



2023-2024 Unified Planning Work Program

Transportation planning in the
Portland/Vancouver metropolitan area

Adopted
May 18, 2023

oregonmetro.gov

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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. 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.

Unified Planning Work Program website: oregonmetro.gov/unified-planning-work-program

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Unified Planning Work Program (UPWP) overview

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 2023-2024 (from July 1, 2023 to June 30, 2024).

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.¹ 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

¹ 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 that emerges 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 require a land use decision under Oregon's statewide planning program. *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 Regional Planning Documents

Regional Transportation Plan (RTP)	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.
Regional Transportation Functional Plan (RTFP)	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.
Metropolitan Transportation Improvement Program (MTIP)	Four-year program of regionally significant transportation investments in the Metro region. Updated every three years and amended monthly.
Unified Planning Work Program (UPWP)	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.

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 regionwide planning
- Metro led Corridor/area planning
- Metro Administrative and support

- 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, 2023 through June 30, 2024. During the consultation, public review and adoption process for the 2023-2024 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 2nd 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 \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA), approved in 2021, 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 Departments 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 USDOT encourages MPOs to incorporate planning emphasis areas (PEAs) into the metropolitan transportation planning process.

<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

Plan Name	Last Update	Next Update
Unified Planning Work Program (UPWP)	Adopted in May 2023	Scheduled for adoption in May 2024
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, 2023
Title VI/ Environmental Justice Plan	Updated in December 2022	Scheduled for August 2025
Public Participation Plan	Updated in June 2023	TBD
ADA Self-Evaluation & Facilities Update Plan	Updated in December 2022	TBD

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, see map on the following page. The multiple boundaries for which Metro has a transportation and growth management planning role are:

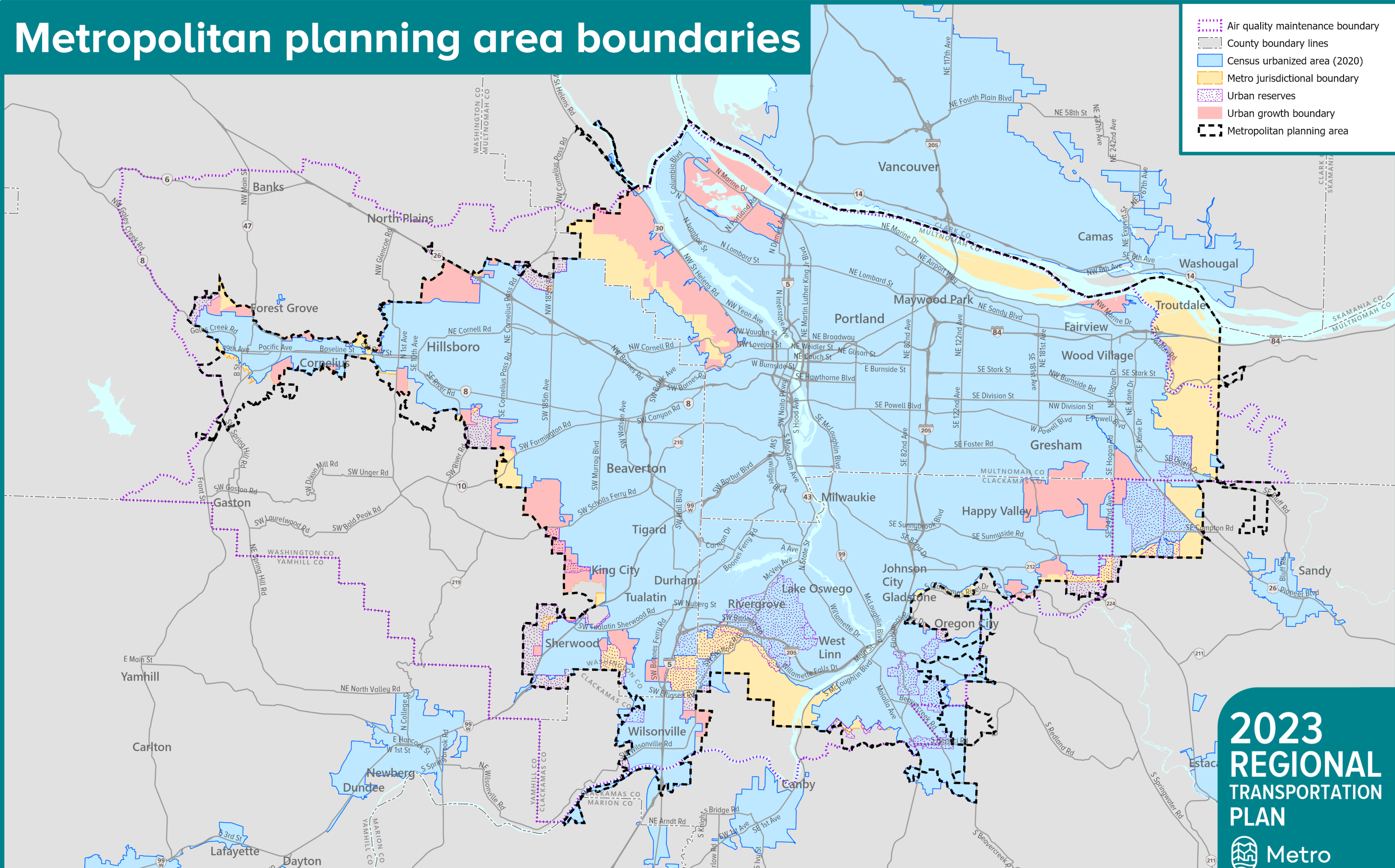
- Metro Jurisdictional Boundary
- Urban Growth Boundary (UGB)
- Urbanized Area Boundary (UAB)
- Metropolitan Planning Area Boundary (MPA)
- Air Quality Maintenance Area Boundary (AQMA)

First, Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. This boundary represents the Metro district as established by the voters in the region.

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 urban growth boundary that encompasses 23 cities and portions of the 3 counties that make up our region.

Third, the Urbanized Area Boundary (UAB) is defined by the U.S Census Bureau and is distinct from the Metro UGB. This boundary is shown in the map below and described in the legend as “Census Urbanized Area (2020).”

Metropolitan planning area boundaries



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 is the federally designated AQMA, which 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

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



Metro-Led Regionwide Planning

Transportation Planning

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

Description

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

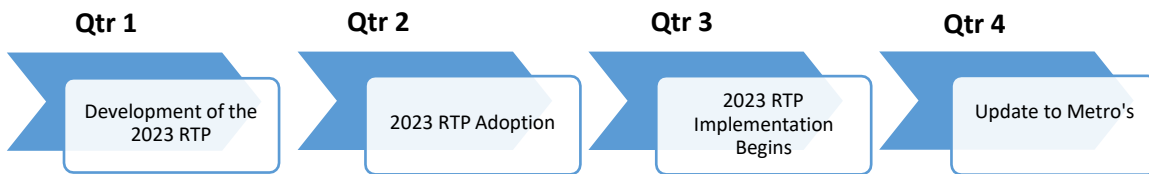
Metro also brings supplementary federal funds and regional funds to this program to provide general planning support to the following regional and state-oriented transportation planning efforts:

- 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), SMART, and TriMet who are Metro's major partners in regional transportation planning.

In 2023-24, a major effort within this program includes implementation of the recently adopted statewide Climate Friendly and Equitable Communities (CFEC) rulemaking on transportation and greenhouse gas reduction. A second major effort includes implementation of the 2023 Regional Transportation Plan (RTP), scheduled for adoption in fall 2023. Staff will update the Regional Transportation Functional Plan to implement CFEC and the RTP. Ongoing transportation policy support for major planning projects at Metro and our cities and counties will also continue in 2023-24.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 553,810
Materials & Services	\$ 30,150
Indirect Costs	\$ 226,508

Resources:

PL	\$ 426,832
PL Match (ODOT)	\$ 48,853
5303	\$ 176,838
5303 Match (Metro)	\$ 20,240
STBG	\$ 123,563
STBG Match (Metro)	\$ 14,142

TOTAL 810,468

TOTAL \$ 810,468

Climate Smart Implementation

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

Description

The Climate Smart Strategy Implementation program is an ongoing activity to support regional climate mitigation and local and regional implementation of the region's Climate Smart Strategy (first adopted in 2014) to meet state-mandated carbon pollution reduction targets. This includes monitoring and reporting on the region's progress in achieving the policies and actions adopted in the strategy through scheduled updates to the Regional Transportation Plan (RTP), and ensuring implementation activities and updates to the strategy meet the Oregon Metropolitan Greenhouse Gas Emissions Reduction Target Rule and the Oregon Transportation Planning Rule. The program also includes technical and policy support to ensure MPO activities, including implementation of the RTP and the Metropolitan Transportation Improvement Program (MTIP), 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 supports RTP policy goals: climate action and resilience, equitable transportation, safe system, mobility options, and thriving economy.

Typical program activities include maintaining a public webpage; providing technical support; and working with state, regional and local partners and Metro's regional policy and technical advisory committees to support local and regional implementation and monitoring activities. Metro staff will complete an update the region's Climate Smart Strategy as part of the update of the RTP in Fall 2023. The program will then transition to focus on supporting local and regional implementation of the updated strategy and climate-friendly and equitable communities rules.

New this year, Metro will be using the Climate Smart Strategy as a policy framework to implement the new federal Climate Reduction Program funding that was allocated to TMAs in Oregon in the Bistate Infrastructure Law (BIL). Metro will do this work in close coordination with ODOT and alignment with the statewide Sustainable Transportation Strategy (STS). Metro facilitated a regional process in the Spring of 2023 with the intent of programming the funds at the end of 2023.

Key FY 22-23 deliverables and milestones included:

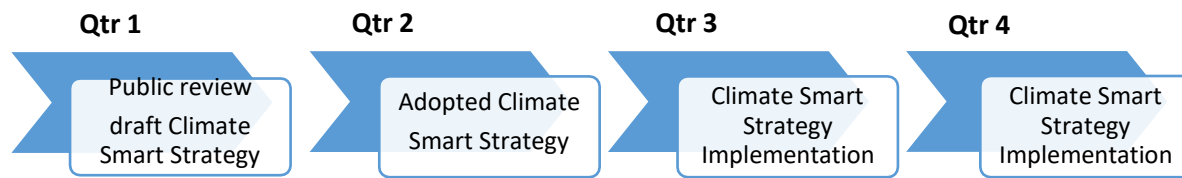
- Provided technical and policy support for implementation and monitoring at the regional and state level, including coordinating the implementation of Climate-Friendly and Equitable Communities rulemaking by the Land Conservation and Development Commission.
- Updated the Climate Smart Strategy as part of the 2023 Regional Transportation Plan update;
- Planning work and coordination with Metro's modeling team and state agencies to advance the region's climate modeling and analysis tools for the 2023 RTP.
- Allocate Metro's share of the federal Climate Reduction Program (CRP) funding, using Climate Smart Strategy as a policy framework
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to climate change.

Consultant services will support climate communications and completing an update to the Climate Smart Strategy. Other UPWP projects that will inform updating and implementation of the Climate Smart Strategy include: Regional Transportation Plan Update (2023), Regional Transit Program and

High Capacity Transit Strategy update, Complete Streets Program, Regional Travel Options and Safe Routes to School Program, Transportation System Management and Operations (TSMO) Program, Better Bus Program, Regional Emergency Transportation Routes, TriMet Comprehensive Fleet and Service Planning, local and regional TOD and Station Area Planning, ODOT Region 1 Active Transportation Strategy, and the ODOT Region 1 Urban Arterials Assessment Strategy.

More information can be found at oregonmetro.gov/climatesmart and the Regional Transportation Plan at oregonmetro.gov/rtp.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 36,338	STBG	\$ 45,942
Materials & Services ¹	\$ 313,000	STBG Match (Metro)	\$ 5,258
Indirect Costs	\$ 14,862	Metro Direct Contribution	\$ 313,000
TOTAL \$ 364,200		TOTAL \$ 364,200	

¹The budgeted amount for Materials & Services includes potential 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 services throughout the Portland metropolitan region. The plan is updated every five years to ensure continued compliance with federal and state 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 priority investments 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.

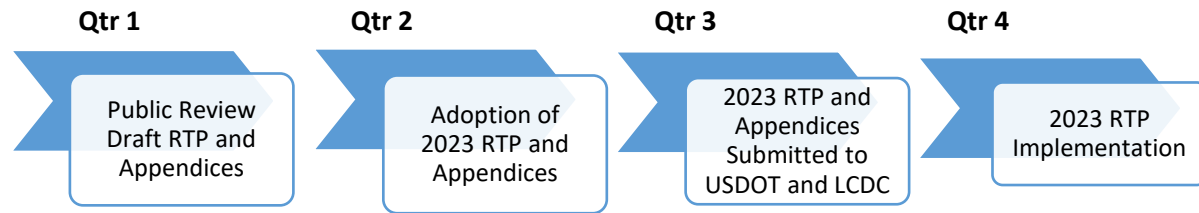
In addition to meeting federal requirements, the plan serves as the regional transportation system plan (TSP), consistent with Statewide Planning Goals, the [Oregon Transportation Planning Rule](#) (TPR), the [Metropolitan Greenhouse Gas Reduction Targets Rule](#) and the [Oregon Transportation Plan](#)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

The last update to the plan was adopted in December 2018. The 2023 RTP update will continue to use an outcomes-driven, performance-based planning approach and apply a racial equity framework to advance RTP goals for equity, safety, climate, mobility and a thriving economy. 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 be completed by December 6, 2023, when the current plan expires.

Key FY 22-23 activities include stakeholder and public engagement, policy updates, a needs assessment, a constrained revenue forecast, a call for projects and a system analysis. FY 23-24 activities include conducting a public comment period, finalizing an Implementation chapter and adopting the final 2023 RTP.

