recruitment Strategies Tech Memo
- Weighting Scheme Tech Memo
- Geographic Stratification Strategies Tech Memo
- Survey Implementation Methodology & Sample Sizes Tech Memo
- Survey Instrument Pilot #1

YEAR-END REPORT

GRANT: FY 2022 STBG

FISCAL YEAR: FY 2022 AGENCY: Metro

TASK DESCRIPTION:	Technical Assistance Program	BUDGET:	\$105,479
		STBG	\$94,646
		STBG Match (Metro)	\$10,833

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$55,594

BALANCE: \$49,885

NARRATIVE:

US Department of Transportation protocols require the preparation of future year regional travel forecasts to analyze project alternatives. 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.

Client agencies may also use funds from this program to purchase and maintain copies of the transportation modeling software used by Metro. A budget allocation defines the amount of funds available to each regional jurisdiction for these services, and data and modeling outputs are provided upon request. This is an ongoing program.

Major accomplishments/milestones for reporting period of July – December 2021:

- ODOT I-205 Tolling Study Modeling Support
- ODOT Regional Mobility Pricing (RMPP) Tolling Study Modeling Support
- ODOT Interstate Bridge Replacement Study Modeling Support
- City of Portland VisionEval Application
- City of Portland Freight Plan Technical Support
- City of Portland VMT/Capita and Development Impact Metrics Technical Support
- PTV Modeling Software Support

Major accomplishments/milestones for reporting period of January – June 2022:

- ODOT I-205 Tolling Study Modeling Support
- ODOT Regional Mobility Pricing (RMPP) Tolling Study Modeling Support
- ODOT Interstate Bridge Replacement Study Modeling Support
- City of Portland VisionEval Application
- City of Portland Freight Plan Technical Support

- City of Portland VMT/Capita and Development Impact Metrics Technical Support
- Westside Multimodal Improvements Study Modeling Support

YEAR-END REPORT

GRANT: Metro Direct Contribution

FISCAL YEAR: FY 2022

AGENCY: Metro

TASK DESCRIPTION:	Intergovernmental Agreement Fund Management	BUDGET: Metro Direct	\$51,696 \$51,696
-------------------	--	--------------------------------	-----------------------------

PERIOD COVERED: July 1, 2021 – June 30, 2022

EXPENDED TO DATE: \$64,370

BALANCE: (\$12,674)

NARRATIVE:

Metro manages the processes and funds that are part of Intergovernmental Agreements with our partners. As a metropolitan planning organization (MPO) for the Portland region, Metro has allocation and programming authority of federal surface transportation funds. Metro documents and develops the schedule of planned expenditure of federal funds in the region through the Metropolitan Transportation Improvement Program (MTIP). The MTIP, approved by Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, monitors expenditure and project delivery. From 2017 through 2020, JPACT and the Metro Council approved and directed Metro staff to pursue a number of contracts with our partners to meet the specific funding needs of our partners and the region. The intent of the IGAs is to create efficiencies in the number of projects undergoing the federal aid process and to support flexibility in project development on a number of active transportation projects and other regional priorities.

Metro administers the funding and monitors the delivery of the projects associated with the IGAs. The IGAs also outline the scope of work, deliverables, and schedule for the project. A grant management database supports the administration and monitoring for work completed on the project. As necessary, Metro conducts MTIP amendments or UPWP amendments to facilitate any changes.

This is an ongoing program until the final project IGA is completed. Typical program activities include:

- Monitor project delivery through project progress reports
- Review and approve or conditionally approve project deliverables
- Review and approve or decline invoices
- Problem-solve, review, and make decisions on change management requests
- As requested, participate in technical advisory committees for fund swapped projects
- Keep other Metro staff and departments aware of projects, project progress, and comment opportunities
- Develop and execute IGAs with local jurisdictions and negotiate terms and deliverables
 - Outline reimbursement process and limitations, change management process
 - Outline grantee and grant manager expectations

- Amend IGAs as necessary
- Oversee the fund balances of the local funds
 - Ensure scheduled changes line up with anticipated expenditure of funds
- Ensure MTIP or UPWP amendments are undertaken to facilitate funds between the IGA parties and the delivery of those projects identified in the IGAs
- Document the process of administering the funds

Major accomplishments/milestones for reporting period of July – December 2021:

The first capital project was completed prior to the end of December 2021. Of the 20 of fund exchanges for local project delivery, a total of five are for capital transportation projects. The first capital project – the Wall Street-Tech Center drive extension project by the City of Tigard – was substantially completed in December 2021.

