



**Adopted May 19, 2022**

# 2022-2023 Unified Planning Work Program

Transportation planning in the Portland/Vancouver  
metropolitan area

**May** 2022

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**Metro is the federally mandated metropolitan planning organization** designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. For the purposes of the UPWP, JPACT approves the work program and periodic amendments and submits these to the Metro Council for adoption. The Metro Council adopts the recommended action or refers it back to JPACT with a recommendation for amendment.

Unified Planning Work Program website: [oregonmetro.gov/unified-planning-work-program](http://oregonmetro.gov/unified-planning-work-program)

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# **PORTLAND METROPOLITAN AREA UNIFIED PLANNING WORK PROGRAM (UPWP) OVERVIEW**

## **Introduction**

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds and other planning activities that are regionally significant. The UPWP is developed by Metropolitan Planning Organizations (MPOs) in cooperation with Federal and State agencies, local governments and transit operators.

This UPWP documents the metropolitan planning requirements, planning priorities facing the Portland metropolitan area and transportation planning activities and related tasks to be accomplished during Fiscal Year 2022-2023 (from July 1, 2022 to June 30, 2023).

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon, for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet federal laws and regulations, the Oregon Transportation Planning Rule (which implements Statewide Planning Goal 12), and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with the region's land use plans, and meets Federal and state planning requirements.

The UPWP is developed by Metro, as the MPO for the Portland metropolitan area. It is a federally-required document that serves as a tool for coordinating federally - funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. Included in the UPWP are detailed descriptions of the transportation planning projects and programs, listings of draft activities for each project, and a summary of the amount and source of state and federal funds to be used for planning activities. Estimated costs for project staff include budget salary and benefits as well as overhead costs for project administrative and technical support.

## **Transportation planning and project development activities**

Metro, as the greater Portland area MPO, administers funds to both plan and develop projects for the region's transportation system. Transportation planning activities are coordinated and administered through the Unified Planning Work Program (UPWP). Project development is coordinated and administered through the Metropolitan Transportation Improvement Program (MTIP).

Following is a description and guidance of what activities will be defined as transportation planning activities to be included in the UPWP and activities that will be defined as

transportation project development activities and included in the MTIP.<sup>1</sup> The descriptions are consistent with the Oregon planning process and definitions.

Agencies using federal transportation funds or working on regionally significant planning and/or project development activities, should coordinate with Metro on their description of work activities and budgets for how to include a description of those activities in the appropriate UPWP or TIP process and documents.

### **Transportation planning activities to be administered or tracked through the UPWP process**

Work activities that are intended to define or develop the need, function, mode and/or general location of one or more regional or state transportation facilities is planning work and administered through the UPWP process. A state agency may declare an activity as planning if that activity does not include tasks defined as project development.

Examples of UPWP type of planning activities include: transportation systems planning, corridor or area planning, Alternatives Analysis, Type, Size and Location (TSL) studies, and facilities planning.

#### **UPWP Definitions**

"System Planning" occurs at the regional, community or corridor scale and involves a comprehensive analysis of the transportation system to identify long-term needs and proposed project solutions that are formally adopted in a transportation system plan, corridor plan, or facility plan.

"Project Planning" occurs when a transportation project from an adopted plan (e.g. system, corridor, etc.) is further developed for environmental clearance and design. Often referred to as scoping, project planning can include:

- Problem identification
- Project purpose and need
- Geometric concepts (such as more detailed alignment alternatives)
- Environmental clearance analysis
- Agency coordination
- Local public engagement strategy

"Transportation Needs" means estimates of the movement of people and goods consistent with acknowledged comprehensive plan and the requirements of the state transportation planning rule. Needs are typically based on projections of future travel demand resulting from a

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<sup>1</sup> If federal transportation funds are used for a transportation planning activity, in addition to its UPWP project entry, those funds will have an entry in the MTIP for the purpose of tracking the obligation of those funds only. The coordination and administration of the planning work will be completed within the UPWP process.

continuation of current trends as modified by policy objectives, including those expressed in Oregon Planning Goal 12 and the State Transportation Planning rule, especially those for avoiding principal reliance on any one mode of transportation.

“Transportation Needs, Local” means needs for movement of people and goods within communities and portions of counties and the need to provide access to local destinations.

“Transportation Needs, Regional” means needs for movement of people and goods between and through communities and accessibility to regional destinations within a metropolitan area, county or associated group of counties.

“Transportation Needs, State” means needs for movement of people and goods between and through regions of the state and between the state and other states.

“Function” means the travel function (e.g. principle arterial or regional bikeway) of a particular facility for each mode of transportation as defined in a Transportation System Plan by its functional classification.

“Mode” means a specific form of travel, defined in the Regional Transportation Plan (RTP) as motor vehicle, freight, public transit, bicycle and pedestrian modes.

“General location” is a generalized alignment for a needed transportation project that includes specific termini and an approximate route between the termini.

### **Transportation project development and/or preliminary engineering activities to be administered or tracked through the Transportation Improvement Program process**

Transportation project development work occurs on a specific project or a small bundle of aligned and/or similar projects. Transportation project development activities implement a project to emerge from a local transportation system plan (TSP), corridor plan, or facility plan by determining the precise location, alignment, and preliminary design of improvements based on site-specific engineering and environmental studies. Project development addresses how a transportation facility or improvement authorized in a TSP, corridor plan, or facility plan is designed and constructed. This may or may not require land use decision-making. *See Table 1 for a description of how Metro’s various Federal, State, Regional and local planning documents interrelate.*

MPO staff will work with agency staff when determining whether work activities to define the location of a facility is more about determining a general location (planning activity) or precise location (project development activity).

For large transit or throughway projects, this work typically begins when the project is ready to enter its Final Environmental Impact Statement and Engineering phase.

**Table 1. Role of Metro’s Federal, State and Planning Documents**

<p><b>Regional Transportation Plan (RTP)</b></p>	<p>Serves as both our Metropolitan Transportation Plan for federal purposes and our Regional Transportation System Plan (TSP) for Oregon statewide planning purposes. Establishes regional policy, performance measures and targets and a rolling 20-year system of transportation investments for the region. Updated every five years. Local cities and counties are also required by the State to complete their own TSP which, must be consistent with the RTP. The local TSPs and the RTP have an iterative relationship – both influence and inform each other.</p>
<p><b>Regional Transportation Functional Plan (RTFP)</b></p>	<p>Establishes transportation planning requirements for cities and counties in the Metro region that build upon state and federal requirements. Updated periodically, usually in tandem with an RTP update.</p>
<p><b>Metropolitan Transportation Improvement Program (MTIP)</b></p>	<p>Four-year program for transportation investments in the Metro region using federal transportation funds. Updated every three years and amended monthly.</p>
<p><b>Unified Planning Work Program (UPWP)</b></p>	<p>Annual program of federally-funded transportation planning activities in the Metro region (including ODOT planning projects). Includes Metro's annual self-certification with federal planning requirements.</p>

**Organization of UPWP**

The UPWP is organized into three sections: the UPWP Overview, a listing of planning activities by category, and other planning related information including the UPWP for the Southwest Washington Regional Transportation Council.

Planning activities for the Portland metropolitan area are listed in the UPWP by categories to reflect:

- Metro led region wide planning activities,
- Corridor/area plans
- Administrative and support programs;



- State led transportation planning of regional significance, and
- Locally led planning of regional significance

## **Development of UPWP**

When developing the annual UPWP, Metro follows protocols established by ODOT in cooperation with the United States Department of Transportation in 2016. These protocols govern the general timeline for initiating the UPWP process, consultation with state and federal agencies and adoption by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

The UPWP is developed by Metro with input from local governments, Tri-County Metropolitan Transportation District (TriMet), South Metro Area Rapid Transit (SMART), Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Additionally, Metro must undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with the adoption of the MTIP.

This UPWP includes the transportation planning activities of Metro and other area governments using Federal funds for transportation planning activities for the fiscal year of July 1, 2022 through June 30, 2023. During the consultation, public review and adoption process for the 2022-2023 UPWP, draft versions of the document were made available to the public through Metro's website, and distributed to Metro's advisory committees and the Metro Council.

## **Amending the UPWP**

The UPWP is a living document, and must be amended periodically to reflect significant changes in project scope or budget of planning activities (as defined in the previous section of the UPWP) to ensure continued, effective coordination among our federally funded planning activities. This section describes the management process for amending the UPWP, identifying project changes that require an amendment to the UPWP, and which of these amendments can be accomplished as administrative actions by staff versus legislative action by JPACT and the Metro Council.

Legislative amendments (including a staff report and resolution) to the UPWP are required when any of the following occur:

- A new planning study or project is identified and is scheduled to begin within the current fiscal year
- There is a \$500,000 or more increase in the total cost of an existing UPWP project. This does not cover carryover funds for a project/program extending multiple fiscal years that is determined upon fiscal year closeout.

Legislative amendments must be submitted by the end of the 2<sup>nd</sup> quarter of the fiscal year for the current UPWP.

Administrative amendments to the UPWP can occur for the following:

- Changes to total UPWP project costs that do not exceed the thresholds for legislative amendments above.
- Revisions to a UPWP narrative's scope of work
- Addition of carryover funds from previous fiscal year once closeout has been completed to projects or programs that extend into multiple fiscal years.

Administrative amendments can be submitted at any time during the fiscal year for the current UPWP.

## **Federal Requirements for Transportation Planning**

The recently approved \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA) includes \$550 billion for new programs and \$650 billion for the continuation of core programs, which have been previously authorized under the [Fixing America's Surface Transportation \(FAST\) Act](#) and other authorizations. This approval represents a significant amount of new funding and programs and largely protects the priorities of the Biden administration through and beyond his initial term of office (the transportation funding incorporated in this bill extends through federal FY 2026). While the bill covers a 10-year period, much of the funding is spread over five years.

Regulations implementing IIJA require state Department of Transportations and Metropolitan Planning Organizations to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The national goal areas are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduce project delivery delays

IIJA greatly expands the amount of federal funding that will be allocated to states and metropolitan areas, and this increase in funding is accompanied by new federal guidance on outcomes that will eventually be promulgated in federal regulations. These new regulations are expected to address climate change, resiliency, safety and other concerns broadly identified in the legislation. The new regulations are expected in the next 2-3 years and will be incorporated into Metro's planning processes as part of future updates to the RTP and MTIP.

### **A. Planning Emphasis Areas (PEAs)**

The metropolitan transportation planning process is encouraged to incorporate Federal Highway Administration/Federal Transit Administration planning emphasis areas (PEAs).

<https://www.transit.dot.gov/regulations-and-programs/transportation-planning/2021-planning-emphasis-areas>. The following is an excerpt from the new PEAs:

**Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future:** *Ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change.*

**Equity and Justice in Transportation Planning:** *Advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. Encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.*

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities.

**Complete Streets:** *Review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to*

*destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists.*

*The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.*

*To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.*

**Public Involvement:** *Early, effective, and continuous public involvement brings diverse viewpoints into the decision making process. Increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.*

**Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination:** Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots.

The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities.

**Federal Land Management Agency (FLMA) Coordination:** Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Focus on integration of transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands 5 Highway's developed transportation plans and programs. Explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).

**Planning and Environment Linkages (PEL):** Implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

**Data in Transportation Planning:** *To address the emerging topic areas of data sharing, needs, and analytics, incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making.”*

## **B. Public Involvement**

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for public participation in the planning process.

## **C. Regional Transportation Plan**

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.
- Recognition of the Coordinated Transportation Plan for Seniors and People with Disabilities
- Addressing required federal planning factors: improving safety, supporting economic vitality, increasing security, increasing accessibility and mobility, protecting the environment and promoting consistency between transportation investments and state and local growth plans, enhancing connectivity for people and goods movement, promoting efficient system management and operations, emphasizing preservation of existing transportation infrastructure, improving resiliency and reliability and enhancing travel and tourism.
- A performance-based planning process, including performance measures and targets.

#### D. Metropolitan Transportation Improvement Program (MTIP)

The short-range metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the MTIP period.
- A financial plan that demonstrates how the MTIP can be implemented.
- Descriptions of each project in the MTIP.
- A performance-based planning process, including performance measures and targets.

#### E. Transportation Management Area (TMA)

Metropolitan areas designated TMAs (urbanized areas with a population of over 200,000) such as Metro must also address the following requirements:

- Transportation plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and public transportation operators.
- A Congestion Management Process (CMP) must be developed and implemented that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities, through use of travel demand reduction and operational management strategies.
- A federal certification of the metropolitan planning process must be conducted at least every 4 years. At least every 4 years, the MPO must also self-certify concurrent with submittal of an adopted TIP.

#### F. Air Quality Conformity Process

As of October 2017, the region has successfully completed its second 10-year maintenance plan and has not been re-designated as non-attainment for any other criteria pollutants. As a result, the region is no longer subject to demonstrating transportation plans, programs, and projects are in conformance, but will continue to be subject to meeting federal air quality standard and provisions within the State Implementation Plan.

**Table 2. Status of Metro’s federally required planning documents**

<b>Plan Name</b>	<b>Last Update</b>	<b>Next Update</b>
Unified Planning Work Program (UPWP)	Adopted in May 2022	Scheduled for adoption in May 2023
Regional Transportation Plan (RTP)	Adopted in December 2018	Scheduled for adoption in November 2023
Metropolitan Transportation Improvement Program (MTIP)	Adopted in July 2020	Scheduled for adoption in July, 2023

Annual Listing of Obligated Projects Report	Completed at the end of each calendar year	Scheduled for December 31, 2022
Title VI/ Environmental Justice Plan	Updated in April 2022	Scheduled for April 2027 (tentatively)
Public Participation Plan	Updated in January 2019	July 2022
ADA Self-Evaluation & Facilities Update Plan	Facilities Update Plan completed in July 2019	ADA Self-Evaluation of Programs underway, scheduled for December 2022.

**Metro Overview**

Metro was established in 1979 as the MPO for the Portland metropolitan area. Under the requirements of FAST Act, Metro serves as the regional forum for cooperative transportation decision-making as the federally designated Metropolitan Planning Organization (MPO) for Oregon portion of the Portland-Vancouver urbanized area.

Federal and state law requires several metropolitan planning boundaries be defined in the region for different purposes. The multiple boundaries for which Metro has a transportation and growth management planning role are: MPO Planning Area Boundary, Urban Growth Boundary (UGB), Urbanized Area Boundary (UAB), Metropolitan Planning Area Boundary (MPA), and Air Quality Maintenance Area Boundary (AQMA).

First, Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties.

Second, under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region's urban growth boundary.

Third, the Urbanized Area Boundary (UAB) is defined to delineate areas that are urban in nature distinct from those that are largely rural in nature. The Portland-Vancouver metropolitan region is somewhat unique in that it is a single urbanized area that is located in two states and served by two MPOs. The federal UAB for the Oregon-portion of the Portland-Vancouver metropolitan region is distinct from the Metro Urban Growth Boundary (UGB).

Fourth, MPO’s are required to establish a Metropolitan Planning Area (MPA) Boundary, which marks the geographic area to be covered by MPO transportation planning activities, including development of the UPWP, updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and allocation of federal transportation funding through the Regional Flexible Fund Allocation (RFFA) process. At a minimum, the MPA boundary must include the urbanized area, areas expected to be urbanized within the next



twenty years and areas within the Air Quality Maintenance Area Boundary (AQMA) – a fifth boundary.

The federally-designated AQMA boundary includes former non-attainment areas in the metropolitan region that are subject to federal air quality regulations. As a former carbon monoxide and ozone non-attainment region, the Portland metropolitan region had been subject to a number of transportation conformity requirements. As of October 2017, the region has completed and is no longer required to perform transportation conformity requirements for carbon monoxide. Transportation conformity requirements related to ozone were lifted in the late 2000's due to the revocation of the 1-hour ozone standard, which was the standard the region had been in non-attainment. However, Metro continues to comply with the State Implementation Plan for air quality, including Transportation Conformity Measures.

## Regional Policy Framework

The 2018 RTP plays an important role in implementing the 2040 Growth Concept, the region's adopted blueprint for growth. To carry out this function, the RTP is guided by six desired regional outcomes adopted by the Metro Council, which in turn are implemented through the goals and objectives that make up the policy framework of the plan. These are the six desired outcomes:

- Equity
- Vibrant Communities
- Economic Prosperity
- Safe and Reliable Transportation
- Clean Air and Water
- Climate Leadership

While these broad outcomes establish a long-term direction for the plan, the near-term investment strategy contained in the 2018 Regional Transportation Plan focuses on key priorities within this broader vision for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities described in this UPWP were prioritized and guided by these focus areas as a way to make progress toward the desired outcomes, and each project narrative includes a discussion of one or more of these planning priorities. Regional planning projects included in the UPWP are also described in detail within the 2018 RTP, itself, in terms of their connection

to the broader outcomes envisioned in the plan. These descriptions are included in Chapter 8 of the 2018 RTP, which serves as the starting point for Metro's annual work plan for transportation planning.

## **Metro Governance and Committees**

Metro is governed by an elected regional Council, in accordance with a voter-approved charter. The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro. Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

### **Joint Policy Advisory Committee on Transportation (JPACT)**

JPACT is a 17-member policy committee that serves as the MPO Board for the region. JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation, (WSDOT). All MPO transportation-related actions are approved by JPACT and recommended to the Metro Council. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment

Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

### **Metro Policy Advisory Committee (MPAC)**

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management
- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the transportation plan is developed to meet not only the FAST Act, but also the Oregon Transportation Planning Rule and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

#### **Transportation Policy Alternatives Committee (TPAC)**

TPAC is comprised of technical staff from the same jurisdictions as JPACT, plus a representative from the Southwest Washington Regional Transportation Council, and six community members. In addition, the Federal Highway Administration and C-TRAN have each appointed an associate non-voting member to the committee. TPAC makes recommendations to JPACT.

#### **Metro Technical Advisory Committee (MTAC)**

MTAC is comprised of technical staff from the same jurisdictions as MPAC plus community and business members representing different interests, including public utilities, school districts, economic development, parks providers, housing affordability, environmental protection, urban design and development. MTAC makes recommendations to MPAC on land use related matters.

#### **Metro Public Engagement Review Committee (PERC), Committee on Racial Equity (CORE), and Housing Oversight Committee**

The [Metro Public Engagement Review Committee \(PERC\)](#) advises the Metro Council on engagement priorities and ways to engage community members in regional planning activities consistent with adopted public engagement policies, guidelines and best practices. The [Committee on Racial Equity \(CORE\)](#) provides community oversight and advises the Metro Council on implementation of Metro's [Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#).

Adopted by the Metro Council in June 2016 with the support of MPAC, the strategic plan leads with race, committing to concentrate on eliminating the disparities that people of color experience, especially in those areas related to Metro's policies, programs, services and destinations.

On November 6, 2018, voters in greater Portland approved the nation's first regional housing bond. The bond will create affordable homes for 12,000 people across our region, including

seniors, veterans, people with disabilities, and working families. Housing affordability is a key component of Metro's 2040 growth concept.

The regional affordable housing bond framework included these core values:

- Lead with racial equity to ensure access to affordable housing opportunities for historically marginalized communities.
- Prioritize people least well-served by the market.
- Create opportunity throughout the region by increasing access to transportation, jobs, schools, and parks, and prevent displacement in changing neighborhoods.
- Ensure long-term benefits and good use of public dollars with fiscally sound investments and transparent community oversight.

Metro Council adopted a [framework](#) to guide implementation and appointed an [Oversight Committee](#) to provide independent and transparent oversight of the housing bond implementation.

## Planning Priorities in the Greater Portland Region

FAST Act, the Clean Air Act Amendments of 1990 (CAAA), the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Planning Rule, the Oregon Transportation Plan and modal/topic plans, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan together have created a comprehensive policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt, and implement a multi-modal transportation system. Metro has a unique role in state land use planning and transportation. In 1995, the greater Portland region adopted the 2040 Growth Concept, the long-range strategy for managing growth that integrates land use and transportation system planning to preserve the region's economic health and livability in an equitable, environmentally sound and fiscally-responsible manner. A primary mission of the RTP is implementing the 2040 Growth Concept and supporting local aspirations for growth.

These Federal, state and regional policy directives also emphasize development of a multi-modal transportation system. Major efforts in this area include:

- Update of the Regional Transportation Plan (RTP)
- Update to the Metropolitan Transportation Improvement Program (MTIP)
- Implementation of projects selected through the STIP/MTIP updates
- Completing multi-modal refinement studies in the Southwest Corridor Plan and the Powell/Division Transit Corridor Plan

Among the policy directives in the RTP and state and federal requirements are the region's six desired outcomes:

- Equity – The benefits and burdens of growth and change are distributed equally
- Vibrant communities – People live, work and play in vibrant communities where their everyday needs are easily accessible

- Economic prosperity – Current and future residents benefit from the region’s sustained economic competitiveness and prosperity
- Safe and reliable transportation – People have safe and reliable transportation choices that enhance the quality of their life
- Clean air and water – Current and future generations enjoy clean air, clean water and healthy ecosystems
- Climate leadership – The region is a leader in minimizing contributions to global warming

Metro's regional priorities not only meet the most critical planning needs identified within our region, but also closely match federal planning priorities, as well:

- The 2018 RTP update refined our outcomes-based policy framework that not only allows our decision makers that base regulatory and investment decisions on desired outcomes, but will also allow us to meet new federal requirements for performance base planning.
- The 2018 Regional Freight Strategy addresses rapidly changing port conditions in our region, including a gap in container cargo service, while also addressing FAST Act goals for implementing a national freight system.
- The 2018 Regional Safety Strategy responds to strong public demand for immediate action to improve multimodal safety on our major streets while also helping establish measures to help track safety to meet state and federal performance monitoring.
- The 2018 Regional Transit Strategy not only expands on our vision for a strong transit system to help shape growth in our region, but will also help ensure that we continue to meet state and federal clean air requirements through the transition to a Zero Emissions transit fleet and goals for ridership growth.
- The 2018 Emerging Technology Strategy identifies steps that Metro and its partners can take to harness new developments in transportation technology; and the increasing amount of data available to both travelers and planners - to support the regions goals.

A Climate Smart Strategy was adopted in December 2014, as required by the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, and is currently being implemented through the 2018 RTP. The Congestion Management Process (CMP) was adopted as part of 2018 RTP in December 2018. Many of the elements of the CMP are included as part of the Transportation System Management and Operations (TSMO) program, consisting of both the Regional Mobility and Regional Travel Options work programs. Metro staff revised the Regional Mobility Atlas as part of the 2018 RTP update.

Metro’s annual development of the UPWP and self-certification of compliance with federal transportation planning regulations are part of the core MPO function. The core MPO functions are contained within the MPO Management and Services section of the work program. Other MPO activities that fall under this work program are air quality compliance, quarterly reports for FHWA, FTA and other funding agencies, management of Metro’s advisory committees, management of grants, contracts and agreements and development of the Metro budget.

Quadrennial certification review took place in December 2020 and is covered under this work program.

### **Glossary of Resource Funding Types**

**PL** – Federal FHWA transportation planning funds allocated to Metropolitan Planning Organizations (MPOs)

**STBG**– Federal Surface Transportation Program transportation funds allocated to urban areas with populations larger than 200,000. Part of Metro’s regional flexible fund allocation (RFFA) to Metro Planning, or to specific projects as noted

**5303** – Federal FTA transportation planning funds allocated to MPOs and transit agencies

**FTA / FHWA / ODOT** – Regional Travel Option grants from FTA, FHWA and ODOT

**Metro Direct Contribution** – Direct Metro support from Metro general fund or other sources.

**Metro Required Match** – Local required match support from Metro general fund or other sources.

**Local Partner Support** – Funding support from local agencies including ODOT and TriMet



# Regional Transportation Planning





## Transportation Planning

**Staff Contact:** Tom Kloster, tom.kloster@oregonmetro.gov

### Description

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As the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, Metro is responsible for meeting all federal planning mandates 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 support other transportation planning in the region, including:

- Periodic amendments to the RTP and UPWP
- Periodic updates to the regional growth forecast
- Periodic updates to the regional revenue forecasts
- Policy support for regional corridor and investment area planning
- Ongoing transportation model updates and enhancements
- Policy support for regional Mobility and 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 Statewide planning goals and greenhouse gas emission targets
- Policy and technical support for periodic urban growth report support
- Coordination with local government Transportation System Planning
- Collaboration in statewide transportation policy, planning and rulemaking
- Collaboration with Oregon's MPOs through the Oregon MPO Consortium (OMPOC)

In addition to supporting local governments on transportation planning efforts, Metro's transportation planning program involved ongoing, close coordination with the Oregon Department of Transportation (ODOT) and TriMet, our major state and regional partners in transportation.

In 2021-22, major efforts within this program include participating in DLCD’s rulemaking on Climate-Friendly and Equitable Communities (CFEC) statewide rulemaking process which is updating the statewide Transportation Rulemaking currently underway (and expected to be completed in Spring 2022). This rulemaking could impact how Metro and its partners do transportation planning, as well as how Metro plans and implements Climate Smart. The program also provides ongoing transportation policy support for major planning projects at Metro and our cities and counties, in addition to coordination with Metro’s land use team to integrate transportation and land use planning. Lastly, this program ensures that Metro is using an equity lens or equity criteria across all aspects of regional transportation planning.

**Key Project Deliverables / Milestones**

Qtr 1	Qtr 2	Qtr 3	Qtr 4
CFEC Rulemaking Concludes		Metro area implementation of CFEC rules	Update of Metro's Functional Plan as it relates to transportation

**FY 2022-23 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 277,694	STBG	\$ 421,312
Materials & Services	\$ 25,500	STBG Match (Metro)	\$ 48,221
Indirect Costs	\$ 166,339		
<b>TOTAL</b>	<b>\$ 469,533</b>	<b>TOTAL</b>	<b>\$ 469,533</b>

## Climate Smart Strategy Implementation

**Staff Contact:** Kim Ellis, kim.ellis@oregonmetro.gov

### **Description**

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The Climate Smart Strategy 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](#), the Oregon [Metropolitan Greenhouse Gas Emissions Reduction Target Rule](#) and the Oregon Transportation Planning 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 \(RTP\)](#), support regional and state greenhouse gas emissions reduction goals and implementation of climate-friendly and equitable communities rules and the [Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions from Transportation](#). This program is consistent 2018 RTP policy guidance including increasing safety for all modes, advancing transportation equity, and reducing vehicle miles traveled and greenhouse gas emissions, to address congestion and climate change. Because of its comprehensive scope, most regional transportation planning projects inform Climate Smart in some way, and therefore most projects described in this UPWP will inform Climate Smart.

Typical program activities include maintaining a public webpage; providing forums, workshops and other technical support; development of tools and methods to improve the region's climate monitoring and analysis capabilities, and working with state, regional and local partners and Metro's regional policy and technical advisory committees to monitor and report on progress and implementation through scheduled updates to the RTP. Updates to the Climate Smart Strategy are developed as needed. Metro staff is preparing to update our findings in Climate Smart as part of the update of the RTP in 2023. Assessing progress toward meeting state and regional targets related to reducing transportation GHG emissions (e.g., deployment of electric vehicles and alternative fuels) to understand whether further regional policy changes, plans or programs are needed to support additional progress on transportation electrification and other key milestones. The 2023 RTP update, update to the Climate Smart Strategy, will continue into FY 2023-24.

Key FY 21-22 deliverables and milestones included:

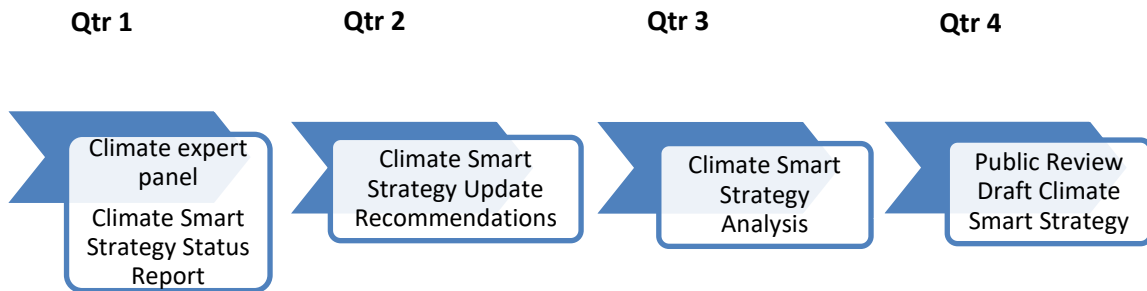
- Provided technical and policy support for Climate Smart Strategy implementation and monitoring at the local, regional and state level, including participation in [Climate-Friendly and Equitable Communities rulemaking](#) by the Land Conservation and Development Commission.
- Scoping and preparing to update Climate Smart Strategy as part of the Regional Transportation Plan process in RTP; coordinate with Metro's modeling team and state agencies on approach for GHG modeling for the next RTP
- Engaged an expert review panel on climate change modeling best practices and tools.
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to climate change and participation in a Tribal Summit on

climate resilience.

Consultant services will support climate communications, convening an expert review panel on climate change modeling best practices and tools, updating the region’s climate modeling and analysis tools and updating the Climate Smart Strategy.

More information can be found at [oregonmetro.gov/climatesmart](https://oregonmetro.gov/climatesmart) and in Appendix J to the 2018 Regional Transportation Plan at [oregonmetro.gov/rtp](https://oregonmetro.gov/rtp).

**Key Project Deliverables / Milestones**



**FY 2022-23 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 48,689	STBG	\$ 69,858
Materials & Services	\$ 401,000	STBG Match (Metro)	\$ 7,996
Indirect Costs	\$ 29,165	Metro Direct Contribution	\$ 401,000
<b>TOTAL \$ 478,854</b>		<b>TOTAL \$ 478,854</b>	

The budgeted amount for Materials & Services includes costs for consultant activities.

## Regional Transportation Plan Update (2023)

**Staff Contact:** Kim Ellis, kim.ellis@oregonmetro.gov

### Description

The [Regional Transportation Plan](#) (RTP) is a blueprint to guide local and regional planning and investments for all forms of travel – driving, using transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The RTP is maintained and updated at least every five years 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 the planning horizon to build priority investments as well as maintain and operate the transportation system. Because of its comprehensive scope, most region transportation planning projects inform the RTP in some way, and therefore most projects described in this UPWP will inform the 2023 RTP update.

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.

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 and apply a racial equity framework 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 2023-24.

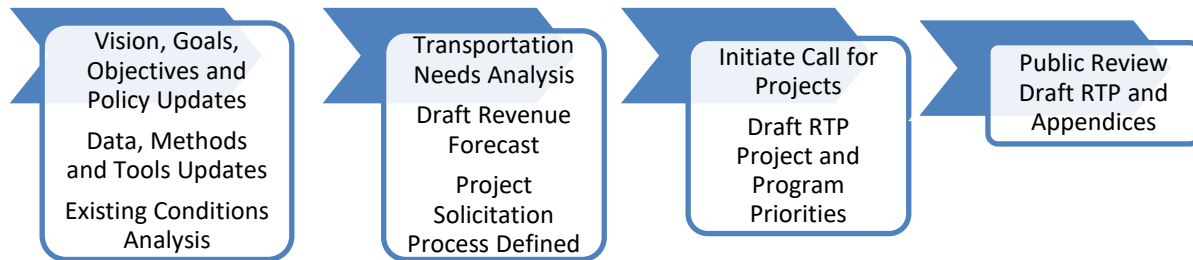
Key FY 21-22 deliverables and milestones included:

- **Project scoping:** From Oct. 2021 to May 2022, Metro worked closely with local, regional and state partners to scope the update, seeking feedback on the values, priorities and engagement approach through more than 25 briefings, a community leaders’ forum, interviews of 40 stakeholders, on-line survey, language-specific focus groups, consultation meetings with Tribes and state and federal agencies and policy and technical workshops. This extensive feedback shaped development of a set of values, outcomes and actions (VOA) and supporting work plan and engagement plan to guide the update.

- **VOA, Work plan and engagement plan approval:** JPACT and the Metro Council approved the VOA and supporting work plan and engagement plan in Spring 2022.
- **Policy briefs and revenue forecast development:** Initiated development of policy briefs related to emerging transportation trends, congestion pricing, climate justice and resilience, urban arterials, and equitable finance and began development of a draft financially constrained revenue forecast; the data and tools needed to support the existing conditions analysis, transportation equity analysis and identification of regional transportation needs.

Consultant services will support communications and engagement activities identified in the adopted engagement plan and policy and technical analysis to support updating key policies identified in the adopted work plan, conducting the transportation needs analysis, and development of the revenue forecast. More information and the adopted work plan and engagement plan can be found at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

### Key Project Deliverables / Milestones



### FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 1,307,219	PL	\$ 578,989
Materials & Services	\$ 542,400	PL Match (ODOT)	\$ 66,268
Indirect Costs	\$ 783,024	STBG	\$ 389,255
		STBG Match (Metro)	\$ 44,552
		Metro Direct Contribution	\$ 1,553,579
<b>TOTAL</b>	<b>\$ 2,632,643</b>	<b>TOTAL</b>	<b>\$ 2,632,643</b>

The budgeted amount for Materials & Services includes costs for consultant activities.

## Metropolitan Transportation Improvement Program (MTIP)

**Staff Contact:** Ted Leybold, Ted.Leybold@oregonmetro.gov

### **Description**

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The MTIP represents the first four-year program of projects from the approved long range 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 are not considered approved for purposes of contractually obligating funds to projects.

Through its major update, the MTIP verifies the region's compliance with federal requirements, demonstrates fiscal constraint over the MTIP's first four-year period and informs the region on progress in implementation of the RTP investment priorities and performance targets. 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.

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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 2022-23 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. In 2022-23, this will include ensuring funding allocation processes consider the needs and policy priorities of the metropolitan region as defined by the current Regional Transportation Plan, finishing the allocation of regional flexible funds, analyzing the MTIP projects for consistency with the RTP and its investment priorities and progress toward the region's performance targets. The federal agency consultation and public comment process is also scheduled to take place this fiscal year.

*Selection of transportation projects and programs for regional flexible fund allocation.* The transportation projects and programs to awarded regional flexible funds will be selected this fiscal year. Once selected, the projects and programs will be incorporated into the MTIP programming, analysis and adoption process along with other federally funded and regionally significant projects.

*Publish the Federal Fiscal Year (FFY) 2022 Obligation report.* All project obligations for federal fiscal year 2022 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 2022 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 the Oregon DOT 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 2022 relative to the schedule of project funds scheduled to obligate and work with ODOT to adjust revenue projections and project programming.

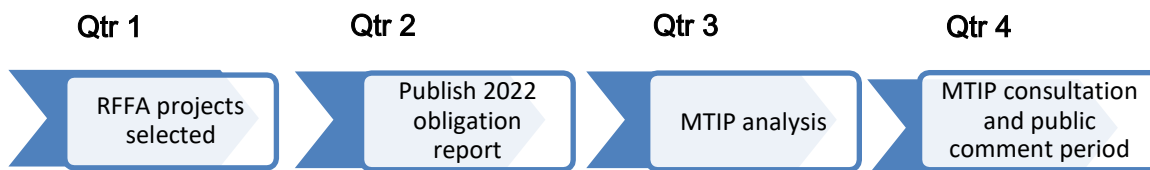


*Implement a new data management system.* As a part of a broad transportation project tracking system, MTIP staff are working in cooperation with other MPOs in the state, ODOT and transit agencies to develop and implement a new data management system to improve MTIP administrative capabilities. Metro expects to be finishing an initial design of the new database, populating it with project and programming data and utilizing its reporting 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 of MTIP projects.

### Key Project Deliverables / Milestones



### FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 853,984	PL	\$ 1,243,227
Materials & Services	\$ 250,000	PL Match (ODOT)	\$ 142,293
Indirect Costs	\$ 511,536	Metro Direct Contribution	\$ 230,000
<b>TOTAL</b>	<b>\$ 1,615,520</b>	<b>TOTAL</b>	<b>\$ 1,615,520</b>

The budgeted amount for Materials & Services includes costs for consultant activities.

## Air Quality Program

**Staff Contact:** Grace Cho, [grace.cho@oregonmetro.gov](mailto:grace.cho@oregonmetro.gov)

### **Description**

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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:

- Regularly review and track the region's air pollution levels, with an emphasis on regulated criteria pollutants, particularly ozone, because of the region's history
- Stay up-to-date on regulations pertaining to the Clean Air Act and inform partners on its applicability to the Portland region
- Stay up-to-date 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
- Continue to implement the Transportation Control Measures as outlined, unless a specific date or completion point has been identified in the SIP
- Collaborate on programs, policy and projects 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 state legislative mandates

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. Air quality monitoring and implementation activities are consistent 2018 RTP policy direction pertaining to reducing vehicle miles traveled to address congestion and climate change.

**Key Project Deliverables / Milestones**

<b>Qtr 1</b>	<b>Qtr 2</b>	<b>Qtr 3</b>	<b>Qtr 4</b>
On-going coordination	Annual VMT reporting	Annual air quality reporting	On-going

**FY 2022-23 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 16,834	STBG	\$ 24,153
Indirect Costs	\$ 10,084	STBG Match (Metro)	\$ 2,764
<b>TOTAL</b>	<b>\$ 26,918</b>	<b>TOTAL</b>	<b>\$ 26,918</b>

## Regional Transit Program

**Staff Contact:** Ally Holmqvist, [ally.holmqvist@oregonmetro.gov](mailto:ally.holmqvist@oregonmetro.gov)

### Description

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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 in our region, significant investment is needed to maintain the current level of transit service. Increasing the level of transit service and access will require dedicated funding and multi-jurisdictional coordination. 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.