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

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 1,040,702
Materials & Services ^{1 2}	\$ 117,300
Indirect Costs	\$ 425,647

Resources:

PL	\$ 570,951
PL Match (ODOT)	\$ 65,348
5303	\$ 308,621
5303 Match (Metro)	\$ 35,323
STBG	\$ 446,951
STBG Match (Metro)	\$ 51,156
Metro Direct Contribution	\$ 105,300

TOTAL \$ 1,583,649

TOTAL \$ 1,583,649

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Metropolitan Transportation Improvement Program (MTIP)

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

Description

The Metropolitan Transportation Improvement Program (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.

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 Relief to inform their prioritization for funding.

In the 2023-24 State Fiscal Year, the MTIP is expected to implement the following work program elements:

Adoption 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. The 2024-27 MTIP is scheduled for adoption in the first quarter of FY 2023-24.

Implementation of transportation projects and programs from the regional flexible fund allocation. The transportation projects and programs awarded regional flexible funds in the 2022-23 fiscal year will be supported for implementation this fiscal year. Metro staff will work with ODOT Region 1 staff and lead local agency staff to ensure the selected projects complete the steps necessary to obligate their funds and proceed to implementation.

Publish the Federal Fiscal Year (FFY) 2023 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 2023 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 2023 relative to the schedule of project funds scheduled to obligate and work with ODOT to adjust revenue projections and project programming.

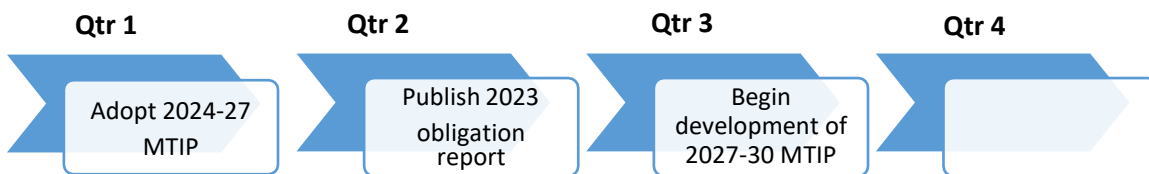
Implement a new data management system. As a part of a broad transportation project tracking system, MTIP staff are working in cooperation with other MPOs in the state, ODOT and transit agencies to develop and implement a new data management system to improve MTIP administrative capabilities. Metro expects to be actively utilizing the MTIP module of the new database, populating it with project and programming data and utilizing its reporting capabilities. Metro also expects to be considering development of additional modules of the database, such as a long-range planning project module during this fiscal year. Once the new database is functionally operational, Metro staff will consider retiring and archiving the existing transportation project database known as TransTracker.

Begin implementation of 2027-30 MTIP. Work on development of the 2027-30 MTIP will begin in the 3rd quarter of the 2023-24 UPWP. The first task will be scoping and budgeting of the work to be completed and begin the financial forecast.

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.
- Coordination with financial agreements and UPWP budget for purposes of MTIP programming.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 865,661	PL	\$ 1,105,802
Materials & Services ¹	\$ 112,650	PL Match (ODOT)	\$ 126,564
Indirect Costs	\$ 354,055	Metro Direct Contribution	\$ 100,000
TOTAL	\$ 1,332,366	TOTAL	\$ 1,332,366

¹The budgeted amount for Materials & Services includes potential costs for consultant activities.

Air Quality Program

Staff Contact: Grace Cho, grace.cho@oregonmetro.gov

Description

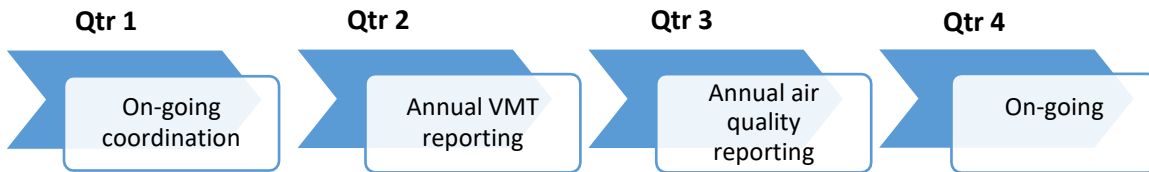
Metro's Air Quality Monitoring program ensures activities undertaken as part of the Metropolitan Planning Organization (MPO), such as the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), carry out the commitments and rules set forth as part of Portland 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 to carrying out provisions of the SIP, the program coordinates with other air quality initiatives in the Portland metropolitan area. The most recent approved SIP for the Portland area is the active SIP for the region.

This is an ongoing program. Typical program activities include:

- Track the region's air pollution levels, in coordination with DEQ, with an emphasis on regulated criteria pollutants (carbon monoxide, ground level ozone (as represented by nitrogen dioxide and volatile organic compounds), nitrogen dioxide, fine particulate matter (PM_{2.5}), coarse particulate matter (PM₁₀), sulfur dioxide, and lead), and particularly ozone
- 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
- Continue to participate in U.S. Environmental Protection Agency (EPA) transportation conformity and air quality meetings; continue to participate in the statewide transportation conformity annual meetings
- Collaborate with DEQ as issues emerge related to federal air quality standards, mobile source pollution, and transportation
- Collaborate and coordinate with regional partners on other air quality, air pollution reduction related efforts, including the implementation of legislative mandates or voluntary initiatives

As part of Metro's on-going responsibilities to the State Implementation Plan (SIP), Metro continues to work closely with DEQ on monitoring the national ambient air quality standard (NAAQS) update, the region's ozone pollution levels as well as other criteria pollutant levels, and report on vehicle miles traveled. Air quality monitoring and implementation activities are consistent with 2018 RTP policy direction pertaining to reducing vehicle miles traveled to address congestion and climate change.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 17,770
Indirect Costs	\$ 7,268

TOTAL 25,038

Resources:

STBG	\$ 22,467
STBG Match (Metro)	\$ 2,571

TOTAL \$ 25,038

Regional Transit Program

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

Description

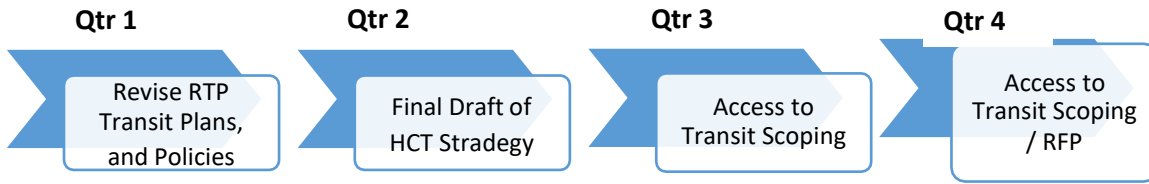
Metro's Regional Transit Program conducts long-range transit planning for the Portland Metro region. Providing high quality transit is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding accessibility, frequency and reliability of transit 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. The Regional Transit Strategy provides the roadmap for making transit investments over time in collaboration with our transit providers and local government partners in the region. Components of the Regional Transit Strategy will be updated as part of the 2023 RTP.

In addition, Metro will be completing the regional High Capacity Transit (HCT) Strategy as part of the update to the 2023 Regional Transportation Plan. This update will articulate the vision and future of light rail, bus rapid transit, streetcar and other forms of enhanced transit in the Portland region. Metro is currently planning two bus rapid transit corridors in partnership with TriMet. The update to the High Capacity Transit plan is essential to plan for the future of bus rapid transit in our region. This program will also partner with transit agencies to implement the High Capacity Transit Strategy.

Metro's Regional Transit 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 2022-23, the program supported several different transit service and planning efforts, including the TriMet's Forward Together Service Concept and Climate Action Plan, Gorge Regional Transit Strategy: Phase II, ODOT's Public Transportation Strategy for Congestion Pricing in the Portland Metropolitan Area Study, Washington Countywide Transit Study, and Cascadia Corridor High Speed Ground Transportation Program. During FY 2023-24, the program will continue to support the Washington Countywide Transit Study, ODOT's Public Transportation Strategy for Congestion Pricing in the Portland Metropolitan Area Study, and Cascadia Corridor High Speed Ground Transportation Program, as well as TriMet's Forward Together Phase II plan and bus electrification planning efforts.

In addition to updating the Regional Transit Strategy and the High Capacity Transit Strategy, Metro will begin scoping for another transit plan to kick-off in early 2024. This plan will focus on the suburban areas of the region – identifying transit gaps - and exploring innovative strategies like micro-transit to improve transit access and reduce service fragmentation. The future study will be completed in close coordination with public transit service providers, and with input from transit users, and will utilize help from a consultant.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 191,919
Indirect Costs	\$ 78,495

TOTAL 270,414

Resources:

STBG	\$ 242,642
STBG Match (Metro)	\$ 27,772

TOTAL \$ 270,414

Regional Freight Program

Staff Contact: Tim Collins, tim.collins@oregonmetro.gov

Program Description

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.

The primary work product of the Regional Freight Program in 2022 and going into 2023 is the development of the Commodities Movement Study based on Metro's new freight commodity model. The freight planning work focuses on commodity types and analyzes the type of commodities moving through our region, and where they are moving. Metro is also analyzing the "Amazon effect" to see how the growth in home delivery is impacting freight movement and the larger transportation system. This study will provide a lot more detailed information to businesses and the freight community to better plan freight routes.

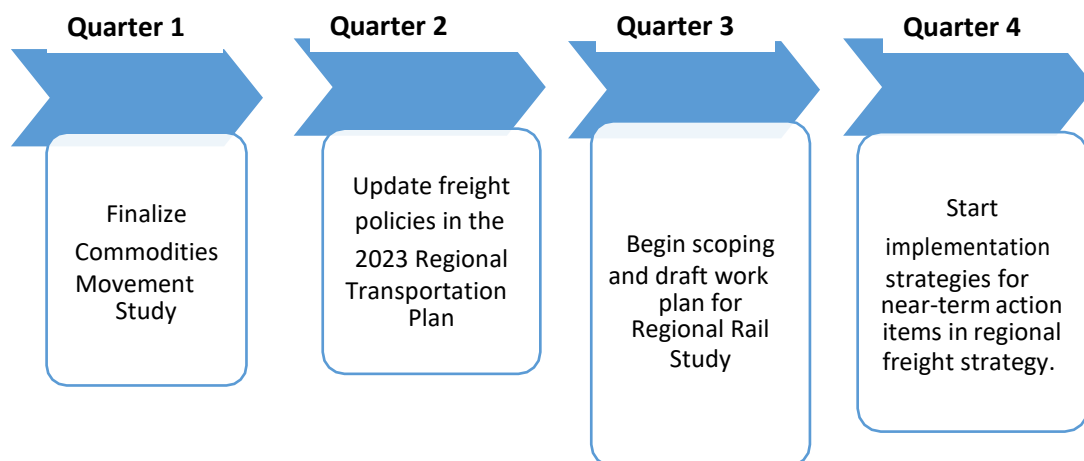
Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are 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 2022-23:

- 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 FY2023-24.
- Completed ongoing work to adjust the Regional Freight Model to be better calibrated, and used the freight model to show information on the movement of commodities for completing Task 4 of the Regional Freight Delay and Commodities Movement Study.
- Worked with the consultant team to complete Tasks 2, 3, 4, 5 and 6 of the Regional Freight Delay and Commodities Movement Study.

Key Project Deliverables / Milestones

Throughout the 2023-24 FY, the Commodities Movement Study will be completed and 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:



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 195,462
Materials & Services	\$ 40,000
Indirect Costs	\$ 79,944

Resources:

5303	\$ 69,721
5303 Match (Metro)	\$ 7,980
STBG	\$ 177,401
STBG Match (Metro)	\$ 20,304
STBG (ODOT Grant)	\$ 40,000
STBG (ODOT Grant)	\$ 0 ¹
Match (Metro)	

TOTAL \$ 315,406

TOTAL \$ 315,406

¹ Match amount provided in a previous fiscal year.

Complete Streets Program

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

Description

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.

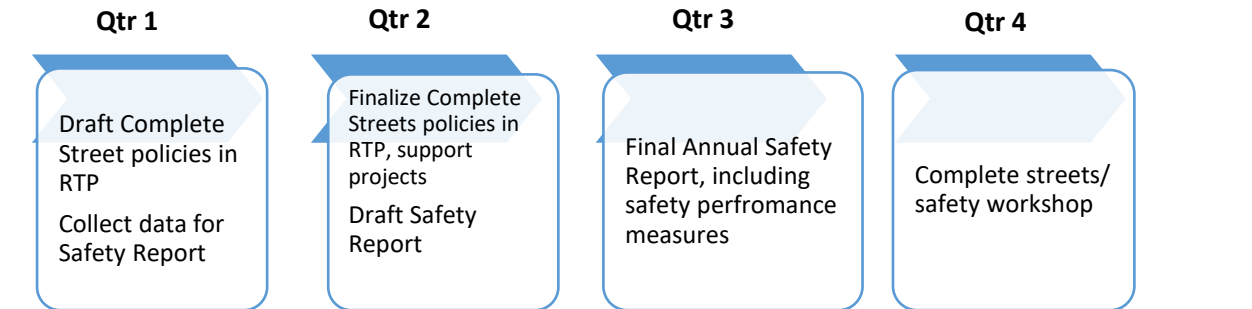
The Infrastructure Investment and Jobs Act (IIJA) requires that MPOs must use 2.5 percent of their overall funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans. Metro complies with this requirement by funding a robust complete streets program. Metro will continue to coordinate and engage local, community, state and federal partners to implement the following program activities and deliverables in FY 2023-2024:

Street design related activities: providing internal and external street and trail design technical assistance on transportation projects and plans (including those funded by Regional Flexible Funds) using the regional Designing Livable Streets and Trails Guide; updating complete streets and green infrastructure policies for the 2023 RTP (including design classification maps); completing the 2023 RTP environmental assessment.