Additionally during this period, three active transportation project development projects were completed. These projects benefited from a fund exchange by having local funds to initiate the project development process to develop better project cost estimates and further define the scope details of the project. However, a number of projects also needed IGA amendments to extend out the terms of the agreement due to pandemic related delays in the project work schedules. Lastly, one project being managed by the fund exchange completed an IGA amendment to extend the work to be completed with the exchanged funds. The project – Herman Road walking and biking improvements project – by the City of Tualatin had anticipated only being able to complete project development, but through the benefit from the fund exchange and an additional local source of funds, the project was able to be carried out fully to construction.

Major accomplishments/milestones for reporting period of January – June 2022:

Another capital transportation project, the City of Oregon City Molalla Avenue project, was substantially completed in early June 2022. Change management requests were approved for the City of Portland’s 72nd Avenue project and the Council Creek Trail project to allow both projects to continue through project development. Several active transportation project development projects wrapped up, including the City of Portland’s series of six active transportation project development projects, which are now initially scoped and ready to seek funding to complete the projects. Initially all 11 active transportation project development projects were slated to be completed by the end of June 2022. However, one active transportation project development project has requested a change management request to revise the project schedule to spring 2024, requiring an IGA amendment to extend out the terms of the agreement. As a result, one active transportation project development project remains.

YEAR END REPORTING
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 18004

METRO IGA: N/A

FISCAL YEAR: FY 2020-2021

AGENCIES: Metro & City of Hillsboro

PROJECT: Oak & Baseline: S 1st – SE 10th Ave Federal: \$500,000
Local: \$57,227
Total: \$557,227

PERIOD COVERED: July 1, 2021 to June 30, 2022

EXPENDED TO DATE: \$360,904.38

BALANCE: \$196,322.62

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE: %

ESTIMATED COMPLETION DATE: 2023

Description

Program/Project Summary:

The Oak, Baseline and 10th Avenue study will evaluate design alternatives and select a preferred design that creates an environment supporting business investment and comfortable, safe travel for all users in Downtown Hillsboro.

Summary Status

Milestones/deliverables for this reporting period (July 1, 2021 – June 30, 2022):

- Technical Memorandum #1 Land Use & Urban Design Assessment complete
- Technical Memorandum #2 Existing Conditions & Future No-Build complete
- Corridor Vision Statement complete went through TAC and PAC approval
- Blueprint for Urban Design Context chosen – Traditional Downtown/Central Business District – Unanimous support from TAC and PAC
- Completion of Public Involvement Program
- Held virtual community workshop from October through December 2021 for feedback from the community
- Design concepts presented to the city and revised

Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2022):

- Complete Design Concepts Memorandum
- Evaluation of design concepts
- TAC & PAC approval of proposed design concepts
- Public open house regarding proposed design concepts slated for fall 2022
- Concept Plan & Pathway to State Approvals

YEAR END REPORTING
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 22128

METRO IGA: N/A

FISCAL YEAR: FY 2021 – 2022

AGENCIES: WASHINGTON COUNTY

PROJECT:	Washington County - Aloha Access Improvements Overview	Federal: \$3,827,559
		Local: \$438,081
		Other: \$1,522,485
		Total: \$5,788,125
PERIOD COVERED:	July 1, 2021 to June 30, 2022	
EXPENDED TO DATE:	\$0	
BALANCE:	\$5,788,125	

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE: 0%

ESTIMATED COMPLETION DATE: 2028
Construction phase is currently programmed for FFY 2026.