This Program 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. During FY 2021-22, the program supported several different transit service planning efforts, including the Clackamas County Transit Plan, the TriMet Express/Limited- Stop Study, and Gorge Regional Transit Strategy. During FY 2022-23, the program will continue to support similar efforts such as the Washington County transit study and TriMet's bus electrification planning efforts.

Work will also begin to update aspects of the Regional Transit Strategy, including high capacity transit, as part of the 2023 Regional Transportation Plan update.

Metro will also begin scoping another transit plan in 2022, which will identify transit services and service coordination gaps, especially in suburban and rural areas of the region, and explore and consider innovative strategies to improve transit access and reduce service fragmentation. The future study will be completed in close coordination with public transit service providers in the region, and will utilize help from a consultant.

**Key Project Deliverables / Milestones**

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Transit Planning Support; Update Transit Data	Update Transit Analysis	Scope Transit Access Study	Update RTP Plans, and Policies

**FY 2022-23 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 84,418	STBG	\$ 121,121
Materials & Services	\$ 35,000	STBG Match (Metro)	\$ 13,863
Indirect Costs	\$ 50,566	Metro Direct Contribution	\$ 35,000
<b>TOTAL</b>	<b>\$ 169,984</b>	<b>TOTAL</b>	<b>\$ 169,984</b>

The budgeted amount for Materials & Services includes costs for consultant activities.

## Regional Freight Program

**Staff Contact:** Tim Collins, [tim.collins@oregonmetro.gov](mailto:tim.collins@oregonmetro.gov)

### **General Freight Program Description**

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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 and will be updated as part of the 2023 RTP.

### **Work completed in FY 2021-22:**

- Developed a draft work plan that outlines which near-term action items within the regional freight action plan (chapter 8 - Regional Freight Strategy) will be addressed in FY 2022-23.
- 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.
- Worked with the consultant team to complete Tasks 2, 3 and 4 of the Regional Freight Delay and Commodities Movement Study.

**Key Project Deliverables / Milestones**

Throughout the 2022-23 FY, near-term action items within the regional freight action plan will be addressed. The following project deliverables and milestone are either ongoing or will be addressed as time becomes available:

<b>Qtr 1</b>	<b>Qtr 2</b>	<b>Qtr 3</b>	<b>Qtr 4</b>
Report on growth in e-commerce and delivery services' impacts on trip making and vehicle emissions, and COVID 19's impacts.	Address freight policy questions and complete analysis that identifies freight projects that enhance the ability for moving commodities	Address near-term action items in regional freight strategy in 2023	Finalize Commodities Movement Study

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**FY 2022-23 Cost and Funding Sources**

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<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 134,670	STBG	\$ 193,222
Indirect Costs	\$ 80,667	STBG Match (Metro)	\$ 22,115
<b>TOTAL</b>	<b>\$ 215,337</b>	<b>TOTAL</b>	<b>\$ 215,337</b>

## Complete Streets Program

**Staff Contact:** Lake McTighe, lake.mctighe@oregonmetro.gov

### **Description**

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Metro's Complete Streets program includes activities related to transportation safety, street design, 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. Metro updated its urban design guide, called the Designing Livable Streets and Trails Guide in 2018 and continues to work with partnering agencies to implement the design guidelines on transportation projects, especially those projects that receive federal funds (available at <https://www.oregonmetro.gov/tools-partners/guides-and-tools/guidelines-designing-livable-streets-and-trails>).

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 federal 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 federal safety plans and targets.

Metro will continue to coordinate and engage with local, community, state and federal partners to implement the following program activities and deliverables in FY 2022-2023:

**Street design related activities:** provide internal and external street and trail design technical assistance on transportation projects and plans with a focus on projects that receive federal funds administered by Metro; develop a Healthy Urban Arterials policy brief to inform decisions in the 2023 RTP update; draft new complete streets and green infrastructure policies for the update of the RTP in 2023; assemble and analyze best available natural resource data for the 2023 RTP environmental assessment.

**Transportation safety related activities:** implement the annual work program (available at [www. https://www.oregonmetro.gov/regional-transportation-safety-plan](https://www.oregonmetro.gov/regional-transportation-safety-plan)), including: develop annual safety fact sheet using most recent crash data (2020); develop and submit annual federal safety performance report with 2020 data; update safety data, the crash map tool, and safety dashboard; update High Injury Corridors and Intersections; convene a regional safety forum on transportation equity and safety; provide safety updates to TPAC and JPACT; access and analyze FARS fatal crash and race/ethnicity data; participate in an MPO safety peer exchange; develop a media training with Multnomah Public Health; host an



FHWA safe system approach webinar review and update (if needed) safety policies in the 2023 RTP.

**Active transportation related activities:** incorporate Return on Investment (ROI) findings into the 2023 RTP as appropriate; and review and update (if needed) data and policies related to walking, bicycling and accessing transit in the 2023 RTP update.

Please contact Lake McTighe, [lake.mctighe@oregonmetro.gov](mailto:lake.mctighe@oregonmetro.gov), for more details.

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**Key Project Deliverables / Milestones**

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Update safety data	Update safety analysis & tools	Report on safety performance measures	Develop complete streets policies
Incorporate ROI findings into RTP	Complete streets elements scoped for RTP update	Complete streets/ policies	Update RTP safety and AT
Healthy urban arterials policy development	safety workshop		

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**FY 2022-23 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 77,633	STBG	\$ 113,630
Materials & Services	\$ 2,500	STBG Match (Metro)	\$ 13,005
Indirect Costs	\$ 46,502		
<b>TOTAL</b>	<b>\$ 126,635</b>	<b>TOTAL</b>	<b>\$ 126,635</b>

## Regional Travel Options (RTO) and Safe Routes to School Program

**Staff Contact:** Daniel Kaempff, [daniel.kaempff@oregonmetro.gov](mailto:daniel.kaempff@oregonmetro.gov)

### Description

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The Regional Travel Options Program implements 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. These strategies are primarily carried out through efforts by local government and non-government organizations who have the commitment, experience, and capacity to conduct RTO work. Typical RTO projects feature planning and development, community engagement, and evaluation of programmed that provides people with information, encouragement and resources they need to travel by non-SOV modes. Grantees and Metro staff work with a variety of community and culturally-specific organization and consulting firms to fulfill these tasks.

Metro's role is to provide strategic policy and program direction, to administer grants to these organizations, to coordinate activities between partners, and to provide shared program support and resources for grantees. In the current grant cycle (2019-2023), Metro is administering 58 grants. Approximately two-thirds of the RTO funding is awarded through grants to these partners working to reduce auto trips. These grant expenditures are reflected in the Materials and Services portion of the RTO budget below.

RTO is an ongoing program for over the past two decades. It is the demand management element of the region's Congestion Management Process and the Transportation System Management and Operations 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.

Work by RTO staff and partners was significantly impacted by COVID in 2020-2021, as travel behavior changed dramatically and in-person programming was almost completely halted. The Regional Travel Options team also began developing racial equity outcomes for the program that will inform our next grant cycle and Metro-led work; including a plan for focus groups with partners and community in 2022. In addition, we extended our existing Core Partner & Safe Routes to School grants an additional year (through FY 22), to ensure our new grant solicitation reflects our racial equity goals and to allow for partners to achieve their program outcomes after COVID-19 closures and shutdowns.

During 2022-2023, staff will continue to manage existing grants which will expire by the end of FY 2022 as well as develop and implement a selection process and new application for the 2023-26 grant program. The new grant application will launch in January 2023.

**Key Project Deliverables / Milestones**

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Finalize '23-26 grant outcomes	Training for partners on grant application	RTO grant solicitation process	All grant agreements signed

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**FY 2022-23 Cost and Funding Sources**

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<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 646,827	Safe Routes to Schools (FTA Grant)	\$ 489,600
Materials & Services	\$ 2,770,400	Safe Routes to Schools (FTA Grant) Match (Metro)	\$ 38,869 <sup>1</sup>
Indirect Costs	\$ 387,449	Regional Travel Options (FTA Grant)	\$ 2,951,736
		Regional Travel Options (FTA Grant) Match (Metro)	\$ 114,653 <sup>2</sup>
		Regional Travel Options (ODOT/FHWA Grant)	\$ 201,602
		Regional Travel Options (ODOT/FHWA Grant) Match (Metro)	\$ 8,216 <sup>3</sup>
<b>TOTAL</b>	<b>\$ 3,804,676</b>	<b>TOTAL</b>	<b>\$ 3,804,676</b>

The budgeted amount for Materials & Services includes costs for consultant activities.

<sup>1</sup> In addition to the above Metro provided match, an additional \$ 17,168 of match is provided by Metro's grantees.  
<sup>2</sup> In addition to the above Metro provided match, an additional \$ 223,186 of match is provided by Metro's grantees.  
<sup>3</sup> Only a portion of this grant has a match requirement.

## Transportation System Management and Operations (TSMO) – Regional Mobility Program

**Staff Contact:** Caleb Winter, [caleb.winter@oregonmetro.gov](mailto:caleb.winter@oregonmetro.gov)

### **Description**

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The Regional Transportation System Management and Operations Regional Mobility Program (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, all through a racial equity focus integrated into the 2021 TSMO Strategy. 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, Subcommittee of the Transportation Policy Alternatives Committee (TPAC) and a broad range of stakeholders through planning and partnerships, particularly. The 2021 TSMO Strategy sets a ten-year horizon with 21 actions to implement. These actions range from deploying Intelligent Transportation Systems (ITS) to Mobility on Demand. The TSMO Program shares some cross-over with the Regional Travel Options Strategy and Emerging Technology Strategy.

The program includes key components of Metro’s system monitoring, performance measurement and Congestion Management Process (CMP). The 2021 TSMO Strategy incorporates performance measures that both relate to the CMP and potential new measures from the Regional Mobility Policy Update (RMPU).

In FY 2022-23, the program will continue convening TransPort and will continue implementation of 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](http://www.oregonmetro.gov/tsmo).

### Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Recommend Projects, Develop Research Partnership	Develop TSMO Communications; Implement Projects	Implement Projects	Implement Evaluate Progress

### FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 191,956	STBG	\$ 278,556
Materials & Services	\$ 3,500	STBG Match (Metro)	\$ 31,882
Indirect Costs	\$ 114,982		
<b>TOTAL</b>	<b>\$ 310,438</b>	<b>TOTAL</b>	<b>\$ 310,438</b>

# High Capacity Transit Strategy Update

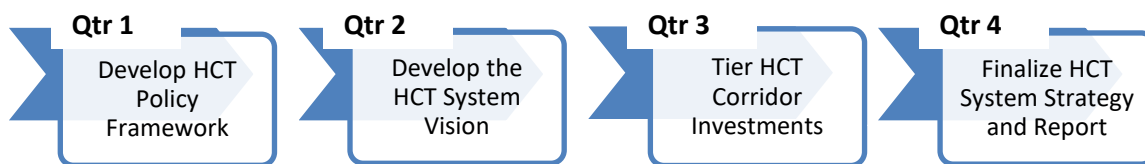
**Staff Contact:** Ally Holmqvist, ally.holmqvist@oregonmetro.gov

## Description

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. 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. The Transit Strategy includes our vision for high capacity transit in the region, including light rail and bus rapid transit.

Work will begin in 2022 to update the Regional High Capacity Transit component of the Regional Transportation Plan (RTP) in collaboration with regional transit providers as part of the 2023 RTP update. It will include updating the vision and supporting policies for high capacity transit, building off of the work done as part of the 2018 Regional Transit Strategy to focus on developing a vision for a regional bus rapid transit system that advances RTP goals and supports the regional transportation system. This work will include reevaluating the broader high capacity transit vision to address new policy considerations around the future of high capacity transit in our region; consider potential new corridors; capacity, reliability and speed improvements to existing service; extensions to existing lines; and potential new system connections. It will also assess readiness—building off of the work done for the Regional Investment Measure to develop tiers of corridor investments (considering competitiveness for federal funding among other factors), which will provide guidance for decisions regarding high capacity transit projects for the 2023 RTP update. This work will be completed with consultant services.

## Key Project Deliverables / Milestones



## FY 2022-23 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Materials & Services	\$ 215,000	Metro Direct Contribution	\$ 215,000
<b>TOTAL</b>	<b>\$ 215,000</b>	<b>TOTAL</b>	<b>\$ 215,000</b>

## Enhanced Transit Concepts Program

**Staff Contact:** Matt Bihn, matt.bihn@oregonmetro.gov

### Description

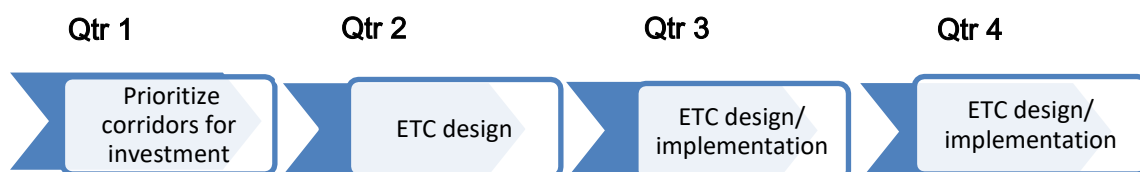
The Enhanced Transit Concepts (ETC) program is a joint Metro and TriMet endeavor that identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet frequent service bus lines or streetcar lines. ETC treatments are relatively low-cost to construct, context-sensitive, and are able to be implemented quickly to improve transit service in congested corridors. The program develops partnerships with local jurisdictions and transit agencies to design and implement ETC capital and operational investments.

During the previous fiscal year, planning work focused on East Burnside Street and on SW Alder Street. On Burnside, designs include a bus-and-turn lane eastbound between Martin Luther King Boulevard and 12th Avenue, benefitting TriMet lines 12, 19, and 20. SW Alder Street designs accommodate a rerouting of eastbound TriMet lines 15 and 51, and include bus stops and platforms between SW 18th Avenue and SW 2nd Avenue, along with bus and bike lanes between SW 4th Avenue and SW 2nd Avenue. These projects will be constructed as part of the City of Portland’s Rose Lane Project.

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 projects such as those planned on SW Alder Street and East Burnside Street improve rider safety and transit travel times, supporting Metro’s Equity and Congestion goals.

This is an ongoing program that will undergo a refresh, including an update to criteria to identify and prioritize transit corridors to ensure equitable outcomes, and a revised “Pipeline of Projects.” The program will assess currently planned transportation projects in the region for their capacity to include ETC treatments in order to leverage already-planned work, reduce construction costs, and to distribute projects across a larger geography. The program will also investigate opportunities to implement ETC projects benefiting areas where TriMet-identified equity transit lines and Metro-identified Equity Focus Areas overlap.

### Key Project Deliverables / Milestones



**FY 2022-23 Cost and Funding Sources**

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**Requirements:**

Personnel Services	\$ 133,366
Materials & Services	\$ 2,300,000
Indirect Costs	\$ 79,886

**Resources:**

Metro Direct Contribution	\$ 2,513,252
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<b>TOTAL</b>	<b>\$ 2,513,252</b>	<b>TOTAL</b>	<b>\$ 2,513,252</b>
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The budgeted amount for Materials & Services includes costs for consultant activities.



## Regional Freight Delay and Commodities Movement Study

**Staff Contact:** Tim Collins, tim.collins@oregonmetro.com

### **Description**

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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 effected freight truck travel within the Portland Region compared to the overall vehicle travel in the region, and what general impacts it has had on e-commerce and other delivery services.

### **Work completed in Fiscal Year 2021-2022**

- Completed reviews and ongoing work to adjust the Regional Freight Model to be better calibrated and reflect new information on the movement of commodities.
- Identified changes needed to the Regional Freight Model by reviewing modeling results of sensitivity tests and using the Commodities Visualizer.
- Completed Local Certification Program with ODOT, and signed a contract with Cambridge Systematics for work on the Regional Freight Delay and Commodities Movement Study.
- Worked with the consultant team to complete Tasks 2, 3 and 4 of the Regional Freight Delay and Commodities Movement Study. Final scope of work for the Regional Freight Delay and Commodities Movement Study.
- Selected the participants in the Stakeholder Advisory Committee (SAC).
- Developed a policy framework that provides an understanding of existing RTP policy and Regional Freight Strategy policy.

### **Relationship to the 2018 RTP Policy Guidance**

The Regional Freight Delay and Commodities Movement Study developed a freight policy framework that is linked to, and provides an understanding of RTP policy guidance and freight policies in the Regional Freight Strategy.

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**Key Project Deliverables / Milestones**

<b>Qtr 1</b>	<b>Qtr 2</b>	<b>Qtr 3</b>	<b>Qtr 4</b>
Report on e-commerce and delivery services	Present study findings to PMT and SAC	Write draft of final report and the executive summary	Present summary of final study report to PMT, SAC and policy committees

**FY 2022-23 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Materials & Services	\$ 130,000	STBG	\$ 116,649
		STBG Match (Metro)	\$ 13,351
<b>TOTAL</b>	<b>\$ 130,000</b>	<b>TOTAL</b>	<b>\$ 130,000</b>

The budgeted amount for Materials & Services includes costs for consultant activities.

## Economic Value Atlas (EVA) Implementation

**Staff Contact:** Jeff Raker, [jeffrey.raker@oregonmetro.gov](mailto:jeffrey.raker@oregonmetro.gov)

### **Description**

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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 2019-2020 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 2019-2020, 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 2020-2021, 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 2020-2021, Metro participated 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 was integrated into the Comprehensive Recovery Data dashboard under development by the Research Center.

In FY 2022-23, staff will continue to share best practices with peer group and the EVA will be updated with new data and added functionality, support data benchmarking in the Comprehensive Economic Development Strategy, and inform the Emerging Growth Trends, Regional Transportation Plan, and Urban Growth Report. The tool supports policy decisions on an ongoing basis.

## Key Project Deliverables / Milestones

### Qtr 1

CEDS, Recovery Plan,  
+ Columbia Connects  
Applications

### Qtr 2

Data Updates +  
Development Sprints

### Qtr 3

Sharing Best  
Practices with Peer  
Group

### Qtr 4

Applications to RTP,  
Emerging Growth  
Trends, and UGR

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## FY 2022-23 Cost and Funding Sources

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### Requirements:

Personnel Services	\$ 41,583
Indirect Costs	\$ 24,908
<b>TOTAL</b>	<b>\$ 66,491</b>

### Resources:

STBG	\$ 59,663
STBG Match (Metro)	\$ 6,829
<b>TOTAL</b>	<b>\$ 66,491</b>

## Regional Emergency Transportation Routes

**Staff Contact:** John Mermin, [john.mermin@oregonmetro.gov](mailto:john.mermin@oregonmetro.gov)

### Description

Identified in Chapter 8 of the [2018 Regional Transportation Plan](#), this project is a collaborative effort between public, private and non-profit stakeholders, co-led by the five-county, bi-state [Regional Disaster Preparedness Organization \(RDPO\)](#) and Metro to improve the safety and resiliency of the region's transportation system to natural disasters, extreme weather events and climate change.

From 2019 - 2021 the RDPO and Metro partnered to complete phase 1 of the project - updating the designated Regional Emergency Transportation Routes (ETRs) for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington. The routes had not been updated since 2006. For more information on ETRs, please visit <https://rdpo.net/emergency-transportation-routes>.

A second phase of follow-on work is proposed for 2023 – 2025 and will utilize consultants to help prioritize/tier the updated routes and develop operational guidance for route owners/operators. While the funding for phase 2 may not be available in FY 2022-23, interim work activities will continue to help prepare for phase 2. Metro will bring the updated RETRs into 2023 RTP policies. RDPO is conducting additional technical analysis required before the launch of Phase 2, including updates to some public works facilities information, and an updated analysis of potential Cascadia earthquake impacts to RETRs. RDPO and Metro will leverage the recently developed Social Vulnerability Toolkit (SVT) to deliver a set of equity case studies looking at the Regional ETRs and how they serve specific vulnerable populations in the region. This work will help inform the wider application of SVT data in the Phase 2 process of tiering/prioritization and operational guidelines.

### Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
ETR PH.1 findings incorporated into RTP			RDPO's Ph.2 prep

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**FY 2022-23 Cost and Funding Sources**

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<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 36,408	Local Support	\$ 138,216
Materials & Services	\$ 80,000		
Indirect Costs	\$ 21,808		
<b>TOTAL</b>	<b>\$ 138,216</b>	<b>TOTAL</b>	<b>\$ 138,216</b>

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The budgeted amount for Materials & Services includes costs for consultant activities.



# Regional Corridor/Area Planning





## Investment Areas (Corridor Refinement and Project Development)

**Staff Contact:** Malu Wilkinson, malu.wilkinson@oregonmetro.gov

### **Description**

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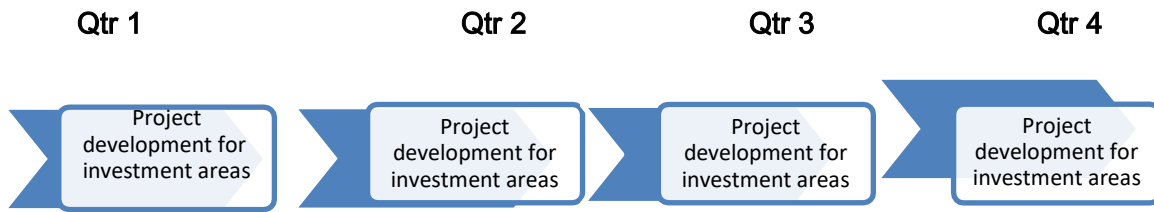
Metro's Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit 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 2021-2022, Investment Areas staff have supported partner work on TV Highway, Enhanced Transit Concepts, Columbia Connects, 82<sup>nd</sup> Ave, the Interstate Bridge Replacement Program, additional support for the Southwest Equitable Development Strategy, MAX Red Line Enhancements, 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.

## Key Project Deliverables / Milestones




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## FY 2022-23 Cost and Funding Sources

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### Requirements:

Personnel Services	\$ 319,617
Materials & Services	\$ 36,600
Indirect Costs	\$ 191,451
<b>TOTAL</b>	<b>\$ 547,668</b>

### Resources:

Metro Direct Contribution	\$ 547,668
<b>TOTAL</b>	<b>\$ 547,668</b>

## Southwest Corridor Transit Project

**Staff Contact:** Michaela Skiles, Michaela.Skiles@oregonmetro.gov

### Description

The Southwest Corridor Transit Project would extend 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 roadway, sidewalk, bike, transit and stormwater infrastructure. Program activities include environmental review and concurrence, 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 to support the region's 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 progress on travel options and congestion, and is a model for incorporating equitable outcomes into transportation projects.

TriMet will design, build, operate and maintain the light rail. The project is guided by a steering committee composed of representatives from TriMet, ODOT, Metro, Washington County, Portland, Tigard, Tualatin and Durham, whose staff collaborate on project planning and design. Project planning and design (including the steering committee) were put on pause in late 2020 after the regional transportation funding measure did not pass. Environmental review activities are ongoing.

In FY 2021-22 the project continued to work with the Federal Transit Administration on developing and publishing the Final Environmental Impact Statement, receiving associated federal approvals, and issuing a Record of Decision. This is an ongoing program. Please contact staff for more detail.

### Key Project Deliverables / Milestones\*



*\*Unclear if funding for this project will be identified. These deliverables are dependent on funding.*

**FY 2022-23 Cost and Funding Sources**

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<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 77,214	SW Corridor Equitable Dev. Strategy (FTA Grant)	\$ 413,750
Materials & Services	\$ 413,750	SW Corridor Equitable Dev. Strategy (FTA Grant) Match (Metro)	\$ 97,218
Indirect Costs	\$ 46,251	Local Support	\$ 26,248
<b>TOTAL</b>	<b>\$ 537,215</b>	<b>TOTAL</b>	<b>\$ 537,215</b>

The budgeted amount for Materials & Services includes costs for consultant activities.

## Columbia Connects

**Staff Contact:** Jeff Raker, jeffrey.raker@oregonmetro.gov

### **Description**

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Columbia Connects is a regional project with Oregon and Washington planning partners collaborating to unlock the potential for equitable development and programs which is 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.

FY 2021-22 the Columbia Connects project:

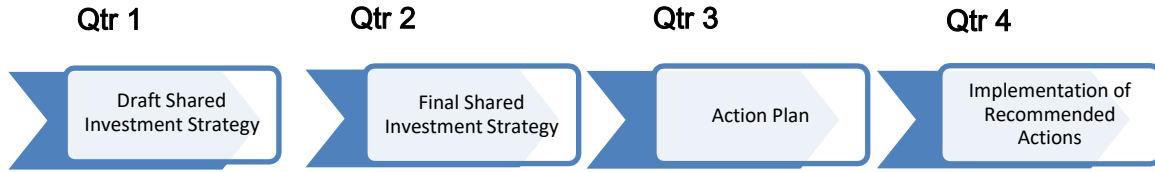
- Completed a Conditions Assessment for the Columbia Connects subarea
- Established a Draft Share Investment Strategy

The Columbia Connects project is consistent with the Regional Transportation Plan (RTP) 2018 goals and 2040 Vision supporting 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. Columbia Connects will identify projects and programs that will strengthen bi-state connections and institutional partnerships with or without a bridge and high capacity transit project.

### **Key Project Deliverables / Milestones**

The project has resulted in a Columbia Connects Shared Investment Strategy that outlines specific opportunities for investment based on feasibility, effectiveness, equity, and project champions input. Projects and programs include test approaches and pilot projects aligned with the region's Comprehensive Economic Development Strategy. Based on the Strategy and coordination with partners, the partners will finalize and implement actions included in a Shared Investment Strategy, continuing to partner across state boundaries to establish agreements and commitments for implementation and ongoing coordination on resource acquisition.

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**FY 2022-23 Cost and Funding Sources**

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**Requirements:**

Personnel Services      \$ 83,262  
 Indirect Costs            \$ 49,874

**Resources:**

STBG                                \$ 119,463  
 STBG Match (Metro)        \$ 13,673

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**TOTAL                                \$ 133,136**

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**TOTAL                                \$ 133,136**

# City of Portland Transit and Equitable Development Assessment

**Staff Contact:** Brian Harper, brian.harper@oregonmetro.gov

**Description**

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

In FY 2021/22 the project completed the following elements of the work:

- NE Study Area Urban Design Report
- Analysis of NE Study Area Transit extension options
- NE Study Area Opportunity Site analysis

Final elements to be delivered in FY 2022/23 include:

- Equitable Development Report
- Land Use Analysis and Recommendations
- Transportation Analysis and Recommendations.

This program is ongoing.

**Key Project Deliverables / Milestones**

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Land Use Report	Transportation Report	Equitable Development Report	Adopt Final

**FY 2022-23 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Materials & Services	\$ 50,000	Montgomery Park / Hollywood Transit (FTA Grant)	\$ 50,000
<b>TOTAL</b>	<b>\$ 50,000</b>	<b>TOTAL</b>	<b>\$ 50,000</b>

The budgeted amount for Materials & Services includes costs for consultant activities.

## TV Highway Transit and Development Project

**Staff Contact:** Eryn Deeming Kehe, [eryn.kehe@oregonmetro.gov](mailto:eryn.kehe@oregonmetro.gov)

### **Description**

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The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to design high-capacity transit, specifically enhanced transit or Bus Rapid Transit (BRT) in the corridor, building on recent work undertaken by Washington County. It also brings together community to strategize future equitable development to disrupt inequitable historic patterns and counteract forces of gentrification when future transportation investments occur. It is a partnership between Metro and TriMet, ODOT, Washington County, Beaverton, Hillsboro, Cornelius and Forest Grove.

The program began in the fiscal year 2021-22. In that year, the project convened a group to create an equitable development strategy (EDS). This coalition of community-based organizations (CBOs) that represent communities of color and other marginalized communities within the study area is responsible for developing a strategy with the community. In addition, the project created a steering committee that includes elected officials and members of this coalition. The Steering Committee is charged with identifying a locally preferred alternative (LPA) for a Bus Rapid Transit (BRT) 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 goal is to 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 electric buses in the corridor.

This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. It is coordinated with the implementation of the OTC Strategic Action Plan's Equity and Modern Transportation System goals. 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.

**Key Project Deliverables / Milestones**

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Concept design and analysis	Community engagement	Finalize EDS	Select LPA

**FY 2022-23 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 493,695	STBG	\$ 224,043
Materials & Services	\$ 300,000	STBG Match (Metro)	\$ 25,643
Indirect Costs	\$ 295,723	HOPE - TV Highway (FTA Grant)	\$ 425,000
		HOPE - TV Highway (FTA Grant) Match (Metro)	\$ 47,222
		Metro Direct Contribution	\$ 367,511
<b>TOTAL</b>	<b>\$ 1,089,418</b>	<b>TOTAL</b>	<b>\$ 1,089,41</b>

The budgeted amount for Materials & Services includes costs for consultant activities.

## TriMet Red Line MAX Extension TOD & Station Area Planning

**Staff Contact:** Guy Benn, [benng@trimet.org](mailto:benng@trimet.org)

### **Description**

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Through a Federal Transit Administration (FTA) PILOT grant, this planning work will activate under-developed station areas along the east and west segments of the MAX Red Line being improved by the FTA Small Starts Better Red Improvement Project. The Station Area Planning work will complement and leverage the infrastructure and systems investment occurring through the Better Red Improvement project by clarifying the appropriate types, densities, and forms of development at each station area, and by highlighting ways for all stakeholders to participate in this development. By clarifying the conditions and needs at each station area, the planning work will highlight what development is possible and desired, and create certainty that is catalytic to additional investment.

Since the project's initiation in 3Q-FY21, TriMet, its project partners, and consultant team has performed an equity analysis and detailed scoping assessment to identify and refine the station study areas and focus parcels to highest priority and highest impact locations. On the east side, the focus is at Parkrose/Sumner Transit Center and at Gateway/NE 99<sup>th</sup> Transit Center, and on the west side at Willow Creek/SW 185<sup>th</sup> Transit Center, and Millikan Way, Beaverton Creek, and Elmonica/SW 170<sup>th</sup> Stations. Each focus area will be analyzed using specific economic and development studies tailored to its identified opportunity and potential. To deliver results that are relevant and contextual, the each study will account for past, current, and planned planning work relevant to the region and each focus area. Examples of tailored studies include; Community Assets and Gaps Analyses; Local Policy Analyses; Site Access, Massing and Feasibility Assessments; and Strategic Plans. Examples of related planning work being considered includes the Parkrose Community Plan, Metro's 2040 Growth and TOD plans, the Gateway Action Plan, Washington County's Economic Development Plan, etc.

### **Key Project Deliverables / Milestones**

This station area planning work will provide actionable plans that will increase ridership, catalyze TOD development, and prime select TriMet-owned parcels for an RFP/RFQ process. The work will also increase transparency in TriMet's TOD program, promote community action and deliver equitable community benefit. Further information on all the above is available from the project manager.




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**FY 2022-23 Cost and Funding Sources**

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<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$225,393	Federal grant	\$ 480,787
Materials & Services	\$495,781	Local Match	\$ 240,393
<b>TOTAL</b>	<b>\$721,180</b>	<b>TOTAL</b>	<b>\$ 721,180</b>

## Westside Multimodal Improvements Study

**Staff Contact:** Vanessa Vissar, [Vanessa.vissar@odot.oregon.gov](mailto:Vanessa.vissar@odot.oregon.gov)

### Description

ODOT and Metro are co-managing the Westside Multimodal Improvements Study and working in collaboration with local agency partners and the community to identify transportation needs, challenges, and opportunities in the Westside Corridor. The Westside 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 includes this project as 8.2.4.6 Hillsboro to Portland (Mobility Corridors 13, 14 and 16).

The project will consider potential multimodal projects, strategies, and technologies to develop a preferred set of investments and programs to address the identified needs. Options will be evaluated for their potential to address existing deficiencies and support future development and growth in freight, commuters, and commercial traffic in job centers and other regional destinations, including between Hillsboro’s Silicon Forest, Northern Washington County’s agricultural areas, and the Portland Central City, I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport. The project includes financial contributions from Washington County and the City of Hillsboro.

The Study began in Fall 2021 and is estimated to be completed in Spring 2023.

### Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Existing Conditions	Scenario Development	Evaluation of Alternatives	Final Report

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### **FY 2022-23 Cost and Funding Sources**

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<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 400,000	ODOT/FHWA Grant	\$ 538,380
Materials & Services	\$ 400,000	Local Match	\$ 261,620*
<b>TOTAL</b>	<b>\$ 800,000</b>	<b>TOTAL</b>	<b>\$ 800,000</b>

\*Local match includes \$100,000 contributions from City of Hillsboro and Washington County

## 82<sup>nd</sup> Avenue

**Staff Contact:** Elizabeth Mros-O'Hara, [elizabeth.mros-ohara@oregonmetro.gov](mailto:elizabeth.mros-ohara@oregonmetro.gov)

### **Description**

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Metro Regional Government, in partnership with the City of Portland, TriMet, Clackamas County and ODOT will complete an Alternatives Analysis, Conceptual Design, Travel Reliability Analysis, and Electric Bus Feasibility Analysis and to advance Transit Project Development on the 82nd Avenue Corridor. This work will be coordinated with community partners, and will leverage TriMet's Division Transit Project and the City of Portland's Civic Corridor Program to improve safety and livability on the corridor.

Metro is requesting a \$850,000 Areas of Persistent Poverty grant from the FTA to develop a coordination strategy to work across jurisdictions; develop transit goals and objectives; coordinate and facilitate engagement with a focus on historically disadvantaged communities in the corridor; conduct a travel time and reliability analysis to inform transit project design; develop a conceptual design; and a get agreement on a transit concept, and estimate the feasibility of using articulated electric buses in the corridor. The alternatives analysis will identify the preferred transit alternative and set the project up to integrate with an Equitable Development Strategy and qualify for federal funding. The preferred transit concept will be adopted into partner agency plans and the 2023 RTP in summer to fall 2023. The project will then pursue NEPA and Federal Transit Administration funding.

TriMet's Line 72 is the highest ridership bus line in the TriMet system providing a crucial crosstown trunk with frequent service and connections to major transfer points like the Clackamas Town Center park and ride, SE 82nd and Division Street, and the 82nd Avenue MAX station serving many low income areas. This project would reduce the significant bus delays and coordinate the transformation of bus service on 82nd Avenue with the Jurisdictional Transfer process to ensure that improvements result in the best outcome for safety and high-quality and reliable transit service (potentially a BRT). Relatedly, the partners are working on Equitable Development Strategy to build opportunity in the area in partnership with the community.

Milestones and deliverables include:

- Interagency and community coordination strategy
- Transit Steering Committee
- Transit goals and objectives
- Communications and outreach plan
- Technical analysis of transit concepts and summaries of performance
- A locally preferred transit alternative with Steering Committee and input from community and stakeholders

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**Key Project Deliverables / Milestones**

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Develop Coordination Strategy	Develop Transit goals & objectives	Develop transit concepts	Identify locally preferred transit alternative

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**FY 2022-23 Cost and Funding Sources**

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<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 229,769	STBG	\$ 244,697
Materials & Services	\$ 450,000	STBG Match (Metro)	\$ 28,007
Indirect Costs	\$ 137,632	Metro Direct Contribution	\$ 544,697
<b>TOTAL</b>	<b>\$ 817,401</b>	<b>TOTAL</b>	<b>\$ 817,401</b>

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The budgeted amount for Materials & Services includes costs for consultant activities.



# Regional Administration and Support





## MPO Management and Services

**Staff Contact:** Tom Kloster (tom.kloster@oregonmetro.gov)

### Description

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The Metropolitan Planning Organization (MPO) Management and Services program is responsible for the overall management and administration of the region's responsibilities as a federally-designated MPO. These responsibilities include:

- creation and administration of the annual Unified Planning Work Program (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

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.

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.

As the MPO, Metro is also responsible for preparing the annual Unified Planning Work Program (UPWP), the document you are holding in your hands now, and that coordinates activities for all federally funded planning efforts in the Metro region.

Metro also maintains the following required intergovernmental agreements (IGAs) and memorandums of understanding (MOUs) with local on general planning coordination and special planning projects:

- ODOT/Metro Local Agency Master Certification IGA and Quality Program Plan *(effective through June 30, 2022)*
- 4-Way Planning IGA with ODOT, TriMet and SMART *(effective through June 31, 2024)*
- SW Regional Transportation Council (RTC) MOU *(effective through June 30, 2024)*
- Oregon Department of Environmental Quality MOU *(effective through March 7, 2023)*

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.

**Key Project Deliverables / Milestones**

The primary deliverable include annual updates to MOUs and IGAs, as needed, development and adoption of the UPWP and self-certification with federal planning requirements. Ongoing administrative deliverables include administration of contracts, coordinating, leading and documenting TPAC and JPACT meetings and required federal reporting.