Transportation safety related activities: developing an annual safety fact sheet; developing and submitting the annual federal safety performance report; implementing and administering a federal SS4A grant to update safety data and analysis, identify pedestrian crossing locations for safety improvements, and support county and city partners developing local Transportation Safety Action Plans; providing a safety/complete streets workshop; participating in state, local and national safety initiatives; assessing safety outcomes for the 2023 RTP; providing safety updates to TPAC and JPACT and other interested parties; accessing and analyzing FARS fatal crash and race/ethnicity data; participating in FHWA Vision Zero Community Pairing program; hosting an FHWA safe system approach webinar; updating safety policies (including high injury corridors) as needed in the 2023 RTP; implementing regional policy direction on safe and healthy urban arterials for the 2023 RTP.

Active transportation related activities: providing technical assistance related pedestrian, bicycle, access to transit and other non-motorized mobility options, including serving on technical advisory committees for active transportation project development, refining bicycle and pedestrian related policies in the 2023 RTP update based on input received in the public comment period, and continuing to share the results of Metro's Active Transportation Return on Investment study.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 54,906	PL	\$ 79,863 ¹
Materials & Services	\$ 2,500		
Indirect Costs	\$ 22,457		
TOTAL	\$ 79,863	TOTAL	\$ 79,863

¹ The IIJA/BIL § 11206 (Increasing Safe and Accessible Transportation Options) requires MPOs to expend not less than 2.5 percent of PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The Complete Streets Program meets these requirements, and exceeds 2.5 percent of SFY24 PL funding (\$65,967).

Regional Travel Options (RTO) Program

Staff Contact: Dan Kaempff; daniel.kaempff@oregonmetro.gov

Description

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, and telecommuting. Approximately two-thirds of the RTO funding is awarded through grants to the region's government and non-profit partners working to reduce auto trips.

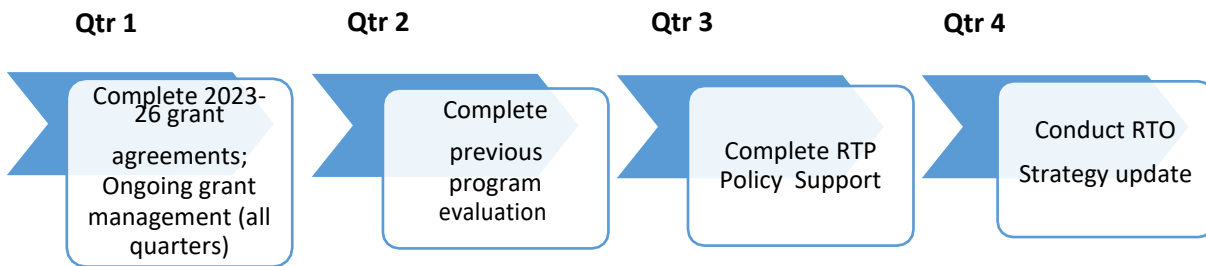
RTO is an ongoing program for more than two decades. It is the demand management element of the region's Congestion Management Process and the Transportation System Management and Operations strategy. Since 2003, the program has been coordinated and guided by a strategic plan, and an independent evaluation 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 RTO Strategy focuses on equity, safety, addressing climate change and congestion as key policy foci of the program.

Program work for the 2023-2024 fiscal year will encompass the following areas:

- Program policy – The program is reorganizing into three separate but coordinated sub programs: Commuter, Community, and Safe Routes to School. This will increase focus on achieving specific outcomes as defined through the RTP, Climate Smart Strategies, Regional Mobility Policy, Employee Commute Options rules and other state and regional policy direction. Work will continue in 2023-2024 to develop goals, objectives and actions for each of these areas, and to identify potentially needed updates to the RTO Strategy following the 2023 RTP update.
- RTP Policy Support – RTO staff will develop region-specific guidance and tools to support the implementation of the Regional Mobility Policy update and associated performance measures. This work will coincide with the 2023 RTP Update and will also be used to identify needed updates to the RTO Strategy following the 2023 RTP Update.
- Grants – A new round of grantmaking opens in January 2023. The grant categories have been revised to align with the three sub programs indicated above, aimed at providing funding for key RTO initiatives, and ensuring that the program funds are accessible by a broad spectrum of regional partners. Projects to be funded through this opportunity will begin on or after July 1, 2023 and will be for one to three years in length. Grantees are required to submit quarterly reports and invoices, which comprise a significant part of staff time to review and process.

- Program evaluation and research – As the previous grant cycle comes to an end, staff will conduct an evaluation and prepare a report of the outcomes of RTO investments. Staff will conduct survey, focus group or other research to inform RTO strategy and practice.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 563,932	RTO (FTA Grant)	\$ 3,824,560
Materials & Services ^{1 2}	\$ 3,901,389	RTO (FTA Grant) Match (Metro)	\$ 128,711 ³
Indirect Costs	\$ 230,648	RTO (ODOT/FHWA Grant)	\$ 306,789
		RTO (ODOT/FHWA Grant) Match (Metro)	\$ 19,400 ⁴
		Portland TDM (FTA Grant)	\$ 416,509 ⁵
TOTAL \$ 4,695,969		TOTAL \$ 4,695,969	

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

³ In addition to the above Metro provided match, an additional \$309,027 of match is provided by Metro's grantees.

⁴ Only a portion of this grant has a match requirement.

⁵ Match requirement is covered by the City of Portland.

Safe Routes to School Program

Staff Contact: Noel Mickelberry, noel.mickelberry@oregonmetro.gov

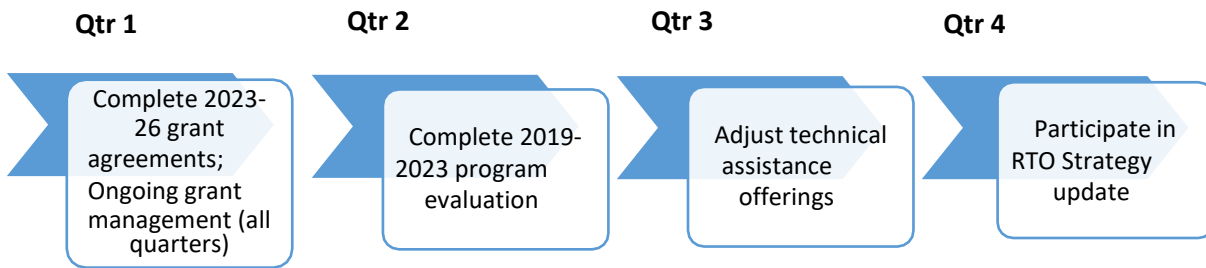
Description

Metro's Safe Routes to School (SRTS) program provides resources to support K-12 students to use walking, rolling, and transit to access school and their community. In 2018, Metro's Regional Travel Options 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 RTO Strategy focuses on equity, safety, addressing climate change and congestion as key policy foci of the program. SRTS 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. Approximately two-thirds of the SRTS funding is awarded through grants to the region's government, school district, and non-profit partners working to support kids and families on their trip to school.

Program work for the 2023-2024 fiscal year will encompass the following areas:

- **Program policy** – The RTO program is reorganizing into three separate but coordinated sub programs: Commuter, Community, and Safe Routes to School. By defining Safe Routes to School as a standalone program category embedded in the larger TO program, it allows a focus on achieving specific outcomes as defined through the RTP, Climate Smart Strategies, Regional Mobility Policy, and other state and regional policy direction. Work will continue in 2023-2024 to develop goals, objectives and actions for each of these areas, and to identify potentially needed updates to the RTO Strategy following the 2023 RTP update.
- **Grants** – A new round of grantmaking opens in January 2023 and grant agreements will begin July 1, 2023. The grant categories have been revised to align with the three sub programs indicated above, aimed at providing funding for key RTO and SRTS initiatives, and ensuring that the program funds are accessible by a broad spectrum of regional partners. Projects to be funded through this opportunity will begin on or after July 1, 2023 and will be for one to three years in length. Grantees are required to submit quarterly reports and invoices, which comprise a significant part of staff time to review and process.
- **Technical Assistance** – In addition to grants, Metro's SRTS program provides technical assistance to local partners and programs. In 2023-2024 this work will include a translation and interpretation portal for all program materials to be provided in up to 5 languages, a micro-grant program for individual schools to purchase materials and supplies for school safety efforts, and shared resources to provide scooter and pedestrian safety to all elementary students in the region.
- **Regional Coordination** – Metro convenes a monthly coordination meeting between all regional practitioners to ensure efficiency and collaboration to achieve shared program goals and outcomes. This work will continue in 2023-2024 to include working groups on specific strategies to reduce VMT including Walking School Bus/Bike Bus funding & policy and Arrival/Dismissal strategies.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 105,855	Safe Routes to Schools (FTA Grant)	\$ 530,643
Materials & Services ¹	\$ 404,000	Safe Routes to Schools (FTA Grant) Match (Metro)	\$ 22,507 ²
Indirect Costs	\$ 43,295		
TOTAL	\$ 553,150	TOTAL	\$ 553,150

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² In addition to the above Metro provided match, an additional \$38,228 of match is provided by Metro's grantees.

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

Staff Contact: Caleb Winter, caleb.winter@oregonmetro.gov

Description

The regional Transportation System Management and Operations Regional Mobility Program (TSMO Program) provides a demand and system management response to issues of mobility, 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 Strategy and 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, cities of Beaverton, Gresham, Portland and more city partners, Port of Portland, Portland State University and Southwest Washington State partners.

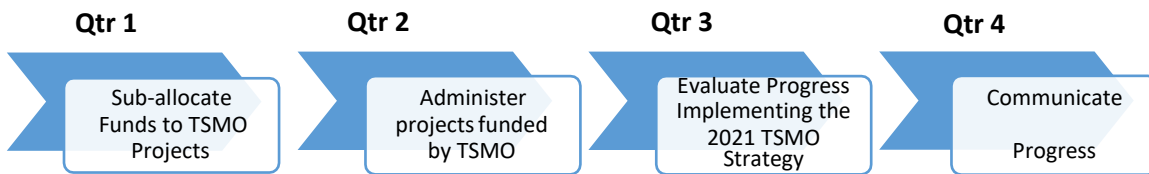
The TSMO Program engages operators through TransPort, Subcommittee of the Transportation Policy Alternatives Committee (TPAC) and a broad range of stakeholders through planning and partnerships. The regionally adopted 2021 TSMO Strategy set a ten-year horizon with 21 actions to implement. These actions 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 TSMO 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 Regional Mobility Policy update.

In 2023-24, the TSMO program will work with partners to implement the 21 actions identified in the TSMO Strategy, such as enhancing intersections with technology and data communications to give green lights to buses running late; pedestrian and bicycle detection for safer crossings; freight-responsive technology and improved signal timing from a centralized signal system. TSMO will also coordinate corridor and regional capabilities such as data partnerships to improve operators' situational awareness of incidents and development of regional capabilities for Mobility on Demand.

In FY 2023-24, the program will continue convening TransPort and related working groups and administer TSMO Program funds that support implementation of the 2021 TSMO Strategy. Staff and community representatives will advise a portion of project scopes where additional racial equity connections can be made. Staff will also build levels of planning support, research partnerships and communications. The TSMO Program is ongoing and more information can be found at www.oregonmetro.gov/tsmo.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 176,252
Materials & Services	\$ 3,250
Indirect Costs	\$ 72,087

TOTAL 251,589

Resources:

STBG	\$ 225,751
STBG Match (Metro)	\$ 25,838

TOTAL \$ 251,589

Transportation System Management and Operations (TSMO) Program Plus

Staff Contact: Caleb Winter, caleb.winter@oregonmetro.gov

Description

TSMO Program Plus supplements professional services from both internal staff and consultants to boost the technical side (e.g., information technologies, engineering, modeling, IGA writing) and communications to accelerate implementation of the 2021 TSMO Strategy. The 2019 TSMO solicitation process recommended funding for tasks that include:

- planning support to extend the 2021 TSMO Strategy to city, county and related state planning efforts;
- operator agreement development (e.g., IGAs) to apply mutually agreed upon policies across multiple operators, for data sharing agreements and similar efforts called for by the 2021 TSMO Strategy;
- research based on performance measures identified in Chapter 4 of the 2021 TSMO Strategy, fulfilling data needs outlined by the TSMO Equity Tree and data analysis or predictive modeling, to understand performance of different operations scenarios;
- training, supportive of the skills desired by TSMO partners; and,
- communications supportive of TSMO partners implementing the 2021 TSMO Strategy, highlighting solutions and outcomes.

These are one-time funds that will produce deliverables in each of these tasks including capacity to support cities, counties and state planning efforts to utilize the 2021 TSMO strategy. New operator agreements will be drafted, performance measures that do not yet have data sources will be completed and featured in 2021 TSMO Strategy quarterly progress reports, several trainings will be offered, and communications will be made more accessible based on stakeholder input (e.g., one-pagers translated into multiple languages, slide deck, interactive web site and storytelling with data).

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 17,770
Materials & Services ^{1 2}	\$ 155,000
Indirect Costs	\$ 7,268
TOTAL	\$ 180,038

Resources:

TSMO Program Plus Grant (ODOT)	\$ 161,548
TSMO Program Plus Grant (ODOT) Match (Metro)	\$ 18,490
TOTAL	\$ 180,038

¹The budgeted amount for Materials & Services includes potential costs for consultant activities.

²As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Better Bus Program

Staff Contact: Alex Oreschak, alex.oreschak@oregonmetro.gov

Description

The Better Bus 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, building on the previous Enhanced Transit Concepts (ETC) Program. Better Bus treatments are relatively low-cost to construct, context-sensitive, and can be implemented quickly to improve transit service in congested corridors. The program develops partnerships with local jurisdictions, roadway owners and transit agencies to design and implement Better Bus capital and operational investments.