Description

Program/Project Summary:

Complete required pre-scoping/pre-NEPA activities in support to move forward into PE and later implementation phases for the Aloha Access Improvements project which is located in Washington County in the Aloha area around OR8/SW Tualatin Valley Hwy from SE Cornelius Pass Rd to SW 160th Ave and SW Johnson St in the north south to SW Farmington Rd. The implementation project will construct sidewalk infills at SW 192nd Ave, SW 187th Ave, SW 182nd Ave and SW 174th Ave, plus add enhanced pedestrian crossing on SW 185th Ave, and complete design realignment of SW Blanton St/SW 185th Ave intersection with a new traffic signal.

This project would design and implement pedestrian, bicycle and enhanced crossing improvements in Aloha Town Center based on recommendations developed through a series of planning and design efforts in the Aloha-Reedville area over the past decade. The proposed improvements are integral to increasing safety and access to transit in an area of the metro region with significant transportation disadvantaged populations.

Summary Status

Milestones/deliverables for this reporting period (July 1, 2021 – June 30, 2022):

The project successfully added a planning phase and was approved by Metro on March 14, 2022. PE phase to start FFY24.

The project name was also changed with the amendments to: **Aloha Access Improvements: SW 174th Ave – SW 187th Ave**. The starting description: “Design and implement various access and crossing enhancements in the Aloha town Center area to improve pedestrian safety”.

Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2022):

The IGA draft is currently in process with ODOT agreement writers: #73000-00006677. Next major milestone will be approval and implementation of the IGA between Washington County and ODOT.

YEAR END REPORTING
(PROJECTDEVELOPMENTPLANNING)

ODOT AGREEMENT #: 18004

METRO IGA: N/A

FISCAL YEAR: FY 2020-2021

AGENCIES: Clackamas County

PROJECT:	Clackamas Sunrise Gateway Corridor Community Visioning Project	Federal: \$4,000,000
		Local: \$0
		Total: \$4,000,000

PERIOD COVERED: July 1, 2021 to June 30, 2022

EXPENDED TO DATE: \$0

BALANCE: \$4,000,000

PROJECT IMPLEMENTATION AND COMPLETION STATUS ESTIMATE: 0%

ESTIMATED COMPLETION DATE: 2024

Description

Program/Project Summary:

The Sunrise Gateway Corridor, traversed by Highway 212 and 224, is an essential economic hub in Clackamas County and serves as one of the busiest freight distribution centers in the Portland Metro region and the state. This area includes a significant amount of undeveloped and underdeveloped acreage within the urban growth boundary and is projected to double in residential population over the next 20 years. Currently, the heavily congested transportation system is failing with dangerous intersections and a lack of safe crossings, pedestrian, and bicycle amenities. No formal planning or community engagement work has been conducted for this corridor in over 10 years.

This project will initiate robust community engagement and the production of an equitable development plan for this corridor. This plan will guide future transportation, housing, and other investments in the coming years to support a vibrant, safe, and affordable corridor that serves existing and future community members, businesses, and the region.

Summary Status

Milestones/deliverables for this reporting period (July 1, 2021 – June 30, 2022):

The grant agreement with ODOT was finalized and signed on 7.14.22. While developing and finalizing the grant agreement staff has worked to develop internal consensus on draft RFP components and has worked with partners ODOT and Happy Valley to vet the preliminary RFP.

Planned major accomplishments, milestones or deliverables for the next reporting period (July 1 – December 31, 2022):

Staff will be working to the RFP out late summer/early fall 2022 and hopes to kick the project off publicly by the end of 2022.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.

oregonmetro.gov/news

Follow oregonmetro



Metro Council President

Lynn Peterson

Metro Councilors

Shirley Craddick, District 1

Christine Lewis, District 2

Gerritt Rosenthal, District 3

Juan Carlos González, District 4

Mary Nolan, District 5

Duncan Hwang, District 6

Auditor

Brian Evans

600 NE Grand Ave. Portland,

OR 97232-2736

503-797-1700