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Updates to MOUs and IGAs		Draft 2023-24 UPWP	Adopt 2023-24 UPWP Self-Certification

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**FY 2022-23 Cost and Funding Sources**

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<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 278,644	PL	\$ 349,842
Materials & Services	\$ 28,000	PL Match (ODOT)	\$ 40,041
Indirect Costs	\$ 166,908	Metro Direct Contribution	\$ 83,669
<b>TOTAL</b>	<b>\$ 473,552</b>	<b>TOTAL</b>	<b>\$ 473,552</b>

## Civil Rights and Environmental Justice

**Staff Contact:** Clifford Higgins, clifford.higgins@oregonmetro.gov

### Description

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 Q3-Q4 FY2021-22, Metro updated its Limited English Proficiency Plan and Implementation Plan, its Title VI Program, and Title VI Plan.

### Key Project Deliverables / Milestones



### FY 2022-23 Cost and Funding Sources

**Note:** Civil Rights and Environmental Justice costs are part of Metro’s central communications department, and are allocated through Metro’s cost allocation plan.

## Public Engagement

**Staff Contact:** Clifford Higgins, clifford.higgins@oregonmetro.gov

### Description

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 and results for decision-making processes are documented and given full consideration.

Metro's public engagement practices bring 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. It serves as a resource for current best practices for public involvement and supports the Strategic Plan to Advance Racial Equity, Diversity and Inclusion and its Goal B to meaningfully engage communities of color.

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. FY2021-22 activities included engagement on the 2023 Regional Transportation Plan scoping and the Regional Flexible Funds Allocation process

### Key Project Deliverables / Milestones



### FY 2022-23 Cost and Funding Sources

**Note:** Public Engagement is spread throughout other project budgets. Please refer to the MTIP, Corridor Planning, Civil Rights, MPO Management & services budget summaries.

## Data Management and Visualization

**Staff Contact:** Cindy Pederson, [cindy.pederson@oregonmetro.gov](mailto:cindy.pederson@oregonmetro.gov)

### **Description**

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Metro's Data Resource Center (DRC) provides Metro and the region with technical services including data management, visualization, analysis, application development and systems administration. The DRC collaborates with Metro programs to support planning, modeling, forecasting, policy-making, and resiliency and performance measurement activities.

The Data Resource Center's work in FY 2022-23 will span all of these disciplines. In the fields of data management and analytics, the DRC will provide technical expertise and data visualization products for Regional Transportation Planning, including work on the Regional Transportation Plan Update, the Metropolitan Transportation Improvement Program, Performance Measures and the Transportation Data Program. The Demographics and Equity Team will continue implementing the department's Equity Analytics Strategy.

The Data Resource Center will develop applications and provide systems administration for a variety of tools. Recent examples are: the Economic Value Atlas, an economic development planning tool that has become a platform used to provide geographic analysis layers for other programs such as the Regional Flexible Funds Allocation, 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 Data Resource Center will continue adding value relevant to Metro's MPO functions via the Regional Land Information System (RLIS) by maintaining its current technology stack and publishing data on a continual basis (quarterly RLIS Live updates). RLIS Live includes quarterly updates to transportation datasets such as street centerlines, sidewalks, trails, public transit routes, and annual updates to crash data and vehicle miles traveled. Demographic and land use data included in RLIS, such as the American Community Survey and zoning plans, also inform transportation planning. This provides essential data and technical resources to both Metro programs and partner jurisdictions throughout the region.

RLIS, Metro's Geographic Information System (GIS), 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.

For additional information about the Data Resource Center's data management and visualization projects, email [cindy.pederson@oregonmetro.gov](mailto:cindy.pederson@oregonmetro.gov).

**Key Project Deliverables / Milestones**

<b>Qtr 1</b>	<b>Qtr 2</b>	<b>Qtr 3</b>	<b>Qtr 4</b>
RLIS Live Update Application Updates	RLIS Live Update Crash Map Updates	RLIS Live Update 2022 Aerial Photos	RLIS Live Update RTP Performance Measures

**FY 2022-23 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 1,153,328	5303	\$ 394,886
Materials & Services	\$ 71,900	5303 Match (Metro)	\$ 45,196
Indirect Costs	\$ 690,843	STBG	\$ 201,893
		STBG Match (ODOT)	\$ 23,108
		Metro Direct Contribution	\$1,250,989
<b>TOTAL</b>	<b>\$ 1,916,071</b>	<b>TOTAL</b>	<b>\$ 1,916,071</b>

## Land Use and Socio-Economic Modeling Program

**Staff Contact:** Chris Johnson, [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov)

### **Description**

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The Land Use and Socio-Economic Modeling Program assembles historical data and develops future forecasts of population, land use, and economic activity that support Metro's regional transportation planning and transportation 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 Land Use and Socio-Economic Modeling Program also includes activities related to the continued development of the analytical tools and models 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 to study transportation corridor needs, formulate regional transportation plans, analyze the economic impacts of potential climate change scenarios, and to develop land use planning alternatives. This work creates the key inputs (i.e., population, housing, jobs) for the analytical tools (e.g., travel demand model) that are used to carry out federal transportation planning requirements and support regional transportation planning process and project needs.

The resources devoted to the development and maintenance of the Metro's core forecast toolkits are critical to Metro's jurisdictional and agency partners to do transportation planning and transportation project development. 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. This is an ongoing program.

Work completed (July 2021 – June 2022):

- Regional Economic Forecast Updates/Refinements
- 2020-2045 Distributed Forecast Refinements:
  - TAZ-level Employment by Sector Estimates
  - TAZ-level Household Estimates by Income-Age-Head of Household Cross-Classification
- Analysis of Census 2020 Data
- Ongoing Maintenance of Land Development Monitoring System

- Update of Vacant Lands Inventory

Work to be initiated/continued/completed (July 2022 – June 2023):

- Land Use Model Improvements
  - Assess Pro-Forma-based Approach to Forecasting Redevelopment Supply
  - Refinement of Regression-based Approach to Forecasting Redevelopment Supply
  - Development of a New Land Use Model Platform to Replace MetroScope
- Development New Regional Economic Forecast (2024 -2044) to Replace Existing 2018 – 2038 Forecast
- Analysis/Application of Census 2020 Data

### Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
LU Model Redevelopment Improvements	LU Model Redevelopment Improvements	Regional Economic Forecast	Regional Economic Forecast

### FY 2022-23 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 152,302	5303	\$ 300,137
Materials & Services	\$ 132,300	5303 Match (Metro)	\$ 34,352
Indirect Costs	\$ 91,229	Metro Direct Contribution	\$ 41,341
<b>TOTAL</b>	<b>\$ 375,831</b>	<b>TOTAL</b>	<b>\$ 375,831</b>

The budgeted amount for Materials & Services includes costs for consultant activities.



## Travel Model Program

**Staff Contact:** Chris Johnson, [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov)

### **Description**

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The Travel Model Program is a coordinated portfolio of projects and tasks devoted to the continued development 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:

- Trip-based Travel Demand Model
- Activity-based Travel Demand Model (CT-RAMP, ActivitySim)
- Freight Travel Demand Model
- Bicycle Route Choice Assignment Model
- Multi-Criterion Evaluation Tool (Benefit/Cost Calculator)
- Housing and Transportation Cost Calculator
- FTA Simplified Trips On Project Software (STOPS)
- 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. This is an ongoing program.

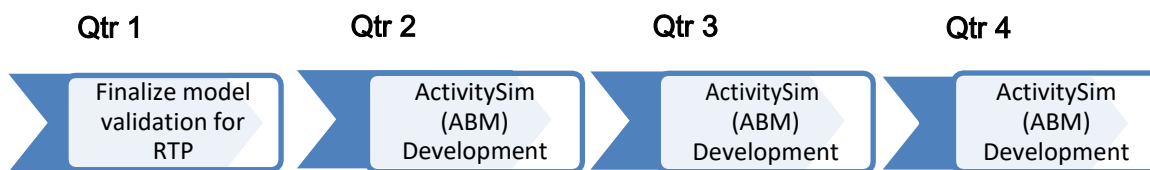
Work completed (July 2021 – June 2022):

- Trip-based Model Improvements and DTA Model Development in Support of Regional Pricing Studies:
- Multi-Criterion Evaluation (MCE) Tool Refinement in Support of Regional Pricing Studies
- Freight Model Dashboard Development and Validation
- VisionEval Reference Scenario Development and Sensitivity Testing
- 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

Work to be initiated/continued/completed (July 2022 – June 2023):

- Travel Demand Calibration/Validation to 2020 Base Year Conditions for RTP Application
  - Release New Model Version and Finalize Validation Report
- Activity-based Travel Demand Model (i.e., ActivitySim Development)
  - Update Population Synthesizer (i.e., PopSim)
  - Refine MAZs/TAZs, Networks
  - Existing (Survey) Year Implementation
  - Initial Calibration, Reasonableness Checking, and Region-Specific Customization

**Key Project Deliverables / Milestones**



**FY 2022-23 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 341,972		
Materials & Services	\$ 180,250		
Indirect Costs	\$ 204,841	5303	\$ 356,543
		5303 Match (Metro)	\$ 40,808
		Metro Direct Contribution	\$ 79,712
		Local Support	\$ 250,000
<b>TOTAL</b>	<b>\$ 727,063</b>	<b>TOTAL</b>	<b>\$ 727,063</b>

The budgeted amount for Materials & Services includes costs for consultant activities.

## Oregon Household Travel and Activity Survey Program

**Staff Contact:** Chris Johnson, [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov)

### **Description**

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Transportation analysts, planners, and decision-makers depend on periodic travel surveys to provide a reliable “snapshot” of current household travel behavior reflected through changing population, demographic, and travel trends. Surveys provide a comprehensive picture of personal travel behavior that is lacking in other data sources, such as the Census. Data collected through surveys are also critical for updating and improving travel demand models, the foundational analytical tool used to support regional transportation planning activities.

Through the Oregon Statewide Modeling Collaborative (OMSC), 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 conduct survey efforts independently.

The current household survey project is structured around three major phases:

- Phase I – Scoping (October 2021 – December 2021)
- Phase II – Survey Design (January 2022 – May 2022)
- Phase III – Survey Implementation (Data Collection to begin Fall 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.

Work completed (July 2021 – June 2022):

- Contractor evaluation and selection
- Procurement and contracting
- Scoping/design/testing

**Key Project Deliverables / Milestones**

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Complete	Data Collection	Data Processing	Data Collection

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**FY 2022-23 Cost and Funding Sources**

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<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 148,539	STBG	\$ 511,063
Materials & Services	\$ 350,000	STBG Match (Metro)	\$ 58,493
Indirect Costs	\$ 88,975	Metro Direct Contribution	\$ 17,957
<b>TOTAL</b>	<b>\$ 587,514</b>	<b>TOTAL</b>	<b>\$ 587,514</b>

The budgeted amount for Materials & Services includes costs for consultant activities.

## Technical Assistance Program

**Staff Contact:** Chris Johnson, [chris.johnson@oregonmetro.gov](mailto:chris.johnson@oregonmetro.gov)

### Description

US Department of Transportation protocols and procedures 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. An annual 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.

### Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Software maintenance fees paid	Assistance provided upon request	Assistance provide upon request	Assistance provided upon request

### FY 2022-23 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 50,506	STBG	\$ 100,281
Materials & Services	\$ 31,000	STBG Match (Metro)	\$ 11,478
Indirect Costs	\$ 30,253		
<b>TOTAL</b>	<b>\$ 111,759</b>	<b>TOTAL</b>	<b>\$ 111,759</b>

## Intergovernmental Agreement Fund Management

**Staff Contact:** Grace Cho, [grace.cho@oregonmetro.gov](mailto:grace.cho@oregonmetro.gov)

### **Description**

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Metro's Intergovernmental Agreement Fund Management program administers fund swapped monies to identified project and ensures the delivery of projects (capital, project development, or planning studies) in a manner agreed to in the intergovernmental agreements.

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 2019, JPACT and the Metro Council approved and directed Metro staff to pursue a number of funding swaps of federal funds. The intent of the funding swaps 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 planning studies which implement the Regional Transportation plan (RTP).

Metro administers the terms of the intergovernmental agreements for the funding swaps and monitors the delivery of the projects receiving swapped funds. Each project identified for swapping federal funds with local funds emerge from a specific selection process based on a set of factors including, but not limited to: federal fund type being swapped, project complexity, and available local funds. The selection process is described in further detail of the program business process document. Intergovernmental agreements (IGAs) outline the agreed upon scope of work, the 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 the fund swap.

In federal fiscal year 2022-2023, the Intergovernmental Agreement Fund Management program will see all the active transportation project development projects completed. These 11 projects were for planning activities and early project development for design phases for local agency projects. These projects are further prepared with scoped cost estimates to pursue funding for future phases of work. At this time, two of the eleven projects have secured funding for the remaining project development, design, and construction phases.

Five projects will remain active and will continue to be monitored for progress and project delivery of projects receiving swapped funds in federal fiscal year 2022-2023. These five projects include three which will enter into construction during federal fiscal year 2022-2023 and two projects which will continue the development of preliminary engineering and design.

**Key Project Deliverables / Milestones**

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Project 1 in construction; Project 2 enters construction	Project 1 completion	Project 3 enters ROW	Project 2 completion; Project 3 enters construction; Project 4 completes design

**FY 2022-23 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personnel Services	\$ 45,355	Metro Direct Contribution	\$ 2,406,523
Materials & Services	\$ 2,334,000		
Indirect Costs	\$ 27,168		
<b>TOTAL</b>	<b>\$ 2,406,523</b>	<b>TOTAL</b>	<b>\$ 2,406,523</b>

The budgeted amount for Materials & Services includes costs for consultant activities.







# State Transportation Planning of Regional Significance



## ODOT Development Review

**Staff Contact:** Glen Bolen, Glen.a.Bolen@ODOT.oregon.gov

### Description

ODOT reviews local land use actions and participates in development review cases when those actions may have safety or operational impacts (for all modes of travel) on the state highway system, or if they involve access (driveways) to state roadways. ODOT staff work with jurisdictional partners and applicants/developers. Products may include written responses and/or mitigation agreements. This work also includes review of quasi-judicial plan amendments, code and ordinance text amendments, transportation system plan amendments, site plans, conditional uses, variances, land divisions, master plans/planned unit developments, annexations, urban growth boundary expansions and recommendations for industrial land site certifications. ODOT also works to ensure that long-range planning projects integrate development review considerations into the plan or implementing ordinances, so that long-range plans can be implemented incrementally over time. In a typical fiscal year, Region 1 staff review of over 2,000 land use actions, with approximately 200 written responses and 100 mitigation agreements.

### Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Ongoing response letters, mitigation agreements	Ongoing response letters, mitigation agreements	Ongoing response letters, mitigation agreements	Ongoing response letters, mitigation agreements

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### FY 2022-23 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 425,000	Federal grant	\$ 357,894
Materials & Services	\$ 0	Local Match	\$ 67,106
<b>TOTAL</b>	<b>\$ 425,000</b>	<b>TOTAL</b>	<b>\$ 425,000</b>

## ODOT – Transportation and Growth Management

**Staff Contact:** Glen Bolen AICP, [Glen.a.Bolen@ODOT.oregon.gov](mailto:Glen.a.Bolen@ODOT.oregon.gov)

### Description

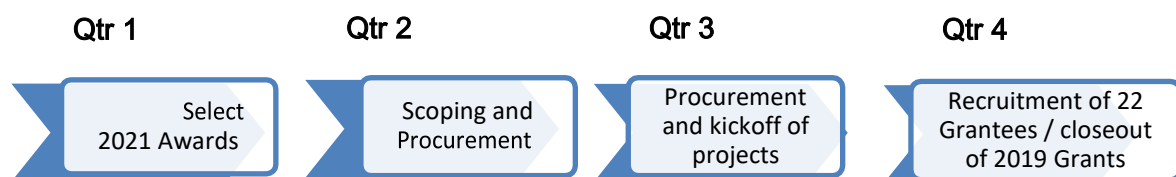
The Transportation and Growth Management (TGM) program is a partnership between the Oregon Department of Land Conservation and Development and Oregon Department of Transportation. The program helps governments across Oregon with skills and resources to plan for long-term, sustainable growth in their transportation systems in line with other planning for changing demographics and land uses. TGM encourages governments to take advantage of assets they have, such as existing urban infrastructure, and walkable downtowns and main streets.

The Goals of the program are:

1. Provide transportation choices to support communities with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth
2. Create communities composed of vibrant neighborhoods and lively centers linked by convenient transportation
3. Support economic vitality by planning for land uses and the movement of people and goods
4. Save public and private costs with compact land uses and well-connected transportation patterns
5. Promote environmental stewardship through sustainable land use and transportation planning

TGM is primarily funded by federal transportation funds, with additional staff support and funding provided by the State of Oregon. ODOT Region 1 distributes approximately \$650 - \$900 thousand dollars annually to cities, counties and special districts within Clackamas, Hood River, Multnomah and Washington Counties. Grants typically range from \$75,000 to \$250,000 and can be used for any combination of staff and consulting services. ODOT staff administer the grants alongside a local agency project manager.

### Key Project Deliverables / Milestones



**FY 2022-23 Cost and Funding Sources**

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**Requirements: (Est.)**

Personal Services      \$ 100,000

Materials & Services    \$ 850,000

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**TOTAL**                    **\$ 950,000**

**Resources:**

Federal grant            \$ 760,000

Local Match              \$ 190,000

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**TOTAL**                    **\$ 950,000**

## ODOT Region 1 Active Transportation Strategy

**Staff Contact:** Kristen Stallman, Kristen.Stallman@odot.state.or.us

### Description

ODOT’s Active Transportation Needs Inventory (ATNI) implementation will enable ODOT Region 1 to identify gaps and deficiencies among sidewalks and bike facilities in the system and support conceptual planning of projects that increase biking, walking and access to transit including ADA conformance. This data can be referenced across all disciplines and ODOT teams to elevate biking and walking facilities in scoping and program development activities. Primary activities include project identification, scoping for identified needs and gaps, and pairing improvements projects with relevant funding sources to maximize the inclusion of active transportation needs and costs in planning and project development as a proactive rather than reactive effort. ATNI also complements the implementation of ODOTs Blueprint for Urban Design guidance on best practices for enhancing livability on the arterial highway network.

Education and outreach efforts in coordination with ODOT R1 Planning & Development, ODOT Office of Civil Rights, ODOT’s Ped Bike Program, ODOT Traffic Safety and Safe Routes to School, will engage partner agencies and community members in identifying needs and solutions sooner in the planning and project delivery timeline.

The Oregon Transportation Plan set a goal of completing the state biking and walking network by 2030. The 2016 Statewide Bicycle and Pedestrian Plan and accompanying Implementation Plan establish a framework for pursuing this long-term goal.

### Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Project I.D. and scoping	Project development and outreach	Project development and outreach	Coordination and continued development

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### **FY 2022-23 Cost and Funding Sources**

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<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 200,000	Federal grant	\$ 224,325
Materials & Services	\$ 50,000	Local Match	\$ 25,675
<b>TOTAL</b>	<b>\$ 250,000</b>	<b>TOTAL</b>	<b>\$ \$250,000</b>

## ODOT Region 1 System Analysis and Technical Assistance

**Staff Contact:** Kristen Stallman, [Kristen.Stallman@odot.state.or.us](mailto:Kristen.Stallman@odot.state.or.us)

### Description

In recent years, ODOT has produced several atlas-style documents to support the planning, programming and development of transportation investments around the region. These include the Interchange Atlas, Corridor/Traffic Performance Report, COVID Traffic Reports and Active Traffic Management Study. Every year, the data underlying these studies requires management and upkeep. The purpose of these projects is to ensure that ODOT and its partners always have up to date and useful data available. These efforts provide technical assistance, updates and refinements to important reference data sets and documents. System Analysis and Technical Assistance efforts also support early-stage performance-based planning through the use of modeling tools, data evaluation, model calibration, forecasting analysis, and scenario-based alternative analysis. System Analysis and Technical Assistance efforts also include ODOT’s coordination with Portland State University to sustain and manage PORTAL – the official Archived Data User Service for the Portland Metropolitan region.

### Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Data Collection/ Management	Data and Report Updates	Continuation	Continuation

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### FY 2022-23 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 187,500	Federal grant	\$ 336,488
Materials & Services	\$ 187,500	Local Match	\$ 38,513
<b>TOTAL</b>	<b>\$ 375,000</b>	<b>TOTAL</b>	<b>\$ 375,000</b>

## ODOT Region 1 Planning for Operations

**Staff Contact:** Kristen Stallman, [Kristen.Stallman@odot.state.or.us](mailto:Kristen.Stallman@odot.state.or.us)

### **Description**

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ODOT seeks to leverage its recent work program investments in diagnosing bottlenecks and developing a strategy for active traffic management (ATM). This project will seek to identify and plan for project investments that support Transportation System Management and Operations (TSMO) on highways throughout the region. These investments are meant to improve safety and efficiency for all users of the transportation system.

Previously, ODOT developed the Corridor Bottleneck Operations Study (CBOS) and Active Traffic Management Study, both of which build on 30+ years of traffic management efforts in the region. In FY 2019-2020, ODOT completed the CBOS 2 Atlas and initiated refinement of certain projects identified in the CBOS 2 Atlas. ODOT also works to identify and prioritize investment opportunities where TSMO can improve safety and efficiency; collaborate with local and regional agencies to find and implement cost-effective TSMO investments; enhance ODOT's ability to support local planning efforts with respect to planning for operations; and support the regional Congestion Management Process and compliance with federal performance-based planning requirements, consistent with the ODOT-Metro agreement's identification of opportunities to coordinate, cooperate and collaborate. More recent efforts have focused on establishing arterial corridor management and integrated corridor management strategies, as well as regional data sharing policy in support of multimodal integrated corridor management.

Identification of safety and efficiency improvements through planning for operations includes identifying investment opportunities that are focused on improving safety for all users of the transportation system, as well as improving efficiency and reliability, which can lead to improvements in congested conditions and climate impacts, which is consistent with 2018 RTP policy guidance related to safety, congestion and climate change. In FY 2022-23 work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts, as well as coordination efforts with regional partners on initial implementation actions identified in the 2021 TSMO Strategy. Please contact ODOT staff listed above to learn more detail.



**Key Project Deliverables / Milestones**

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Refine traffic analysis, planning level design and cost estimates for improvement concepts	Outreach and Coordination	Continuation	Continuation

**FY 2022-23 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 65,000	Federal grant	\$ 210,866
Materials & Services	\$ 170,000	Local Match	\$ 24,134
<b>TOTAL</b>	<b>\$ 435,180</b>	<b>TOTAL</b>	<b>\$ 435,180</b>

## ODOT Regional Mobility Pricing Project

**Staff Contact:** Mike Mason, Michael.W.Mason@odot.state.or.us

### **Description**

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The Regional Mobility Pricing Project is evaluating congestion pricing using all-electronic variable rate tolling on all lanes of Interstate 5 and Interstate 205 within the Portland metro area. The project will coordinate with two other congestion pricing projects, the Interstate Bridge Replacement Program and I-205 Toll Project.

In 2021, ODOT began a planning phase, called a federal Planning and Environment Linkages (PEL) process. This phase is planned to be completed in mid-2022 and transition into the environmental study phase under the federal National Environmental Policy Act (NEPA).

As the Project transitions from PEL to NEPA, ODOT – in coordination with agency partners and the public – will submit to FHWA PEL materials that include the draft Purpose and Need Statement, an environmental classification recommendation, evaluation criteria, and project alternatives for evaluation and analysis.

The Regional Mobility Pricing Project is consistent with Regional Transportation Plan policies relating to reliability, pricing and Transportation System Management & Operations (TSMO).

The Oregon Transportation Commission is the tolling authority for Oregon’s highway system. The Project is managed by ODOT, in coordination with FHWA. Equity is centered in the process and products of this Project through an Equity Framework, and is supported by a robust advisory structure to engage technical and political regional partners, transit and transportation option providers, and historically marginalized or excluded communities. Regional partners include local, county, and regional agencies, as well as transit service providers including TriMet, C-Tran, SMART, and others. ODOT is coordinating with Metro and the City of Portland on their efforts related to congestion pricing.

Funding for FY 2022-2023 is needed to continue this robust planning and environmental review of the project towards best designing a congestion pricing system of I-5 and I-205 to meet climate, equity, congestion management, and safety goals.

**Key Project Deliverables / Milestones**

<b>Qtr 1</b>	<b>Qtr 2</b>	<b>Qtr 3</b>	<b>Qtr 4</b>
Decision on PEL, transition to NEPA	Begin NEPA analysis	Conducing NEPA analysis	Conductng NEPA analysis

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**FY 2022-23 Cost and Funding Sources**

As noted above, the planning work for FY22/23 is limited to a few tasks within Q1. The costs listed below cover both planning and NEPA work that will occur during the first quarter.

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**Requirements:**

Personal Services	\$ \$2,223,521
Materials & Services	\$ \$76,479
<b>TOTAL</b>	<b>\$ \$2,300,000</b>

**Resources:**

Federal grant	\$ \$2,121,060
Local Match	\$ \$178,940
<b>TOTAL</b>	<b>\$ \$2,300,000</b>

## ODOT I-5 Boone Bridge and Seismic Enhancement and Interchange Improvement Study

**Staff Contact:** Vanessa Vissar, [Vanessa.vissar@odot.oregon.gov](mailto:Vanessa.vissar@odot.oregon.gov)

### Description

In 2017-2018, ODOT and the City of Wilsonville partnered on a Southbound I-5 Boone Bridge Congestion Study. The study led to the adoption of the I-5 Wilsonville Facility Plan, which documented a southbound auxiliary lane concept consistent with implementation recommendations for this corridor (see Project 11990 and 11304 on the 2018 RTP Financially Constrained List).

As directed by the 2019 Legislature, ODOT evaluated the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway. The I-5 Boone Bridge and Seismic Improvement Project Technical Report was completed and submitted to the Oregon Legislature in January 2021. Along with the engineering analysis of the bridge, ODOT worked with Metro to analyze the effects of bridge widening on travel patterns in the region.

In March 2021, the Oregon Transportation Commission allocated \$3.7M for the Planning Phase. While much of this funding allocation will be dedicated to bridge engineering, a portion of the funding is available for the planning work needed to ensure that the impacts of this project on land use and transportation are understood, noting that full NEPA analysis would occur in the Preliminary Engineering phase. ODOT will consider recommendations from the I-5 Boone Bridge and Seismic Improvement Project Technical Report and analysis of the effects of bridge widening on travel patterns to complete the Planning Phase. ODOT will further refine a cost estimate range, update the prior analysis (i.e. travel patterns, demand, and land use impacts) with tolling assumptions, and the current project scope that reflects current auxiliary lane proposal, advance project design, determine bicycle, pedestrian access, and public transportation access, conduct stakeholder engagement, develop and integrate an equity framework, evaluate land use impacts, and complete other pre-NEPA activities. ODOT staff will consult with regional partners throughout the Scoping and Planning Phase on travel demand and land use. The Planning Phase was initiated in an amendment to the FY 2021-2022 UPWP (\$200,000), will continue through FY 2022-23 (\$2.5 million), and is estimated to be completed in 2023 (with remaining work and associated costs to be outlined in the FY 2023-2024 UPWP).

### Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Planning Phase Activities	Planning Phase Activities	Planning Phase Activities	Planning Phase Activities

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**FY 2022-23 Cost and Funding Sources**

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**Requirements:**

Personal Services      \$ 500,000

Materials &amp; Services    \$ 2,000,000

**TOTAL**                    \$ **2,500,000****Resources:**

Federal grant            \$ 2,243,250

Local Match             \$ 256,750

**TOTAL**                    \$ **2,500,000**

## ODOT Region 1 Bus on Shoulder Pilot Assessment and Evaluation

**Staff Contact:** Kristen Stallman, Kristen.Stallman@odot.state.or.us

### Description

Demonstrating its commitment to testing innovative multi-modal tools, the Oregon Department of Transportation (ODOT) will conduct performance monitoring and evaluation for two Portland-area freeway Bus-on-Shoulder (BOS) pilots to determine long-term operations feasibility. Activities will include: quarterly reviews of operations, annual before and after pilot evaluations, surveying, updates to the Traffic Control Devices Manual, and preparations for Oregon Administrative Rule (OAR) amendment for BOS implementation in future corridors.

ODOT will also update its freeway system feasibility assessment to identify potential future candidate BOS corridors.

### Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Assessment and Analysis	Assessment and Analysis, Survey	Assessment and Analysis	Assessment & Traffic Manual revision, Survey

### FY 2022-23 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 50,000	Federal grant	\$ 134,595
Materials & Services	\$ 100,000	Local Match	\$ 15,405
<b>TOTAL</b>	<b>\$ 150,000</b>	<b>TOTAL</b>	<b>\$ 150,000</b>

## ODOT Region 1 Truck Network Barriers Analysis

**Staff Contact:** Kristen Stallman, Kristen.Stallman@odot.state.or.us

### Description

The ODOT Region 1 Truck Network Barrier Analysis will provide a prioritized list of future strategic long-term and short-term investments to address network barriers on ODOT facilities within Region 1. Building on past work, the Network Analysis will define projects which will preserve and enhance freight function on State facilities. It will include a GIS map and a list of solutions to address the network barriers. The proposed solutions and/or projects will be classified by scale, cost, benefit, constructability, and modal priority to better inform needs across entire corridors. Using a similar building block approach as the Regional Freight Plan, the Network Barrier Analysis will address straightforward solutions and build to more complex solutions to maximize the operation of the existing system (similar to the Congestion Bottleneck Operations Study). This analysis will be used to inform Region 1’s transportation funding plans to strategically invest in projects that leverage future investments such as preservation, bridge maintenance, and highway operational improvements while reducing barriers on the freight network.

The Network Barrier Analysis will further evolve the strategies in the 2018 RTP Regional Freight Strategy. Presently, the RTP generally identifies projects that address bottlenecks and improve safety along Region 1’s freeways. The Network Barrier Analysis will provide further refinement of the identified projects and strategies in the RTP to assure consistency with the RTP and to define the projects for future scoping in an effort to ready the projects for funding and implementation.

### Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Selection criteria and	Outreach and coordination	Development of	Final Report

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### **FY 2022-23 Cost and Funding Sources**

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<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 100,000	Federal grant	\$ 280,000
Materials & Services	\$ 250,000	Local Match	\$ 70,000
<b>TOTAL</b>	<b>\$ 350,000</b>	<b>TOTAL</b>	<b>\$ 350,000</b>

## ODOT Region 1 Urban Arterials Assessment Strategy

**Staff Contact:** Kristen Stallman, Kristen.Stallman@odot.state.or.us

### Description

ODOT seeks to leverage its recent work program investments to improve on corridor projects identified for the 2020 Regional Investment Measure with a focus on addressing safety, transit and multi-modal needs along the region’s urban arterials (state, Regional and district highways). This effort will coordinate with local planning and implementation strategies and apply ODOT’s Blueprint for Urban Design. This work supports ODOT and the local jurisdictions’ approach to prioritize equitable and impactful investments for vulnerable users who depending on walking, biking and taking transit along corridors. The initial corridor to undergo this planning approach will be OR99E, McLoughlin Boulevard between Milwaukie and Oregon City.

This effort also follows Clackamas County’s Metro funded Park Avenue Community Project (Development and Design Standards) and the earlier McLoughlin Area Plan work.

### Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Existing conditions	Outreach and coordination	Assessment and Analysis	Report development

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### FY 2022-23 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 100,000	Federal grant	\$ 320,000
Materials & Services	\$ 300,000	Local Match	\$ 80,000
<b>TOTAL</b>	<b>\$ 400,000</b>	<b>TOTAL</b>	<b>\$ 400,000</b>



# ODOT Interstate 5 Columbia River (Interstate) Bridge Replacement

**Staff Contact** Raymond Mabey, Raymond.MABEY@odot.state.or.us

## Description

The Interstate Bridge Replacement (IBR) program is charged with identifying a seismically resilient, multimodal replacement solution for the aging Interstate Bridge across the Columbia River that improves mobility for people, goods, and services. Program activities are related to development and implementation of ODOT’s Statewide Transportation Improvement Program and Regional Mobility Pricing Project.

In FY 2020-2021, the IBR program launched comprehensive public engagement efforts to re-engage stakeholders and initiated new technical analysis to identify necessary design updates and begin the environmental review process. Direct input from over 10,000 people, and confirmation with partner agencies and program advisory groups, has determined that the transportation needs identified during previous planning remain valid. The community also shared priorities relating specifically to equity and climate. Equity and climate frameworks have been developed to help inform program work and outcomes.

A preliminary list of design options has been developed that address physical and contextual changes within the program area and embed equity and climate considerations. The program is currently working to finalize desired outcomes and screening criteria to evaluate design options while also engaging with the community around preferences and priorities related to design options. All design options will include the addition of High Capacity Transit to the replacement bridge. This is an ongoing program that will require continued collaboration with partners, stakeholders, and the community to reach consensus on the draft revised LPA, begin the NEPA environmental review process, finalize design, and begin construction by 2025. Learn more on the [program website](#) or contact [info@interstatebridge.org](mailto:info@interstatebridge.org).

## Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Develop Draft Revised LPA	Refine Draft Revised LPA for	Begin NEPA process	Continue NEPA

**Note:** The budget is included in the PE phase costs per 2021-2024 STIP

## FY 2022-23 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ TBD	Federal grant	\$ TBD
Materials & Services	\$ TBD	Local Match	\$ TBD
<b>TOTAL</b>	<b>\$ Total Amount</b>	<b>TOTAL</b>	<b>\$ Total Amount</b>

# ODOT Clackamas Connections Integrated Corridor Management

**Staff Contact:** Scott Turnoy, Scott.TURNOY@odot.oregon.gov

**Description**

The Clackamas Connections Integrated Corridor Management (ICM) project will develop a Concept of Operations based on Transportation System Management and Operations (TSMO) strategies around better traveler information, smarter traffic signals and efficient incident response to increase reliability. ICM results in a shared Concept of Operations that integrates agencies operationally, institutionally and technologically. This project is funded through Metro’s regional TSMO program and relates to the 2021 TSMO Strategy which stems from 2018 RTP Goal 4, Reliability and Efficiency utilizing demand and system management strategies. This project generates recommended action for several corridors, predominantly in Clackamas County, consistent with safety, equity and climate policies.

Corridors subject to the initial phase of needs analysis are expected to include, but are not limited to, sections of Interstate 5 and along Interstate 205, Wilsonville Road, Elligsen Road, Stafford Road, 65th Avenue, Borland Road, Willamette Falls Drive, 82nd Drive/Avenue, McLoughlin Boulevard (OR 99E) and OR 224 in Clackamas County. The project will be beneficial for freight drivers as they make route decisions to reach destinations in the region and beyond. It will also make use of the region’s transit investments, improving operations by integrating Intelligent Transportation Systems (ITS).

This project began during the second quarter of FY 2021-22 and extends to the fourth quarter of FY 2022-23. The project will engage a broad group of stakeholders starting with operator agencies such as TriMet, ODOT, and cities and counties within the study area.

**Key Project Deliverables / Milestones**

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Consultant procurement	Project kick-off and stakeholder	Needs assessed	Concept of

**FY 2022-23 Cost and Funding Sources**

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 70,000	Federal grant	\$ 176,713
Materials & Services	\$ 150,891	Local Match	\$ 44,178
<b>TOTAL</b>	<b>\$ 220,891</b>	<b>TOTAL</b>	<b>\$ 220,891</b>



# Local Planning of Regional Significance



## Hillsboro - Oak and Baseline: Adams Ave – SE 10<sup>th</sup> Ave

**Staff Contact:** Karla Antonini, [karla.antonini@hillsboro-oregon.gov](mailto:karla.antonini@hillsboro-oregon.gov)

### Description

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The Oak, Baseline and 10<sup>th</sup> 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.

This project seeks to establish a clear vision on how best to improve walkability and provide safer access across the Oak/Baseline couplet, particularly at currently un-signalized intersections, which would allow the City to pursue other funding opportunities proactively, or in conjunction with private development, to address these access safety deficiencies.

This project seeks to support redevelopment along the Oak/Baseline couplet by providing a more comfortable environment for residents and business customers while at the same time accommodating auto, transit, and truck traffic along the State highway. It also seeks to increase accessibility by persons using all modes of transport to priority community service destinations such as City and County offices, the Health & Education District, the 10<sup>th</sup> Avenue commercial corridor as well as the Main Street district, with its restaurants, retailers and arts and entertainment venues. The project will also enhance access to the regional light rail system located in the heart of the Downtown, as well as bus access to the TriMet Line 57 Frequent Service route, and routes 46, 47, and 48, and the Yamhill County fixed-route bus service at MAX Central Station, located one block north of the Oak-Baseline couplet.

In FY 2021-2022, Hillsboro and ODOT entered into a contract with Kittelson & Associates. To date the consultant team has completed three technical memorandums consisting of Land Use & Urban Design Assessment; Transportation Existing Conditions and Future No-Build; and Criteria and Evaluation Memorandum. A corridor vision statement was created with input from the PAC and TAC. An online open house was held to introduce the public to the project and provide input. The consultant team is currently working on developing up to three design concepts for public input. The design concepts will then be evaluated and a final concept chosen to move into developing the concept plan for the corridor.

### Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Consultant completes 100% of project			

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### FY 2022-23 Cost and Funding Sources

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<b>Requirements:</b>		<b>Resources:</b>	
Consultant Services	\$ 389,777	Federal grant	\$ 332,550
Personal Services	\$	Local Match	\$ 57,227
<b>TOTAL</b>	<b>\$ 389,777</b>	<b>TOTAL</b>	<b>\$ 389,777</b>

## Tualatin Hills Parks & Recreation District / Beaverton Creek Trail – SW Hocken Avenue Project

**Staff Contact:** Rene’ Brucker, rbrucker@thprd.org

### Description

The Beaverton Creek Trail (BCT) Project will design a 1.5-mile multi-use off-street trail that will parallel the TriMet Light Rail corridor and connect the Westside Regional Trail and SW Hocken Avenue in Beaverton. The feasibility study identified a preferred route for the trail, preliminary cost estimates, environmental impacts, and potential mitigation issues. The next phase will be Preliminary Engineering. This project will require coordination with the Bonneville Power Administration, TriMet, Clean Water Services, Washington County, and City of Beaverton.

In 2021-2022, this project work phase completed 30% Concept Plans. The proposed project, located in a high-density employment area with higher density residential to the south and east, will improve walkability and safety in four Metro-identified pedestrian corridors and will lead to an increase in non-auto trips through improved user experience. The BCT Project meets objectives identified in THPRD’s Comprehensive Plan and Trail’s Master Plan, the City of Beaverton’s transportation Plan, the Oregon State Comprehensive Outdoor Recreation Plan that was in place at the time the project was approved, and the Oregon Statewide Planning Goals and Objectives for Recreation.

This is an ongoing project. We anticipate the Preliminary Engineering phase – which will include ROW acquisition and Project engineering - is anticipated to begin in 2022.

### Key Project Deliverables / Milestones

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Finalize Concept Plans	Complete Proj. Phase	Prospectus Development PE Amendment	PE Obligation

### FY 2022-23 Cost and Funding Sources

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 350,000	Federal grant	\$ 3,693,212
Materials & Services	\$ 5,850,000	Local Match	\$ 2,506,788
<b>TOTAL</b>	<b>\$ 6,200,000</b>	<b>TOTAL</b>	<b>\$ 6,200,000</b>

## Sunrise Gateway Corridor Community Visioning Project

**Staff Contact:** Jamie Stasny, [jstasny@clackamas.us](mailto:jstasny@clackamas.us)

### **Description**

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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.

Specifically, this effort will:

- Build trust and a common vision for the future of the corridor by deeply engaging the people who live, work, and own businesses in this corridor. Prioritize engagement with people who have historically been left out of the public process including people experiencing poverty and people of color.
- Find opportunities to optimize land use designations within the corridor to support housing options and job creation by conducting a Land Use Assessment and an Economic Competitiveness and Employment Lands Analysis.
- Protect the current residents of the area by developing and implementing an anti-displacement strategy.
- Identify barriers and develop solutions for improving community health by conducting a Community Health Assessment.
- Modernize the Transportation Vision for this corridor by understanding the community needs and getting community feedback on the current draft concept, conducting an environmental re-evaluation of proposed improvements, developing a phasing plan for the arterial network, refining the concept to match the community supported plan, creating a funding plan and updating local TSP's (Transportation System Plans) and the RTP (Regional Transportation Plan) to match the community supported plan.

After scope development and consultant selection in 2022 we will be working on project development, outreach and technical analysis and community engagement throughout FY 2022-2023 with a goal of developing a draft report by Q4. This project will support



transportation planning and comprehensive plan work underway in both Happy Valley and Clackamas County. This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. This area was included in the 2018 RTP as part of Clackamas to Columbia Corridor (Mobility Corridor 24), 8.2.4.7.

**Key Project Deliverables / Milestones**

Qtr 1	Qtr 2	Qtr 3	Qtr 4
Project Development & Outreach	Technical Analysis - Engagement	Technical Analysis - Engagement	Draft Report

**FY 2022-23 Cost and Funding Sources** Note: Funding listed in this narrative is draft, and subject to change.

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 4,050,000	Federal grant	\$ 2,600,000
Materials & Services	\$	Local Match	\$ 1,450,000
<b>TOTAL</b>	<b>\$ 4,050,000</b>	<b>TOTAL</b>	<b>\$ 4,050,000</b>

# TriMet Comprehensive Fleet and Service Planning

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**Staff Contact:** Kate Lyman, [lymank@trimet.org](mailto:lymank@trimet.org)

## Description

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Leading into FY23, TriMet is currently in the process of two major fleet and service planning efforts.

TriMet completed the Non-Diesel Bus Plan in September 2018, which commits to transitioning all TriMet buses to a zero emissions fleet by 2040. Zero-emission buses will require charging infrastructure, upgrades and expansion of TriMet's three existing garages, transit centers and other TriMet facilities. Planning will also be re-started (after a pause due to the pandemic) for the new Columbia bus base in Northeast Portland.

In FY22, TriMet began a Comprehensive Service Analysis – Forward Together – a 9-month project to recommend near-term, easily-implementable changes to address the changing transit needs of our region as a result of the pandemic. Immediately following, TriMet will take these learnings and incorporate them into a suite of plans – Forward Together 2.0 – to guide future investments in service, vehicles, and infrastructure to grow ridership, address equity, and combat climate change, which are described below.

- 1) TriMet will update its Service Enhancement Plans. These revised plans will incorporate the emerging demands for transit following the pandemic to maximize the benefits to the community and restore ridership.
- 2) TriMet will develop a Clean Corridors Plan to analyze and evaluate where to first deploy alternative-fuel vehicles. The plan will prioritize deployment of these vehicles to communities that experience greater pollution.
- 3) TriMet will develop a revised fleet plan to ensure our alternative-fuel fleet is capable of operating the lengths of blocks needed under a reduced peak-hour service scenario. The plan will also identify future needs for higher capacity buses. This will build on the fleet transition plan developed in FY22.

As a key element for implementing State greenhouse gas emissions and regional climate goals, this work will be completed in close coordination with ODOT and Metro, particularly related to the following efforts:

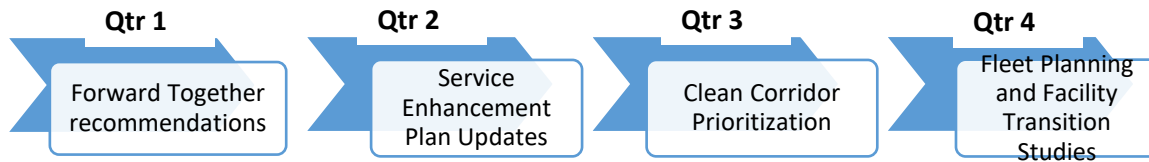
- ODOT statewide fleet transition plan, as required by IJJA, and to support implementation of Executive Order No. 02-04 and the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions.
- Metro's update of the Climate Smart Strategy, including fleet transition assumptions and investment priorities to meet the region's transit service needs and climate and equity goals, as part of updating the Regional Transportation Plan in 2022-2023.
- Metro's update of the high capacity transit component of the Regional Transit Strategy, as part of updating the Regional Transportation Plan in 2022-2023.

Though federal funds are not being used for planning work at this time, new federal funding sources are being evaluated to expand upon this planning through the development of the Fleet Transition Plan.

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**Key Project Deliverables / Milestones**

This fleet planning work will provide actionable plans to guide future bus purchases and prioritization for deployment of zero emission vehicles. The service planning work will result in updated Service Enhancement Plans and and enhance partnerships with community groups and local jurisdictions for future transit service. Further information on all the above is available from the project manager.



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**FY 2022-23 Cost and Funding Sources**

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**Requirements:**

Personal Services      \$ 325,000  
Materials & Services    \$ 75,000

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**TOTAL    \$ 400,000****Resources:**

Federal grant            \$  
STIF dollars              \$ 400,000

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**TOTAL    \$ 400,000**

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# Appendices



## 2021 Metro TMA Certification Review

### *Corrective Actions, Recommendations & Proposed Actions*

Topic Area	Corrective Action / Recommendation	Proposed Action
<b>1. Metropolitan Transportation Plan (MTP)</b>	<p><b>Corrective Action 1: By December 23, 2023</b>, with the update of the MTP, Metro must create a financial plan that meets the requirements of 23 CFR 450.324(f)(11), including:</p> <ul style="list-style-type: none"> <li>• Document revenue and cost estimates in YOE dollars</li> <li>• In revenue estimation, develop one consistent process for all agencies and separate out ODOT revenues from Federal funding</li> <li>• Define operations and maintenance for highway and transit to use in MTP and TIP financial planning processes.</li> </ul>	<p>Metro will change its methodology to account for the effects of inflation on financial constraint and reflection of “year of expenditure dollars” from a discounting of revenues method to an inflation of costs method.</p> <p>Metro participates in the statewide working group led by ODOT to forecast federal and state transportation revenues for long-range plans. This forecast information will serve as the basis for forecasting what portions of those revenues are reasonably expected to be available in the Metro MPO region for the 2023 RTP update. Federal and state revenues will be reported separately. A methodology for how these funds will be applied to OM&amp;P and capital project costs prioritized in the plan update will also ensure federal, state, and local revenues as applied to those costs can be tracked separately.</p> <p>Metro will publish guidance to be followed for the development of local revenue to create consistency in the forecast approach. However, locally generated revenues used for transportation purposes (e.g. system development charges or parking revenues) can be unique, and may continue to utilize forecasting methods appropriate to their locally unique conditions. Any unique methods for</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
		<p>the forecast of local revenues will be vetted at the regional level and documented.</p> <p>Metro will work with agencies to create definitions of operations, maintenance, preservation, and capital projects and programs, and develop cost estimation guidance to consistently apply these definitions to cost categories. These definitions will be consistent with ODOT and the region’s transit agency cost methods. Transit state of good repair, TAM plans and service plans will be used as sources for cost estimates of transit operations and maintenance activities.</p> <p>Local agencies provide cost estimates for their operations, maintenance and preservation, and each agency’s method may differ. For example, one agency may consider asphalt sealant a maintenance activity while another considers it a preservation activity. It may not be possible for agencies to tease apart and re-estimate category costs in strict adherence to a regional guidance document. These slight differences will not impact total cost estimates for these OM&amp;P activities that then allow the region to establish revenues available for capital projects. Nor will they have measurable impacts to performance measures related to OM&amp;P activities on the NHS.</p>
	<p><b>Recommendation 1:</b> As part of fiscal constraint documentation, Metro should develop cost and revenue estimates for functional categories (e.g., preventive maintenance, operations and management, capital), time periods (e.g., 2020-2030, 2030-2040) and by major travel modes</p>	<p>Metro staff will work with agency staff to develop cost estimates for functional categories. OM&amp;P costs will be attributed to time periods (or cost bands).</p> <p>The current revenue forecast and capital project cost estimating methodologies anticipates that</p>



Topic Area	Corrective Action / Recommendation	Proposed Action
	<p>(e.g., roadways, public transit, bike and pedestrian) to provide more specific detail describing how available revenues can meet projected costs overtime.</p>	<p>revenue forecasts will be developed for time periods within the plan years of 2024 through 2040. Capital projects will be assigned for implementation within time periods in YOE costs, limited to the revenue capacity within those time periods.</p> <p>Capital projects will identify all major travel modes provided or impacted by the project. For projects that provide or impact multiple modest may be difficult to attribute costs and apportionment of revenues to singular modal categories.</p>
	<p><b>Recommendation 2:</b> Metro should develop a single definition for a regionally significance project and use it consistently throughout all documents and processes.</p>	<p>Metro expects to establish a comprehensive definition for the term “regionally significant” as part of the 2023 RTP update.</p>
	<p><b>Recommendation 3:</b> Metro should look at MTPs of peer MPOs and consider changes to provide a more user-friendly and accessible MTP format.</p>	<p>As part of the 2023 RTP update, Metro is considering options for preparing a simplified version of the plan that is more accessible to the general public. We are contacting peer MPOs for examples.</p> <p>One of the burdens unique to our MPO is that our RTP is also regulated by Oregon’s statewide planning laws, as well as Metro’s own regional planning requirements under a voter-approved charter. As a result, our RTP serves many masters, each with specific requirements for its content and degree of detail.</p> <p>Given these conditions and requirements, we are considering a separate, simplified summary version aimed at the general public and policy makers. The MTC in the Bay Area is a good example of this</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
		approach, though our own work will be subject to budget and capacity availability.
	<b>Recommendation 4:</b> Metro should include the timelines for re-evaluation points, equity milestones, and follow-up actions to ensure accountability and benchmarks for success in the <i>Transportation Equity Evaluation</i> section of the MTP/RTP.	Metro staff will consider incorporating this recommendation as part of updating the regional equity analysis and findings for the 2023 RTP.
<b>2. Transportation Improvement Program</b>	<b>Recommendation 5:</b> Metro should include a breakdown of each federal funding source by amount and by year within the main document of the MTIP.	Metro staff would appreciate further explanation of the recommended format of this information. Should it be a display of federal funding revenues available or of federal funding sources programmed for obligation?
	<b>Recommendation 6:</b> Metro should address ADA Transition Plan implementation in the TIP project prioritization and selection processes.	Metro will request ODOT and transit agencies to document how their proposed investments and programming address their ADA Transition Plans. Additionally, the MTIP will also document how programming of local agency investments implement or were shaped by their ADA Transition Plans.
<b>3. Congestion Management Process</b>	<b>Recommendation 7:</b> Metro should continue to address the following portions of their congestion management process (CMP): <ul style="list-style-type: none"> <li>• Methods to monitor and evaluate the performance of the multimodal transportation system by identifying the underlying causes of recurring and non-recurring congestion; identifying and evaluating alternative strategies;</li> </ul>	As part of the 2023 RTP update Metro is working in partnership with ODOT to update the region’s mobility policy. This work is expected to conclude in mid-2022 and recommendations from the work will be carried forward to be applied and incorporated into the 2023 RTP. The updated policy will also be considered for amendment into the Oregon Highway Plan by the Oregon Transportation Commissions.

Topic Area	Corrective Action / Recommendation	Proposed Action
	<p>providing information supporting the implementation of actions; and evaluating the effectiveness of implemented actions;</p> <ul style="list-style-type: none"> <li>• Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that contribute to the more effective use of and improved safety of existing and future transportation systems based on the established performance measures.</li> <li>• Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures.</li> </ul>	<p>As part of the 2023 RTP update, Metro will be revising Chapter 4 (Existing Conditions) and completing our 4-year System Performance Report (as required by federal regulations). In addition, Metro will update a needs assessment to evaluate performance of our multimodal transportation system, and setting investment priorities following the CMP process described in the RTP.</p>
<b>4. Consultation</b>	<p><b>Corrective Action 2: By June 30, 2022,</b> Metro must document its formal consultation process developing with applicable agencies that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies defined in 23 CFR 450.316(b), (c), and (d), as required in 23 CFR 450.316(e).</p>	<p>Metro is currently engaging resource agencies and expects to have the formal, documented process completed in advance of June 30, 2022.</p>
<b>5. Public Participation</b>	<p><b>Corrective Action 3: By June 30, 2023</b> Metro must update the PPP to meet all requirements of 23 CFR 450.316, including:</p> <ul style="list-style-type: none"> <li>• Simplifying the PPP document through summaries, visualization, and other techniques to make the document</li> </ul>	<p>Metro will update the PPP by June 30, 2023. Currently titled, "Get involved in Transportation Planning", the plan will be revised to include the points requested and required.</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
	<p>accessible and comprehensible to the widest possible audience</p> <ul style="list-style-type: none"> <li>• Explicit procedures for outreach to be conducted at the identified key decision points.</li> <li>• Specific outreach strategies to engage traditionally underserved populations.</li> <li>• Criteria or process to evaluate the effectiveness of outreach processes.</li> <li>• A minimum public comment period of 45 calendar days shall be provided before the revised participation plan is adopted by the MPO.</li> </ul>	<p>Regarding the recommendation to simplify through summaries, visualizations and other techniques, Metro staff would benefit from additional direction from FHWA, and would welcome the opportunity to review PPP documents from other MPOs that could be used as strong examples.</p>
	<p><b>Recommendation 8:</b> Metro should use just one document as the MPO’s Public Participation Plan to make it easier for the public participation processes.</p>	<p>Metro plans to update to the “practitioner’s guide” (the Public Engagement Guide) and include that in the updated PPP, though as secondary content to the public commitments and information about what to expect from engagement processes. This Public Engagement Guide was launching as a process but was cut short in March 2020 due to impacts from the COVID-19 pandemic.</p>
	<p><b>Recommendation 9:</b> Metro should include information in the PPP on how the public can volunteer to serve on committees.</p>	<p>Metro will pursue this recommendation, understanding that multiple departments outside of the MPO function also manage and recruit for committees.</p>
	<p><b>Recommendation 10:</b> Metro should update the <i>Language Assistance</i> link on its website so it’s stated in the prominent languages in the region, as determined in the LEP Four-Factor Analysis and the Safe Harbor Provision.</p>	<p>Metro is currently developing its next website to comply with technical support and security updates to its Drupal platform. This recommendation has been included in the requirements and project plan for the new website, and the initial version is expected in early 2023.</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
<b>6. Civil Rights (Title VI, EJ, LEP, ADA)</b>	<b>Corrective Action 4: By December 31, 2022,</b> Metro must complete an ADA self-evaluation of all Metro programs, services, and activities that identifies universal access barriers and describes the methods to remove the barriers, along with specified timelines to come into compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. The self-evaluation and transition plan should include a list of advocacy groups/individuals consulted with as part of the self-evaluation/transition plan process and be posted on Metro’s website for public information and opportunity to provide feedback.	Metro has assigned a project manager to create the self-evaluation and action plan for programs, services and activities and including these elements. The project is expected to be completed by December 31, 2022.
	<b>Recommendation 11:</b> It is recommended Metro ensure the ADA Notice can be easily located on its website, and in Metro buildings, and include the basics of ADA requirements of the State or local government, written in easy to understand plain language format, and contact information of the ADA Coordinator.	These recommendations are included in the work of the ADA Coordinator and ADA self-assessment project manager. This information has also been referred to the website update project team, and we expect this notice to be easier to locate on the new site.
	<b>Recommendation 12:</b> It is recommended Metro work with ODOT’s Title VI staff to: <ul style="list-style-type: none"> <li>• Clarify compliance reporting procedures and timelines;</li> <li>• Ensure that USDOT Standard Assurances associated with FHWA financial assistance are signed and incorporated into Metro’s Title VI Plan;</li> <li>• Confirm ODOT’s expectations related to collection and analysis of Title VI data;</li> </ul>	Metro will continue to – and more actively – work with ODOT Title VI staff. Metro intends to update its Title VI Plan this year, incorporating the elements recommended.  Metro staff would benefit from more direction from FHWA regarding removing the age and disability from the Title VI Plan. From a program management and public communications perspective, Metro strives to address Civil Rights holistically, while still meeting our responsibilities for Title VI programming

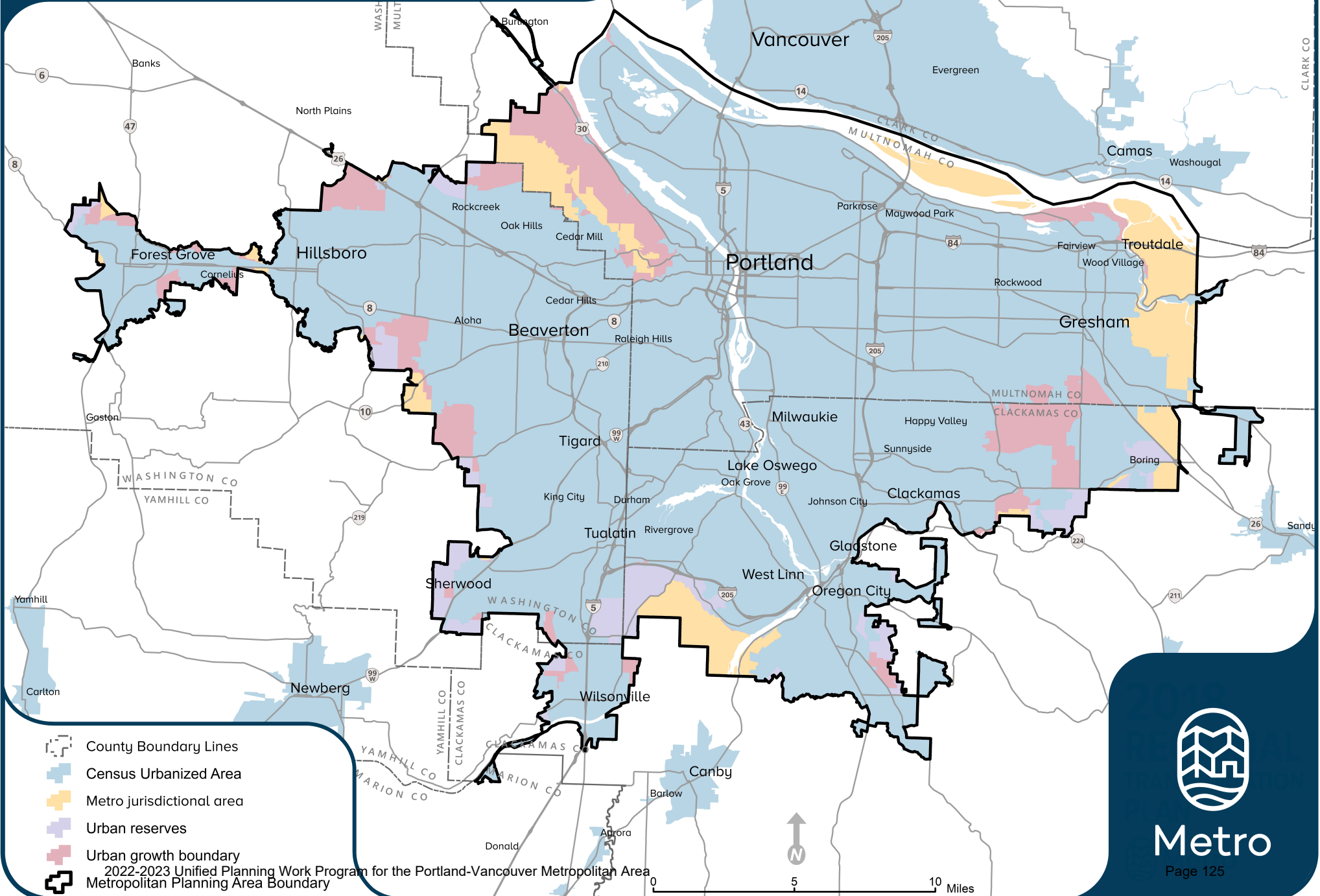
Topic Area	Corrective Action / Recommendation	Proposed Action
	<ul style="list-style-type: none"> <li>• Revise its Title VI complaint procedures to include FHWA’s guidance on processing Title VI complaints;</li> <li>• Remove age and disability from the Title VI Plan, complaint procedures, and any other associated documents and ensure only appropriate groups are included.</li> </ul>	<p>and reporting under its MPO functions. Metro has also taken guidance from USDOT practice in its program and communications around Civil Rights, addressing protections and processes beyond the Title VI requirements for race, color and national origin. See: <a href="https://www.transportation.gov/civil-rights/complaint-resolution/complaint-process">https://www.transportation.gov/civil-rights/complaint-resolution/complaint-process</a>.</p> <p>One potential path is to clarify that Metro’s Civil Rights program has that holistic approach, and reflect that in a “Civil Rights Plan,” inclusive of but in place of a “Title VI Plan,” that meets the regulations and requirements of FHWA for Title VI.</p>
	<p><b>Recommendation 13:</b> It is recommended Metro use the U.S. Census <i>American Community Survey</i> data as the primary data sources for identifying Limited English Proficiency populations and incorporating a more comprehensive, multiple data-set, approach.</p>	<p>Metro agrees with this recommendation and continues to follow this practice. The ACS remains our primary data source for identifying Limited English Proficiency populations. Oregon Department of Education data is used as a secondary source where ACS data aggregates LEP populations such as “Other Indo-European languages”; “Other African languages”; etc. as the best data to align with ACS data and disaggregate languages which may fall within the Safe Harbor guidance.</p>
<p><b>7. Transit Representation on MPO Board</b></p>	<p><b>Recommendation 14:</b> Metro should work with the JPACT members and regional transit agencies to define how regional transit interests are represented on the committee. The JPACT By-Laws should explicitly and clearly describe the role of the regional transit representation seat, currently held by TriMet. The representation of transit agencies on JPACT could be further supported by interlocal agreements between the</p>	<p>In 2008, JPACT updated the committee bylaws to clarify a formal role for TriMet as representative of all transit service providers, and in turn, TriMet would be expected to coordinate directly with area transit providers, including C-TRAN.</p> <p>More recently, South Metro Area Rapid Transit (SMART) asked JPACT to consider adding a second transit seat to the committee. Metro offered to</p>







Topic Area	Corrective Action / Recommendation	Proposed Action
	<p>transit agencies. It is also recommended Metro consider direct representation of regional transit agencies on technical advisory boards and committees such as the Transportation Policy Alternative Committee (TPAC).</p>	<p>SMART and TriMet to work with a third-party consultant to convene facilitated meetings between the transit agencies to discuss a mutually beneficial path forward and improve communication between agencies. At this time, TriMet continues to serve as the representative at JPACT with the expectation that they represent all transit providers at JPACT.</p> <p>TPAC has somewhat different representation than JPACT, and its bylaws already include two transit representatives. TriMet holds a voting position on TPAC and C-TRAN has a non-voting position on the committee.</p>





# Metropolitan Planning Area Boundary



-  County Boundary Lines
-  Census Urbanized Area
-  Metro jurisdictional area
-  Urban reserves
-  Urban growth boundary
-  2022-2023 Unified Planning Work Program for the Portland-Vancouver Metropolitan Area Metropolitan Planning Area Boundary



**Metro**



# METRO

	Requirements	Resources																							
		PL	PL Match (ODOT)	5303	5303 Match (Metro)	STBG	STBG Match (Metro/ODOT)	FTA, FHWA, ODOT Discretionary Grants	FTA, FHWA, ODOT Grants Match (Metro)	Metro Direct Contribution	Local Support	Total													
<b>Regional Transportation Planning</b>																									
1	Transportation Planning	\$	469,533			\$	421,312	\$	48,221			\$	469,533												
2	Climate Smart Implementation	\$	478,854			\$	69,858	\$	7,996		\$	401,000	\$	478,854											
3	Regional Transportation Plan Update 2023	\$	2,632,643	\$	578,989	\$	66,268	\$	389,255	\$	44,552	\$	1,553,579	\$	2,632,643										
4	Metropolitan Transportation Improvement Program	\$	1,615,520	\$	1,243,227	\$	142,293					\$	230,000	\$	1,615,520										
5	Air Quality Program	\$	26,918			\$	24,153	\$	2,764				\$	26,918											
6	Regional Transit Program	\$	169,984			\$	121,121	\$	13,863		\$	35,000	\$	169,984											
7	Regional Freight Program	\$	215,337			\$	193,222	\$	22,115				\$	215,337											
8	Complete Streets Program	\$	126,635			\$	113,630	\$	13,005				\$	126,635											
9	Regional Travel Options and Safe Routes to School Program	\$	3,804,676						\$	3,642,938	\$	161,738		\$	3,804,676										
10	Transportation System Management & Operations - Regional Mobility Program	\$	310,438			\$	278,556	\$	31,882					\$	310,438										
11	High Capacity Transit Strategy Update	\$	215,000								\$	215,000		\$	215,000										
12	Enhanced Transit Concepts Program	\$	2,513,252								\$	2,513,252		\$	2,513,252										
13	Regional Freight Delay and Commodities Movement Study	\$	130,000			\$	116,649	\$	13,351					\$	130,000										
14	Economic Value Atlas Implementation	\$	66,491			\$	59,663	\$	6,829					\$	66,491										
15	Regional Emergency Transportation Routes	\$	138,216									\$	138,216	\$	138,216										
Regional Transportation Planning Total:		\$	12,913,498	\$	1,822,217	\$	208,561	\$	-	\$	-	\$	1,787,419	\$	204,578	\$	3,642,938	\$	161,738	\$	4,947,832	\$	138,216	\$	12,913,498
<b>Regional Corridor/Area Planning</b>																									
1	Investment Areas (Corridor Refinement and Project Development)	\$	547,668									\$	547,668		\$	547,668									
2	Southwest Corridor Transit Project	\$	537,215						\$	413,750	\$	97,218		\$	26,248	\$	537,215								
3	Columbia Connects	\$	133,136			\$	119,463	\$	13,673					\$	133,136										
4	City of Portland Transit and Equitable Development Assessment	\$	50,000						\$	50,000				\$	50,000										
5	TV Highway Transit and Development Project	\$	1,089,418			\$	224,043	\$	25,643	\$	425,000	\$	47,222	\$	367,511	\$	1,089,418								
6	82nd Ave	\$	817,401			\$	244,697	\$	28,007					\$	544,697	\$	817,401								
Regional Corridor/Area Planning Total:		\$	3,174,838	\$	-	\$	-	\$	-	\$	588,202	\$	67,322	\$	888,750	\$	144,440	\$	1,459,875	\$	26,248	\$	3,174,838		
<b>Administration &amp; Support</b>																									
1	MPO Management and Services	\$	473,552	\$	349,842	\$	40,041					\$	83,669		\$	473,552									
2	Data Management and Visualization	\$	1,916,071	\$	394,886	\$	45,196	\$	201,893	\$	23,108		\$	1,250,989	\$	1,916,071									
3	Land Use and Socio-Economic Modeling Program	\$	375,831	\$	300,137	\$	34,352					\$	41,341		\$	375,831									
4	Travel Model Program	\$	727,063	\$	356,543	\$	40,808					\$	79,712	\$	250,000	\$	727,063								
5	Oregon Household Travel and Activity Survey Program	\$	587,514			\$	511,063	\$	58,493			\$	17,957		\$	587,514									
6	Technical Assistance Program	\$	111,759			\$	100,281	\$	11,478					\$	111,759										
7	Intergovernmental Agreement Fund Management	\$	2,406,523									\$	2,406,523		\$	2,406,523									
Administration & Support Total:		\$	6,598,313	\$	349,842	\$	40,041	\$	1,051,566	\$	120,356	\$	813,237	\$	93,079	\$	-	\$	-	\$	3,880,192	\$	250,000	\$	6,598,313
<b>GRAND TOTAL</b>		\$	<b>22,686,649</b>	\$	<b>2,172,058</b>	\$	<b>248,602</b>	\$	<b>1,051,566</b>	\$	<b>120,356</b>	\$	<b>3,188,858</b>	\$	<b>364,979</b>	\$	<b>4,531,688</b>	\$	<b>306,178</b>	\$	<b>10,287,899</b>	\$	<b>414,464</b>	\$	<b>22,686,649</b>

As of 3/18/22



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 22-5244
FISCAL YEAR 2022-23 UNIFIED PLANNING	)	Introduced by Chief Operating Officer
WORK PROGRAM AND CERTIFYING THAT	)	Marissa Madrigal with the concurrence
THE PORTLAND METROPOLITAN AREA IS IN	)	of Council President Lynn Peterson
COMPLIANCE WITH FEDERAL	)	
TRANSPORTATION PLANNING REQUIREMENTS	)	

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in Fiscal Year (FY) 2022-23; and

WHEREAS, the UPWP is developed in consultation with federal and state agencies, local governments, and transit operators; and

WHEREAS, the FY 2022-23 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2022-23 UPWP is required to receive federal transportation planning funds; and

WHEREAS, The FY 2022-23 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and has been reviewed through formal consultation with state and federal partners; and

WHEREAS, the FY 2022-23 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, TPAC recommended approval on April 1, 2022 of the FY 2022-23 UPWP and forwarded their recommended action to JPACT;

WHEREAS, the federal self-certification findings in Exhibit B demonstrate Metro’s compliance with federal planning regulations as required to receive federal transportation planning funds; now therefore

BE IT RESOLVED that:

1. The Metro Council adopts JPACT’s May 19, 2022 recommendation to adopt the FY 2022-23 UPWP, attached hereto as Exhibit A.
2. The FY 2022-23 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. Metro’s Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.

4. Staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. Staff shall submit the final UPWP and self-certification findings to the Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

ADOPTED by the Metro Council this 19th day of May 2022.

*Lynn Peterson*

---

Lynn Peterson, Council President

*Shirley Craddick*

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Shirley Craddick, Chair of JPACT

Approved as to Form:

*Carrie MacLaren*

---

Carrie MacLaren, Metro Attorney

**Southwest Washington Regional Transportation Council**

**Unified Planning Work Program  
for**

**Fiscal Year 2023**

**July 1, 2022 to June 30, 2023**

**ADOPTED**

**May 3, 2022**

Southwest Washington Regional Transportation Council  
1300 Franklin Street  
Vancouver WA 98660

Telephone: 564-397-6067  
Fax: 564-397-6132  
Relay Service: #711 or (800) 833-6388

RTC's Website: <http://www.rtc.wa.gov>







# Southwest Washington Regional Transportation Council

## Unified Planning Work Program for Fiscal Year 2023

July 1, 2022 to June 30, 2023

### ADOPTED

May 3, 2022

*This Unified Planning Work Program has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, and the Washington State Department of Transportation.*

*The views expressed in this Program do not necessarily represent the views of these agencies.*

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1300 Franklin Street  
Vancouver WA 98660

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Fax: 564-397-6132

Relay Service: #711 or (800) 833-6388

RTC's Website: <http://www.rtc.wa.gov>

Preparation of this document was funded by grants from the Washington State Department of Transportation, U.S. Department of Transportation (Federal Highways Administration and Federal Transit Administration) and local funds from RTC member jurisdictions.

### **Title VI Compliance**

The Southwest Washington Regional Transportation Council (RTC) assures that no person shall, on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. RTC further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether or not those programs and activities are federally funded.

#### **Americans with Disabilities Act (ADA) Information:**

Materials can be provided in alternative formats by contacting Southwest Washington Regional Transportation Council (RTC)


Phone: 564 397-6067 or e-mail: [info@rtc.wa.gov](mailto:info@rtc.wa.gov)

Relay Service: #711 or (800) 833-6388





## RESOLUTION 05-22-13

**TO:** Southwest Washington Regional Transportation Council Board of Directors  
**FROM:** Matt Ransom, Executive Director   
**DATE:** April 26, 2022  
**SUBJECT:** **FY2023 Unified Planning Work Program**

### AT A GLANCE - ACTION

*To adopt RTC's Fiscal Year 2023 Unified Planning Work Program (UPWP).*

### INTRODUCTION

The Unified Planning Work Program (UPWP) is prepared annually and documents the transportation planning activities to be carried out by RTC as the Metropolitan Planning Organization (MPO) for Clark County (within the Portland-Vancouver metropolitan area). Transportation planning activities are performed in response to the requirements of all MPOs outlined in federal regulations; United States Code (USC) Titles 23 and 49. RTC's Fiscal Year 2023 UPWP covers a one year period from July 1, 2022 to June 30, 2023. The UPWP is consistent with RTC's calendar year 2022 Work Plan and Budget adopted by the RTC Board of Directors in December 2021 (RTC Board Resolution 12-21-31). In addition to describing upcoming and potential transportation planning activities, the UPWP also details the assignment of RTC grant and other funding resources for implementation of the transportation planning program.

The FY 2023 UPWP document outlines regional transportation planning activities focused in four major sections: (1) Regional Transportation Planning Program, (2) Data Management, Travel Forecasting, Air Quality, and Technical Services, (3) Regional Transportation Program Coordination and Management, and (4) Transportation Planning Activities of State and Local Agencies.

To comply with the federal transportation act [Metropolitan Planning Rule § 450.308(c)], the MPO develops the UPWP in cooperation with transportation planning partners to address the transportation planning priorities facing the region. The UPWP identifies work proposed for the next 1- or 2-year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of federal and matching funds. RTC's UPWP outlines funding sources available for the transportation planning program to address the major transportation planning issues of the upcoming year (see UPWP, page xiii). A Revenue Summary table is provided on page 47 of the document.

## **POLICY IMPLICATION**

The UPWP is expected to set in place a program to implement federal, state, and local transportation planning emphasis areas (PEAs). The Federal Highway Administration, the Federal Transit Administration, and Washington State Department of Transportation annually identify transportation PEAs to be addressed in the metropolitan and statewide transportation planning processes. The PEAs are outlined on pages xi through xiii of RTC's FY 2023 UPWP. Federal emphasis areas for FY 2023 were updated significantly from prior years as outlined in a December 30, 2021 FHWA/FTA letter. In addition to continuing emphasis on the performance-based planning requirements, the updated PEAs include a number of new, as well as continuing, issues that will need to be addressed in the MPO's work program including:

- Tackling the Climate Crisis – Transition to a Clean Energy Resilient Future
- Equity and Justice 40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway System: (STRAHNET)/US Department of Defense Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning

The state emphasizes the need for MPO/RTPOs to collaborate with WSDOT on development of statewide transportation plans.

Carrying out a metropolitan transportation planning program that meets the requirements of 23 CFR 450.308 and 23 CFR 420.111; 49 USC § 5303, 49 USC § 5305 and FTA Circular 8100.1C will continue with adoption of RTC's FY 2023 UPWP. This includes addressing the federal transportation planning factors outlined on page xi of RTC's FY 2023 UPWP.

### ***Stakeholder Review***

The Regional Transportation Advisory Committee (RTAC) helps to develop the UPWP and has opportunity to review drafts throughout the development process. The RTC Board of Directors had the opportunity to review the draft document at its April 5, 2022 meeting.