In FY 2022-2023, TriMet selected a contractor to work on design and construction of Better Bus projects. Metro and TriMet also worked to update the previous ETC program criteria and schedules for Better Bus and met with jurisdictional partners to identify their priority projects. Completed ETC projects in FY 2022-2023 included SW Alder and E Burnside. These projects were constructed as part of the City of Portland's Rose Lane Project. By improving transit travel times and rider safety, they will support Metro's Climate Smart Strategy, adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in 2014, and Metro's Equity and Congestion goals.

In FY 2023-2024, the Better Bus program will evaluate and select projects for design and construction and begin initial design and implementation work on the first round of projects. The program will assess currently planned transportation projects in the region for their capacity to include Better Bus treatments to leverage already-planned work, reduce construction costs, and to distribute projects across a larger geography. The program will conduct systemwide analysis to consider integration of future FX corridors into the transit system, and also investigate opportunities to implement Better Bus projects benefiting areas where TriMet-identified equity transit lines and Metro-identified Equity Focus Areas overlap. Unlike the ETC program, Better Bus will include funding for project construction, possibly requiring a local match.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 198,293
Materials & Services ¹	\$ 2,300,000
Indirect Costs	\$ 81,102

TOTAL \$ 2,579,395**Resources:**

Metro Direct Contribution	\$ 2,579,395
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TOTAL \$ 2,579,395

¹The budgeted amount for Materials & Services includes potential costs for consultant activities.

Connecting First and Last Mile: Accessing Mobility through Transit Study

Staff Contact: Ally Holmqvist (ally.holmqvist@oregonmetro.gov)

Description

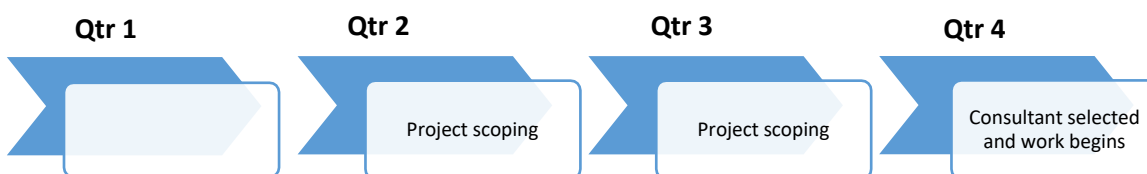
Providing high quality transit service across the region is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding quality transit in our region is also key to achieving transportation equity, maintaining compliance with state and federal air 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. The high-capacity transit element of the strategy was updated as part of the 2023 Regional Transportation Plan (RTP) update, and additional work to complement that study to better plan for improved local access to the regional transit network was identified by local stakeholders as part of the RTP update.

Local transit service has long used smaller vehicles that range from vans and shuttles to small buses with fixed to flexible routes to fill the gap between traditional bus and rail services, as well as local destinations. An emerging trend in these types of services is using ride-hailing and other new technologies to provide on-demand micro transit services.

This study will identify service and coordination gaps specific to the Metro region, especially in suburban areas of the region, document the range of potential solutions and explore innovative ways to improve transit access and convenience for users. This work will build upon local planning efforts (e.g., Transit Development Plans, Statewide Transportation Improvement Fund Plans) and be completed in close coordination with applicable jurisdictions and public transit service providers in the region and be supported by consultants. The project will conclude in late-2025 and recommendations carried forward for consideration in the 2027 RTP update.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:Materials & Services^{1 2} \$ 256,000

TOTAL \$ 256,000**Resources:**Metro Direct \$ 256,000
Contribution

TOTAL \$ 256,000

¹The budgeted amount for Materials & Services includes potential costs for consultant activities.

²As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Safe Streets and Roads for All (SS4A)

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

Description

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. More information on the program can be found here:

<https://www.transportation.gov/grants/SS4A>.

With the SS4A grant, Metro will complete supplemental planning activities to benefit all jurisdictions in the MPO area. Additionally, Metro will administer grant funds to East Multnomah County (and cities, excluding Portland), Washington County, and the City of Tigard to complete safety action plans consistent with the SS4A guidelines, which will complement and support implementation of the adopted Regional Transportation Safety Strategy (2018). Regional and local program activities will be coordinated to share data, analysis, and engagement as appropriate.

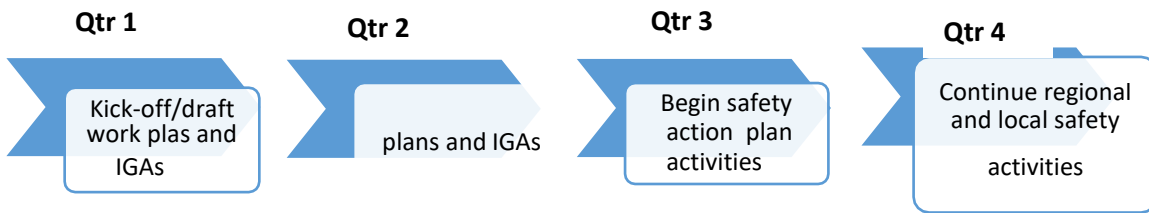
Metro will use grant funds to develop enhanced data collecting and analysis, integrating FARS and speed data for use by cities, counties, and other stakeholders. Metro will work with the agencies listed above and other partners to develop a list of prioritized pedestrian crossing locations across the region for quick build, high-impact projects. The Metro supplemental planning activities and development of the local safety action plans will be based in best practices and using the Safe System approach to support achieving the region's adopted goal of zero traffic fatalities and serious injuries by 2035.

The county and city safety actions plans will be data-driven and focus on identifying near-term, effective strategies to address locally identified safety issues. Strategies include setting appropriate speed limits, applying proven countermeasures at intersections, addressing driver impairment and distraction, crosswalk visibility enhancements, and accessibility improvements.

Inclusive, culturally-appropriate and meaningful engagement of communities and jurisdictional partners will be used throughout the planning process.

In FY 2022-23, Metro and partner agencies submitted a joint application and were awarded an SS4A grant. In the last quarter of FY 22-23 Metro began the process with FHWA to initiate an Intergovernmental Agreement for Metro activities and administered grant funds. And, as grant administrator, Metro began the process with East Multnomah County, Washington County, and the City of Tigard to develop work plans and Intergovernmental Agreements to complete the SS4A safety action plans.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 139,629
Materials & Services ^{1 2}	\$ 482,285
Indirect Costs	\$ 57,108

Resources:

SS4A (FTA Grant)	\$ 613,218
SS4A (FTA Grant)	\$ 65,804 ³
Match (Metro)	

TOTAL \$ 679,022

TOTAL \$ 679,022

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

³ In addition to the above Metro provided match, an additional \$87,500 of match is provided by Metro's grantees.

Economic Value Atlas (EVA) Implementation

Staff Contact: David Tetrick, David.tetrick@oregonmetro.gov

Description

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.

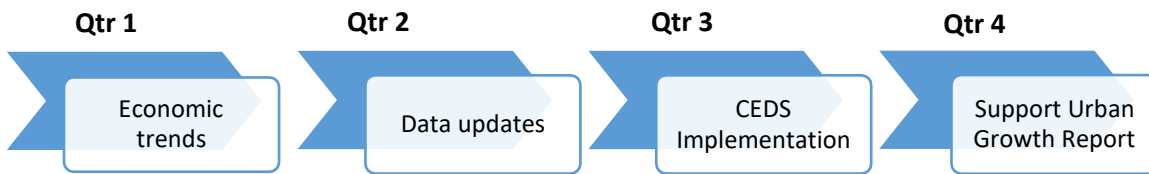
In FY 2020-2021, there were final tool refinements and the data platform was actively used to help visualize equitable development conditions in SW Corridor and the region, aligned with agency-wide data and planning projects, including the Columbia Connects and Planning for Our Future Economy projects.

In FY 2021-2022, 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 continued to share best practices with the peer group through its completion. The EVA was updated with new data and added functionality. The EVA supported data benchmarking in the Comprehensive Economic Development Strategy, and informed the Emerging Growth Trends, Regional Transportation Plan, and Urban Growth Report.

In FY 2023-24, staff will continue to share best practices with regions across the nation. The EVA will tie to regional benchmarking for the implementation of the Comprehensive Economic Development Strategy and will inform the economic analysis for the Urban Growth Report. The tool supports policy decisions on an ongoing basis.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 30,250
Indirect Costs	\$ 12,372

Resources:

STBG	\$ 38,245
STBG Match (Metro)	\$ 4,377

TOTAL \$ 42,622

TOTAL \$ 42,622

Regional Emergency Transportation Routes

Staff Contact: John Mermin, john.mermin@oregonmetro.gov

Description

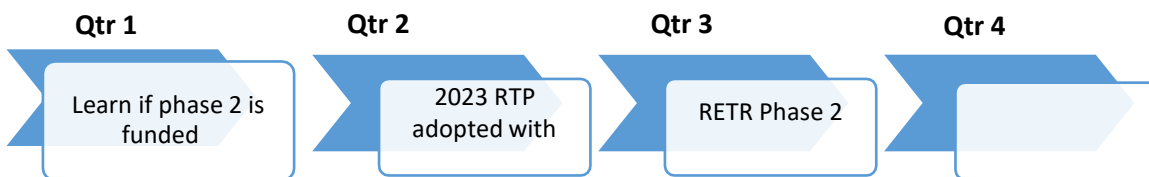
Identified in Chapter 8 of the [2018 Regional Transportation Plan](#), this project is a collaborative effort between public, private and non-profit stakeholders, co-led by the five-county, bi-state [Regional Disaster Preparedness Organization \(RDPO\)](#) and Metro to improve the safety and resiliency 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 (RETRs) 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.

A second phase of follow-on work is proposed for 2023-2026 to prioritize/tier the updated routes and develop operational guidance for route owners/operators. For more information on RETRs, please visit <https://rdpo.net/emergency-transportation-routes>.

In FY 2022-23, interim activities have been underway and will continue into FY 2023-24 to help prepare for phase 2. Metro is bringing the updated RETRs into the 2023 Regional Transportation Plan (RTP) update. RDPO has conducted 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 plan to leverage the recently developed Social Vulnerability Toolkit (SVT) to deliver a set of equity case studies (expected to be available in June 2023) 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. RDPO submitted the Phase 2 project concept to its project pipeline in the fall of 2022 with an aim to secure federal funding through the Urban Areas Security Initiative (UASI) grant program to be available in the Spring of 2024.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services \$ 49,440

Indirect Costs \$ 20,221

TOTAL \$ 69,661

Resources:

STBG \$ 62,507

STBG Match (Metro) \$ 7,154

TOTAL \$ 69,661



Metro-Led Corridor/Area Planning

Investment Areas (Corridor Refinement and Project Development)

Staff Contact: Kelly Betteridge, kelly.betteridge@oregonmetro.gov

Description

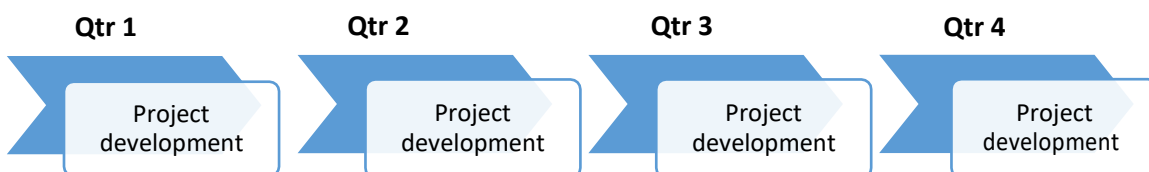
Metro's Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit-oriented 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 2022-2023, Investment Areas staff have supported partner work on TV Highway, Better Bus, Columbia Connects, 82nd Ave, the Interstate Bridge Replacement Program, additional support for the Southwest Equitable Development Strategy, McLoughlin corridor, Sunrise Corridor visioning, 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



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 427,071
Materials & Services	\$ 33,550
Indirect Costs	\$ 174,672

TOTAL \$ 635,293**Resources:**

STBG	\$ 383,519
STBG Match (Metro)	\$ 43,896
Metro Direct Contribution	\$ 207,878

TOTAL \$ 635,293

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.

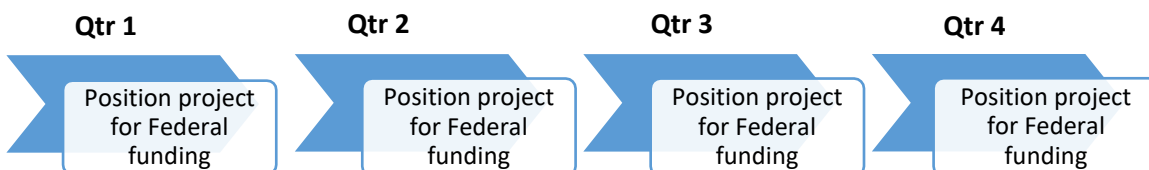
The project supports local land use plans and zoning and is a key element to support the region's 2040 Growth Concept by allowing for compact development in regional town centers. The project advances 2018 RTP policy direction on vibrant communities, shared prosperity, transportation choices, healthy 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.

In FY 2022-23 the project continued to work with the Federal Transit Administration on developing and publishing the Final Environmental Impact Statement, receiving associated federal approvals, and a Record of Decision. Metro and TriMet continue to work with partners to identify funding opportunities and potential paths forward for the project. This is an ongoing program. Please contact staff for more detail.

Metro is also continuing to work with the Southwest Corridor Equity Coalition to support the goals of the Southwest Corridor Equitable Development Strategy through a grant from FTA. These activities encompass the anticipated FY2023-24 costs for the project.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services \$ 115,317

 Materials & Services¹ \$ 630,000

Indirect Costs \$ 47,165

TOTAL \$ 792,482
Resources:

 SW Corridor Equitable \$ 630,000
 Dev. Strategy (FTA
 Grant)

 SW Corridor Equitable \$ 124,434
 Dev. Strategy (FTA
 Grant) Match (Metro)

 Metro Direct \$ 38,047
 Contribution

TOTAL \$ 792,482

¹The budgeted amount for Materials & Services includes potential costs for consultant activities.

Columbia Connects

Staff Contact: Kate Hawkins, kate.hawkins@oregonmetro.gov

Description

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.

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.

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.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services \$ 57,511

Indirect Costs \$ 23,522

TOTAL \$ 81,033**Resources:**

STBG \$ 72,711

STBG Match (Metro) \$ 8,322

TOTAL \$ 81,033

TV Highway Transit and Development Project

Staff Contact: Jessica Zdeb, jessica.zdeb@oregonmetro.gov

Description

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 project consists of two elements: the equitable development strategy (EDS) and creation of a locally preferred alternative (LPA) transit design. Work on both parts of the project will continue into FY 2023-24.

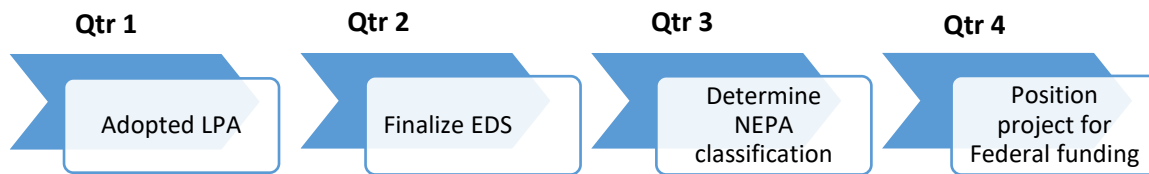
The goal of the EDS is to minimize and mitigate displacement pressures within the corridor, particularly in high poverty census tracts where public investments may most affect property values. The EDS may identify additional housing needs, workforce development gaps and opportunities for residents, regulatory issues to be addressed particularly around land use and development, additional public investments, community-led development initiatives, and leadership training and education for residents. It is being guided by a coalition of community-based organizations (CBOs) that represent communities of color and other marginalized communities within the study area.

The transit LPA advances conceptual designs enough to apply for entry to Federal project development, which includes 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, coordination with ODOT as the roadway owner, and evaluation of implementation scenarios that identifies a feasible, eligible, and competitive transit project. The transit project evaluates the feasibility of using electric buses in the corridor. This work is guided by a Steering Committee that includes elected officials, agency leaders, and members of EDS coalition. Once the LPA is approved by Metro Council, further efforts with partners will continue advancing NEPA work and planning for funding of both project development and eventual project implementation.

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; stewarding creation of the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project.

Additional project information is available at: <https://www.oregonmetro.gov/public-projects/tualatin-valley-highway-hope-grant>

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 478,527
Materials & Services ^{1 2}	\$ 125,200
Indirect Costs	\$ 195,718

Resources:

HOPE - TV Highway (FTA Grant)	\$ 121,922
HOPE - TV Highway (FTA Grant) Match (Metro)	\$ 0 ³
TV Highway (FTA Grant – Flex Transfer)	\$ 220,839
TV Highway (FTA Grant – Flex Transfer) Match (Metro)	\$ 0 ³
Metro Direct Contribution	\$ 216,684
Local Support	\$ 240,000

TOTAL \$ 799,445

TOTAL \$ 799,445

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

³ Match amount provided in a previous fiscal year.

82nd Avenue Transit Project

Staff Contact: Elizabeth Mros-O'Hara, elizabeth.mros-ohara@oregonmetro.gov

Description

Metro Regional Government, in partnership with the City of Portland, TriMet, Clackamas County and ODOT is leading a collaborative process to complete an alternatives analysis, develop a conceptual transit design, and analyze travel time and reliability, to advance a bus rapid transit (BRT) on the 82nd Avenue Corridor. Over FY2022-23, the project has developed a coordination strategy; developed a committee structure to coordinate across jurisdictions and include community feedback in decision making, developed goals and objectives; conducted design, traffic, and transit analysis; and begun to develop transit concepts for consideration. In addition, Metro has worked to support the community efforts of the community coalition to develop an equitable development strategy.

This work will continue to be coordinated with community partners and will leverage TriMet's Division Transit Project and the City of Portland's Building a Better 82nd Avenue Program to improve safety and livability on the corridor into F7 2023-24. The project consists of two elements: the locally preferred alternative (LPA) transit concept and the equitable development strategy (EDS).

The goal of the EDS is to provide a table for the community to identify their priorities to minimize and mitigate displacement pressures and enhance the community in ways that are outside of but related to a major investment in a transit project and support for their efforts. The EDS is community led with technical support from Metro staff and potential grants. As part of the EDS, the community may identify priorities related to housing, greenspaces and trees, workforce development, additional public investments, community-led development initiatives, and leadership training and education for residents. These items are still being determined.

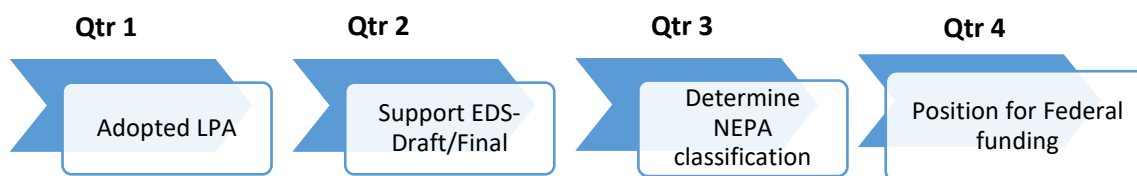
The transit LPA will identify the transit concept to serve the 82nd Avenue corridor. The concept will be developed to reflect community feedback and direction of the project steering committee. Based on the LPA, conceptual designs will be advanced enough to apply for entry into Federal project development, includes analysis of roadway design, transit priority treatments, transit station design and station placement. This effort will be informed by a travel time and reliability analysis; coordination with ODOT, Portland, and potentially the Port of Portland as the roadway owners; and evaluation of implementation scenarios that identifies a feasible, eligible, and competitive transit project. In particular, the transit project will need to be closely coordinated with the Building a Better 82nd Avenue Program led by the City of Portland that is improving the roadway for seven miles of the transit alignment. The transit analysis is guided by a Steering Committee that includes elected officials, agency leaders, and members of the EDS community coalition. Once the LPA is approved by local jurisdictions and Metro Council, further efforts with partners will continue advancing NEPA work and planning for funding of both project development and eventual project implementation.

This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. It is coordinated with jurisdictional partners and in particular the Building a Better 82nd Avenue program improvements and planning. Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, community

engagement; stewarding creation of the equitable development strategy; and undertaking design work and traffic and transit analysis related to the locally preferred transit project.

Additional project information is available at: <https://www.oregonmetro.gov/public-projects/82nd-avenue-transit-project>

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 566,913
Materials & Services ^{1 2}	\$ 457,500
Indirect Costs	\$ 231,867

Resources:

STBG	\$ 312,972
STBG Match (Metro)	\$ 35,821
Metro Direct Contribution	\$ 707,487
Local Support	\$ 200,000

TOTAL \$ 1,256,280

TOTAL \$ 1,256,280

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

² As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.



Metro Administration & Support

MPO Management and Services

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

Description

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.

Together, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) serve as the MPO board for the region in a unique partnership that requires joint action 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, 2023*)
- 4-Way Planning IGA with ODOT, TriMet and SMART (*effective through June 30, 2024*)
- SW Regional Transportation Council (RTC) MOU (*effective through June 30, 2024*)
- Oregon Department of Environmental Quality MOU (*effective through March 7, 2023*)

Metro also administers the delivery of projects which were initially allocated federal dollars but swapped for local monies through the Intergovernmental Agreement Fund Management program. This program creates efficiencies by reducing the number of smaller-scale projects undergoing the federal aid process and supports flexibility in project development and regional planning studies not funded with federal dollars.

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.

Metro continues to work with our federal partners to implement the 2020 federal certification review, including an ongoing work program and timeline for addressing corrective actions and recommendations identified in the review. Metro tracks progress on this work in our annual self-certification as part of adopting the UPWP.

Key Project Deliverables / Milestones

The primary deliverables 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.



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 318,162
Materials & Services ¹	\$ 45,600
Indirect Costs	\$ 130,128

TOTAL 493,890

Resources:

PL	\$ 420,701
PL Match (ODOT)	\$ 48,151
Metro Direct Contribution	\$ 25,038

TOTAL \$ 493,890

¹ As part of Metro's commitment to break down barriers that exclude Black, Indigenous, People of Color and other marginalized people from meaningful participation in our decision-making processes, this activity may include financial support (e.g. stipends) to defray costs of community member participation. These stipends are for community members who are not public sector employees and who are not otherwise receiving federal funding for their time.

Civil Rights and Environmental Justice

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

Description

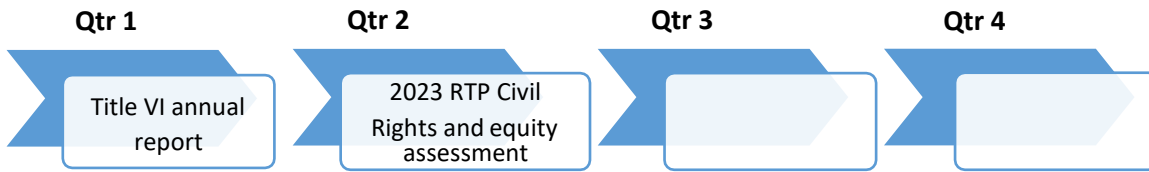
Metro's transportation-related planning policies and procedures respond to mandates in Title VI of the 1964 Civil Rights Act and related regulations; Section 504 of the 1973 Rehabilitation Act and Title II of the 1990 Americans with Disabilities Act; the federal Executive Order on Environmental Justice; 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 Q2 FY2022-23, Metro updated its Title VI Plan. In Q3 FY2022-23, Metro performed a Civil Rights and equity assessment on the 2024-27 Metropolitan Transportation Improvement Program. In Q1 and Q2 FY2022-23, Metro established its Accessibility Program, including an annual budget of \$95,000 and two FTE, responsible for fulfilling ADA Title II and Rehabilitation Act Section 504 responsibilities. In Q2 FY2022-23, it completed its Self Assessment and Transition Plan focused Metro programs (Metro is implementing the MRC accessible facility plan). In Q3 FY2022-23, Metro established the Accessibility Advisory Committee, a 15-member body comprised of community members who identify as people with disabilities.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding

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

Data Management and Visualization

Staff Contact: Cindy Pederson, cindy.pederson@oregonmetro.gov

Description

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, policymaking, resiliency and performance measurement activities.

The DRC's work in FY 2023-24 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 continued work on the 2023 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 and reaching out to Community Based Organizations to review data and analysis.

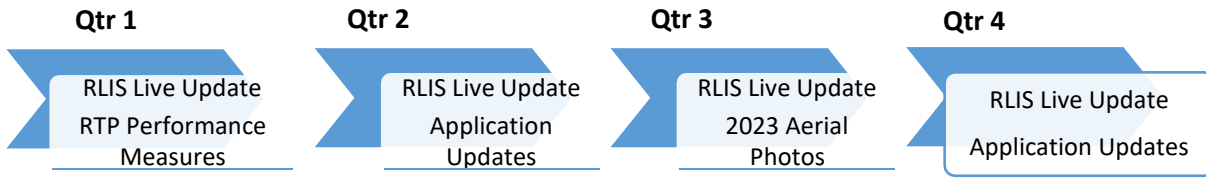
The DRC develops applications and provides systems administration for a variety of tools. Recent examples are the Crash Map, a tool for the analysis of transportation safety data, the High Injury Corridors dashboard that displays areas with the most collisions, and the Social Vulnerability Explorer, which allows users to explore metrics representing Portland metropolitan area communities' barriers to emergency services and programs before, during and after disasters.

In addition, the Data Management and Visualization program will support and expand its geospatial technology platform through system upgrades to increase maintainability and usability, as well as by providing interactive map applications. The program will also provide GIS and Power BI governance for the agency to standardize data maintenance and distribution.