The Portland-Vancouver metropolitan area is served by two MPOs; RTC serves the Washington portion of the region and Metro serves the Oregon portion. In a bi-state region, the MPOs must cooperate and coordinate development of their respective UPWPs. Metro's draft FY 2022-2023 UPWP is made available for RTC Board's review as part of Metro's April 21 Joint Policy Advisory Committee on Transportation (JPACT) meeting packet.

RTC and Metro staff participated in the Federal and State UPWP review meetings held at both MPOs; on March 7 at Metro and March 10 at RTC. Public notice of the draft FY 2023 UPWP has been published on the RTC's website.

The RTC's Regional Transportation Advisory Committee (RTAC) reviewed the proposed FY 2023 UPWP at its April 15 meeting and recommended RTC Board of Directors adoption.

### BUDGET IMPLICATION

The FY 2023 UPWP budget is consistent with and extends from RTC's 2022 Work Plan and Budget adopted by the RTC Board of Directors in December 2021. Federal, state, special study contract, and member assessment revenue sources assumed in the FY 2023 UPWP have been committed by agreement, authorized for future assessment, or are planned to be committed in the coming months. A Revenue Summary table is presented on page 47 of the FY 2023 UPWP document. Should the assumed funding allocations change significantly during the FY 2023 UPWP, the Work Program will be amended accordingly.

### ASSOCIATE ACTIONS

Adoption of the FY 2023 Unified Planning Work Program authorizes the Executive Director to file applications for regional transportation funding, to execute grant agreements, and to file any assurances or required documentation relating to implementation of the FY 2023 UPWP.


### ACTION REQUESTED

Adoption of Resolution 05-22-13 to approve the Unified Planning Work Program for Fiscal Year 2023.

ADOPTED this 3<sup>rd</sup> day of May 2022, by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON  
REGIONAL TRANSPORTATION COUNCIL

ATTEST:

DocuSigned by:  
  
3B9C70408E5642A...

**Shawn Donaghy** Gary Medvigy  
Chair of the Board

DocuSigned by:  
  
1093CF97B0334F4...

**Matt Ransom**  
Executive Director

### Attachments:

- RTC's FY 2023 UPWP
- Metro's Draft FY 2022-2023 UPWP available for review as part of the April 21, 2022 JPACT meeting packet

20220503RTCB-Res13-UPWP2023.docx



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*This Unified Planning Work Program has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, and the Washington State Department of Transportation. The views expressed in this Program do not necessarily represent the views of these agencies*

## **FISCAL YEAR 2023 UPWP: INTRODUCTION**

### **UPWP PURPOSE**

The Unified Planning Work Program is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The financial year 2023 (FY 2023) UPWP runs from July 1, 2022 through June 30, 2023. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP.

The UPWP focuses on transportation tasks that are priorities for federal and state transportation agencies as well as local jurisdictions. The planning activities relate to multiple modes of transportation and address planning issues significant to the Regional Transportation Plan (RTP) for the Clark County urban region and the Regional Transportation Plans for the rural counties of Skamania and Klickitat. The Infrastructure and Investment Jobs Act, also known as The Bipartisan Infrastructure Bill (BIL), was signed into law by President Biden on November 15, 2021; it is this federal transportation act that sets the policy and programmatic framework for transportation investments building on the FAST Act (2015). The BIL is a once-in-a-generation investment in infrastructure that will help grow the economy, enhance U.S. competitiveness, create good jobs, and build a safe, resilient, and equitable transportation future. The BIL builds on the program structure and reforms of the prior federal Transportation Act, the FAST Act.

### **UPWP OBJECTIVES**

The Work Program describes regional transportation planning issues and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver and RTPO region with a useful basis for coordination.

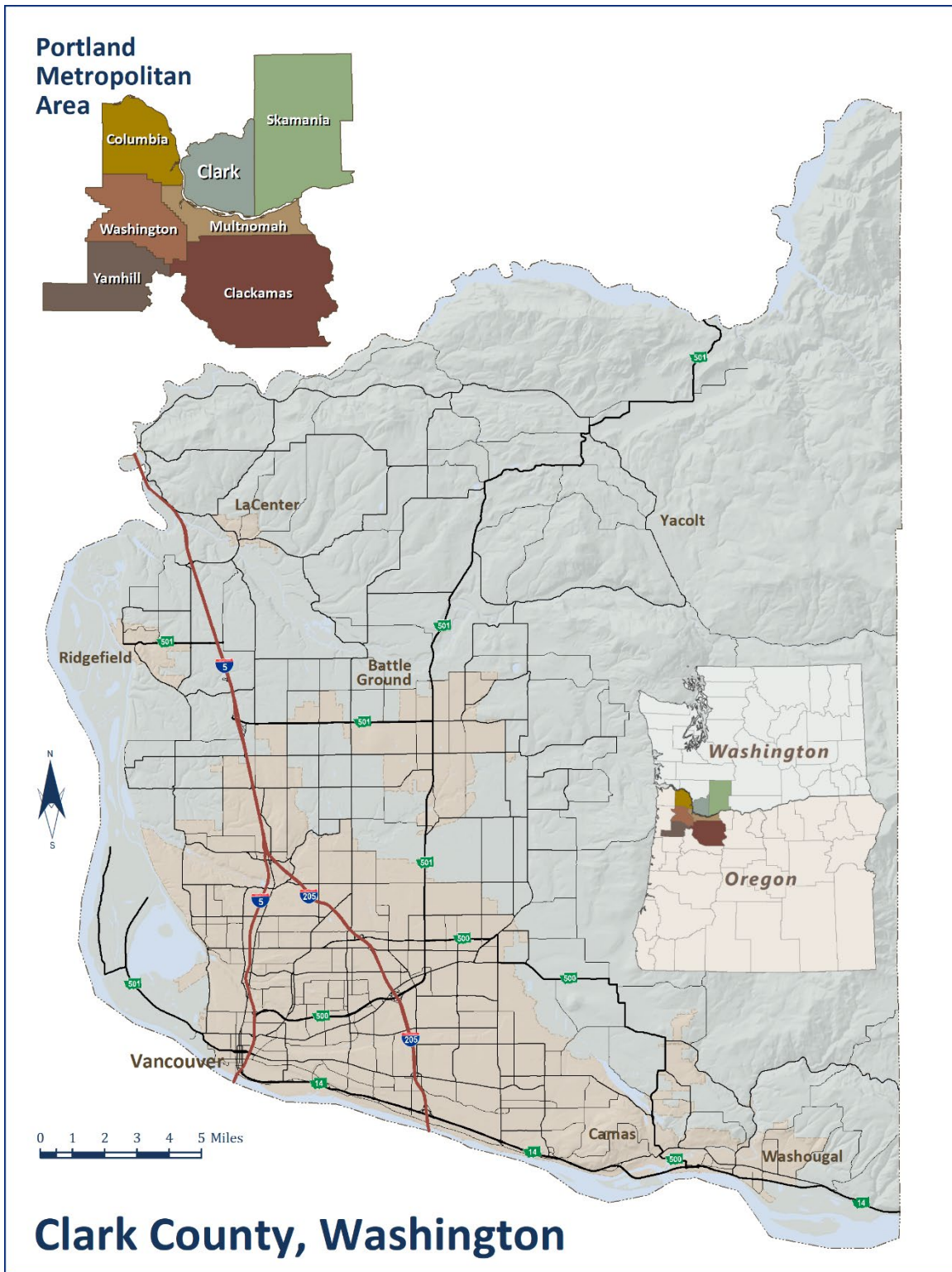
### **UPWP AMENDMENTS**

If necessary, the Work Program is kept current during the course of the fiscal year by UPWP amendments carried through an RTC Board resolution adoption process.

### **SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC): MPO/RTPO**

RTC is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area (See Figure 1, map). An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. RTC's Metropolitan Planning Area (MPA) boundary is countywide. RTC was established in 1992 to carry out the regional transportation planning program.





**Figure 1: RTC, Metropolitan Planning Organization (MPO)**  
**The Metropolitan Planning Area (MPA)/MPO region includes the whole of Clark County**



**Figure 2: Southwest Washington Regional Transportation Council (RTC):  
Extent of Regional Transportation Planning Organization (Clark, Skamania and Klickitat counties).**

Following passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the region became a federally-designated Transportation Management Area (TMA) because it has a population of over 200,000. TMA status brings additional transportation planning requirements that the MPO must carry out. The MPO's and UPWP requirements are specified in 23 CFR 450.308, 23 CFR 420.111, 49 USC §5303, 49 USC §5305 and FTA Circular 8100.1C.

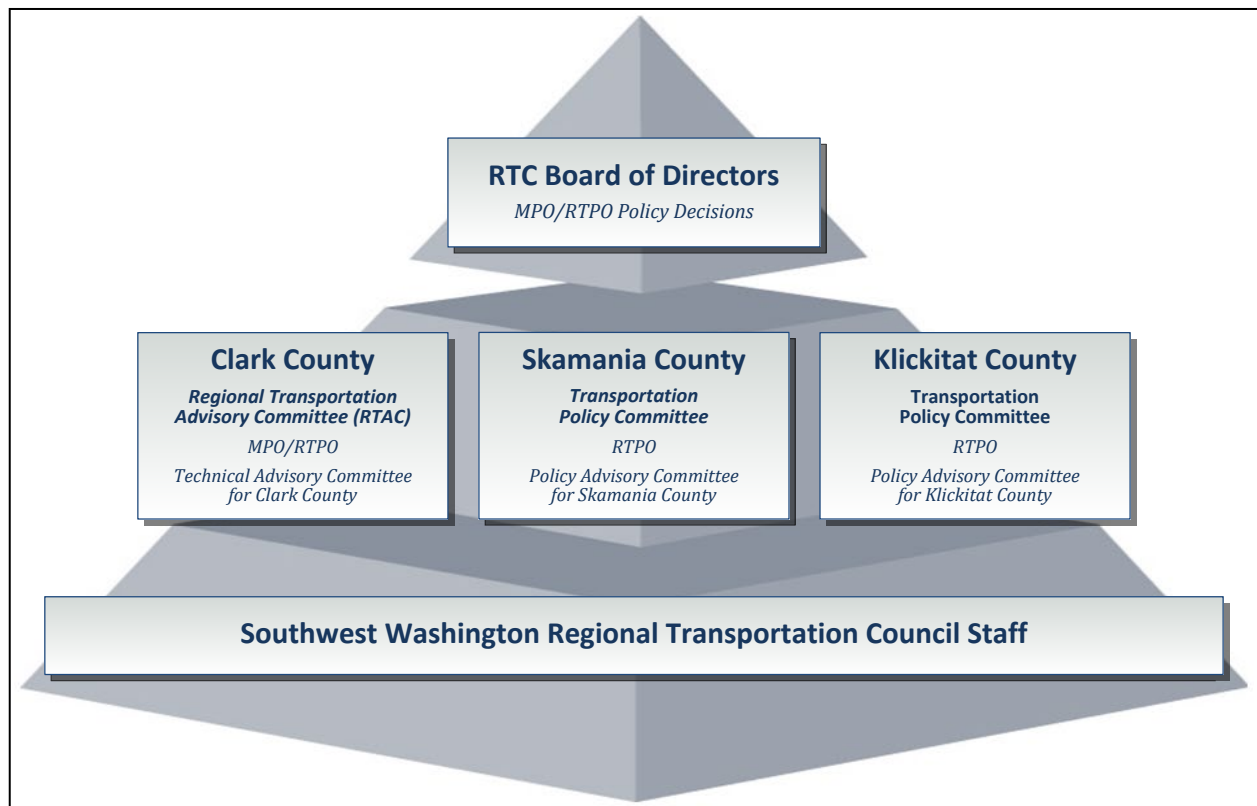
RTC is also the Washington State-designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat (Figure 2, map). RTPO requirements are specified in RCW47.80.010 through RCW47.80.070 and WAC 468-86.

RTC's three-county population of Clark, Klickitat and Skamania is estimated to be 547,850 in 2021 with Clark County having the largest population of 513,100. Clark and Skamania counties are part of the larger Portland – Vancouver – Hillsboro OR-WA metropolitan area. The Metropolitan Statistical area defined by the U.S. Census Bureau includes seven counties, Clackamas, Columbia, Multnomah, Washington, and Yamhill Counties in Oregon, and Clark and Skamania Counties in Washington with an estimated 2020 population of 2,512,427.

## PARTICIPANTS, COORDINATION AND FUNDING SOURCES

The Regional Transportation Council (RTC) Board of Directors is the policy decision-making body for RTC, both as MPO and RTPO. Within the Clark County MPO region, the Regional Transportation Advisory Committee (RTAC) advises the RTC Board on technical transportation issues. Consistent with the 1990 State Growth Management Act, Transportation Policy Committees for Skamania and Klickitat Counties provide policy advice for the two rural counties. Membership of RTC, the RTC Board, the Regional Transportation Advisory Committee (RTAC), Skamania County Transportation Policy Committee and Klickitat Transportation Policy Committee are listed on pages vi through ix.

**Figure 3: RTC's Agency Structure**



### A. Clark County

The primary transportation planning participants in Clark County include the following: the Southwest Washington Regional Transportation Council (RTC), C-TRAN, Washington State Department of Transportation (WSDOT), Clark County, the cities of Vancouver, Camas, Washougal, Ridgefield, Battle Ground and La Center and the town of Yacolt, the ports of Vancouver, Camas-Washougal, and Ridgefield, the Cowlitz Indian Tribe, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). In addition, the state Department of Ecology (DOE) is involved in the transportation program as it relates to air quality and, in particular, the State Implementation Plan (SIP) for carbon monoxide and ozone. The Human Services Council for the region coordinates with RTC on human services transportation issues. As the designated MPO for the Clark County region, RTC annually develops the transportation planning work program and

endorses the work program for the entire metropolitan area that includes the Metro Portland region. RTC is also responsible for the development of the Regional Transportation Plan, the metropolitan Transportation Improvement Program, the Congestion Management Process and other regional transportation studies.

C-TRAN regularly adopts a Transit Development Plan (TDP) that provides a comprehensive guide to C-TRAN's shorter-term development. The TDP provides information regarding capital and operating improvements over the next six years. The TDP, required by RCW 35.58.2795, outlines those projects of regional significance for inclusion in the Transportation Improvement Program within the region. C-TRAN adopted a longer-range transportation plan, C-TRAN 2030, in June 2010 to guide the future development of the transit system and adopted a Plan update in December 2016. Following a June 1, 2005 decision, C-TRAN's service boundary is limited to the city of Vancouver and its urban growth boundary, and the city limits only of Battle Ground, Camas, La Center, Ridgefield, Washougal, and the Town of Yacolt. In September 2005, voters approved an additional 0.2 percent sales tax for C-TRAN, avoiding significant service reductions, preserving existing service, and restoring service to outlying cities. C-TRAN operates a fixed route bus system on urban and suburban routes, The Vine Bus Rapid Transit route as well as express commuter bus service to Portland, Oregon. C-TRAN also operates The Current, a new on-demand door-to-door rideshare service, and Americans with Disabilities Act (ADA)-compliant paratransit service.

The Washington State Transportation Commission has responsibility for updating Washington's Transportation Plan; the long-range transportation policy plan for the state of Washington. WSDOT prepares statewide multimodal plans. RTC coordinates with the Transportation Commission and WSDOT to ensure that transportation needs identified in regional and local planning studies are incorporated into statewide plans. RTC also cooperates with WSDOT and local jurisdictions in involving the public in developing transportation policies, plans and programs. WSDOT, the Clark County Public Works Department and City of Vancouver Public Works Department conduct project planning for the highway and street systems in their respective jurisdictions. Coordination of transportation planning activities includes local and state officials in both Oregon and Washington states. Bi-State Coordination is described on page ix.

## **Agreements**

RTC's governing documents are described on the agency's website. Mechanisms for local, regional and state coordination are described in Memorandum of Agreement (MOA) and Memorandum of Understanding (MOU). These memoranda are intended to assist and complement the transportation planning process by addressing:

- The organizational and procedural arrangement for coordinating activities such as procedures for joint reviews of projected activities and policies, information exchange, etc.
- Cooperative arrangements for sharing planning resources (funds, personnel, facilities, and services).
- Agreed upon base data, statistics, and projections (social, economic, demographic) as the basis on which planning in the area will proceed.

In FY 2015, the RTC Board authorized the Executive Director to enter into a Metropolitan Planning Agreement with the Washington State Department of Transportation (WSDOT) and the Clark County Public Transit Benefit Authority (C-TRAN) to fulfill the requirements of federal code 23 USC Part 450.314. RTC’s Metropolitan Planning Agreement, the so-called ‘314 agreement’, was originally signed on November 6, 2014 and the Agreement was updated in 2019 with all participants signing the update by December 5, 2019. The 314 Agreement documents coordination and consultation processes and expectations among RTC, WSDOT, and C-TRAN to carry out respective federal transportation planning requirements. The MPA reflects updated federal metropolitan transportation planning procedures and requirements, applicable federal laws and administrative procedures. A Memoranda of Understanding (MOU) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA), renamed the Southwest Clean Air Agency (SWCAA), is also in place. The RTC/SWCAA MOU was adopted on January 4, 1995 (Resolutions 01-95-02).

An MOU between RTC and Metro was first adopted by the RTC Board on April 7, 1998 (RTC Board Resolution 04-98-08). The Metro/RTC MOU was last reviewed in 2021 and adopted by RTC in July 2021 (RTC Board Resolution 07-21-21, July 6, 2021). The Metro/RTC MOU is currently reviewed triennially with adoption of the UPWP and is due for update in 2024.

**SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: MEMBERSHIP 2022**

Clark County	Port of Vancouver
Skamania County	Port of Camas/Washougal
Klickitat County	Port of Ridgefield
City of Vancouver	Port of Skamania County
City of Washougal	Port of Klickitat
City of Camas	Portland Metro
City of Battle Ground	Oregon Department of Transportation
City of Ridgefield	The Cowlitz Indian Tribe
City of La Center	<i>Legislators from the following Washington State Districts:</i>
Town of Yacolt	14th District
City of Stevenson	17th District
City of North Bonneville	18th District
City of White Salmon	20th District
City of Bingen	49 <sup>th</sup> District
City of Goldendale	
C-TRAN	
Washington State Department of Transportation	

## SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: BOARD OF DIRECTORS

### RTC Board of Directors 2022

Jurisdiction/Agency	Represented By:
City of Vancouver	Mayor Anne McEnery-Ogle Council Member Erik Paulson
Clark County	Council Chair Karen Dill Bowerman Councilor Temple Lentz Councilor Gary Medvigy (RTC Vice-Chair)
Small Cities East: City of Camas City of Washougal	Council Member Leslie Lewallen, Camas
Small Cities North: City of Battleground City of Ridgefield City of La Center Town of Yacolt	Council Member Adrian Cortes, (Battle Ground)
Skamania County: Skamania County City of North Bonneville City of Stevenson Port of Skamania County	Commissioner Tom Lannen, Skamania County
Klickitat County: Klickitat County City of Bingen City of Goldendale City of White Salmon Port of Klickitat	Commissioner David Sauter, Port of Klickitat
C-TRAN	Shawn Donaghy, CEO (RTC Chair)
WSDOT	Carley Francis, Southwest Regional Administrator
Ports: Port of Vancouver Port of Camas-Washougal Port of Ridgefield	Commissioner Larry Keister, Port of Camas-Washougal
Cowlitz Indian Tribe	Tribal Chairman Dave Barnett
ODOT	Rian Windsheimer, Region One Manager
Metro	Councilor Shirley Craddick, Metro
<b>Ex-officio, non-voting RTC Board Members:</b>	
14 <sup>th</sup> District	Senator Curtis King Representative Chris Corry Representative Gina Mosbrucker

## RTC Board of Directors 2022

<b>Jurisdiction/Agency</b>	<b>Represented By:</b>
17 <sup>th</sup> District	Senator Lynda Wilson Representative Paul Harris Representative Vicki Kraft
18 <sup>th</sup> District	Senator Ann Rivers Representative Larry Hoff Representative Brandon Vick
20 <sup>th</sup> District	Senator John Braun Representative Peter Abbarno Representative Ed Orcutt
49 <sup>th</sup> District	Senator Annette Cleveland Representative Monica Jurado Stonier Representative Sharon Wylie

## Regional Transportation Advisory Committee (RTAC) Members

<b>Jurisdiction/Agency</b>	<b>Represented By:</b>
Regional Transportation Council	Matt Ransom [Chair]
Clark County, Planning	Gary Albrecht
Clark County, Public Works	Susan Wilson
City of Vancouver, Public Works	Chris Malone
City of Vancouver, Planning	Jennifer Campos
C-TRAN	Taylor Eidt
WSDOT	Laurie Lebowsky
City of Camas	Jim Carothers
City of Washougal	Rob Charles
City of Battle Ground	Ryan Jeynes
City of Ridgefield	Grant Williams
City of La Center	Tony Cooper
Town of Yacolt	Tom Esteb
Port of Vancouver	Jim Hagar
Port of Camas-Washougal	Dave Ripp
Port of Ridgefield	Ethan Perry
Human Services Transportation Provider	Bill Baumann (Community in Motion)
ODOT	Scott Turnoy
Metro	Tom Kloster
Cowlitz Indian Tribe	Dean Reynolds
Columbia River Economic Development Council	Jennifer Baker

## B. SKAMANIA COUNTY

The Skamania County Transportation Policy Committee was established in 1990 to oversee and coordinate transportation planning activities in the RTPO Skamania region. RTC Staff chairs the meeting.

### SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

Jurisdiction/Agency	Representative
Skamania County	Tom Lannen, County Commissioner
City of Stevenson	Ben Shumaker, Planning Manager
City of North Bonneville	Brian Sabo, Mayor
Port of Skamania County	Pat Albaugh, Port Manager
WSDOT, Southwest Region	Laurie Lebowsky, SW Region Planning Manager

## C. KLICKITAT COUNTY

The Klickitat County Transportation Policy Committee was established in 1990 to oversee and coordinate transportation planning activities in the RTPO Klickitat region. RTC Staff chairs the meeting.

### KLICKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

Jurisdiction/Agency	Representative
Klickitat County	Commissioner David Sauter
City of White Salmon	Ross Lambert, Public Works
City of Bingen	David Spratt, Public Works Superintendent
City of Goldendale	Karl Enyeart, Public Works Director
Port of Klickitat	James Herman, Port Commissioner
WSDOT, Southwest Region	Laurie Lebowsky, SW Region Planning Manager
Yakama Nation (ex-officio member)	Al Pinkham, Engineering Planner

## D. BI-STATE COORDINATION

Both RTC, the MPO for the Clark County, Washington portion of the Portland-Vancouver metropolitan region, and Metro, MPO for the Oregon portion of the Portland-Vancouver region, recognize that bi-state travel is significant within the region. To address bi-state regional transportation system needs, RTC representatives participate on Metro's Transportation Policy Alternatives Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT). Metro is represented on RTC's Regional Transportation Advisory Committee (RTAC) and RTC Board of Directors. Currently, several locations on the I-5 and I-205 north corridors are at or near capacity during peak hours resulting in frequent traffic delays. The need to resolve increasing traffic congestion levels and to identify long-term solutions continues to be a priority issue. ODOT submitted a tolling application to FHWA on December 10, 2018 with a January 8, 2019 FHWA response requesting further detail and public outreach. Also of bi-state significance is continued coordination on air quality issues though the region has now reached air quality attainment status for both ozone and carbon monoxide.



The Bi-State Transportation Committee was established in 1999 to ensure bi-state transportation issues are addressed. The Committee was reconstituted in 2004 as the Bi-State Coordination Committee, per the Bi-State Coordination Charter, to address transportation issues of bi-state significance as well as bi-state land use issues that impact economic development, environmental, and environmental justice issues. On issues of bi-state transportation significance, the Committee’s discussions and recommendations are advisory to RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro. On issues of bi-state land use and economic significance, the Committee’s advisory recommendations are to the appropriate local and regional governments.

**E. TRIBAL PARTICIPATION**

On April 24, 2019 Governor Jay Inslee signed Engrossed House Bill 1584 into law, which requires RTPOs to provide an opportunity for tribes with reservation or trust lands within its planning area boundaries to participate as voting members of the RTPO. RTPOs are encouraged to facilitate tribal participation in the regional planning process. RTC reached out to tribes in the region which resulted in the Cowlitz Indian Tribe joining RTC and participating as an RTC Board member and Regional Transportation Advisory Committee member and the Yakama Nation opting to participate in the Klickitat County Transportation Policy Committee.

**F. RTC STAFF**

Figure 4 provides an overview of RTC staff with areas of work outlined. This will be updated in upcoming months.

<b>RTC: Staffing</b>	
<b>Position</b>	<b>Duties</b>
Executive Director	Overall MPO/RTPO Planning Activities, Coordination, and Management
Project Manager	Vancouver Area Smart Trek: Transportation System Management and Operations (TSMO)/Intelligent Transportation System (ITS), New Technologies, Urban Freeway Corridors Operations, Air Quality
Sr. Transportation Planner	Regional Transportation Plan, Unified Planning Work Program, Human Services Transportation Plan, Active Transportation Plan, Transportation Demand Management, Freight Planning
Sr. Transportation Planner	Transportation Improvement Program (TIP), Project Programming, RTPO: Klickitat and Skamania Counties, Congestion Management Process, Traffic Counts, Freight Traffic Data, Safety
Sr. Transportation Planner	Geographic Information System (GIS), Mapping, Data Graphics, Webmaster
Sr. Transportation Planner	Regional Travel Forecast Model, Data, Demographics, Title VI, ADA
Staff Assistant	RTC Board of Directors’ Meetings, Bi-State Coordination Committee Meetings, Appointment Scheduling
Office Assistant	General Administration, Reception, Regional Transportation Advisory Committee (RTAC) Meetings, Website
Accountant	Accounts Payable, Grant Billings

**Figure 4: RTC Staff**

## **PLANNING EMPHASIS AREAS**

The UPWP is reflective of the national focus to encourage and promote the safe and efficient management, operation and development of transportation systems to serve the mobility needs of people and freight within and through urbanized areas as well as foster economic growth and development. The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues during the upcoming year. The UPWP implements federal, state and local transportation planning emphasis areas (PEAs). The Federal Highway Administration, the Federal Transit Administration and Washington State Department of Transportation identify transportation planning emphasis areas intended to guide the development of work programs for both metropolitan and statewide transportation planning processes.

### **FEDERAL PLANNING EMPHASIS AREAS**

The Bipartisan Infrastructure Bill, is the current Federal Transportation Act signed into law by President Biden on November 15, 2021. Updated federal PEAs to help implement the BIL were outlined in a December 30, 2021 FHWA/FTA letter. In addition to continuing emphasis on metropolitan planning core functions and performance-based planning requirements, the updated PEAs include a significant number of new as well as continuing issues that will need to be addressed in the MPO's work program including in its Regional Transportation Plan and Transportation Improvement Program. The following federal PEAs are described in the December 30 letter under the issue headings:

- Tackling the Climate Crisis – Transition to a Clean Energy Resilient Future
- Equity and Justice 40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway System: (STRAHNET)/US Department of Defense Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning

The scope of the transportation planning process must address the federal planning factors listed in CFR 450.306 to:

- Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

## STATE PLANNING EMPHASIS AREAS

Washington State’s Growth Management Act established Regional Transportation Planning Organizations (RTPOs) as the institutions for identifying regional transportation priorities and coordinating transportation planning with local comprehensive plans at all jurisdictional levels. WSDOT has identified the following planning emphasis areas for MPOs and RTPOs to dedicate time and/or resources towards as part of the FY 2023 UPWP:

- **Administrative**
  - Duties of the RTPO – While WSDOT is reassessing RTPO duties, RTPOs will continue work on “Efficient multimodal transportation systems based on regional priorities and coordinated with county and city comprehensive plans”; one of thirteen statewide planning goals established by the Growth Management Act (GMA). The regional transportation plans prepared by RTPOs have an important role in achieving consistency between state, county, city, and town plans and policies. UPWP work elements should continue to reflect general RTPO duties defined in RCW 47.80.023 and WAC 468-86. These duties include working with local jurisdictions on Growth Management Act/Comprehensive Plans including certification of local Comprehensive Plan transportation elements, implementation of State transportation policy goals, and addressing top statewide themes.
  - Website – MPO/RTPOs should post governing documents online
  - Streamline UPWPs – e.g. only report on key accomplishments as part of the annual performance report
- **Planning Collaboration**
  - Statewide Plans:
    - Highway System Plan
    - Multimodal Investment Strategy
    - Statewide Public Transportation Plan
    - Statewide Human Services Transportation Plan, implementation
    - State Freight Plan and Amtrak Cascades Service Development Plan
    - State Active Transportation Plan - in Regional Active Transportation Plans, identify active transportation needs on the state system in a manner consistent with the Statewide ATP (published Dec. 20, 2021)
  - Connection between land use and transportation - e.g. address demand management through coordinated land use decision making
  - The Legislature directed WSDOT to propose a methodology for updating vehicle miles traveled targets (VMT) at the county level – RTPOs to play an important role

- **Urban Areas Update**
  - Update urban area boundaries - revisit urban/rural functional classification
  - Periodic review of Functional Classification Networks - ensure system continuity, accessibility, and mobility are met
  - Review unbuilt proposed routes on the system for six years or more - if construction is not reasonably expected to begin in the 4-year STIP timeframe, consider their removal
- **Financial Accounting**
  - Identify all fund sources expected to be utilized in the delivery of the work program
    - Expenditures, revenue sources, rollover from the previous year, matching funds
  - Identify consultant assistance and funding to be used
  - In the Annual Performance and Expenditure Report:
    - Identify funds expended (by source and task) compared to the budgeted amount
    - Summarize overall budgeted versus actual expended amounts - explain any significant differences
- **Budget**
  - Identify expected revenues and planned expenditures by fund type
  - Account for any federal funds being rolled over from the previous year with required local match - include STBG funds used for planning purposes

## **LOCAL EMPHASIS**

RTC's FY 2023 UPWP will continue its fundamental metropolitan transportation planning program activities and advance project-related activities. In FY 2022, Phase 1 of the Regional Active Transportation Plan for Clark County, Local Road Safety Plans, the ITS Regional Architecture Study and Shared Central Signal System Study were completed or are due for completion. In FY 2023, RTC will be continue to be engaged in providing technical and policy input for ongoing and emerging bi-state studies including: the Hood River Bridge replacement EIS; and development of the I-5 Bridge Replacement, regional policy and project discussions regarding interstate tolling and congestion pricing, Phase 2 of the Regional Active Transportation Plan will be underway and RTC will look to acquire data to support regional and local transportation planning and programming following a transportation Data Study.

## **THE REGION'S KEY TRANSPORTATION ISSUES:**

RTC's UPWP describes the region's regional transportation planning process that is led by the RTC Board and informed by data and its analysis. RTC provides the multi-jurisdictional forum for the region's collaborative transportation decision making process. A key issue in planning for the region's transportation system is the continued implementation of a performance-managed transportation system and investment decision-making process as required by federal rules. RTC's regional planning process assists member agencies to focus on smart investments and innovations in priority corridors to meet the multi-modal demands of the regional transportation system. RTC's project programming process continues to change accordingly to maximize opportunities to use federal transportation resources for this region's transportation needs.

Growth in the region continues to increase pressures on the transportation system. Local partners are mindful of the interconnectedness of transportation infrastructure investment, jobs and economic development and are aware of the continued need to invest in regional transportation

infrastructure and services as well as to maintain the condition of current assets. The regional planning strategy focuses on smart investment of capital to provide solutions to the identified needs in the Regional Transportation Plan.

Key transportation issues for the region include:

- **Support Growth and Development:** The region's transportation system needs to support both existing needs and growth in the region. Washington Office of Financial Management estimated Clark County population at 513,100 in 2021, up by 9,800 people from the 2020 Census population of 503,311; a 1.9% annual growth rate. OFM's 2017 medium series projection forecasts that Clark County's population will increase by over 155,000 people to 643,552 by 2040. Regional trends point to continued and sustained growth in the metropolitan region. Within Clark County specifically, new household and business formations combined with a vibrant regional economy, are creating high demand for regional and local mobility services and infrastructure.
- **Post-COVID Transportation:** Pandemic effects on transportation demand initially resulted in less traffic volumes and lower transit ridership with many working from home, schools online and jobs loss. As the region recovers from the pandemic, RTC is tracking transportation impacts and longer-term consequences on travel demand and use of transportation modes.
- **Regional Project Funding:** Transportation projects and strategies are identified in the Congestion Management Process and Regional Transportation Plan and are programmed for funding in the Transportation Improvement Program. RTC recognizes the need for timely transportation system investments. In this region, need for transportation improvement exceeds available funding. The region's current 4-Year Transportation Improvement Program forecasts over \$424 Million in planned transportation system investment and maintenance. Even with that level of planned investment, many of the region's needs could remain unmet, and both additional and more prudent investment and mobility strategies will need to be deployed. RTC's FY 2023 Work Program and budget continues support for the regional collaboration needed to develop studies, strategies, and projects which will shape the region's transportation investment strategy for years to come, working with WSDOT and planning partners to identify Practical Solutions to transportation needs.
- **2040 Regional Transportation Plan - Implementation and RTP Update Development:** A 2040 update to the Regional Transportation Plan for Clark County was adopted in March 2019 and RTP project listings were amended in September 2021. Work on the RTP in FY 2023 will focus on developing the next RTP update, due in late 2023, as identified in the RTP scoping developed in FY 2022. Development of RTP modal components, level of service standards, transportation system performance and the future of transportation will be addressed.
- **Regional Studies:** A number of regional studies will be continued in FY 2023 including the Interstate Bridge Replacement project and RTC's technical support for WA SB-5806, the work of the Joint Oregon-Washington Legislative Action Committee. RTC will also continue to support C-TRAN's development of Bus Rapid Transit corridors; construction of the Mill Plain Bus Rapid Transit and development of the Highway 99 corridor. In the Columbia River Gorge region, the Hood River Bridge EIS continues. RTC continues to participate in Oregon's tolling plans as decisions will affect both interstate corridors, I-5 and I-205. ODOT submitted a tolling application

to FHWA on December 10, 2018 with a January 8, 2019 FHWA response requesting further detail and public outreach. Metro is also working on regional Transportation Congestion Pricing after completion of a technical evaluation of the efficacy and potential impacts of four types of congestion pricing in the region such as cordon pricing, Vehicle Miles Traveled road user charge, roadway charges and dynamic pricing for parking.

- **Federal Law:** On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law. The Bipartisan Infrastructure Law provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. RTC will work with transportation partners to implement the BIL. RTC will continue to engage in Performance Based Planning and Programming engaging regional partners in reviewing and updating performance measure targets. RTC’s current strategy is to support WSDOT in attaining the state’s established statewide targets for performance measures and supporting the local transit agency, C-TRAN, in asset management and Safety Plan targets. RTC will continue to address performance measure targets, data collection, and reporting systems to implement key policy goals of the Federal Transportation Act.
- **Partnership Building:** Building partnerships and linkages among like or affiliated agencies and groups is an important tool in facilitating collaborative regional planning and investment decision-making. RTC staff will continue to commit considerable effort to building information sharing, research, and targeted project partnerships and alliances in order to facilitate maximum return on investment for regional, state, and locally funded transportation investments. RTC will continue to build upon existing partnerships with Oregon’s Metro and with partners such as the Clark County Transportation Alliance, Identity Clark County, Columbia River Economic Development Council, and Mid-Columbia Economic Development District. RTC will continue to partner with RTC member agencies with RTC providing technical support and task work for these partners. New partnerships may be nurtured to address the linkage between housing and transportation with agencies such as the Vancouver Housing Authority.

## UNFUNDED PLANNING ACTIVITIES

RTC is asked to include a list in the UPWP of planning activities that could be undertaken by RTC if additional funding and/or staff were made available to support regional transportation planning activities. These unfunded planning activities include:

- **Clark County Freight Mobility Study (2010):** Plan element update. Since Plan adoption, state and federal agencies have adopted new policies and programs which relate to freight and commerce activities. The purpose of the Plan update is intended to confirm local and regional data, review existing conditions, identify future priority project needs, address performance measures, and incorporate a review of current local, state and federal policy and funding programs related to freight and commerce activities. Cost estimate: \$40,000 - \$50,000 (*scope dependent*).
- **Regional Travel Demand Model Tools:** Research and application development for the regional travel demand modeling process. The purpose of this research and application

development is to enhance RTC travel demand model tool application for use in countywide and sub-area model applications, particularly in the application of dynamic traffic assignment tools. Cost estimate: \$25,000 - \$35,000 (*scope dependent*).

- **Data Acquisition:** Recurring purchase / license of regional traffic data and/or services to support regional travel demand and sub-area modeling and Congestion Management Process activities. Cost estimate: \$50,000-\$100,000 (*scope dependent*).
- **Transportation Performance Measures Implementation Actions:** RTC provides technical and policy support to the statewide implementation of federal transportation performance measures. On occasion, RTC may advance special studies and implementation activities which advance progress towards the region's implementation of Safety and Congestion Management targets. Scopes of work for implementation actions are defined through the multi-agency planning consultation process. Cost estimate: \$25,000-\$75,000 (*scope dependent*).
- **Bipartisan Infrastructure Law (BIL) Implementation:** New policies and programs are defined with the Bipartisan Infrastructure Law, and RTC may need to initiate policy and/or project specific studies which support regional implementation of the BIL. Specific policy and study topics may include: Electric Vehicle infrastructure planning; Equity and Climate adaptation policies and strategies; Complete Streets and active transportation systems planning and project development; Housing and Land Use partner coordination and action planning; and, project development and scoping, for competitive grant applications. Cost estimate: \$10,000-\$100,000 (*scope dependent*).
- **Transportation Equity Needs Assessment:** Conduct a transportation equity needs assessment through public outreach and data analyses to better identify the needs of historically under-represented and underserved populations in Clark County. The assessment findings would inform equity issues across the Regional Transportation Plan's (RTP) vision and goals; and recommendations to address identified needs. The findings would also shape how equity is considered in project selection and performance analysis in the RTP and Transportation Improvement Program (TIP). Cost estimate: \$25,000-\$40,000 (*scope dependent*).
- **Regional Vehicle Miles Traveled Target Setting:** The Washington Legislature has directed state agencies to develop vehicles miles traveled targets for certain counties in Washington state, including Clark County. State agencies are to prepare targets and implementation recommendations to the Legislature by June 2023. RTC may need technical services in support of state agency review of policies and targets for Clark County. Cost Estimate: \$10,000-\$25,000 (*scope dependent*).
- **Regional Transportation Demand Management (TDM) Strategy:** Research study for a comprehensive RTC region TDM strategy for in update to the regional Commute Trip Reduction Plan which implements RCW 70.94.527. Study strategies would be evaluated and paired with corridor operations strategies and capital investment plans to promote corridor specific management strategies. The intent of the TDM strategy is to optimize existing and

future transportation corridor network performance and multi-modal systems. Study findings would support regional implementation of Commute Trip Reduction plan(s). Cost Estimate: \$35,000-\$50,000 (*scope dependent*).

- **Clark County High Capacity Transit System Study (2008):** Plan element update. Since Plan adoption, C-TRAN has implemented several priority projects noted in the 2008 Plan including: Fourth Plain BRT, Bus on Shoulder service on SR-14, and is advancing Mill Plain BRT, and BRT in the Highway 99 corridors. The purpose of the Plan update is intended to confirm the designated regional high capacity transit strategy and designated corridors and ensure Plan compliance with local, regional and federal policy. Cost estimate: \$50,000 - \$100,000 (*scope dependent*).
- **Growth Management Corridor Planning:** Provide policy review and technical support to partner with agencies for study of future long-range corridor plans. In April 2008, the RTC Board of Directors completed a Transportation Corridor Visioning Study. The RTC Board found a need for more detailed review of Clark County's long-term countywide growth vision and strategies, which could include corridor specific scenario planning, which should be supported by a robust process involving local agencies and public outreach and engagement. RTC may provide technical support in the study of future growth management plan scenarios, with specific support for evaluating future regional travel forecasts to identify future multi-modal corridor needs. Cost Estimate: \$150,000 - \$300,000 (*scope dependent*).
- **Research Partnership:** Partner with Portland State University Transportation Research and Education Center - Portal Data Archive, for utilization of the comprehensive PORTAL traffic data program and academic researchers in an update to RTC's Congestion Management Process. Cost estimate: \$15,000 to \$25,000 (*scope dependent*).



# **1. REGIONAL TRANSPORTATION PLANNING PROGRAM**

## **1A. REGIONAL TRANSPORTATION PLAN**

The Regional Transportation Plan (RTP) for Clark County is the region's long-range transportation plan. The Plan's purpose is to promote and guide development of a multimodal transportation system for the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. To meet planning requirements, the RTP has a planning horizon of at least 20 years. Development of the most recent RTP with a horizon year of 2040 began in 2017 and continued through 2018 with adoption of the Plan in March 2019. The Plan maintains consistency between federal, state and local plans. The 2019 RTP is consistent with local land uses outlined in local Comprehensive Growth Management Plans. The RTP also reflects the Washington Transportation Plan in place at time of RTP adoption. The RTP is compliant with the FAST Act, the federal transportation act in place at the time of RTP adoption. The RTP addresses performance-based planning and programming requirements with listing of federal performance measures and targets established to date. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments. The Plan also provides additional detail regarding active transportation planning, addresses the impacts of technology on future transportation and, with the RTP amendment of September 2021, has an updated list of identified transportation projects and transportation strategies. In FY 2023, work will be underway on the next RTP update scheduled for adoption in late 2023 (FY2024).

### **Work Element Objectives: Regional Transportation Plan**

- Develop and implement the Clark County RTP to comply with federal law and guidance including RTP updates or amendments to reflect changing land uses, demographic trends, equity, economic conditions, financial trends, regulations and study results and to maintain consistency between state, local and regional plans. Regular update, review and amendment of the Regional Transportation Plan (RTP) is a federal and state requirement; of the Federal Transportation Act and the state Growth Management Act (GMA). Existing federal laws require Plan update in air quality attainment areas such as Clark County at least every five years and the Washington state requires the Plan be reviewed for currency every two years. Whenever possible, major update to the RTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' land uses in the comprehensive growth management plans and synchronized with Metro's RTP update. The RTP update process will address federal transportation policy interests and reflect the latest versions of statewide plans such as Washington's Transportation Plan (WTP), Highway System Plan (HSP), State modal plans and corridor planning initiatives. At each RTP update, the results of recent transportation planning studies are incorporated and new or revised regional transportation system needs are identified and documented. RTP development relies on analysis of results from the 20-year regional travel forecast model as well as results from a six-year highway capacity needs analysis and 20-year transit planning. The Plan addresses the transportation priorities of the region.
- Amendments to the RTP must be consistent with RTC's RTP Amendments Policies and Process (RTC Board adopted April 2020). RTP amendments can be requested by member agencies and jurisdictions to maintain consistency between state, regional and local plans.

- Address the federal planning factors required of the metropolitan transportation planning process (as listed on page xiii) in the RTP.
- Develop an RTP that complies with Washington’s state law, the Revised Code of Washington (RCW), and guidance provided in the Washington Administrative Code (WAC).
- Use public input on transportation issues to help guide the RTP’s development.
- Reflect results from the Congestion Management Process used as a tool to help the region make decisions on transportation project needs to be identified in the RTP.
- Address bi-state travel needs and review major bi-state policy positions and issues.
- Address regional corridors, associated intermodal connections and statewide intercity mobility services.
- Help maintain federal clean air standards consistent with the Clean Air Act Amendments 1990.
- Reflect planning for transportation modes and strategies such as transit, freight transportation, active transportation, transportation system management and operations, Intelligent Transportation System (ITS) applications, as well as Transportation Demand Management (TDM) strategies and Commute Trip Reduction efforts to make a more efficient transportation system.
- Describe concurrency management and its influence on development of the regional transportation system.
- Evaluate the environmental impacts and mitigation strategies related to the regional transportation system in consultation with environmental resource agencies including the Federal Land Management Agencies (FLMA).
- Identify projects and strategies that can be implemented subsequent to RTP adoption through more detailed corridor planning processes and eventual programming of funds for project construction and implementation in the Transportation Improvement Program (TIP).
- Maintain consistency between state, regional and local transportation plans as required by the state’s Growth Management Act. This includes certification of the transportation elements of local Growth Management Plans and their review for consistency with the RTP. A Certification Process Guide and accompanying checklist adopted by the RTC Board in March 2016 guides this process.
- Monitor transportation system performance and report on transportation system performance.
- Coordinate the RTP with regional and local land use plans. In Washington State, local jurisdictions address land use planning in Comprehensive Plans required by Washington State’s Growth Management laws. The GMA established RTPO’s as the venues for identifying regional priorities and coordinating transportation planning at all jurisdictional levels with local comprehensive plans. WSDOT encourages RTPOs to work as partners with local governments in the early stages of local comprehensive plan and countywide planning policy development to more effectively identify and resolve consistency issues.

#### **Relationship to Other Work Elements: Regional Transportation Plan**

The RTP considers the reciprocal connections between land use growth and multimodal transportation system needs and development. It also identifies the mix of transportation strategies

to address future transportation system needs. The RTP for Clark County is interrelated with all other RTC transportation planning work elements. In particular, the RTP uses information, data and analysis resulting from the Congestion Management Process to identify transportation needs and solutions. The RTP also serves to identify transportation projects and strategies to be funded by programming in the metropolitan Transportation Improvement Program (TIP).

#### **FY 2023 Tasks and Products: Regional Transportation Plan**

In FY2023 RTC will be developing the next update to the RTP having scoped the update in FY 2022. The focus will be on developing the Plan's modal elements and on identifying transportation system needs. Specific tasks and products are described below:

- Federal Functional Classification – work with local jurisdictions and WSDOT to update the federal functional classification system and reflect any changes in the next RTP update. (As needed)
- System Performance – Report on transportation system performance measures, monitoring and updates to targets set to guide transportation investment decisions, project and strategies identified in the RTP in compliance with the federal transportation act. The goal is to have a more effective investment process for federal transportation funds. RTC staff will continue to work with WSDOT, regional and local planning partners, including C-TRAN the local transit service provider, and other MPOs in the state. RTC will review updated state-set targets and, as updated targets are set, will consider whether to continue to support WSDOT in attaining WSDOT's established performance targets or set regional targets. (Ongoing)
- Practical Solutions – RTC will continue to work with WSDOT to identify practical solutions to transportation issues in an effort to maximize benefits. This approach to identifying transportation solutions, including projects and strategies, will impact the list of transportation projects identified in next RTP update. (Ongoing)
- Project Priorities – project and transportation strategy priorities identified in the RTP will be reviewed annually.
- Safety – An update to the Safety Assessment for Clark County will be completed using crash data compiled by the State and used in the performance monitoring and target setting process. RTC will work with local agencies to develop and implement Complete Streets/Safe Streets to ensure streets are designed for all users dependent on the context of the transportation facility. (Ongoing)
- Transit – The RTP includes recommendations and guidance provided by the region's transit development plans, notably C-TRAN's Transit Development Program and 20-Year Transit Development Plan, C-TRAN 2030, (C-TRAN, June 2010; updated December 2016) and the Clark County High Capacity Transit System Study (RTC, December 2008). C-TRAN opened its first Bus Rapid Transit corridor, The Vine, in the Fourth Plain corridor in January 2017, and is working on a second BRT corridor on Mill Plain and a third for Highway 99. C-TRAN is also implementing micro-transit options in some sub-areas of Clark County.
- Efficiencies – It is recognized that the most efficient use of the existing transportation system can be realized through implementation of Transportation Demand Management (TDM) and Transportation System Management strategies. RTC will continue to coordinate with planning partners in developing the Congestion Management Process, Transportation System

Management and Operations through RTC's VAST program (see VAST element) and Commute Trip Reduction plans. The solutions identified in these TDM and TSM Plans are an important part of RTP transportation strategies to meet travel demands. TDM planning in the region uses a broader definition of demand management and identifies policies, programs and actions including use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems. (Ongoing)

- RTC works with local partners to implement transportation demand strategies outlined in local and regional Commute Trip Reduction plans. Affected local jurisdictions, as currently determined by the State's CTR law, are: Vancouver, Camas, Washougal, and unincorporated Clark County. Local and Regional CTR Plans, as well as a Downtown Vancouver Growth and Transportation Efficiency Center (GTEC) Plan, were initially adopted by RTC in October 2007 with minor updates in 2013 and in 2015 both Regional and Local Commute Trip Reduction Plans were last updated. (As needed)
- Active Transportation – The RTP reflects work with WSDOT and local jurisdictions and agencies, including Clark County Public Health, to ensure that bicycling, pedestrian and rolling modes are addressed. RTC will continue to work with state and local partners to plan for active transportation policies and transportation needs to support transportation options, community quality and health. The Regional Active Transportation Plan for Clark County, first phase published in September 2021 and second phase underway, will be integrated into the RTP at the RTP's next update. The action plan developed by Clark County's Walkability Action Institute team in May 2021 will be reflected in active transportation activities. To advance active transportation planning, RTC will continue to represent RTC at monthly meetings of the Clark Communities Bicycle and Pedestrian Advisory Committee, will continue to collaborate with statewide Active Community Environments (ACE) stakeholders and with the SW Washington Healthy Living Collaborative which is now a part of the Southwest Washington Accountable Community of Health (SWACH). RTC will work with local partners to review policies and suggest projects to improve non-motorized transportation modes in the region.
- Changing Demographics and Lifestyles – the 2023 RTP update will address changing demographics and lifestyles and how these will affect transportation demand in the region. RTC will continue to monitor demographic trends and work with local agencies and institutions, such as the Clark County Commission on Aging and Accessible Transportation Coalition Initiative, to implement transportation recommendations to meet transportation needs. (Ongoing and as new data allows)
- Human Services Transportation Planning - The process to develop the region's Human Services Transportation Plan and human services transportation project priorities is led by RTC (see separate HSTP work element) The HSTP for Clark, Skamania and Klickitat Counties update is due in December 2022 and supports funding applications for WSDOT's consolidated public transportation grant program. The special transportation needs of the elderly, people with disabilities, and low-income populations will continue to be reflected in the RTP.
- Freight Transportation – Elements of the Clark County Freight Mobility Study (RTC, Dec. 2010) are incorporated into the RTP to ensure that the significance of freight transportation and its importance to the local economy is documented. RTC will continue to prepare materials relating

to freight transportation and work with partners and business interest groups, such as Identity Clark County and the Southwest Freight and Commerce Task Force (FACT) Coalition, to focus attention on needed multi-modal freight investments and critical economic corridors within the region. RTC will continue to work with local partners on opportunities to compete for freight grant funds. RTC will also coordinate with WSDOT's Freight Division to inform WSDOT of freight needs in the region and with the Freight Mobility Strategic Investment Board (FMSIB). In FY 2022/23, RTC is working with Metro on the Regional Freight Delay and Commodities Movement Study which will be reflected in the RTP's 2023 update.

- Economic Development – RTC will continue to work with the Columbia River Economic Development Council (CREDC) to support implementation of its Clark County Comprehensive Economic Development Plan and to determine transportation needs at a regional level that can support economic development. RTC coordinated with CREDC on an update to the Employment Land Study in 2019 and continues to participate in regular Economic Development Partners meetings. RTC will compile data relating to economic analysis including GDP, employment by industry, unemployment rates, wages and salary changes, household income, commuting patterns, development permits, housing construction, to inform the transportation planning process and to support transportation funding applications. (Ongoing)
- Regional Emergency Transportation Routes - RTC will coordinate with Metro and the Regional Disaster Preparedness Organization (RDPO) on a second phase for [RETRs](#) to prioritize/tier the updated routes and develop operational guidance for route owners/operators.
- Emerging Transportation Technologies - Regional transportation system development is at an evolutionary point where emerging transportation technologies that can impact transportation networks and performance are developing rapidly. RTC will continue to be aware of emerging technologies and their use to serve transportation mobility, access and equity for passenger, freight and goods movement. (Ongoing)
- Air Quality and Climate Change – Strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions are part of the requirements of RCW 70.235.020, RCW 47.01.440 and Governor's Executive Order 09-05 – Washington's Leadership on Climate Change now superseded by Governor's Executive Order 14-04. RTC will continue to address VMT reduction strategies as part of the regional transportation planning process.
- Corridor Planning –RTC will continue to coordinate with and support WSDOT in corridor planning and Transportation System Management and Operations (TSMO) implementation including WSDOT's ramp signal program. RTC provides technical support for the WA SB-5806 I-5 Legislative Task Force addressing I-5 Interstate Bridge replacement with work including coordination with transit agencies and Transportation Demand Management options.
- Financial Plan – The financial Plan section of the RTP includes costs of system maintenance, preservation, safety improvement and operating costs and will be updated in FY 2023. RTC will continue to work with local and state transportation interests to bring attention to transportation system funding needs.
- Consistency – RTC will continue work with planning partners to maintain consistency between state, local, and federal transportation plans. RTC will provide local jurisdictions with GMA Plan certifications as requested. (Ongoing)

- Consultation between RTC, state and federal environmental agencies to address environmental mitigation strategies as part of the RTP process will continue as well as coordination with tribal governments. Resource agencies include the State Historic Preservation Office and local jurisdictions' environmental departments. (Ongoing)
- The RTP development and implementation process involves the Regional Transportation Advisory Committee whose members provide technical review and recommendations for RTP work elements with RTC staff providing informational briefings. The RTC Board is also updated, as needed, on the RTP.
- RTC involves the public in development of the metropolitan transportation planning process and, in particular, in development of RTP elements. Opportunities for public participation are offered with website information, media releases, communication with neighborhood groups, and stakeholders on the regional transportation planning process. Consultation with interested resource agencies and tribes with interests in the transportation system in the Clark County region continues. At monthly Board meetings, time is set aside to allow citizens to comment on metropolitan transportation planning issues and their input is considered in the RTP update. RTC will continue to explore opportunities to procure student project assignments to help update and develop elements of the RTP. (Ongoing)
- **Planning Assistance** - During FY 23 RTC may competitively develop an On-Call Consultant Assistance roster (On-Call Roster) of qualified vendors with the requisite skills to support implementation of RTC's Regional Transportation Planning programs and planned activities. Upon establishment of an On-Call Roster, RTC may identify Regional Transportation Planning activities/tasks which could be supported by the On-Call Roster.

**FY 2023 Funding: Regional Transportation Plan Work Element**

<b><u>FY 2023 Revenues:</u></b>		<b><u>FY 2023 Expenses:</u></b>	
	\$		\$
• Federal FHWA PL	\$211,514	• RTC and possible on-call consultant assistance	\$496,486
• Federal STBG	\$155,000		
• Federal FTA	\$62,946		
• State RTPO	\$26,424		
• Local MPO Funds or Toll Credits	\$40,602		
	<b>\$496,486</b>		<b>\$496,486</b>

*Federal Program Funds matched by State RTPO, and/or local MPO Funds and/or Toll Credits*

## **1B. TRANSPORTATION IMPROVEMENT PROGRAM**

The metropolitan Transportation Improvement Program (TIP) is a multi-year program of federally funded and regionally significant transportation projects within the Clark County, Washington region. The TIP includes a priority list of projects to be carried out in the next four years and a financial plan that demonstrates how it can be implemented. The projects programmed in the TIP originate from project recommendations made in the Regional Transportation Plan (RTP) or are developed into projects from a series of program recommendations such as preservation, maintenance, and safety. The TIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, C-TRAN and the Washington State Department of Transportation (WSDOT). The development process includes public outreach and participation. RTC's TIP and Public Participation Plan satisfy the public participation requirements for the Program of Projects (POP). Projects listed in the TIP indicate a commitment for funding of these projects and project costs are expressed in Year of Expenditure (YOE) dollars.

### **Work Element Objectives and Activities: Transportation Improvement Program**

- Develop and adopt the Transportation Improvement Program (TIP) consistent with the requirements of the Federal Transportation Act.
- Review the TIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal transportation funding. Project selection criteria reflect the multiple policy objectives for the regional transportation system (e.g. safety, maintenance and operation of existing system, multimodal options, mobility, economic development and air quality improvement). The TIP development process is documented in RTC's Transportation Programming Guidebook. TIP process participants rely on this Guidebook to learn of TIP policies and procedures.
- Understand and implement the federal transportation reauthorization act (IIJA Act) regarding the Transportation Improvement Program.
- Coordinate the grant application process for federal, state and regionally-competitive funding programs such as federal Surface Transportation Block Grant program (STBG), federal Transportation Alternatives (TA), state Transportation Improvement Board (TIB) programs, and Safe Routes to School programs, etc.
- Program Congestion Mitigation and Air Quality (CMAQ) funds with consideration given to emissions reduction benefits provided by projects.
- Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs.
- Coordinate with transit and human service agencies to address human services transportation needs and develop human services transportation projects.
- Develop a realistic financial plan for the TIP financially constrained by year. The TIP must address costs for projects as well as operations and maintenance of the transportation system.
- Consider air quality impacts.
- Amend the TIP as necessary.
- Monitor TIP project implementation and obligation of project funding.

- Ensure TIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the STIP.

**Relationship to Other Work Elements: Transportation Improvement Program**

The TIP provides the link between the RTP and project implementation. The process to prioritize TIP projects uses data from the transportation database, guidance and criteria from the Congestion Management Process and regional travel forecasting model output. It relates to the Coordination and Management element’s Public Participation efforts described in the UPWP. The TIP program requires significant coordination with local jurisdictions and implementing agencies in the Clark County region.

**FY 2023 Tasks and Products: Transportation Improvement Program**

- Development of the RTC’s 2023-2026 Transportation Improvement Program will be coordinated with planning partners, the public given opportunity to comment on TIP process and projects and the adopted TIP will include programming of projects for all four years. Performance based planning and programming, including performance targets, will be incorporated in the TIP as federal timelines mandate. *(Fall 2022)*
- Update the Transportation Programming Guidebook; TIP Policies and Procedures, if warranted.
- TIP amendments as necessary. *(Ongoing)*
- Coordination of regional transportation projects for federal and statewide competitive programs. *(Ongoing)*
- Reports on tracking of TIP project implementation and obligation of funding of TIP-programmed projects. *(Ongoing)*
- Maintain a project database to help project tracking efforts. More information on development of a project database to help project tracking efforts is found in the Data/Forecast work element. *(Ongoing)*
- Provide input to update the State Transportation Improvement Program (STIP). *(Ongoing)*
- Public participation in TIP development including providing information and ability to comment online. *(Ongoing)*

**FY 2023 Funding: Transportation Improvement Program**

<u>FY 2023 Revenues:</u>	\$	<u>FY 2023 Expenses:</u>	\$
• Federal FHWA PL	\$95,522	• RTC	\$224,219
• Federal STBG	70,000		
• Federal FTA	\$28,427		
• State RTPO	\$10,569		
• Local MPO Funds or Toll Credits	\$19,701		
	<b>\$224,219</b>		<b>\$224,219</b>

*Federal Program Funds matched by State RTPO, and/or local MPO Funds and/or Toll Credits*



## **1C. CONGESTION MANAGEMENT PROCESS**

The Congestion Management Process focuses on transportation performance within corridors through monitoring of vehicular travel, auto occupancy, truck traffic, transit, travel demand management strategies, system management strategies, and traffic operations in an effort to identify solutions to address congestion. The congestion monitoring program provides valuable information to decision-makers in identifying the most cost-effective strategies to provide congestion relief. The CMP is used to identify system improvements, to guide investments and also to track the effectiveness, over time, of system improvements that are made.

### **Work Element Objectives and Activities: Congestion Management Process**

- Continued implementation of the Congestion Management Process to provide effective management of existing and future transportation facilities and to evaluate potential strategies for managing congestion. The Congestion Management Process is developed, established and implemented as part of the metropolitan planning process and incorporates six elements as outlined in 23 CFR 450.320(c). These elements include multimodal transportation system performance monitoring and evaluation, data collection, coordination with planning partners, evaluation of future system performance, identifying an implementation schedule, responsibilities and funding, and assessment of the effectiveness of implemented strategies. Strategies may include demand management, traffic operational improvements, public transportation improvements, ITS technologies, and, where necessary, additional system capacity.
- Provide the region with a better understanding of how the region's transportation system operates. The Congestion Management Process is intended to be a continuing, systematic process that provides information on transportation system performance.
- Update and enhance the MPO region's transportation database including traffic counts and other database elements such as traffic delay, transit ridership and capacity, travel time and speed, auto occupancy and vehicle classification data (freight truck counts) for Congestion Management Process (CMP) corridors. The transportation database can be referenced and queried to meet user-defined criteria.
- Coordinate with local jurisdictions and local agencies to ensure consistency of data collection, data factoring and ease of data storage/retrieval. Coordination is a key element to ensure the traffic count and turn movement data support local and regional transportation planning studies and concurrency management programs. Traffic count data is collected, validated, factored and incorporated into the existing count program. Data collection includes working with regional partners to develop Portland State University's Portal data archive system for use in the CMP.
- Measure and analyze performance of the transportation corridors in the CMP network. This system performance information is used to help identify system needs and solutions. The data is also used to support transportation concurrency analysis.
- Publish results of the Congestion Management Monitoring process in a System Performance Report that is updated annually. Each year the Report's content and structure is reviewed to enhance its use, access and level of analysis.
- Coordinate with WSDOT and local agencies to help enhance use of the CMP in developing capacity

or operational solutions to address transportation deficiencies identified as part of the congestion management monitoring process and then incorporate into updates to the RTP and TIP.

- Provide CMP data and system performance indicators to inform state and local transportation plan updates.
- The CMP database and system monitoring will be integrated with metropolitan planning efforts related to the Regional Transportation Plan's update, federal performance measures, the Transportation Improvement Program, and the VAST/Transportation System Management and Operations process.
- Conduct a study with partner agencies to analyze both local and regional transportation data needs and identify best sources for needed transportation data. This study should result in both future deployment of data collection technology and purchase/acquisition of transportation data for the CMP and other transportation uses.

#### **Relationship to Other Work: Congestion Management Process**

- Congestion monitoring is a key component of the regional transportation planning process. The Congestion Management Process for the Clark County region supports the long-term transportation goals and objectives defined in the Regional Transportation Plan. It assists in identifying the most effective transportation strategies and projects to address congestion. These identified strategies and projects are described and listed in the RTP and programmed for funding in the TIP. The overall Congestion Management Process includes the region's work on transportation demand management, Commute Trip Reduction efforts, and system management efforts addressed under a separate work element; the Vancouver Area Smart Trek (VAST). Data and information compiled for the Congestion Management Process relates to the Regional Transportation Data and Travel Forecast work element.

#### **FY 2023 Tasks and Products: Congestion Management Process**

- A Congestion Management Process that includes all six CMP elements as outlined in 23 CFR Part 450 Sec. 320). (*Ongoing*)
- Analyze transportation needs and identify best sources for needed transportation data.
- Updated traffic counts, turning movement counts, vehicle classification (truck) counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data will be made available on RTC's web site (<http://www.wa.gov/rtc>). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. Scans of traffic counts are stored to help meet other needs and to support future regional travel forecast model enhancement and update. (*Ongoing*)
- Update other CMP corridor data including auto occupancy, roadway lane density, vehicle classification (truck counts), transit ridership, transit capacity, travel time and speed. Data should support the CMP, concurrency and/or other regional transportation planning programs. (*Ongoing*)
- Compare the most recent data with data from prior years (dating back to 1999) to support

identifying system needs and transportation solutions as well as monitoring of impacts of implemented improvements. (Summer 2022)

- An updated annual Congestion Management Report (Summer 2022).
- Provide information to Federal Highway Administration to help in FHWA’s assessment of the Congestion Management Process. *(As needed)*
- Communicate with Metro on RTC’s Congestion Management Process and keep informed on development of Metro's Congestion Management Process. *(Ongoing)*
- Plan for regional freight and commercial needs including data collection and reporting. *(Ongoing)*

**IC.(i) FY 2023 Funding: Congestion Management Process**

<u>FY 2023 Revenues:</u>		<u>FY 2023 Expenses:</u>	
	\$		\$
• Federal FHWA PL	\$40,938	• RTC	\$71,094
• Federal STBG	\$30,000		
• Federal FTA	\$12,183	Consultant	\$25,000
• State RTPO	\$10,570		
• Local MPO Funds	\$2,403		
	<b>\$96,094</b>		<b>\$96,094</b>

*Federal Program Funds matched by State RTPO, and/or local MPO Funds and/or Toll Credits*

**IC.(ii) FY 2023 Funding: Transportation Data Study (and Data Acquisition)**

<u>FY 2023 Revenues:</u>		<u>FY 2023 Expenses:</u>	
	\$		\$
• Federal STBG	\$100,000	• RTC/Consultant	\$115,607
• Local MPO Funds or Toll Credits	\$15,607		
	<b>\$115,607</b>		<b>\$115,607</b>

*Federal Program Funds matched by State RTPO, and/or local MPO Funds and/or Toll Credits*

\*Average annual cost for consultant assistance for traffic data collection e.g. traffic counts, travel time and speed, auto occupancy and vehicle classification data. Consultant is hired on a 3-year contract.

## **1D. VANCOUVER AREA SMART TREK PROGRAM**

The Vancouver Area Smart Trek (VAST) program encompasses the ongoing coordination and management of regional Transportation System Management and Operations (TSMO) and Intelligent Transportation System (ITS) activities. The VAST program, which focuses on ITS planning, projects and infrastructure, has been managed by RTC since its inception in 2001.

The TSMO Plan guides the implementation of operational strategies and supporting Intelligent Transportation Systems (ITS) technologies for Clark County and presents a strategic framework for accomplishing transportation system management objectives. It also supports future ITS technology investments and capital improvements necessary to accomplish those objectives. RTC published the first VAST TSMO Plan in 2011 as well as an update to the plan in 2016. The original plan provided a 10-year vision; the 2016 Plan update provides a 5-year view that better reflects both the nature of TSMO strategies as viable near-term solutions to operational deficiencies as well as the rapid evolution of ITS technologies and operations practices.

The Vancouver Area Smart Trek Program is a coalition of state, regional and local agencies working together to implement Intelligent Transportation Systems (ITS) and operational solutions to address the region's transportation needs. Partners in the coalition include the City of Vancouver, Washington State Department of Transportation (WSDOT), Clark County, C-TRAN, and RTC. The Program has proven to be an effective way for agencies to coordinate and partner on ITS and operational project development and delivery, with successful funding outcomes, monitoring of project development, and project integration.

### Transportation System Management and Operations

TSMO focuses on low-cost, quickly implemented transportation improvements aimed at making the most efficient use of existing transportation facilities. Benefits include a more reliable transportation system, reduced delay, and better incident response. TSMO relies on the use of intelligent transportation system (ITS) initiatives and devices which combine advanced technologies, operational policies and procedures, and existing resources to improve coordination and operation of the multimodal transportation network. Examples include active traffic management on freeways, smart arterial traffic signals, integrated signal systems, access management, traveler information, active transit technology, and coordinated incident response to make the transportation system work better.

While there is no single solution to transportation deficiencies, TSMO is one of the tools to manage congestion, and improve the safety, security and efficiency of the transportation system. It is a key regional strategy for managing traffic congestion and for addressing transportation system capacity needs where additional highway expansion and/or capital resources are constrained. Currently, TSMO efforts in the region include the following: 1) the continued implementation of the TSMO Plan as a low capital-cost approach to meeting the region's transportation needs, 2) ensuring ITS and TSMO project consistency with the Regional Intelligent Transportation System Architecture, and 3) enhancement and utilization of the Portal data element.

The Clark County TSMO Plan provides a strategic framework to guide transportation system management objectives. The Plan builds upon a proven reputation of success and national leadership

in interagency coordination. It informs future ITS technology investments and capital improvements necessary to support the objectives over the next 10 years. The 2016 TSMO Plan update has three main sections: 1) emerging operational issues and trends that impact the future direction of transportation systems management and operations; 2) a description of operational and technology improvements on the transportation system since the 2011 TSMO Plan and; 3) an implementation plan, which documents the ITS communications and equipment needed to build planned improvements and support system management and operations.

The regional transportation data resources developed under this element provide a means for tracking congestion and supporting the Congestion Management Process using TSMO performance metrics for recurring and non-recurring congestion. Use of Portal is a key component. Portal is the official transportation archive for the Portland-Vancouver metropolitan region and is housed at the Intelligent Transportation Systems Laboratory at Portland State University (PSU). Portal serves the U.S. National ITS Architecture's Archived Data User Service in the Portland-Vancouver region. PSU works cooperatively with regional partners including WSDOT, Clark County, C-TRAN, ODOT, Metro, the City of Portland, TriMet, and RTC. Currently, the Portal system archives a wide variety of transportation-related data including information from freeway loop detectors, arterial devices, weather sensors, incident data, transit data, travel time from Bluetooth readers and other roadway detectors, and vehicle length. There are plans to enhance Portal to improve the user interface and expand the capabilities of the system to include other multimodal data sources such as, expanded transit data, and bicycle-pedestrian data from both Oregon and Washington.

### Intelligent Transportation Systems

The VAST program addresses the sharing, maintenance, and standards for communications infrastructure and equipment. The ITS element of the VAST Program will continue its focus on ITS, communications and the associated infrastructure and technology. The VAST program encompasses ITS and communications infrastructure as well as ITS technologies for integration of transportation information systems, management systems and control systems for the urbanized area of Clark County.

### Regional ITS Architecture Study

The Regional Architecture was updated in FY2022 and includes an assessment of ITS existing conditions, a user needs assessment, and an ITS Architecture service packages and database using ARC-IT 8.3, identification of future ITS projects and an action plan for a system management and operations program.

### **Work Element Objectives: VAST**

- Address the use of ITS technology through collaboration between planning and traffic operations staff of partner agencies as part of the consolidated VAST program which incorporates ITS and operational management into the planning process.
- Lead the ongoing management of the VAST Program, including the development of collaborative project funding applications and coordination between partner agencies on operational projects and ITS technology. Continue management of the TSMO Steering Committee, the VAST Steering Committee and Communications Infrastructure Committee. VAST program management

includes review and endorsement of ITS and communications infrastructure improvements, as well as operational projects, development of ITS and operations policies, preparation of joint funding applications, and managing consultant technical support for the VAST program.

- Ongoing planning, coordination and management of the VAST program to ensure the region is meeting federal requirements for ITS deployment through integration and interoperability.
- Ensure that operational and ITS initiatives are integrated and that consistency with the regional ITS architecture is addressed.
- Maintain the Regional ITS Architecture in support of the VAST Agency Partners. Work to ensure the region is compliant with USDOT ITS Architecture requirements.
- Continue to develop and implement VAST program projects programmed for Congestion Mitigation/Air Quality (CMAQ) funding in the Transportation Improvement Program. These VAST projects may include freeway management, traveler information, transportation signal optimization, and transit signal priority.
- Assist partner agencies on funding applications for individual operational and ITS projects. Continue process of Committee partnerships for joint project funding applications.
- Focus on performance measurement, metrics, and tools to analyze the benefits of operational strategies and outreach to policy makers and other stakeholders.
- Utilize the Action Plan from the Regional ITS Architecture update to advance emerging issues and guide the planning efforts of the VAST agencies on issues including connected and autonomous vehicles, smart cities, and open and integrated data.
- Review Smart Community Assessment recommendations to consider next steps to implement strategies to advance smart technology deployment in the region.
- Collaborate with TSMO Steering Committee members to provide technical support for operational strategies and coordinate regularly with TSMO partners to develop guidelines and protocols for regional operations. Performance measures will be further developed for assessing operations and identifying effective TSMO strategies.
- Work with partner agencies for ongoing refinement of the Portal interface to improve its interface and usability. Improvements to the Portal data archive are defined in the annual data archive scope of work with PSU and include adding data sources for arterials, display of new transit data, freight information, travel time and identification of field device types and their data collection capabilities. RTC will coordinate with partner agencies as they begin to utilize the data archive.
- RTC participation on the Portal Advisory Committee which is the regional maintenance and development forum for the ongoing management and maintenance of the Portal data archive.
- Continue development of standards for fiber optic communications, equipment, and infrastructure through the VAST Communications Infrastructure Committee (CIC). Maintain and continue expansion of the multi-agency shared asset management database and mapping system and facilitate the ongoing development of asset sharing and execution of permits between the VAST agency partners.
- Continue collaboration on OSPInSight, the new cloud-based mapping software tool, as the shared approach for management of VAST fiber and communication assets.

- Expand areas of communications infrastructure sharing and integration authorized under the executed Regional Communication Interoperability and Fiber Interlocal Agreement.
- Develop rules, procedures and process, and security issues among VAST partners and agree on a common protocol for VAST to receive detailed communications infrastructure information from agency construction projects.
- Identify additional areas for coordination and improvement of the communications infrastructure, including coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.
- Provide a forum to host periodic VAST program events to promote regional discussion and education on TSMO and transportation technology issues.

#### **Relationship to Other Work Elements: VAST**

The VAST work program is the operations element of the Regional Transportation Plan; the region's long-range plan. Operational strategies are identified in the RTP and are programmed for funding in the region's TIP. The TSMO Plan serves to define operational improvement strategies and development of the metrics for measuring performance. The transportation data archive element also feeds into and supports the Congestion Management Process (CMP). The CMP identifies regional transportation needs that can be addressed through application of TSMO strategies.

#### **FY 2022/2023 Tasks and Products: VAST**

- Coordinate all VAST activities within Clark County and with Oregon. *(Ongoing)*
- Facilitate the activities of the three VAST related committees. *(Ongoing)*
- Report on the overall effectiveness of the VAST program. *(Ongoing)*
- Maintain the Regional ITS Architecture for the VAST program. *(Ongoing)*
- Incorporate the connected and autonomous vehicles element into the next Regional ITS Architecture update.
- Implement ITS technologies and operational strategies on the TSMO corridor(s) within the budget available. *(Ongoing)*
- Determine need for the development of regional policies for the consideration of operational strategies.
- Update and expansion of Portal to include more partner agencies. Collaboration with partner agencies will also address ongoing refinement of Portal to improve data quality, visual interface and usability. *(Ongoing)*
- Manage the ITS element of the work program, including preparation of memoranda of understanding for coordinated ITS implementation, interlocal agreements, and operational and maintenance agreements, fiber sharing permits and other coordination needed between partner agencies to deploy ITS projects. *(Ongoing)*
- Develop policies for operational requirements, acceptable use, security and other policies for the shared ITS network. *(Ongoing)*
- Build-on addition of Clark County onto the bi-state regional ITS network by expanding the number of VAST agencies using it to send real-time data to the Portal data archive.