The DRC will continue adding value relevant to Metro's MPO functions via the Regional Land Information System (RLIS) by maintaining publishing data on a continual basis. RLIS Live includes quarterly updates to transportation datasets such as street centerlines, sidewalks, trails, and public transit routes; annual updates to crash data and vehicle miles traveled; and continued work on emergency transportation route data and their incorporation into online applications. Demographic and land use data included in RLIS, such as the American Community Survey, zoning plans and vacant land inventory, also inform transportation planning. Through RLIS, the DRC provides essential data and technical resources to Metro programs, such as Safe Routes to Schools and the State of Safety Report, 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.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 1,168,377
Materials & Services ¹	\$ 490,300
Indirect Costs	\$ 477,866

Resources:

5303	\$ 341,177
5303 Match (Metro)	\$ 39,049
STBG	\$ 201,893
STBG Match (ODOT)	\$ 23,108
Metro Direct Contribution	\$ 1,531,317
	17

TOTAL \$ 2,136,543

TOTAL \$ 2,136,543

Land Use and Socio-Economic Modeling Program

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

Description

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 2022 – June 2023):

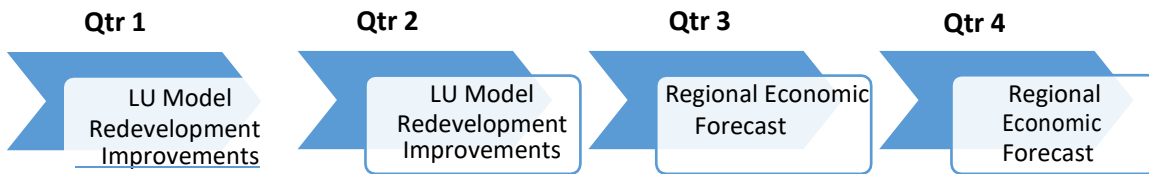
- Regional Economic Forecast Updates
- Ongoing Mapping & Data Analytics of Census 2020 Data (flow basis)
- Ongoing Maintenance of Land Development Monitoring System
- Update of Vacant Lands Inventory

Work to be initiated/continued/completed (July 2023 – June 2024):

- Land Use Model Improvements
 - Update Regional Zone Class Look-up Tables for Estimating Regional Supply (conform with OR HB 2001 regulations)
 - Update Building Classifications (conform with OR HB 2001 regulations)
 - Revise Pro-Forma-based Approach to Forecasting Redevelopment Supply (conform with OR HB 2001)
 - Create New Buildable Land Model / Inventory Approach (conform with HB 2001 regulations)

- Develop of a New Land Use Model Platform to Replace MetroScope (multi-year)
- Develop New Regional Economic Forecast (2024 -2044) to Replace Existing 2018 – 2038 Forecast
 - Update / revise Population, Housing, Migration & Vital Statistics (up through 2020 Census)
 - Update / revise Employment data (i.e., BLS, BEA, Census data inputs)
 - Re-estimate Regional Economic Model Equations as needed
 - Assess / recalibrate Regional Economic Model Forecast Performance
- Analysis/Application of Census 2020 Data

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 170,005
Materials & Services ¹	\$ 137,950
Indirect Costs	\$ 69,532

TOTAL \$ 377,487

Resources:

5303	\$ 248,989
5303 Match (Metro)	\$ 28,498
Metro Direct Contribution	\$ 100,000

TOTAL \$ 377,487

Travel Model Program

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

Description

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.

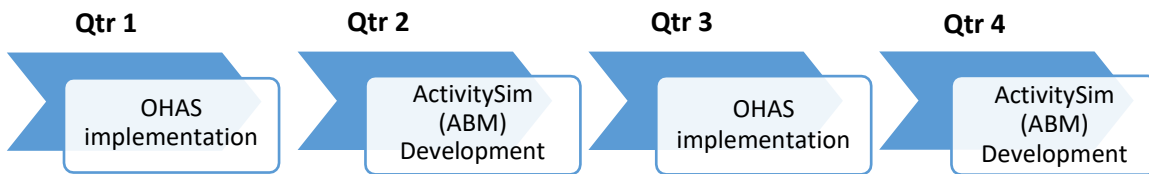
Work completed (July 2022 – June 2023):

- 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
 - Initial Calibration, Reasonableness Checking, and Region-Specific Customization
- DTA Model Development and Application in Support of Regional Pricing Studies
- Freight Model Dashboard Validation and Application
- Mobility Policy Update Metric Application
- Oregon Household Activity Survey Implementation, Spring 2023

Work to be initiated/continued/completed (July 2023– June 2024):

- Completion of Oregon Household Activity Survey, Fall 2023
- Activity-based Travel Demand Model (i.e., ActivitySim) Development
 - Initial Statewide Estimation of ActivitySim model using OHAS results
 - Porting of Statewide Estimation of ActivitySim model to Portland region
 - Further refinement of networks, land use, and other inputs to ActivitySim model

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 391,821
Materials & Services ¹	\$ 185,600
Indirect Costs	\$ 160,255

Resources:

5303	\$ 88,247
5303 Match (Metro)	\$ 10,100
Metro Direct Contribution	\$ 389,329
Local Support	\$ 250,000

TOTAL 737,676

TOTAL \$ 737,676

Oregon Household Travel and Activity Survey Program

Staff Contact: Joe Broach, joe.broach@oregonmetro.gov

Description

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 – Sep 2022)
- Phase III – Survey Implementation (Data Collection to begin Spring 2023, FY 2022-2023, and continue through Spring 2024, FY 2023-2024)

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.

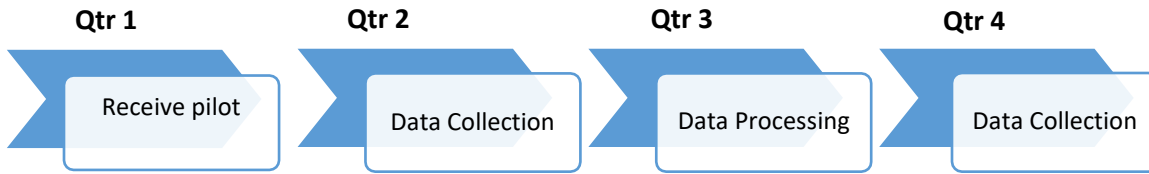
Work completed (July 2022 – June 2023):

- Procurement and contracting
- Scoping/design/testing, including equity focus groups
- Partner engagement
- Survey pilot and initial data collection

Anticipated work (July 2023 - June 2024):

- Sampling strategy adjustments based on Spring 2023 survey pilot
- Receive initial survey data
- Fall 2023 and Spring 2024 data collection

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 93,777
Indirect Costs	\$ 38,355

Resources:

5303	\$ 118,562
5303 Match (Metro)	\$ 13,570

TOTAL	132,132
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TOTAL	\$ 132,132
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Technical Assistance Program

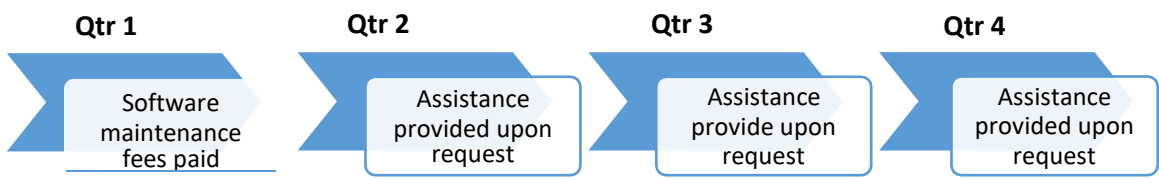
Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

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



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 44,421
Materials & Services	\$ 36,000
Indirect Costs	\$ 18,168

TOTAL \$ 98,589

Resources:

STBG	\$ 88,464
STBG Match (Metro)	\$ 10,125

TOTAL \$ 98,589



State-Led Transportation Planning of Regional Significance

ODOT – Development Review

Staff Contact: Neelam Dorman, Neelam.Dorman@ODOT.oregon.gov

Description

Oregon Department of Transportation (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



FY 2023-24 Cost and Funding Sources

Requirements: (Est.)

Personnel	\$ 450,000	Federal grant	\$ 403,785
Services			
Materials & Services	\$ 0	Local Match	\$ 46,215
TOTAL	\$ 450,000	TOTAL	\$ 450,000

ODOT – Transportation and Growth Management

Staff Contact: Neelam Dorman, Neelam.Dorman@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 annually to cities, counties and special districts within Hood River and Multnomah counties plus the urban portions of Clackamas and Washington County. Grants typically range from \$100,000 to \$300,000 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 2023-24 Cost and Funding Sources

Requirements: (Est.)

Personnel \$ 100,000

Services

Materials & Services \$ 850,000

TOTAL \$ 950,000

Resources:

Federal grant \$ 852,435

Local Match \$ 97,565

TOTAL \$ 950,000

ODOT Region 1 Active Transportation Strategy

Staff Contact: Kristen Stallman, Kristen.Stallman@odot.oregon.gov

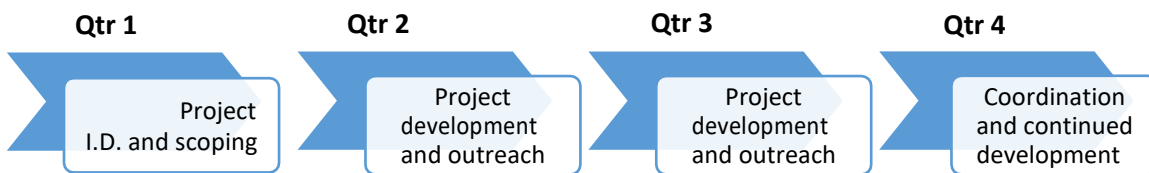
Description

Refine and update the Oregon Department of Transportation Active Transportation Needs Inventory (ATNI) enabling 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 ODOT's Blueprint for Urban Design guidance on best practices for enhancing livability on the arterial highway network.

Education and outreach efforts in coordination with ODOT Region 1 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



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel	\$ 200,000
Services	
Materials & Services	\$ 50,000
TOTAL	250,000

Resources:

Federal grant	\$ 224,325
Local Match	\$ 25,675
TOTAL	\$ 250,000

ODOT Region 1 Systems Analysis and Technical Assistance

Staff Contact: Kristen Stallman, Kristen.Stallman@odot.oregon.gov

Description

In recent years, the Oregon Department of Transportation (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.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel	\$ 187,500
Services	
Materials & Services	\$ 187,500
TOTAL	375,000

Resources:

Federal grant	\$ 336,488
Local Match	\$ 38,513
TOTAL	\$ 375,000

ODOT Region 1 Planning for Operations

Staff Contact: Kristen Stallman, Kristen.Stallman@odot.oregon.gov

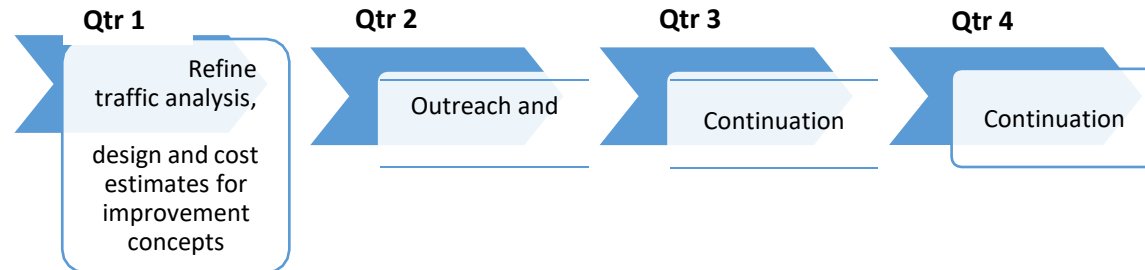
Description

The Oregon Department of Transportation (ODOT) seeks to leverage its 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.

ODOT also works to identify and prioritize investment opportunities where the Transportation System Management and Operations (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.

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, 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 2023-24 work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts.

Key Project Deliverables / Milestones



FY 2022-23 Cost and Funding Sources

Requirements:

Personnel	\$ 100,000
Services	
Materials & Services	\$ 200,000
TOTAL	\$ 300,000

Resources:

Federal grant	\$ 269,190
Local Match	\$ 30,810
TOTAL	\$ 300,000

ODOT I-5 Boone Bridge Seismic Enhancement and Interchange Improvement Project

Staff Contact: Amy Jones, Amy.Jones@ODOT.Oregon.Gov

Description

At the direction of the 2019 Oregon Legislature, the Oregon Department of Transportation (ODOT) conducted a study to determine the best approach for addressing congestion, safety and the seismic resiliency of Interstate 5 in the vicinity of the Boone Bridge. Based on the results of the study, it is recommended to proceed with the bridge replacement option to achieve the planned operational upgrades and seismic resiliency.

In 2021, the Oregon Transportation Commission allocated \$3.7M for the Planning Phase.

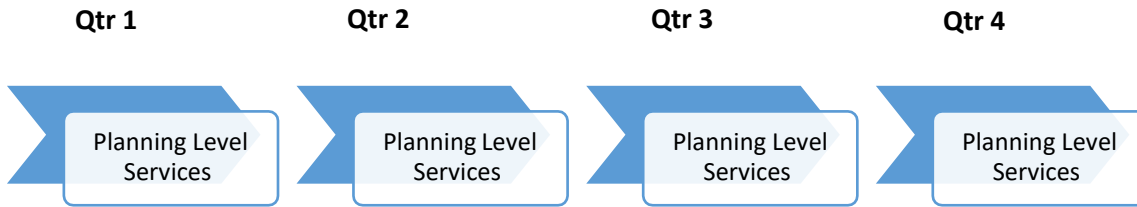
In FY 2022-23 the Boone Bridge project selected a consultant team to complete the Planning and Environmental Linkages (“PEL”) process and began coordination for this work. The PEL phase will be completed before conducting the National Environmental Policy Act (NEPA) process.

In FY 2023-24, the project will continue the PEL process, which will include conceptual design, public involvement, transportation planning and analysis (i.e. travel patterns, demand), traffic engineering analysis, land use analysis and other related consulting and technical advising services. The PEL process for Boone Bridge will be focused on planning-level analysis and coordination that will lead into NEPA. Further analysis will be completed to refine project costs, advance project design, determine bicycle, pedestrian, and public transportation access, conduct stakeholder engagement, develop and integrate an equity framework, evaluate land use impacts, coordinate with Regional Mobility Pricing Project analysis, determine the NEPA class of action, and prepare the purpose and need statement. This phase of the work is anticipated to be completed in FY 2024-2025. ODOT staff will consult with regional partners throughout this phase on travel demand and land use.

The next phase of work and associated costs will be outlined in the FY 2024-2025 UPWP.

Additional details for the project including previous studies can be found on the project website: [Oregon Department of Transportation : Project-Details : Projects : State of Oregon](#)

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 2,000,000
Materials & Services	\$ 1,700,000
TOTAL	\$ 3,700,000

Resources:

Federal grant	\$ 2,960,000
Local Match	\$ 740,000
TOTAL	\$ 3,700,000

Clackamas Connections Integrated Corridor Management

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

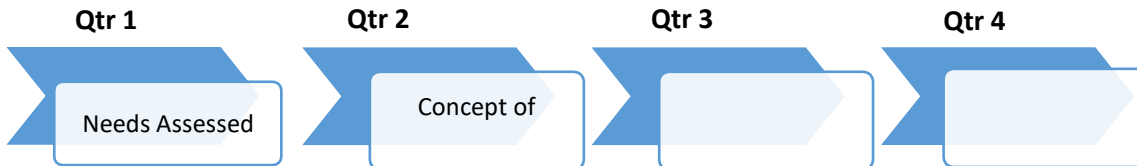
Description

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 will begin during the second quarter of FY 2022-23 and will extend to the 2nd quarter of FY 2023-24. 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 and others.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel	\$ 70,000
Services	
Materials & Services	\$ 150,891
TOTAL	\$ 220,891

Resources:

Federal grant	\$ 200,000
Local Match	\$ 22,891
TOTAL	\$ 220,891

Westside Multimodal Improvements Study

Staff Contact: Stephanie Millar, Stephanie.l.millar@odot.oregon.gov

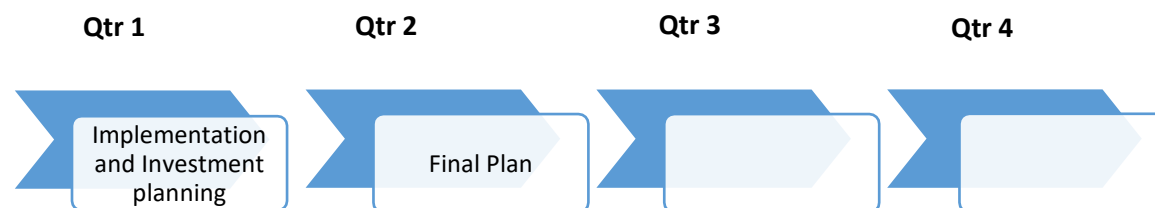
Description

The Oregon Department of Transportation (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 study area is centered on the US 26 (Sunset Highway) from Hillsboro through the Vista Ridge Tunnel where it intersects with the I-405 loop accessing I-5, and I-84. The solutions being evaluated may extend beyond these boundaries. 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 Study began in Fall 2021 and is estimated to be completed by the end of 2023.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:		Resources:	
Personnel	\$ 200,000	Federal grant	\$ 451,3115
Services			
Materials & Services	\$ 300000	Local Match	\$ 48,685
TOTAL	500,000	TOTAL	\$ 500,000



Locally Led Transportation Planning of Regional Significance

Clackamas County Sunrise Gateway Corridor Community Visioning Project

Staff Contact: Jamie Stasny, jstasny@clackamas.us

Description

The Sunrise Gateway Corridor Community Visioning Project is a collaborative project intending to partner with community and other regional partners to define a plan for this corridor to thrive. We intend to create a clear, community-supported vision and recommended actions for land use, housing, community health, the transportation system and other infrastructure in the area. It will inform future infrastructure, health and economic investments needed within the project area and needed to support the broader urban, unincorporated Clackamas County area. The final product will analyze health impacts, economic opportunities, and other infrastructure, and take into consideration the current and projected future impacts of climate change and climate actions. This effort is also intended to help build relationships with community and to improve engagement approaches for future projects.

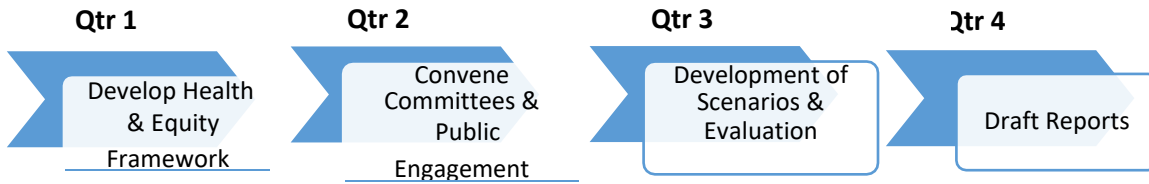
In FY 2022-23 the visioning project:

- Developed a clear scope with partners
- Completed and published the RFP
- Held a pre-bid conference

In FY 2023-24, the project will develop the health & equity framework form, convene the Technical Advisory Committee & Steering Committee, be actively collaborating and engaging with the community, develop the vision and evaluation criteria & be working toward preferred alternative selection, develop economic competitiveness report, develop anti-displacement strategy and draft the final report and recommendations. This project will support transportation planning and comprehensive plan work underway in both Happy Valley and Clackamas County.

This 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. 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



FY 2023-2024 Cost and Funding Sources Note: Funding listed in this narrative is draft, and subject to change.

Requirements:

Personnel	\$ 200,000
Services	
Materials & Services ¹	\$ 2,800,000
TOTAL	\$ 3,000,000

Resources:

Federal grant	\$ 2,800,000
Local Match	\$ 200,000
TOTAL	\$ 3,000,000

¹The budgeted amount for Materials & Services includes potential costs for consultant activities.

TriMet Comprehensive Service Planning

Staff Contact: Kate Lyman, lymank@trimet.org

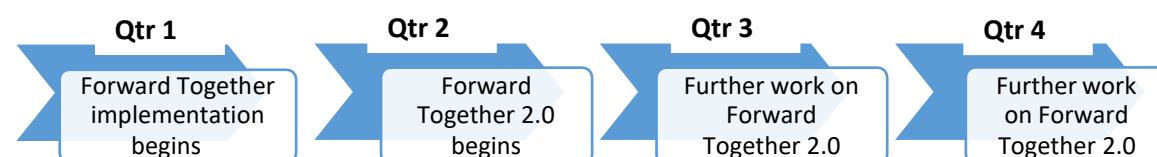
Description

In FY23-24, TriMet will continue its medium-term and long-term service planning efforts. In FY22, TriMet began a Comprehensive Service Analysis – Forward Together – a 9-month project to recommend near-term changes to address the changing transit needs of our region as a result of the pandemic. These plans were communicated with the public in fall 2022 with the intention to begin implementation in fall 2023.

During FY23-24, TriMet will use funds received through the Federal Transit Administration’s Route Planning Restoration Grant to continue planning for the implementation of the full Forward Together concept, the pace of which will be dependent on fleet and labor force availability. This work will also inform TriMet’s future fleet planning needs. Immediately following, TriMet will begin development of a longer-range plan for service upgrades for both bus and MAX light rail beyond the Forward Together timeline, referred to as Forward Together 2.0. This long-range plan will incorporate stakeholder interests in additional TriMet service and will include a financial analysis to determine resources needed to allow implementation of those services. Forward Together 2.0 is not expected to be complete until FY25-26.

Key Project Deliverables / Milestones

The service planning work will result in updated long-range transit service plans 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.



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services \$ 200,000

Materials & Services¹ \$ 341,045

TOTAL \$ 541,045

Resources:

Federal grant \$ 541,045

STIF dollars \$

TOTAL \$ 541,045

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

TriMet Eastside Park & Ride Transit Oriented Development (TOD) Planning

Staff Contact: Guy Benn, benng@trimet.org

Description

Through a Federal Transit Administration (FTA) PILOT grant, this planning work will promote the activation of two under-utilized park & ride facilities located on MAX Blue light rail line at Burnside Street and 122nd Ave, and Burnside and 181st Ave. This transit-oriented development (TOD) planning work will leverage other capacity-enhancing investments in TriMet's MAX system by clarifying the appropriate types, densities, and forms of development at each location and 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.

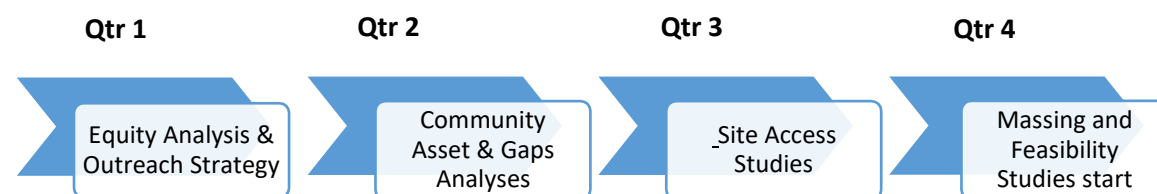
Work commenced in Spring 2023 on receipt of grant funding with contract procurement and scope clarification through vendor contract negotiations. Work in FY2023-24 will include the following tasks: Equity Analysis and Outreach Strategy; Site Access Studies; Community Assets and Gaps Analyses; Site Master Plan & Massing Studies; Feasibility Assessments; and Joint Development Strategic Plans. This work is anticipated to extend into FY2024-25.

To deliver contextual and relevant conclusions, the project references past and current planning work relevant to each park & ride area. This includes the East Portland Action Plan, Rockwood-West Gresham Renewal Plan, Metro's 2040 Growth and TOD plans, and so on. By promoting equitable transit-oriented development, the Eastside Park & Ride TOD Planning project aligns with Metro's 2018 RTP policy guidance on equity, safety, climate, and congestion.

Project materials will be publicly available when finalized, with conclusions from the planning work published on TriMet's website. In the interim, further information on all the above is available from the project manager.

Key Project Deliverables / Milestones

This TOD planning work will provide site masterplans that promote equitable development capable of bringing housing, economic, community and environmental benefits to each site. The work will further increase transparency in TriMet's TOD program, helping attract investment into these areas.



FY 2023-24 Unified Planning Work Program

FY 2023-24 Cost and Funding Sources

Requirements:		Resources:	
Personnel	\$ 153,034	Federal grant	\$ 450,000
Services			
Materials & Services ¹	\$ 450,000	Local Match	\$ 153,034
TOTAL	\$ 603,034	TOTAL	\$ 603,034

¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

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

In FY 2022-23 the Montgomery Park to Hollywood project:

- Completed an Equitable Development Report
- Completed a Transportation Analysis Plan
- Will introduce land use changes to the Portland Planning & Sustainability Commission

In FY 2023-24, the City of Portland will be negotiating Community Benefit Agreements and zone change proposals for eventual consideration by the Portland City Council.

This program is ongoing.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Materials & Services \$ 20,000

Resources:

Montgomery Park / Hollywood Transit (FTA Grant) \$ 20,000

TOTAL \$ 20,000

TOTAL \$ 20,000

Hillsboro Oak and Baseline Adams Avenue – SE 10th Avenue

Staff Contact: Karla Antonini, karla.antonini@hillsboro-oregon.gov

Description

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

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 unsignalized 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 10th 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 introduced the public to the project and allowed input.

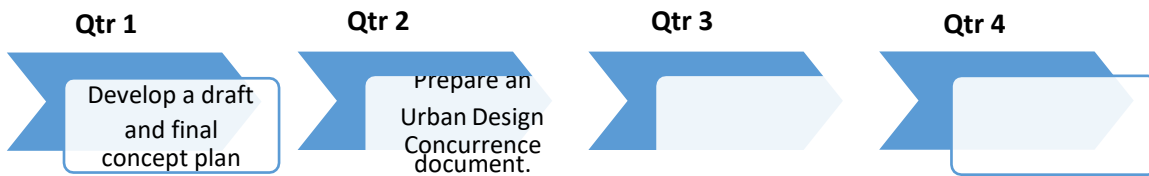
In April of 2022 city staff requested an amendment to the scope of work to do the following:

- require some products to be developed in CAD;
- modification of public workshops for review and input from the Planning Advisory Committee and the Technical Advisory Committee;
- Add a fourth planning concept. This increases the number of planning concepts from 3 to 4.

The city is paying for the amendment.

The consultant team is currently working on developing four 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. The projected completion date is November 2023.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services	\$ 0
Materials & Services ¹	\$ 80,000.00

Resources:

Federal grant	\$ 50,000.00
Local Match	\$ 10,000.00
Amendment (city funded)	20,000.00*

TOTAL \$ 80,000.00

TOTAL \$ 80,000.00

¹The budgeted amount for Materials & Services includes potential costs for consultant activities.

*The city will be funding the amendment fully for \$159,345.76. In FY 23-24 we estimate we will spend \$20,000.00 of that.

Council Creek Regional Trail

Staff Contact: Julie Sosnovske, Washington County, julie_sosnovske@washingtoncountyor.gov

Description

The Council Creek Regional Trail (CCRT) project will develop a safer, car-free transportation alternative to Tualatin Valley Highway (TV Highway/OR 8). The project is being developed with regional partners including Washington County, the cities of Hillsboro, Cornelius and Forest Grove as well as Metro, TriMet, ODOT and Clean Water Services. The future trail will link the Hillsboro Hatfield Government Station Max stop (end of the line) with downtown Forest Grove, through the city of Cornelius and will become part of a greater network of trails planned from the Portland metropolitan region to the Oregon Coast.

The current project will build on the 2015 Council Creek Regional Trail Master Plan, identifying a project footprint and taking design plans to 30 percent. This includes preliminary design of a preferred trail cross-section, identifying environmental and right of way impacts, trailhead locations, surface design concept, lighting options, intersection design, landscaping, way finding and signage. It will also develop a corridor delivery and implementation strategy including permitting, construction, ownership and maintenance. The preliminary design phase is expected to be complete by the end of 2023. At that time, it will quickly move into final design since a federal RAISE (Rebuilding American Infrastructure for Sustainability and Equity) grant has been awarded for final design and project construction.

The communities in the project area have a higher percentage of BIPOC (Black, Indigenous, and People of Color), higher limited English proficiency (LEP) rate, and lower household income than Washington County and the Portland Metro Region as a whole. The community engagement plan has been informed by this demographic information.