- Prepare and publish the 2022 VAST Annual Report to summarize key 2022 accomplishments and recurring, recent and upcoming activities of the program.
- Update, maintain and utilize the database as new fiber projects are completed. (Ongoing)
- Adopt standards for fiber, equipment, and infrastructure based on priorities set by the Communications Infrastructure Committee. (Ongoing)
- Regional ITS goals and policies for the Clark County region and for bi-state ITS issues. (Ongoing)
- Manage consultant technical support activities. (Ongoing)

**FY 2023 Funding: VAST Program**

**1D. VAST PROGRAM FUNDING**

<u>FY 2023 Revenues:</u>		<u>FY 2023 Expenses:</u>	
	\$		\$
• Federal STBG	\$375,000	• RTC	\$303,526
• Local MPO Funds or Toll Credits	\$58,526	• Consultants*	\$130,000
	<b>\$433,526</b>		<b>\$433,526</b>

*Federal Program Funds matched by State RTPO, and/or local MPO Funds and/or Toll Credits*

\*Consultants estimated \$130,000 per year for consultant program assistance from DKS and Portland State University Portal



## **1E. SKAMANIA AND KLICKITAT RTPO**

The regional transportation planning work program for Skamania and Klickitat Counties was established in FY 1990 when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Skamania County and Klickitat County Transportation Policy Committees meet regularly to discuss regional transportation issues and concerns. RTC provides transportation planning technical assistance for each County in addition to developing Regional Transportation Plans and monitoring transportation system performance. The Skamania County and Klickitat County Regional Transportation Plans were initially adopted in April 1995 with the most recent updates adopted in November 2018. Development and traffic trends are monitored and the regional transportation planning database for the region is kept up to date.

### **Work Element Objectives and Activities: Skamania and Klickitat RTPO**

- Conduct a regional transportation planning process.
- Ensure that Regional Transportation Plans are reviewed regularly and opportunity for regular update, if needed, is provided.
- Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
- Develop and update the regional transportation database.
- Review plans of local jurisdictions for consistency with the Regional Transportation Plans and Washington's Transportation Plan (WTP).
- Continue transportation system performance monitoring program.
- Assist counties in implementing the current federal transportation act. This will include continued assistance in development of federal and state-wide grant applications, and development of the Regional TIP.
- Continue assessment of public transportation needs, including specialized human services transportation. Work with regional partners in coordinating with Gorge TransLink, an alliance of transportation providers offering public transportation services throughout the Mid-Columbia River Gorge area as well as to destinations such as Portland and Vancouver. These transportation services are available to everyone regardless of age or income.
- Assist partner agencies in conducting regional transportation planning studies.
- Coordinate statewide transportation planning efforts with regional transportation planning efforts.

### **Relationship to Other Work Elements: Skamania and Klickitat County RTPO**

The RTPO work program for Skamania and Klickitat Counties is tailored to the counties' specific needs and issues and, where applicable, coordinated across the RTPO region and with bi-state partners in Oregon.

### **FY 2023 Tasks and Products: Skamania and Klickitat RTPO**

- Continued development of a coordinated, technically sound regional transportation planning process. *(Ongoing)*

- Continued development of a technical transportation planning assistance program. *(Ongoing)*
- Development of the 2023-2026 Regional Transportation Improvement Program. *(Fall 2022)*
- Update to the Regional Transportation Plans. *(2022)*
- Provide technical support needed for the Hood River Bridge Replacement Project.
- Gather data and update the regional transportation database. *(Ongoing)*
- Regional freight and commerce planning and data collection and reporting. *(Ongoing)*
- Update Human Services Transportation Plan *(2022)*

**FY 2023 Funding: Skamania and Klickitat RTPO**

**FY 2023 Revenues:**

	\$
• State RTPO	\$42,279
	<u>\$42,279</u>

**FY 2023 Expenses:**

	\$
• RTC	\$42,279
	<u>\$42,279</u>

## **1F. HUMAN SERVICES TRANSPORTATION PLAN UPDATE**

Regular update of the region's Coordinated Human Services Transportation Plan (HSTP) continues to be a requirement of the federal transportation act. The intent of the Human Services Transportation Plan is to identify transportation needs and solutions and thereby improve transportation services for people with disabilities, seniors, and individuals with lower incomes as well as those in rural locations who cannot provide transportation for themselves. The current HSTP was adopted in November 2018. From the needs identified in the HSTP, human services transportation providers can then develop projects to submit to WSDOT for funding consideration through the consolidated public transportation grant program. Development and update of an HSTP is a condition for receiving Federal Transit Administration Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities program, funds. In Washington State, the Consolidated Grant Program combines applications for FTA 5310 funds as well as FTA Section 5311, Formula Grants for Rural Areas, and FTA 5339(a), Grants for Buses and Bus Facilities Formula Program, and Washington State Paratransit/Special Needs and Rural Mobility formula grants. Projects funded under the Consolidated Grant Program must be derived from a locally developed public transit-human services transportation plan. The MPO/RTPO must work with the local stakeholders and human service transportation providers to develop the Plan and prioritize projects.

### **Work Element Objectives**

- Keep the consolidated Human Services Transportation Plan for Clark, Skamania and Klickitat Counties updated.
- Coordinate and engage with stakeholders, the public and regional decision makers on human services transportation planning issues.

### **Relationship to Other Work Elements**

The HSTP work element is related to the Regional Transportation Plan for Clark County, the Metropolitan Transportation Improvement Program for project programming, Coordination and Management, and the Skamania County RTPO and Klickitat County RTPO work elements.

### **FY 2022/23 Products**

- An updated Human Services Transportation Plan for Clark, Skamania and Klickitat Counties to be adopted in 2022. A draft is to be made available by September 1, 2022 to allow applicants for Consolidated Grants to confirm projects fall under the priorities identified in the HSTP. The finalized HSTP update must be submitted to WSDOT Public Transportation Division online grant management system by December 1, 2022. A coordinated plan helps to enhance transportation access, minimize duplication of services, and encourage the most cost-effective transportation. Development of the Human Services Transportation Plan brings together service providers, agencies that distribute funds, riders, and the community at-large to improve special needs transportation throughout the region. Following guidance provided by WSDOT Public Transportation Division, the updated Plan should, at a minimum, include the following elements:
  - Contact information
  - Title VI and ADA statements
  - Conduct and document community outreach
  - Regional context – data and information on common trip origins and destinations

- Assessment of transportation services – existing transportation services; identify unmet transportation needs
- COVID-19
- Strategies and activities to address gaps – include technology and community project priorities
- Regional priorities for implementation
- Ongoing coordination (optional)
- The updated HSTP will be used as the basis for applying for funds through the state’s Consolidated Public Transportation Grant Program to meet the transportation needs of people with disabilities, seniors, individuals with lower incomes as well as those in rural locations who cannot provide transportation for themselves.
- Outreach, engagement and coordinate with stakeholders; the key to successful human service transportation planning. Primary stakeholders include public transportation providers in the region such as C-TRAN, Skamania County Senior Services, and Klickitat County Senior Services. Additional stakeholders include the Area Agency on Aging and Disabilities of Southwest Washington, assisted living communities, city councils, community action programs, community colleges, County Councilors and Commissioners, disability organizations, DSHS, foundations, group homes, hospitals and other health care providers, local Medicaid brokers and/or providers, local school districts, major employers or employer organization, non-profit transportation providers, organizations that service low income people, other non-profit organizations, nursing homes, private bus operators, public transit districts, Retired Senior Volunteer Program, senior centers, student/teen organizations, taxicab operators, tribal governments and work-first local planning area representatives. Notable opportunities to engage with local stakeholders in the region include with Gorge Translink for the Columbia Gorge area, with C-TRAN Citizens Advisory Committee, with Clark County’s Commission on Aging (report published February 2012 and Transportation Report in 2018), the Southwest Washington Healthy Living Collaborative and through the region’s Accessible Transportation Coalition Initiative (ATCI) hosted by Community in Motion.
- Coordinate with regional decision-makers through the Accessible Transportation Coalition Initiative (ATCI), Klickitat County Transportation Policy Committee, Skamania County Transportation Policy Committee, the Regional Transportation Advisory Committee in Clark County and the RTC Board of Directors.
- Continue to coordinate with Washington State Department of Transportation (WSDOT) to learn of funding opportunities, data availability and statewide decision-making regarding special needs transportation.

**FY 2023 Funding: Human Services Transportation Plan**

<u>FY 2023 Revenues:</u>		<u>FY 2023 Expenses:</u>	
	\$		\$
WSDOT	<u>\$20,000</u>	RTC	<u>\$20,000</u>
<b>Total</b>	<b><u>\$20,000</u></b>		<b><u>\$20,000</u></b>

## **1G. INTERSTATE BRIDGE REPLACEMENT PROJECT: TECHNICAL SUPPORT**

In its role as the MPO and as a NEPA co-lead agency, RTC is committed to providing significant staff time and resources to the IBR effort. This includes participation in a wide range of technical and policy working groups whose responsibilities could include developing data, providing inputs, technical document review, and providing advice regarding community and advisory committee engagement. Specific project workgroups where RTC will be engaged include:

- Communications and Advisory Committee workgroups
- Regional Travel Demand Modeling workgroup
- Transportation Planning workgroups
- NEPA technical workgroups

RTC has collaborated with WSDOT and the IBR Project team to define those areas where support for the project is needed and have developed a scope of work for technical analysis, travel forecasting and other support services for the project up through alternatives analysis and the initiation of the final SEIS. The proposed agreement with WSDOT for technical assistance and policy support to the IBR project is scheduled to go through the end of 2023, and the Scope and Funding Plan may be amended in 2023, to reflect new activities and resources.

### **Work Element Objectives: Interstate Bridge Replacement Project: Technical Support**

- The purpose of the IBR Technical Support effort is to assist in all the project tasks. Additionally, as the MPO for Clark County, with responsibility for bi-state coordination and regional planning, RTC will provide significant support for transportation planning/travel forecasting and transit planning tasks for the project.
- Act as the lead agency for Clark County IBR partners in support of the travel demand development, network definition and analysis.
- Assist the IBR team and project partners through the completion of the alternatives analysis in preparation for entry into a Supplemental EIS.
- Coordinate with the IBR team and project partners to satisfy the requirements of the FTA Capital Investment Grant (CIG) process; assist in developing and screening multi-modal transit alternatives.

### **Relationship to Other Work: Interstate Bridge Replacement Project: Technical Support**

Replacement of the I-5 bridge over the Columbia River is identified in the Regional Transportation Plan and also supported by several recent policy resolutions adopted by the RTC Board of Directors.

### **FY 2022/23 Tasks and Products: Interstate Bridge Replacement Project: Technical Support**

- **Project Management and Coordination.** This task includes budget, scope and schedule. It also includes project management team meetings, technical advisory committee meetings and agency stakeholder meetings.
- **Project Administration:** RTC staff will participate in project-related team meetings consistently during the project, including weekly 2-hour Staff Level Group meetings, monthly Executive Steering Group meetings, bi-weekly Community Advisory Group meetings, and bi-weekly Equity Advisory Group meetings. RTC staff will regularly brief RTC executives in preparation for

Executive Steering Group meetings and will participate in IBR Working Groups as appropriate. Work under this task will include support for related IBR efforts including any needed assistance of expert review panels and intergovernmental relations.

- **Project Controls:** RTC will communicate key schedule, budget, and other issues to support Project Controls. A small amount of time is assumed for outreach support, schedule management, progress reports, invoicing and supporting the project management plan.
- **Financial Structures:** RTC will participate in and provide review of financial structures. RTC will assist in developing project methodologies, analysis approaches and criteria in the discussion and resolution of policy issues which could include: tolling and finance institutional structures and the identification of critical issues; tolling on I-5 and I-205; attributes of a bi-state, multipurpose transportation authority; finance mechanisms, and travel and regional policy effects of IBR tolling and the Oregon Regional toll project.
- **Communications:** RTC staff will coordinate with IGA program communications staff to align on program communications on program activities and milestones. RTC staff will provide support and staffing for public meetings and public outreach activities as applicable, including meetings with neighborhoods and interest groups as needed and appropriate. RTC staff will lead communications efforts with RTC boards and committees and promote IBR program communications through existing RTC communications channels.
- **Transportation Planning:** RTC staff will be a key participant in the development of the IBR methods and assumptions document, including study area, guiding regulations, time periods and years analyzed, traffic and transit data needs, assessment methods, travel demand modeling and post-processing, tolling, traffic operations, and safety analysis. RTC will coordinate with Clark County IBR partners on assumptions for transportation demand management, provide information on the Congestion Management Process, and other transportation related inputs for the project.

Provide input and review of alternatives in relation to applicable metropolitan and regional transportation planning regulations and procedures as administered by RTC; and provide existing available data (2019 Regional Transportation Plan Update and 2045 travel model outputs) in coordination with Metro to support the travel demand traffic operations and safety analysis. RTC will compile and provide other requested data as needed for the project team.

Participate with the Travel Demand Model Coordination team to ensure that the transportation demand model is developed based on commonly agreed upon inputs (land use, transit and highway networks, and transportation system operational data) for the existing and future traffic.

Act as Clark County lead for the travel demand development which includes: land use allocations; information that supports the transportation analysis for the initial range of multi-modal alternatives for the IBR Program; preparation of the Clark County future year project list, travel demand methodologies, inputs to the travel demand model including highway and transit network coding, network review, and development of other necessary model inputs; and assistance in post-processing of model results as needed to support the IBR project team.

- **Environmental:** RTC IBR Lead will coordinate participation in the IBR environmental process to include attendance at Agency Coordination Group (ACG) meetings. Participation in ACG includes assisting in the development and/or review of the following activities: Purpose and Need and

Vision and Values; Methods and Data Report; Alternatives Screening Report; Existing Conditions Report; Permitting Plan.

- **Transit Planning/Engineering:** This task is to advance the IBR multi-modal transit alternatives. Major elements include: satisfying the requirements of the FTA Capital Investment Grant (CIG) process, and developing and screening multi-modal transit alternatives down to approximately 3-5 to advance to detailed analysis, and providing collaborative technical support to other tasks. Key activities include:

*FTA Coordination:* Work with FTA and the IBR project partners to determine the appropriate FTA grant program potential transit alternatives are qualified for and coordination with RTC member agencies and local jurisdictions to get feedback and ensure consensus on the CIG process and submittals; and assistance on other required submittals including the initial, detailed, and final definition of alternatives.

*Transit Service Planning:* Assisting C-TRAN and the project team to develop transit background and feeder networks for the transit alternatives. Elements will include transit routing, headways, transfer locations, bus speeds and dwell times for transit alternatives regional travel modeling.

*Transit Conceptual Engineering:* Assist in the development and review of the purpose and need, evaluation methodology and screening criteria for the transit alternatives; in the development of the initial range of transit options; review and input on the transit engineering work including capital costs and assumptions through the Project Development Team and the Design and Transit Working Groups.

- **Design Engineering:** RTC staff will participate with IBR in the development and review of conceptual alternative plans, applying local and regional knowledge to provide feedback on elements to include highway, fixed guideway and structures.

**FY 2023 Funding: Interstate Bridge Replacement Project Technical Support**

<u>FY 2023 Revenues:</u>		<u>FY 2023022 Expenses:</u>	
• WSDOT funds	\$ \$200,000	• RTC	\$ \$200,000
	<hr/> \$200,000 <hr/>		<hr/> \$200,000 <hr/>

## **2. DATA MANAGEMENT, TRAVEL FORECASTING, AND TECHNICAL SERVICES**

### **2A. DATA MANAGEMENT, TRAVEL FORECASTING, AND TECHNICAL SERVICES**

This element includes the development, maintenance and management of the regional transportation database and website to support the regional transportation planning program. The database is used to monitor transportation system performance, evaluate level of service standards and for calibration of the regional travel forecasting model. The element also includes development and use of the regional travel forecasting model to estimate and analyze future transportation needs, air quality planning, and technical support to local jurisdictions.

#### **Regional Transportation Data and Travel Forecasting**

##### **(a.1.) Regional Transportation Data: Work Element Objectives**

- Provide data and mapping to support regional transportation planning activities such as development of regional plans, regional travel forecast model development and in map-making. Maps are used by RTC as visualization tools to help make transportation plans more understandable.

##### **(a.2.) Regional Transportation Data: FY 2023 Tasks and Products**

- Update the regional transportation database and mapping with data from sources such as the U.S. Census, including Census Transportation Planning Products (CTPP) and the American Community Survey (ACS), as well as the National Household Travel Survey (NHTS). The regional transportation database also includes functional classification of roadways, travel behavior survey data, and County GIS information, traffic counts, transit ridership and transit-related data provided by C-TRAN. (Ongoing)
- Compile crash data for use in development of safety management plans and project priorities.
- Analysis of Clark County transportation information. The main elements include: transportation measures, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations are used to address environmental justice issues. (Ongoing)
- A project database with completed and planned transportation projects is developed and will continue to be updated. The project database is designed to complement the TIP and RTP work elements. Initially, the database includes information on the STBG and CMAQ funded projects and is planned to include all proposed RTP projects to enable information and data retrieval for these projects. The intention is to make the project information easily accessible on RTC's website.
- Update the region's Demographic Profile report following release of 2020 Census data. This will include compilation and analysis of data relating to minority and low-income populations to support transportation plans for the region, plans for specific corridors, and for specific Title VI requirements. (Ongoing)
- Analyze growth trends and relate these trends to future year population and employment forecasts. Demographic forecasts for the region are analyzed and used as input for the regional travel forecast model. RTC reviews Clark County-produced region-wide growth totals for population, households and employment allocated to Clark County's transportation analysis



zones (TAZs) and incorporates these assumptions into the regional travel model. The TAZ allocation is used by RTC in the travel forecast modeling process.

- Assist local jurisdictions in analyzing data and information from the regional transportation database in updating and implementing Comprehensive Plans required under the state's Growth Management Act, capital facilities plan development and transportation concurrency.
- Continue to integrate transportation planning and GIS data using Arc GIS PRO and work with County GIS Department to incorporate and use GIS data in the County's ArcGIS system. Clark County's Maps Online and GIS Workbench is used as a resource by RTC to obtain layers of information such as zoning, comprehensive plan, service district boundaries, and geophysical and environmental elements such as stream channels, floodplains, hydric soils, shoreline buffers, watersheds, and groundwater protection areas, slopes and geologic hazards. These layers of information are used by RTC in considering environmental mitigation in the regional transportation planning process. (Ongoing)
- Coordination with Clark County jurisdictions on maintenance and update of the highway network, local street system and federal functional classification system in a GIS coverage. (As needed)
- Update the region's traffic count database. (Ongoing)
- Continue to work with regional bi-state partners on freight transportation planning including ongoing work to improve truck forecasting ability. Continue to integrate freight traffic data into the regional transportation database. (Ongoing)
- Use the regional Economic Value Atlas (EVA) tool, developed by Metro and the Brookings Institution, to assist in the analysis of data and information to help transportation planning efforts, especially as transportation investments relate to economic development issues.
- Regularly update the content of RTC's website as the region's primary public participation, information and outreach platform allowing public access to the regional transportation planning program. The RTC website is a valuable tool for both disseminating information and receiving feedback from the public, as well as the RTC Board and its member jurisdictions. RTC will continue to maintain the RTC website providing current data and information in order to inform and engage the public in the transportation planning process.
- Maintain and update RTC's computer equipment and software. Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to allow for the regional transportation planning program to be carried out efficiently. Provide computer training opportunities for MPO/RTPO staff. Purchase updated computer equipment using RTPO revenues and coordinate with the County's computer division to update computer equipment and software.

**(b.1.) Regional Travel Forecasting Model: Work Element Objectives**

- Coordinate with local jurisdictions, state agencies and Metro to develop the regional travel forecast model. The travel forecast model is used as a tool to help analyze the transportation system in the region; its output used to identify deficiencies in the regional transportation system, to develop performance measures and standards and to assess transportation demand management and transit planning applications.
- Increase the ability of the existing travel forecasting procedures to respond to informational

needs placed on the forecasting process to inform state, regional and local transportation planning. The transportation model needs to be able to respond to emerging issues including: concurrency, peak hour spreading, latent demand, design capacity, performance measures, air quality, growth management, and life-style changes.

- Provide a forum for local model developers and users to meet and discuss model development and enhancement.
- Assist WSDOT and local agencies by supplying regional travel model data for use in local planning studies, environmental analyses, development reviews, capital facilities planning and transportation impact fee program updates.

**(b.2.) Regional Travel Forecasting Model: FY 2023 Tasks and Products**

- Continue to coordinate with Metro on use and development of Metro’s regional model and to ensure input model data, including census demographic data and land uses, are current. RTC will work with Metro to refine travel forecast methodology using EMME and will continue to work with Metro to assess the most useful modeling tools for use in the region. RTC will also coordinate with Metro in updating the regional travel forecast model code and structure, as needed. (Ongoing)
- Staff will continue to research and assess travel forecast model enhancement and enhanced modeling software and tools to further develop traffic operational modeling capabilities and true dynamic assignment techniques that are increasingly important in evaluating new planning alternatives, such as High Occupancy Vehicle operations and impacts, Intelligent Transportation System impact evaluation, congestion pricing analysis, and concurrency analysis.
- Use regional travel forecasting model data to support RTC’s RTP implementation and TIP development, development of state multimodal plans and support for corridor planning studies and local sub-area modeling, Transportation System Management and Operation (TSMO) applications, and C-TRAN’s 20-year Transit Development Plan. (Ongoing)
- Analysis of Commute Trip Reduction (CTR), congestion pricing and Transportation System Management/Intelligent Transportation System (ITS) impacts. (As needed)
- In FY 2023, RTC will coordinate with Metro to update the regional model base year to 2020. Model networks for 2020 will be produced along with new 2020 land use data to serve as inputs. Base year model calibration and validation will be completed.
- Participate in the Oregon Modeling Steering Committee (OMSC), organized as part of the Oregon Travel Model Improvement Program (OTMIP), to keep informed about model development in Oregon and the Portland region.
- Re-calibration and validation of regional travel forecast model. (As needed)
- Review and update of model transportation system networks, including highway and transit. (Ongoing)
- Provide WSDOT and local jurisdictions with transportation model data and analysis to support project design and implementation.
- Documentation of regional travel forecasting model procedures. (Ongoing)
- Continue implementation of interlocal agreements relating to use of RTC’s regional travel

forecast model and implementation of sub-area modeling. (As needed)

- Host Transportation Model Users' Group (TMUG) meetings. (As needed)

### **Air Quality Planning: Introduction**

In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. RTC's region is now in attainment status for both Ozone and Carbon Monoxide (CO). Under both the 1997 and 2008 Ozone National Ambient Air Quality Standards (NAAQS), the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated as in "attainment" for Ozone. With the revocation of the 1-hour Ozone NAAQS on June 15, 2005, regional emissions analyses for ozone precursors in RTC's Plan (RTP) and Program (TIP) were no longer required.

For Carbon Monoxide (CO) NAAQS, the Vancouver AQMA was redesignated to attainment with an approved 10-year maintenance plan in 1996. In January 2007, the Southwest Clean Air Agency submitted a CO Limited Maintenance Plan (LMP) to the Environmental Protection Agency (EPA) for the second 10-year period. The EPA approved this LMP the following year. Based on the population growth assumptions contained in the Vancouver Limited Maintenance Plan (LMP) and the LMP's technical analysis of emissions from the on-road transportation sector, it was concluded that the area would continue to maintain CO standards. As of October 21, 2016, the Vancouver AQMA successfully completed the 20-year "maintenance" period and is no longer required to make a conformity determination.

### **(c.1.) Air Quality: Work Element Objectives**

- Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of requirements. This includes addressing any issues concerning attainment status for Carbon Monoxide (CO) for the Vancouver Air Quality Maintenance Area and the "attainment" area for ozone based on the EPA's eight-hour ozone standard.
- Address air quality and greenhouse gas policy state and federal directives. Cooperate and coordinate with State Department of Ecology (DOE) in research and work on air quality in Washington State and provide support for the Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 47.01.440 relating to climate change, greenhouse gas and Vehicle Miles Traveled reduction goals. RTC is one of the four affected RTPOs in Washington State required to collaborate and engage with Washington State Department of Transportation (WSDOT) to implement Sections 2a and 2b of Governor's Executive Order 09-05 – Washington's Leadership on Climate Change. (Ongoing)
- Coordinate with Southwest Clean Air Agency (SWCAA) depending on current air quality laws and air quality status. RTC's responsibilities include, if needed, transportation emissions estimates, and conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and TIP.

### **(c.2.) Air Quality Planning: FY 2023 Tasks and Products**

- Consult with local agencies, WSDOT, DOE, EPA, SWCAA, Metro and Oregon Department of Environmental Quality on emerging issues related to air quality and transportation, including any new regulatory requirements regarding air quality or conformity.

- Work to support RCW 80.80 relating to climate change and greenhouse gas reduction including Vehicle Miles Traveled (VMT) and VMT per capita in the region. Also address Governor's Executive Order 14-04 and the requirements in RCW 47.01.440 relating to statewide reductions in vehicle miles traveled (VMT), RCW 70.235.020 and chapter 173-441 WAC relating to limiting and reporting of greenhouse gas (GHG) emissions. (Ongoing)
- Although it is not mandatory, RTC will continue to coordinate and cooperate with air quality consultation agencies: DOE, EPA, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), WSDOT, and SWCAA when needed on any new regulatory and technical requirements that may affect the AQMA as well as emerging issues related to air quality and transportation such as potential PM2.5 conformity requirements. RTC will consult with the agencies if requested in the review, update, testing, and use of the Motor Vehicle Emissions Simulator emissions (MOVES) model to ensure accuracy and validity of model inputs for the Clark County region and consistency with state and federal guidance.
- Coordinate with Metro, as needed, to ensure collaboration on possible future conformity requirements and consistency of mobile emissions estimation procedures and air quality emissions methodology that uses the travel-forecasting model in the Portland bi-state region.
- Estimate air quality emissions impacts for projects proposed for funding by the Congestion Mitigation and Air Quality program through the TIP and for the annual CMAQ information report required by WSDOT Highways and Local Programs Division for submittal to FHWA.
- Provide technical support requested from local jurisdictions and agencies in the use of the EPA MOVES emissions model.

## **Transportation Technical Services**

### **(d.1.) Transportation Technical Services Work Element Objectives**

- Provide technical transportation planning and analysis services for member agencies and provide a common and consistent regional basis for analysis of traffic issues. Consistency is a key element in maintaining, planning for, and building an efficient transportation system which provides adequate capacity. Technical service activities are intended to support micro traffic simulation models, the input of population, employment and household forecasts, and the translation of land use and growth forecasts into the travel demand model. RTC staff will continue to provide requested transportation technical services related to the implementation of the cities' and County's Comprehensive Growth Management Plans, transportation elements and transportation capital facilities plans.

### **(d.2.) Transportation Technical Services: FY 2023 Tasks and Products**

- Fulfill local jurisdictions' needs for travel modeling and analysis. (Ongoing)
- Use output from the regional travel forecast model in local transportation concurrency analyses. A regular travel model update procedure for base year and six-year travel forecast is established that can be used in concurrency programs. As part of the process, the travel model is used and applied in the defined transportation concurrency corridors to determine available traffic capacity, development capacity and to identify six-year transportation improvements. (As needed)

- Travel Demand Forecast Model Workshops will be organized and held as needed. Invitees will include staff of local agencies and jurisdictions. These will help to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region. (As needed or requested)
- Use of model results for local development review purposes.
- Technical support for the comprehensive growth management planning process in the Clark County region. An updated Clark County Comprehensive Plan was adopted in June 2016. (Ongoing and as needed)
- Provide modeling and technical assistance to ODOT’s congestion pricing projects through the Project Modeling Group.
- Provide modeling support and technical assistance to WSDOT and ODOT as the Interstate Bridge Replacement Project continues.

**Relationship to Other Work Elements: Data, Travel Forecasting, Air Quality and Technical Services**

This element provides significant support for all of RTC’s regional transportation planning activities including developing visualization tools and materials to help make transportation plans more understandable. Output from the regional transportation database is used by local jurisdictions and supports development of the RTP, TIP, Congestion Management Process and Transit Development Plan. Traffic counts are collected as part of the Congestion Management Process and are coordinated by RTC. This is an ongoing data activity that is valuable in understanding existing travel patterns and future travel growth. The program is also a source of county-wide historic traffic data, and is used to calibrate the regional travel forecast model. Development and maintenance of the regional travel forecasting model is the key tool for long-range transportation planning.

**FY 2023 Funding: Regional Transportation Data and Travel Forecasting**

<b><u>FY 2023 Revenues:</u></b>		<b><u>FY 2023 Expenses:</u></b>	
	<b>\$</b>		<b>\$</b>
• Federal FHWA PL	\$204,691	• RTC	\$444,469
• Federal STBG	\$150,000	• Interlocal agreement with Metro for model development	30,000
• Federal FTA	\$60,915	• Computer Equipment	\$6,000
		<i>Purchase with RTPO funds</i>	
• State RTPO	\$58,133		
• Local MPO Funds	\$6,730		
	<u>\$480,469</u>		<u>\$480,469</u>

*Federal Program Funds matched by State RTPO, and/or local MPO Funds and/or Toll Credits*

## **2B. HOUSEHOLD TRAVEL SURVEY**

The most recent household activity and travel behavior survey for Clark County was conducted during the fall of 2009. The 2009 survey consisted of a revealed preference survey based on a 24-hour household activity and travel diary. The survey provided data for the regional travel demand model, the assessment of current activity and travel patterns, and for the estimation of future activity and travel under various policy scenarios. The effort improved planners' and policy makers' abilities to evaluate impacts of future policies and actions on travel patterns and transportation facility use. Since the 2009 survey, the travel behavior and choices of Clark County residents have changed in response to quickly evolving technology, new travel options, changing demographics and societal trends necessitating an updated travel behavior survey.

As in past surveys in 1994 and 2009, RTC is working in coordination with Oregon partners, including Metro and ODOT, as the next Oregon Household Activity Survey (OHAS) is developed. This will ensure data compatibility in the bi-state region and will allow for joint model development and economics of scale. RTC staff is working with planning partners on both sides of the Columbia River on a project scope and schedule that will support fielding an updated household travel survey. RTC staff will be working closely with member jurisdictions during this project.

### **Work Element Objectives**

- Conduct an updated activity-based travel survey to inform the regional transportation planning process and enable update and re-calibration of the regional travel forecasting model.
- The survey will provide data for the following travel modeling objectives:
  - To improve the conventional 4-step travel models (trip generation, trip distribution, mode split, and assignment).
  - To develop the tour-based travel models for estimating and predicting trip chaining behavior associated with congestion, fuel price increase, and mode choice.
  - To respond to differences in the local urban environment, such as street and sidewalk design, land use types, housing types, etc.
  - To measure the relationships between household characteristics and mode choices for transit planning and analysis.
  - To respond to the question of household location choices associated with life cycle, car ownership, mode choice, and other exogenous effects of transport cost and travel time changes.
  - To estimate car ownership and car utilization associated with congestion, road and fuel pricing, and air quality control.
  - To develop quantitative methods to respond to TDM actions, including issues of urban design effect, pedestrian, bike, and transit oriented environmental effect, and others.
- Use appropriate data collection techniques and equipment to collect data and possibly provide for the beginnings of a longitudinal panel survey which would allow for surveying over time to maintain a survey pulse to determine the effects of a rapidly changing transportation environment.
- Provide a comprehensive picture of household travel to give decision makers and planners an understanding of current regional travel patterns and behaviors. Data may include number of daily trips per person or household, trip lengths by trip purpose for residents in rural or urban

areas, trip mode choice for destinations, travel choice differences based on household size, income, age, number of vehicles available, presence of children, and residential location, change in travel behavior over time.

- Provide policy and decision makers with the most up-to-date understanding of the region’s travel patterns and travel choice behavior of residents to enable informed investment decisions.

**Relationship To Other Work Elements**

Information from the travel activity and behavior survey is used to develop the regional travel forecast model to support regional transportation planning.

**FY 2022/23 Tasks and Products**

- Work with OHAS and survey consultant on survey approach. Survey methods and instruments have changed significantly since the 2009 survey effort and challenges in recruiting participants have grown. (winter 2021).
- Preparation for the travel behavior study likely to be fielded in 2023 with field testing in 2022.
- Develop a sampling approach and Clark County geographical strata. (Summer2022)
- Implement optimum public relations strategies for the activity survey before fielding. (Winter 2022)
- Fielding of the travel and activity-based survey (Spring – Fall 2023).
- Monitor the progress of the activity survey and continue to communicate with the survey consultants and local jurisdictions.
- Examine and validate the survey data set and finalize the final survey report. (Winter 2023)

**FY 2022/23 Funding: Household Travel Survey**

<u>FY 2022/23 Revenues:</u>		<u>FY 2022/23 Expenses:</u>	
	\$		\$
Federal STBG	\$450,000	RTC and Consultant	520,231
Other Local Funds or Toll Credits	\$70,231		
<b>Total</b>	<u><b>\$520,231</b></u>		<u><b>\$520,231</b></u>

*Federal STBG funds are programmed in the TIP for the Clark County travel survey*

### **3. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**

#### **3A. TRANSPORTATION COORDINATION AND MANAGEMENT**

This element provides for overall coordination and management required of the regional transportation planning program. Ongoing coordination includes holding regular RTC Board and Regional Transportation Advisory Committee (RTAC) meetings. It also provides for bi-state coordination with Metro and ODOT to address both transportation and land use issues of bi-state significance. In addition, this Coordination and Management work element provides for public participation activities as well as federal and state transportation planning compliance.

##### **a.1 Program Coordination and Management: Work Element Objectives:**

- Coordinate, manage and administer the regional transportation planning program including coordination with transportation planning partners, representing RTC's interests at meetings of partner agencies and coordination with the congressional and legislative delegations on regional and bi-state transportation issues.
- Coordinate regional transportation planning with WSDOT as statewide transportation plans are developed and implemented and with local jurisdictions as Growth Management Act plans are updated and Transportation System Plans are developed and with the transit agency, C-TRAN.
- Consult with, communicate with, and outreach to tribes with interests in the 3-county region regarding transportation issues.
- Implement the current federal transportation act and monitor new legislative activities as they relate to regional transportation planning requirements.
- Conduct all regional transportation planning activities carried out by RTC and its staff in compliance with the Hatch Act that restricts the political activity of individuals principally employed by state, county or municipal agencies who work in connection with programs financed in whole or in part by federal loans or grants.

##### **(a.2.) Program Coordination and Management: FY 2023 Tasks and Products**

- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee. (Ongoing)
- Report to the Board and promote RTC Board interests on key transportation issues. These may include Federal Transportation Act implementation, livability, performance measures, legislation and planning regulations, and funding programs.
- Participate on regional and statewide transportation committees and advisory boards such as the Statewide MPO/RTPO Coordinating Committee, and specific modal plan studies as commissioned by WSDOT and other state agency partners.
- Provide leadership, coordination and represent RTC Board positions on policy and technical issues at Committee meetings within the Portland-Vancouver region. Specifically, the key committees include: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Alternatives Committee (TPAC), Metro Joint MTAC/TPAC workshops, and the Bi-State Coordination Committee.



- Coordination and support efforts for transportation entities, agencies and jurisdictions. In FY 2023, RTC anticipates continued coordination with the Washington State Joint Transportation Committee, with the Washington State Transportation Commission, and with WSDOT on statewide transportation plans as listed on page xii of this document. RTC staff will also represent RTC's interests when working with organizations such as the Greater Vancouver Chamber of Commerce and the Columbia River Economic Development Council.
- Year 2023 Budget and Indirect Cost Proposal. (Fall 2022)
- Work with local universities to explore opportunities to procure student project assignments to help develop components of the region's metropolitan transportation planning process.
- RTC staff will participate in training opportunities including transportation webinars and workshops.

**(b.1.) Bi-State Coordination: Work Element Objectives**

- Coordination with bi-state transportation planning partners including Metro and ODOT. Metro and RTC will continue to implement the Bi-State Memorandum of Understanding between Metro and RTC, both acting as Metropolitan Planning Organizations in the Portland metropolitan region but in two separate states; Oregon and Washington.
- RTC and Metro jointly staff the Bi-State Coordination Committee which at times has served as the communication forum to address transportation and land use issues of bi-state significance. The Committee will meet as needed for topical discussions relevant to the committee's charter.

**(b.2.) Bi-State Coordination: FY 2023 Tasks and Products**

- Coordination with and participate in Metro's regional transportation planning process and ODOT's transportation planning activities including participation at Metro's transportation committees; IPACT, TPAC and joint MTAC/TPAC meetings. (Ongoing)
- Coordination with Metro, ODOT and Oregon Department of Environmental Quality on performance-based planning, air quality and climate change planning issues.
- Continue to address bi-state transportation strategies and participate in any bi-state transportation studies, such as the Interstate Bridge Replacement (IBR), Columbia Connects study to unlock the potential for equitable development and programs made more difficult by infrastructure barriers, and state and jurisdictional separation in a sub-district of the region near the Columbia River.
- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement. There is bi-state interest in Portland/Vancouver population and employment forecasts, transportation plans, freight mobility, and priority projects for federal consideration. The two existing interstate highways now serve business, commercial, freight and personal travel needs, including around 60,000 daily commuters from Clark County to Portland. RTC has particular interest in Metro/ODOT's update to regional mobility corridor policy, tolling and congestion pricing efforts. There is also bi-state interest in rail and marine modes; BNSF rail lines cross the Columbia river between the two states and interest in establishing a ferry service on the Columbia and Willamette rivers between Portland and Vancouver continues.

### **(c.1.) Public Participation: Work Element Objectives**

- Conduct public outreach and solicit public participation in the regional transportation planning process allowing for the earliest public involvement in the transportation planning program.
- Involve and inform all sectors of the public, including the traditionally under-served and under-represented, in development of regional transportation plans, programs and projects. Incorporate public participation at every stage of the planning process and actively recruit public input and consider public comment during the development of the Regional Transportation Plan and metropolitan Transportation Improvement Program.
- Maintain a mailing list of interested citizens, stakeholders, agencies, and businesses.

### **(c.2.) Public Participation: FY 2023 Tasks and Products**

- Participate in public outreach activities related to regional transportation planning programs and projects to increase public awareness of and provide information on regional and transportation issues.
- Hold public outreach activities that may include meetings, virtual meetings and website updates relating to RTC's transportation planning activities including the RTP and regional TIP, in coordination with outreach events and activities hosted by local jurisdictions and WSDOT Southwest Region, WSDOT Headquarters and C-TRAN. Also, conduct public participation efforts for special projects and planning studies led by RTC with outreach tailored to the specific plan or project.
- Regular update to RTC's web site <http://www.rtc.wa.gov> providing public access to monthly RTC Board agenda materials, the Board's CVTV coverage, as well as information on planning studies being developed by RTC. The website allows public access to RTC's regularly updated traffic count database as well as RTC published reports. Links are also provided to other transportation agencies and local jurisdictions. The federal transportation act requires that public outreach include visualization techniques including web site content, maps and graphics.
- Document RTC's public participation activities in the annual UPWP report.
- Review the Public Participation Process for effectiveness and Public Participation Plan (December 2020) to determine when the Plan should be updated. When changes are made to the PPP, RTC will follow the procedures outlined in federal Metropolitan Planning guidelines.
- Media communication through press releases and interviews as well as through regular updates to RTC's website on significant issues and outcomes relating to the regional transportation planning process. Media outlets include local newspapers, radio and television stations.
- Respond to requests from various groups, agencies and organizations to provide information and give presentations on regional transportation topics. These requests provide an important opportunity to gain public input and discussion on a variety of transportation issues.
- Support Identity Clark County's efforts to raise awareness and solicit feedback from the public on transportation issues. Identity Clark County is a private, non-profit organization focused on Clark County's community and economic development. RTC will collaborate with Identity Clark County to publish an annual Transportation Alliance Policy statement to publicize transportation priorities for the region.
- Respond to public records requests.

#### **(d.1.) Federal Compliance: Work Element Objectives**

- Comply with federal laws that require development of a Regional Transportation Plan, Transportation Improvement Program, development of a Unified Planning Work Program, Congestion Management Process and certification of the regional transportation planning program. Implement the recently passed Bipartisan Infrastructure Bill (2021).
- Ensure that required governing documents, Memoranda of Understanding or Memorandum of Agreement are in place and are regularly reviewed for currency. Currently, MOAs/MOUs are in place between:
  - RTC, WSDOT and C-TRAN (The 314 Agreement was updated, adopted and complete on December 5, 2019)
  - RTC and the air quality agency Southwest Clean Air Agency, and
  - RTC and Metro.
- Report on Title VI activities. The Title VI Plan was first adopted by the RTC Board of Directors in November 2002 (Resolution 11-02-21). FTA Circular 4702.1B outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. Compliance with related regulations to Title VI, such as the President's Executive Order 12898 (1994) on Environmental Justice and regulations related to Limited English Proficiency (LEP).
- Comply with and assist partner jurisdictions and transportation agencies in implementing Section 504 of the Rehabilitation Act of 1973 and Americans with Disabilities Act (ADA) of 1990 to ensure the mobility needs of persons with disabilities are comprehensively addressed. RTC has a designated employee to serve as RTC's coordinator for Section 504 and ADA matters, and has a Section 504/ADA nondiscrimination notice posted internally and externally for employees' and the public's information.
- Address environmental issues at the earliest opportunity in the transportation planning process complying with requirements for Planning and Environment Linkage (PEL).
- Conduct consultation, coordination and collaboration with resource agencies to address environmental considerations in regional transportation planning documents.

#### **(d.2.) Federal Compliance: FY 2023 Tasks and Products**

- Update MPO self-certification documentation including a certification statement in the regional Transportation Improvement Program (TIP) to self-certify that the regional transportation planning process meets federal laws (late summer/early fall 2022). Address recommendations resulting from the December 2020 federal certification review of RTC as TMA for the Clark County region.
- Adopt the FY 2024 UPWP that describes transportation planning activities to be carried out in the Washington portion of the Portland Vancouver metropolitan area, prepare an annual report on the FY 2022 UPWP and, if needed, provide amendments to the FY 2023 UPWP. The FY 2022 Annual Report is to be published by September 30, 2022 per UPWP guidance and MPO Agreement GCB 1771. The FY 2024 UPWP will be developed in Winter 2022/23 and UPWP amendments on an as-needed basis. Monthly UPWP progress reports with elements and sub-tasks described will be submitted to WSDOT.
- Use updated demographic profile to report on Title VI, LEP, equity and Environmental Justice

(Executive Order 12898) as part of the regional transportation planning process. RTC completes an annual report for Title VI and updates its Title VI Plan as data and information warrants. RTC also commits to continue to assist member jurisdictions in complying with ADA requirements. (Ongoing)

- RTC will periodically conduct an ADA self-evaluation to identify access barriers and method and timeline to remove any identified barriers.
- RTC will consult with Federal, State and Tribal wildlife, land management, and regulatory agencies. As part of the metropolitan transportation planning process, RTC will consult, as appropriate, with agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. Consultation may address local and State conservation plans or maps, and inventories of natural or historic resources, as available. RTC will participate in transportation project scoping meetings for National Environmental Policy Act (NEPA) process, as necessary.

**Relationship to Other Work Elements: Regional Transportation Program Coordination & Management**

Regional transportation coordination activities are vital to the success of the regional transportation planning program and relate to all UPWP work elements. The UPWP represents a coordinated program that responds to regional transportation planning needs.

**FY 2023 Funding: Regional Transportation Program Coordination & Management**

<u>FY 2023 Revenues:</u>		<u>FY 2023 Expenses:</u>	
	\$		\$
• Federal FHWA PL	\$129,637	• RTC	\$304,297
• Federal STBG	\$95,000		
• Federal FTA	\$38,580		
• State RTPO	\$28,186		
• Local MPO Funds or Toll Credits	\$12,894		
	<b>\$304,297</b>		<b>\$304,297</b>

*Federal Program Funds matched by State RTPO, and/or local MPO Funds and/or Toll Credits*

## **4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES**

Federal legislation requires that all regionally significant transportation planning studies to be undertaken in the region are included in the MPO's UPWP regardless of the funding source or agencies conducting the activities. Section 4 provides a description of identified planning studies and their relationship to the MPO's planning process. The MPO/RTPO, WSDOT, C-TRAN and local jurisdictions coordinate to develop the transportation planning work program.

### **4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION**

The Washington State Department of Transportation (WSDOT) Southwest Region consists of Clark, Cowlitz, Klickitat, Lewis, Pacific, Skamania, and Wahkiakum counties. In total, these seven counties make up an area of 8,895 square miles in Southwest Washington. WSDOT Southwest Region planning office works directly with 3 tribes, 7 counties, 31 cities, 4 transit authorities, 14 airports, 16 ports, 2 Metropolitan Planning Organizations (MPOs) and 2 Regional Transportation Planning Organizations (RTPOs), bi-state partners in Oregon and multimodal stakeholders on a myriad of transportation issues.

#### **WSDOT Strategic Plan**

WSDOT's Strategic Plan includes three goals: Inclusion, Practical Solutions and Workforce Development. This plan continues WSDOT's focus on how the agency makes investments and delivers projects with limited resources.

WSDOT's Strategic Plan features six values, defined as "how we do business" or statements of guiding principles. The values are: safety, engagement, innovation, integrity, leadership and sustainability.

WSDOT Southwest Region planning staff provides functions that support WSDOT's Strategic Plan, along with state and federal transportation planning requirements in the coordination of planning, modeling, data collection and analysis, and programming activities with RTC. When serving on RTC committees, the Southwest Region planning office will look for opportunities to incorporate WSDOT's Strategic Plan into the discussions and decision-making.

#### **FY 2022/23 Work Program Highlights**

WSDOT Southwest Region planning office performs several transportation planning and external coordination activities. The activities included below represent multimodal planning strategies within WSDOT's Strategic Plan that focus on transportation planning; they are not inclusive of all WSDOT projects and programs.

#### **Planning and Administration**

- Development Review and Growth Management Act Enhanced Collaboration.
  - Coordinate with regional planning staff (RTC) and with cities and counties early in the development and update of comprehensive land use plans, transportation plans and capital facilities plans to comply with Growth Management Act requirements as well as federal and state regulations.

- Review and comment on development proposals including the negotiation of developer impacts mitigation measures on the state transportation system.
- Coordinate access management.
- Conduct environmental assessments (SEPA/NEPA) reviews and mitigation negotiation.
- Work with communities and other partners to promote WSDOT's vision of a sustainable and integrated multimodal transportation system by utilizing all available capacity on the system and leveraging our limited resources.
- Review comprehensive plan updates and amendments, sub-area plans, planned actions, development regulations, etc.
- Serve as a member of the Statewide Plan Review Work Group.
- Governor's Executive Order 14-04, Washington Carbon Pollution Reduction and Clean Energy Action.
  - Work with RTC to support the update of local comprehensive plans to produce travel and land-use patterns that maximize efficiency in movement of goods and people, and reduce costs and greenhouse gas emissions.
- Practical Solutions.
  - Apply practical solutions approaches in all planning efforts with RTC. Practical Solutions is a two-part strategy that includes least cost planning and practical design, to enable more flexible and sustainable transportation investment decisions.
- Grant Development and Application Review.
  - Assist with the preparation of applications for various grant programs. Activities might include providing technical assistance on reviewing applications for regional processes, provide educational opportunities to local jurisdictions regarding how to apply for WSDOT grants such as webinars or grant checklists.

### **Regional and Local Planning Coordination**

Regional and local planning coordination occurs at both the policy level interacting with local elected officials, legislators, citizens groups, or policy committees; and the technical level with local staffs, technical committees, and citizens groups.

- Assist in the development of regional plans. Help assure consistency among jurisdictions and between state, regional, and local plans.
- Participate with partners on transportation studies, issues, and other coordination related to the bi-state regional transportation system.
- Incorporate tribal concerns and needs into planning studies and transportation plans.
- Coordinate with RTC, tribes, local jurisdictions, ports, transit agencies and state and federal partners in the update and development of various state and regional transportation plans.
- Conduct enhanced collaboration efforts with local governments through continuation of the comprehensive plan review workgroup; analysis of policy issue and proposed resolution;

development of tools, training, guidance and information resources; and periodic reporting on enhanced collaboration efforts.

- Provide transportation planning technical assistance to regional and local agencies.
- Participate in tribal/WSDOT regional, policy and TAC meetings. In this capacity, participate in regional planning activities, grant proposal review/selection, Regional Transportation Plan development, public transportation coordination/development, Coordinated Human Services Transportation Plan development, and other activities.
- Ensure tribal transportation goals and projects are included in WSDOT and regional transportation efforts.

### **Multimodal Transportation Planning**

Work with regional and local agencies in the development and update of the following processes.

- Statewide Transportation Modal Plans
  - The Highway System Plan – WSDOT headquarters will be leading an effort in SFY 2022/23 to update the Highway System Plan. Participation from RTC members on the steering committee and assistance with the community engagement effort will be encouraged. Multimodal Investment Strategy: WSDOT is leading an exploration of how to improve the state’s system for making transportation investment decisions which began in 2020. WSDOT had reached out to RTC staff who has played an active role in this effort. This process will conclude in 2021. Products of this process will include development of a shared problem statement, a vision statement and principles of collaboration.
- Transportation Demand Management (TDM)
- Corridor Analysis Planning
  - Corridor Plans and Studies
    - WSDOT Southwest Region Planning will be initiating a corridor plan for SR 503 in Clark County. WSDOT will partner with SW RTC, Clark County, and the cities of Battle Ground and Vancouver.
    - WSDOT will be undertaking an effort to apply Transportation Systems Management Office (TSMO) principles to WSDOT Planning studies. The goal of this planning effort is to better define TSMO planning within corridors in Washington. The outcomes will include a Transportation Planning Capability Maturity Framework (CMF) and a Guidebook for TSMO Corridor Planning. The CMF will be applied to the SR 503 Corridor Plan as a pilot study.
- Develop current and future travel conditions and recommendations consistent with Results WSDOT, Practical Design and Integrated Scoping. Integrated Scoping is a process for transforming corridor sketch strategies into integrated, multimodal, programmed solutions.
- Scenic Byway Coordination.
- Active Transportation Planning.
  - Assist with facility planning, coordination, and development.
  - Complete Streets and modal integration.

- Public Outreach/Public Involvement Processes.
  - Develop, coordinate and/or implement public information/involvement opportunities by conducting surveys, attending public meetings and hearings, and serving on advisory committees.

### **Data Collection/Analysis**

The majority of the region transportation planning activities require some degree of research and/or data collection including demographics, travel behavior, and/or transportation system performance.

- Collect and analyze modal (pedestrian, bicycle, passenger, and freight) data for respective corridor studies, partner agencies, and others.
- Collaborate with partner agencies in local multimodal data collection.
- Analyze the collected/researched transportation data for use in transportation planning studies.
- Exchange information on current conditions and travel forecasts for a variety of transportation modes, with emphasis on cost-effective and efficient multimodal solutions.
- In coordination with RTC and local partners contribute to developing and implementing plans and activities related to Travel Demand Management/Transportation System Management.

### **Travel Demand Model**

- Participate in the development of the Portland/Vancouver Metropolitan Travel Demand Model.
- Collaborate with RTC and local governments to ensure data collection supports their multimodal planning and modeling efforts.
- Participate in the development of a statewide multimodal travel demand model to help us better understand where people live, how they travel around the state, and how future projects and land use changes may affect it.
- Assist area engineering and traffic offices with the model review, development, and maintenance for select state facilities.
- Continue to assist with model's post-processing of future year volumes.



#### **4B. C-TRAN**

C-TRAN has identified the following planning elements for the Unified Planning Work Program (UPWP) FY 2023 (July 2022 through June 2023):

##### **Regional Participation**

C-TRAN will coordinate its transit planning with other transportation planning activities in the region in collaboration with the Southwest Washington Regional Transportation Council (RTC). C-TRAN will continue to work with the RTC, WSDOT, city, county and regional agencies, and other transit providers on multi-modal planning, air quality analysis, land use and transportation system planning. C-TRAN will also participate in various regional and bi-state (Washington and Oregon) transportation-related committees and task forces.

##### **Regional Transportation Planning**

C-TRAN will be involved in the following regional planning and engineering studies during FY 2023:

1. Participate in Interstate Bridge Replacement Program (IBRP) and Oregon Department of Transportation (ODOT) Toll Program project specific executive, advisory, and technical committees and regional planning efforts with WSDOT and ODOT.
2. Regional Transportation Plan and Transportation Improvement Program: C-TRAN will participate in developing revised and updated regional plans and programs.
3. Local System Planning: C-TRAN will continue to work with local partners to update local transportation system plans and coordinate with local plans and project implementation.

##### **Transit Planning**

C-TRAN will continue to move forward on projects identified in the adopted 20-Year Transit Development Plan, C-TRAN 2030. The list of projects under consideration over the next two years include:

- Highway 99 Bus Rapid Transit (BRT) – C-TRAN will begin planning and design of the Highway 99 BRT project in collaboration with the City of Vancouver, Clark County, RTC, WSDOT, and other regional partners.
- Fourth Plain BRT Extension – C-TRAN will begin planning and design of the Fourth Plain BRT Extension project City of Vancouver, RTC, WSDOT, and other regional partners.
- Bus Stop Improvement Program – C-TRAN will continue implementation of its annual bus stop assessment and improvement program.
- Title VI Program – C-TRAN will continue implementation of its Title VI program including regular service equity analyses, fare equity analyses, and implementation of the 2021 Title VI Program Update.
- Conduct a comprehensive system-wide survey of riders.

**Short-Range Planning:** Following public review and input in 2022, the 2022-2027 Transit Development Plan will identify capital and operational changes planned over the six-year period.

**Service Performance Analysis and Evaluation:** C-TRAN will continue ongoing service evaluation and planning to ensure service that meets the agency mission to provide safe, efficient, reliable mobility options. This will include all modes: fixed route, demand response, and vanpool.

**Service Performance Analysis and Evaluation:** C-TRAN will continue ongoing service evaluation and planning to ensure service that meets the agency mission to provide safe, efficient, reliable mobility options. This will include all modes: fixed route, demand response, and vanpool.

**Technology Improvements:**

- Vancouver Area Smart Trek (VAST): C-TRAN will continue working with regional partners on the planning and implementation of Intelligent Transportation System technology. Projects include video sharing, data sharing through PSU Portal, and a fiber-sharing plan.
- Improved Bus Technology: C-TRAN will continue to improve the quality and scope of real-time GTFS data availability. C-TRAN is also exploring ways to provide riders with real-time trip planning and service alerts capabilities.

**4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS**

CLARK COUNTY has identified the following transportation planning activities:

- Develop a Transportation System Plan.
- Create guidance for diversity, equity and inclusion in transportation planning and programming.
- Create guidance for environmental justice implementation in transportation planning and programming.
- Develop neighborhood and sub-area circulation plans for selected unincorporated urban areas in order to reduce direct access to classified arterials and to serve local trips on the local street system.
- Develop a neighborhood traffic management program/plan.
- Create a framework for an Active Transportation Plan.
- Implement the transportation element of the 2016 Comprehensive Plan including the 20-year Capital Facilities Plan.
- Continue regional coordination with RTC.
- Work with the Clark Communities Bicycle & Pedestrian Advisory Committee and other stakeholders to update and implement the Bicycle & Pedestrian Plan.
- Implement the transportation and land use recommendations in the Clark County Aging Readiness Plan.
- Revise the Clark County Capital Facilities Plan to account for needed improvements that are necessary for our growing population.
- Assess and review public/private share contributions for the traffic impact fee program.
- Update the Arterial Atlas.

- Update the Transportation Improvement Program (TIP)/annual construction program.
- Ongoing refinement of the road standards, including the following components: cross sections, alternate road design standards, cross-circulation policies, and land-use friendly road standards.
- Ongoing work with the ADA transition plan.
- Research implementation options for the county to use permeable pavement.
- Coordinate transportation planning efforts with various jurisdictions, elected officials and the public.
- Unite Intelligent Transportation System (ITS) with transportation planning to provide traffic data in future plans.

**CITY OF VANCOUVER** has identified the following planning studies and other activities:

### ***Regional Planning and Coordination***

- Participate in RTC’s standing committees such as RTAC and VAST and serve on project specific committees.
- Participate in C-TRAN’s project and planning processes including but not limited to the Mill Plain BRT project, Highway 99 BRT project, Fisher’s Landing TOD, and regular Transit Development Plan updates.
- Serve on WSDOT project-specific technical advisory committees, such as those for the SR-501 Freight Corridor project and SR-14 widening project, and participate in regional planning coordination efforts.
- Serve on Metro’s TPAC, JPACT, MTAC, MPAC and other technical advisory committees in the Portland metro region.
- Coordinate transportation planning with other local agencies including Clark County, Camas, and Washougal.
- Participate in Interstate Bridge Replacement Project (IBRP) and I-5 and I-205 Toll Projects regional planning efforts with WSDOT and ODOT.

### ***Transportation Planning***

- Continue the update of the City’s Transportation System Plan.
- Implement the Westside Bike Mobility Project.
- Columbia Mobility Project - evaluate its performance over time.
- Continue to evaluate the McLoughlin Boulevard Safety Improvement Project and implement recommendations.
- Study the Fourth Plain Boulevard Corridor for potential safety improvements.
- Study SE 34th Street between 164th and 192nd for potential safety improvements.
- Study Ft. Vancouver Way between Mill Plain and Fourth Plain for potential safety improvements.
- Study the 112th Avenue Corridor for potential safety improvements.
- Study SE McGillivray Boulevard between Chkalov Drive and 164th for potential safety improvements.

- Advance planning and design work for the 32nd Avenue Industrial Access Project.
- Support the Columbia Connects Regional Study.
- Support the development of the Evergreen and Grand Commercial Corridor Strategy and implementation efforts.
- Continue implementation of the Affordable Housing Task Force Recommendations.
- Continue implementation of Fourth Plan Forward.
- Implement the Heights District and Subarea Plans.
- Update the City of Vancouver Comprehensive Plan.
- Update the City's Critical Areas Ordinance.
- Plan for redevelopment of the Operations Center site on the Fourth Plain Corridor.
- Continue development and implementation of the Complete Streets Program.
- Continue to seek grant funding for projects, programs, and plans.
- Continue to support capital and safety improvement projects led by other City work groups.
- Continue management and implementation of the Neighborhood Traffic Calming Program.
- Support the Transportation and Mobility Commission.

#### ***Transportation Demand Management***

- Administration of countywide Commute Trip Reduction (CTR) Program and provision of direct services to affected CTR employers.
- Participate in the WSDOT statewide TDM technical advisory committee.
- Manage new GetThereSWSWashington website for regional trip tracking and carpooling.
- Develop a residential transportation demand management program.

**CITY OF CAMAS** has identified the following:

- Transportation Improvement Program (TIP) – Annual Update.
- Citywide Transportation Plan and Capital Improvements Plan.
- Transportation Impact Fee (TIF) Update.
- North Shore Subarea Plan.
- SR-500 Corridor Alternatives Analysis (NW Lake Road to Leadbetter Road).

**CITY OF WASHOUGAL** has identified the following studies:

- Continue coordination with Legislature, WSDOT, the Port of Camas/Washougal, City of Camas and RTC on plans for widening the Camas West Slough Bridge on SR-14.
- The city will continue design and NEPA for a grade separated underpass at 32nd Street under the BNSF rail line.
- Seek grant funding and direct appropriations (state and federal) for 32nd Street grade separation under BNSF mainline, 32nd Street/Stiles Road Improvements, and A-Addy Extension and 27th/Index Street improvements in the town center area.
- Review the city's Transportation System Plan in coordination with planning efforts on a Town Center Subarea Plan and Planned Action Ordinance.

- Transportation Improvement Program (TIP) – Annual Update.
- Complete an ADA Transition Plan

**CITY OF BATTLE GROUND** has identified the following planning studies:

- Complete annual revision to the City’s Six-Year Transportation Improvement Program.
- Complete a city-wide Transportation System Plan update.
- Complete a city-wide Non-Motorized Action Plan.
- Complete a city-wide ADA Transition Plan.

**CITY OF RIDGEFIELD** has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Complete revisions to the City’s Transportation Capital Facilities Plan as necessary to remain consistent with yearly updates to the City’s Comprehensive Plan.
- Complete reviews of the City’s Transportation Impact Fee Program as necessary to support revisions to the Transportation Capital Facilities Plan.
- Continue to work with WSDOT on the improvement of the SR-501 corridor and future access points onto the highway, including the remaining intersection improvement project (roundabouts) at the intersection of SR 501 with 51<sup>st</sup> Avenue and adjacent frontage improvements and widening.
- Begin construction of the extension of Pioneer Street east from 65th Avenue to Union Ridge Parkway.
- Complete planning study of the 219th Street extension west of I-5 in conjunction with the County and WSDOT.
- Work with WSDOT to complete the Discovery Corridor planning study.
- Begin planning study for the extension of S 35<sup>th</sup> Avenue from Pioneer to S 10<sup>th</sup> Way.
- Complete a City-wide ADA transition plan.

**CITY OF LA CENTER** has identified the following planning studies:

- Continued design of Brezee Creek Culvert Replacement and 4th Street widening project funded by Legislative appropriation.
- Shoreline Master Plan update.
- Timmens Landing Subarea Master Plan.
- Town Center Subarea Master Plan.
- Update La Center Junction Plan Zoning District Ordinance.
- Update Comprehensive Plan.

**PORT OF VANCOUVER:**

- Complete assessment of the Ports marine structures (docks) to determine what improvements/repairs need to be made in upcoming years.
- Partner with City of Vancouver to finalize engineering and seek grant funding for extension of 32nd Avenue to 78th Street.
- I-5 Improvements: Support any improvements to the I-5 Corridor that facilitates freight mobility

- Advance development of Terminal 1 waterfront blocks for commercial and residential uses.
- Bidding and construction of Port of Vancouver Renaissance Trail extension.
- Complete with the USACE (US Army Corps of Engineers) a Draft Environmental Impact Statement for the continued maintenance of the Columbia River Channel for the next 20 years.

**PORT OF RIDGEFIELD:**

- Initiate project scoping, planning and design for a pedestrian over-crossing in the general vicinity of Division Street in downtown Ridgefield – the project would provide safe, direct, ADA compliant pedestrian access to the Ridgefield waterfront, port property and federally owned lands of the Ridgefield National Wildlife Refuge.

**PORT OF CAMAS-WASHOUGAL:**

- I-5 Improvements: Support improvements to I-5 Corridor that facilitates freight mobility.
- Continue coordination with WSDOT and RTC on plans for Phase 2 Access Improvements: 27<sup>th</sup> and 32<sup>nd</sup> Street improvements, rail overpass and connectors.
- SR-14/Camas Slough Bridge was re-scoped to address the even more critical SR-14 / I-205 to 164<sup>th</sup> Avenue widening, to address acute corridor congestion thus benefiting the cities of Washougal, Camas and Vancouver.
- Funds were re-allocated from the SR-14/Camas Slough Bridge (\$45M) to SR-14/ I-205 to 164<sup>th</sup> Avenue to address acute corridor congestion in this highway segment. Improving the congested highway segment provides benefits for access to Washougal, Camas and Vancouver. Once the improvements are made, focus should again be on improvement needs of the SR-14/Camas Slough Bridge.
- Seek and support funding for upgrade to the Port’s rail spur into the industrial park.

**COWLITZ WAHAKIYAKUM COUNCIL OF GOVERNMENTS (CWCOG)/CITY OF WOODLAND:**

**Woodland/Lewis River Bridge Study: Woodland/Lewis River Bridge Study:** Continue stakeholder engagement to assess the need to proceed with Phase 2 of the Woodland Arterial Study to further consider an Interstate 5 parallel route connecting Woodland to NW 319<sup>th</sup> Street near La Center and a new Lewis River bridge. This phase of work would follow the recommendation of the previous work effort. Stakeholders include the Southwest Washington Regional Transportation Council (RTC), the Cowlitz Tribe, City of Woodland, Port of Woodland, and Cowlitz and Clark Counties. (Excerpt from CWCOG’s draft FY 2023 UPWP).

## FY 2023 SUMMARY OF EXPENDITURES AND REVENUES: RTC

FUNDING PLAN: Subject to Amendment		NOTES	FHWA - PL					FHWA - STBG					FTA - 5303					RTPO SK & KL	STATE No Match %
Task Code	Task Description		100%	PL 86.5%	MATCH 13.5%			100%	STBG 86.5%	MATCH 13.5%			100%	FTA 86.5%	MATCH 13.5%				
			Total	PL	RTPO	TOLL CREDIT	LOCAL	Total	STBG	RTPO	TOLL CREDIT	LOCAL	Total	FTA	RTPO	TOLL CREDIT	LOCAL	Skamania Klickitat	STATE
<b>I REGIONAL TRANSPORTATION PLANNING PROGRAM</b>																			
A	Regional Transportation Plan	244,525	211,514	26,423	6,588	*	179,191	155,000	*	24,191	*	72,770	62,946	*	9,824	*			
B	Transportation Improvement Program	110,430	95,522	10,569	4,339	*	80,925	70,000	*	10,925	*	32,864	28,427	*	4,437	*			
C	(i) Congestion Management Process, including (ii) Transportation Data Study (and Data Acquisition)	47,327	40,938	6,389	*	*	34,682	30,000	2,279	2,403	*	14,084	12,183	1,901	*	*			
D	Vancouver Area Smart Trek						115,607	100,000		15,607	*								
E	Skamania and Klickitat RTPO						433,526	375,000		58,526	*							42,279	
F	Human Services Transportation Plan																	20,000	
G	Interstate Bridge Replacement Project: Technical Support																	200,000	
<b>Regional Planning Total</b>		<b>402,283</b>	<b>347,974</b>	<b>43,382</b>	<b>10,927</b>	<b>0</b>	<b>843,931</b>	<b>730,000</b>	<b>2,279</b>	<b>111,652</b>	<b>0</b>	<b>119,718</b>	<b>103,556</b>	<b>1,901</b>	<b>14,261</b>	<b>0</b>	<b>42,279</b>	<b>220,000</b>	
<b>II DATA MANAGEMENT, TRAVEL MODEL FORECASTING &amp; TECHNICAL SERVICES</b>																			
A	Regional Data, Travel Model Forecasting & Technical Services	236,637	204,691	31,946	*	*	173,410	150,000	16,680	6,730	*	70,422	60,915	9,507	*	*		58,133	
B	Household Travel Survey						520,231	450,000		70,231	*								
<b>Data Total</b>		<b>236,637</b>	<b>204,691</b>	<b>31,946</b>	<b>0</b>	<b>0</b>	<b>693,642</b>	<b>600,000</b>	<b>16,680</b>	<b>76,961</b>	<b>0</b>	<b>70,422</b>	<b>60,915</b>	<b>9,507</b>	<b>0</b>	<b>0</b>		<b>58,133</b>	
<b>III TRANSPORTATION PROGRAM COORDINATION &amp; MANAGEMENT</b>																			
A	Regional Transportation Program Coordination and Management	149,870	129,637	20,232	*	*	109,827	95,000	1,933	12,894	*	44,601	38,580	6,021	*	*		28,186	
<b>Coordination and Management Total</b>		<b>149,870</b>	<b>129,637</b>	<b>20,232</b>	<b>0</b>	<b>0</b>	<b>109,827</b>	<b>95,000</b>	<b>1,933</b>	<b>12,894</b>	<b>0</b>	<b>44,601</b>	<b>38,580</b>	<b>6,021</b>	<b>0</b>	<b>0</b>		<b>28,186</b>	
<b>UPWP TOTAL</b>		<b>4 788,789</b>	<b>682,302</b>	<b>95,560</b>	<b>10,927</b>	<b>0</b>	<b>1,647,399</b>	<b>1,425,000</b>	<b>20,892</b>	<b>201,507</b>	<b>0</b>	<b>234,741</b>	<b>203,051</b>	<b>17,430</b>	<b>201,507</b>	<b>0</b>	<b>128,598</b>	<b>220,000</b>	

FUNDING PLAN: Subject to Amendment		NOTES	TASK FUNDING SUMMARY				
Task Code	Task Description		FEDERAL	*STATE - RTPO	State-Other	*LOCAL or Toll	TOTAL
<b>I REGIONAL TRANSPORTATION PLANNING PROGRAM</b>							
A	Regional Transportation Plan	429,459	26,423		40,603	496,486	
B	Transportation Improvement Program	193,949	10,569		19,701	224,220	
C	(i) Congestion Management Process, including (ii) Transportation Data Study (and Data Acquisition)	83,121	10,570		2,403	96,094	
D	Vancouver Area Smart Trek	100,000			15,607	115,607	
E	Skamania and Klickitat RTPO	375,000			58,526	433,526	
F	Human Services Transportation Plan		42,279			42,279	
G	Interstate Bridge Replacement Project: Technical Support			20,000		20,000	
<b>Regional Planning Total</b>		<b>1,181,530</b>	<b>89,841</b>	<b>220,000</b>	<b>136,840</b>	<b>1,628,211</b>	
<b>II DATA MANAGEMENT, TRAVEL MODEL FORECASTING &amp; TECHNICAL SERVICES</b>							
A	Regional Data, Travel Model Forecasting & Technical Services	415,606	58,133		6,730	480,469	
B	Household Travel Survey	450,000	0		70,231	520,231	
<b>Data Total</b>		<b>865,606</b>	<b>58,133</b>	<b>0</b>	<b>76,961</b>	<b>1,000,700</b>	
<b>III TRANSPORTATION PROGRAM COORDINATION &amp; MANAGEMENT</b>							
A	Regional Transportation Program Coordination and Management	263,217	28,186		12,894	304,297	
<b>Coordination and Management Total</b>		<b>263,217</b>	<b>28,186</b>	<b>0</b>	<b>12,894</b>	<b>304,297</b>	
<b>UPWP TOTAL</b>		<b>4 2,310,353</b>	<b>176,160</b>	<b>220,000</b>	<b>226,695</b>	<b>2,933,207</b>	

\* Match to be contributed from one of three sources. Programming the funds related to these sources is dependent on the availability of Toll Credits.

- RTPO
- Toll Credits
- Local Match

1: Human Services Transportation Plan: Funding was provided and included in the FY2022 Amendment dated 7/6/21. Funds are available for two years. Treated as Carry Forward funds.

2: Interstate Bridge Replacement Project: Additional funding for this project is proposed but not yet executed. Funding estimate shown.

3: Household Travel Survey: Funding was provided and included in the FY2022 UPWP. Funds are available for multiple years. Treated as Carry Forward funds.

4: UPWP: While the amount of \$2,933,207 is in line with RTC's calendar year budget of \$2,899,121, an increase in cost of up to 4% due to inflation is expected.

Any additional funds made available can be utilized and matched. Please see the "Unfunded Planning Activities List" in the report preamble, or contact Shari.Harer@rtc.wa.gov for more details.

4/25/2022

### Consultant Assistance on RTC'S FY 2023 Work Elements

Task Code	Work Element	Total RTC Budget for Work Element	Consultant Assistance	Consultant Assistance - Notes	Consultant(s) Identified or Project Status
1C.(i)	Congestion Management Process	\$96,094	\$25,000	Estimated base amount per year	Quality Counts
1C.(ii)	Transportation Data Study	\$115,607	TBD		TBD
1D.	Vancouver Area Smart Trek (VAST)	\$433,526	\$130,000		DKS
2B.	Household Travel Survey	\$520,231	TBD	Procurement for the HH Travel Survey consultant is led by Lane COG	

### STBG Program Funds Management

Task Code	Task Description	Managing Office	
		Local Programs	TRIPO
<b>I</b>	<b>REGIONAL TRANSPORTATION PLANNING PROGRAM</b>		
<b>A</b>	Regional Transportation Plan		X
<b>B</b>	Transportation Improvement Program		X
<b>C</b>	(i) Congestion Management Process, including (ii) Transportation Data Study (and Data Acquisition)		X
<b>D</b>	Vancouver Area Smart Trek		X
<b>II</b>	<b>DATA MANAGEMENT, TRAVEL MODEL FORECASTING &amp; TECHNICAL SERVICES</b>		
<b>A</b>	Regional Data, Travel Model Forecasting & Technical Services		X
<b>B</b>	Household Travel Survey	X	
<b>III</b>	<b>TRANSPORTATION PROGRAM COORDINATION &amp; MANAGEMENT</b>		
<b>A</b>	Regional Transportation Program Coordination and Management		X

4/26/2022



## FY 2023 Expenditures and Revenues by Fund Type

Expenditures and Revenue by Fund Type

### Federal Funds

Funding Source	REGIONAL TRANSPORTATION PLANNING PROGRAM	DATA MANAGEMENT, TRAVEL MODEL FORECASTING & TECHNICAL SERVICES	TRANSPORTATION PROGRAM COORDINATION & MANAGEMENT	Total Estimated SFY 2023 Expenditures	Carry Forward from 2022	Estimated New Revenue for SFY 2023	Total Revenue Available	Est. Carry Forward to 2024
FHWA PL	347,974	204,691	129,637	682,302	0	682,302	682,302	0
Local Match or Toll Credit 13.5%	10,926	0	0	10,926	0	N/A	N/A	
FTA 5303	103,556	60,915	38,580	203,051	0	203,051	203,051	0
Local Match or Toll Credit 13.5%	14,261	0	0	14,261	N/A	N/A	N/A	
FHWA STBG Planning Federal Funds	255,000	150,000	95,000	500,000	N/A	500,000	500,000	N/A
Local Match or Toll Credit 13.5%	37,519	6,730	12,894	57,143	N/A	N/A	N/A	
Total	769,236	422,336	276,111	1,467,683	-	1,385,353	1,385,353	-

### State Funds

Funding Source	REGIONAL TRANSPORTATION PLANNING PROGRAM	DATA MANAGEMENT, TRAVEL MODEL FORECASTING & TECHNICAL SERVICES	TRANSPORTATION PROGRAM COORDINATION & MANAGEMENT	Total Estimated SFY 2023 Expenditures	Carry Forward from 2022	Estimated New Revenue for SFY 2023	Total Revenue Available	Est. Carry Forward to 2024
RTPO	89,842	58,133	28,186	176,161	N/A	176,161	176,161	N/A

4/25/2022

See also: RTC'S FY2023 Unified Planning Work Program Proposed Budget.

Additional Matching is available should more opportunities arise.

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.

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May 2022