In FY 2022-23 the Council Creek Regional Trail project team:

- Developed a vision statement, project goals and design objectives for the trail
- Conducted alternatives analysis and selected a preferred alignment for the trail within the right-of-way
- Began to develop options for trail cross-sections

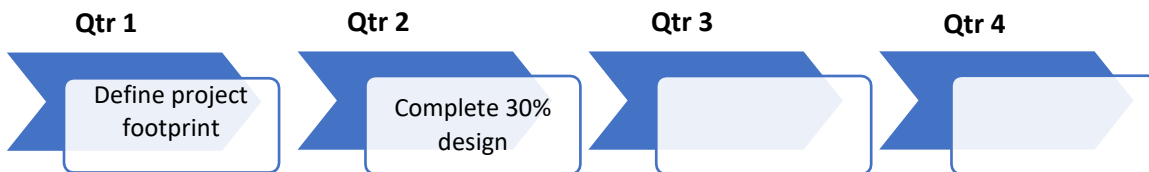
In FY 2023-24 the Council Creek Regional Trail project will complete 30 percent design for the trail, including a project footprint and determination of key project needs such as whether a new bridge over Dairy Creek will be required or the existing bridge will be rehabilitated. In coordination with project partners, an implementation and management plan will be developed.

The CCRT project will meet all of Metro's 2018 RTP policy guidance, including Equity, Safety, Climate and Congestion goals by providing safer transportation access for non-motorized modes on a separated pathway instead of on TV Highway.

The preliminary design phase of the CCRT project is expected to be complete by the end of 2023. The project will quickly advance to the next phase, final design, in 2024. Please see

<https://www.washingtoncountyor.gov/lut/planning/council-creek-regional-trail> or contact Washington County staff for more information about the project.

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:

Personnel Services \$ 1,354,950

Materials & Services \$ 154,050

TOTAL \$ 1,500,000

Resources:

Federal grant \$ 1,345,950

Local Match \$ 154,050

TOTAL \$ 1,500,000

Interstate 5 Rose Quarter Reconnecting Communities grant

Staff Contact: Mauricio Leclerc, Mauricio.Leclerc@portlandoregon.gov

Description

The Interstate 5 Rose Quarter Improvement Project (ISRQ) makes improvements to Interstate 5 and surrounding surface streets in the Rose Quarter. The original construction of I-5 in the 1950s and 60s divided the Albina neighborhood, which was then the heart of Portland's Black community, and the project aims to reconnect the neighborhood by building highway covers that create new development opportunities and street connections.

The ISRQ Reconnecting Communities grant project will develop a plan to ensure that the new land created by the broader ISRQ project helps to restore justice and wealth to Black residents who were displaced from Albina in a way that also meets current community needs and aligns with the scope and timeline of ISRQ. This grant-funded project will support community engagement and the creation of a new framework to identify the development and governance structures needed to evaluate how the new land created by the highway cover can best integrate with the surrounding Rose Quarter/Lower Albina neighborhood. Portland Bureau of Transportation will partner other City of Portland bureaus and with Albina Vision trust to engage residents and current stakeholder group To create this planning framework.

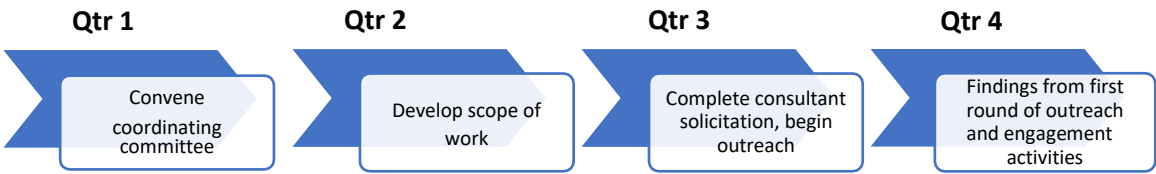
This is a new planning project; the grant to fund the project was announced in early 2023. The ISRQ Reconnecting Communities grant project is consistent with the Regional Transportation Plan (RTP), which includes the broader RQIP; the 2040 Vision, which calls for the continued development of Rose Quarter and the surrounding area into a regional center; and with prior area planning completed by the City of Portland, including the North/Northeast Quadrant Plan and Central City Plan. The project is separate and complementary to the ISRQ, which is an ODOT-led project included in the RTP.

In FY 2023-24, the project will:

- Convene a coordinating committee that includes representatives of City bureaus, Albina Vision Trust, and partner agency staff to guide the project.
- Draft a detailed work plan for the grant project, including deliverables, timeline, and responsible parties.
- Engage consultant services to support project implementation.
- Begin outreach and engagement with project stakeholders and community members, consistent with adopted City plans and the Albina Vision Trust Community Framework.
- Confirm / refine project area vision and implementation actions that form the basis for a community framework agreement.

FY 2023-24 Unified Planning Work Program

Key Project Deliverables / Milestones



FY 2023-24 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 350,000	Federal grant	\$ 400,000
Materials & Services	\$ 150,000	Local Match	\$ 100,000
TOTAL	\$ 500,000	TOTAL	\$ 500,000



Appendices

METRO

METRO		Requirements	Resources										
		Total Direct and Indirect Costs	PL	PL Match (ODOT)	5303	5303 Match (Metro)	STBG	STBG Match (Metro/ODOT)	FTA, FHWA, ODOT Grants	FTA, FHWA, ODOT Grants Match (Metro)	Metro Direct Contribution	Local Support	Total
Metro led Regionwide Planning													
1	Transportation Planning	\$ 810,468	\$ 426,832	\$ 48,853	\$ 176,838	\$ 20,240	\$ 123,563	\$ 14,142					\$ 810,468
2	Climate Smart Implementation	\$ 364,200					\$ 45,942	\$ 5,258			\$ 313,000		\$ 364,200
3	Regional Transportation Plan Update (2023)	\$ 1,583,649	\$ 570,951	\$ 65,348	\$ 308,621	\$ 35,323	\$ 446,951	\$ 51,156			\$ 105,300		\$ 1,583,649
4	Metropolitan Transportation Improvement Program	\$ 1,332,366	\$ 1,105,802	\$ 126,564							\$ 100,000		\$ 1,332,366
5	Air Quality Program	\$ 25,038					\$ 22,467	\$ 2,571					\$ 25,038
6	Regional Transit Program	\$ 270,414					\$ 242,642	\$ 27,772					\$ 270,414
7	Regional Freight Program	\$ 315,406			\$ 69,721	\$ 7,980	\$ 177,401	\$ 20,304	\$ 40,000				\$ 315,406
8	Complete Streets Program	\$ 79,863	\$ 79,863										\$ 79,863
9	Regional Travel Options	\$ 4,695,969											\$ 4,695,969
10	Safe Routes to School Program	\$ 553,150							\$ 4,547,858	\$ 148,111			\$ 4,695,969
11	Transportation System Management & Operations - Regional Mobility Program	\$ 251,589							\$ 530,643	\$ 22,507			\$ 553,150
							\$ 225,751	\$ 25,838					\$ 251,589
12	TSMO Program Plus	\$ 180,038											\$ 180,038
13	Better Bus Program	\$ 2,579,395							\$ 161,548	\$ 18,490			\$ 180,038
14	Connecting First and Last Mile: Accessing Mobility through Transit Study	\$ 256,000									\$ 2,579,395		\$ 2,579,395
15	Safe Streets and Roads for All (SS4A)	\$ 679,022									\$ 256,000		\$ 256,000
16	Economic Value Atlas	\$ 42,622							\$ 613,218	\$ 65,804			\$ 679,022
17	Regional Emergency Transportation Routes	\$ 69,661					\$ 38,245	\$ 4,377					\$ 42,622
							\$ 62,507	\$ 7,154					\$ 69,661
Metro led Regionwide Planning Total:		\$ 14,088,851	\$ 2,183,448	\$ 240,765	\$ 555,180	\$ 63,543	\$ 1,385,468	\$ 158,573	\$ 5,893,267	\$ 254,912	\$ 3,353,695	\$ -	\$ 14,088,850
Metro led Corridor / Area Planning													
1	Investment Areas (Corridor Refinement and Project Development)	\$ 635,293					\$ 383,519	\$ 43,896			\$ 207,878		\$ 635,293
2	Southwest Corridor Transit Project	\$ 792,482							\$ 630,000	\$ 157,500	4,982		\$ 792,482
3	Columbia Connects	\$ 81,033					\$ 72,711	\$ 8,322					\$ 81,033
4	TV Highway Transit and Development Project	\$ 799,445							\$ 342,761		\$ 216,684	\$ 240,000	\$ 799,445
5	82nd Ave Transit Project	\$ 1,256,280					\$ 312,972	\$ 35,821			\$ 707,487	\$ 200,000	\$ 1,256,280
Metro led Corridor / Area Planning Total:		\$ 3,564,533	\$ -	\$ -	\$ -	\$ -	\$ 769,202	\$ 88,039	\$ 972,761	\$ 157,500	\$ 1,137,031	\$ 440,000	\$ 3,564,533
Metro Administration & Support													
1	MPO Management and Services	\$ 493,890	\$ 420,701	\$ 48,151							\$ 25,038		\$ 493,890
2	Data Management and Visualization	\$ 2,136,543			\$ 341,177	\$ 39,049	\$ 201,893	\$ 23,108			\$ 1,531,317		\$ 2,136,543
3	Land Use and Socio-Economic Modeling Program	\$ 377,487			\$ 248,989	\$ 28,498					\$ 100,000		\$ 377,487
4	Travel Model Program	\$ 737,676			\$ 88,247	\$ 10,100					\$ 389,329	\$ 250,000	\$ 737,676
5	Oregon Household Travel and Activity Survey Program	\$ 132,132			\$ 118,562	\$ 13,570							\$ 132,132
6	Technical Assistance Program	\$ 98,589					\$ 88,464	\$ 10,125					\$ 98,589
Metro Administration & Support Total:		\$ 3,976,317	\$ 420,701	\$ 48,151	\$ 796,975	\$ 91,217	\$ 290,357	\$ 33,233	\$ -	\$ -	\$ 2,045,684	\$ 250,000	\$ 3,976,317
Locally led Planning of Regional Significance													
1	City of Portland Transit and Equitable Development Assessment	\$ 20,000							\$ 20,000				\$ 20,000
Locally led Planning of Regional Significance Total:		\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ 20,000
GRAND TOTAL		\$ 21,649,700	\$ 2,604,149	\$ 288,916	\$ 1,352,155	\$ 154,760	\$ 2,445,027	\$ 279,844	\$ 6,886,028	\$ 412,412	\$ 6,536,409	\$ 690,000	\$ 21,649,700

As of 4/26/23

*Please refer to the Overview section of the UPWP for a Glossary of Resource Funding Types.

2023 Metro Transportation Management Area (TMA) Certification Review Table

Corrective Actions, Recommendations & Proposed Actions

Topic Area	Corrective Action / Recommendation	Proposed Action
1. Metropolitan Transportation Plan (MTP)	<p>Corrective Action 1: By December 23, 2023, 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"> • Document revenue and cost estimates in YOE dollars • In revenue estimation, develop one consistent process for all agencies and separate out ODOT revenues from Federal funding • Define operations and maintenance for highway and transit to use in MTP and TIP financial planning processes. 	<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&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 provide 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&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&P activities on the NHS.</p>
	<p>Recommendation 1: 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&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
	(e.g., roadways, public transit, bike and pedestrian) to provide more specific detail describing how available revenues can meet projected costs overtime.	<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 modes, it may be difficult to attribute costs and apportionment of revenues to singular modal categories.</p>
	Recommendation 2: Metro should develop a single definition for a regionally significance project and use it consistently throughout all documents and processes.	Metro expects to establish a comprehensive definition for the term “regionally significant” as part of the 2023 RTP update.
	Recommendation 3: Metro should look at MTPs of peer MPOs and consider changes to provide a more user-friendly and accessible MTP format.	<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.
	Recommendation 4: 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.
2. Transportation Improvement Program	Recommendation 5: Metro should include a breakdown of each federal funding source by amount and by year within the main document of the MTIP.	Metro staff will look to extract from the programming tables and the more detailed appendices of revenue and programming information, a user-friendly table of each federal funding source by amount and year within the main document of the 2024-27 MTIP.
	Recommendation 6: 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 prioritized investments and programming address their ADA Transition Plans. Additionally, the MTIP will document how the allocation of U-STBG, TAP and CMAQ funds accounted for ADA Transition Plans.
3. Congestion Management Process	Recommendation 7: Metro should continue to address the following portions of their congestion management process (CMP): <ul style="list-style-type: none"> 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; 	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"> • 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. • Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. 	<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>
4. Consultation	<p>Corrective Action 2: By June 30, 2022, 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 has created a more formal process for consultation for consulting with other governments and agencies and has incorporated it into the 2023 RTP work plan and 2023 MTIP project plan. MPO staff will extract those elements into a separate consultation document by December 31, 2023 and include additional learnings from the RTP and MTIP processes.</p>
5. Public Participation	<p>Corrective Action 3: By June 30, 2023 Metro must update the PPP to meet all requirements of 23 CFR 450.316, including:</p> <ul style="list-style-type: none"> • Simplifying the PPP document through summaries, visualization, and other techniques to make the document 	<p>Metro is in the process of updating the agencies Public Engagement Guide, with the completion goal of meeting the PPP components by June 30, 2023. The current PPP, titled “Get involved in Transportation Planning”, will be incorporated into the Public Engagement Guide and 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"> • Explicit procedures for outreach to be conducted at the identified key decision points. • Specific outreach strategies to engage traditionally underserved populations. • Criteria or process to evaluate the effectiveness of outreach processes. • A minimum public comment period of 45 calendar days shall be provided before the revised participation plan is adopted by the MPO. 	<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>Recommendation 8: 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 portion” of the Public Engagement Guide and include that as secondary content (appendices and attachments) in the updated Public Engagement Guide, which will serve as the PPP. This Public Engagement Guide update was launched as a process but was cut short in March 2020 due to impacts from the COVID-19 pandemic. The process has resumed in 2023.</p>
	<p>Recommendation 9: 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>Recommendation 10: 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 was expected in early 2023 but has been delayed to 2025 due to COVID pandemic-related budget and staffing issues.</p>

Topic Area	Corrective Action / Recommendation	Proposed Action
6. Civil Rights (Title VI, EJ, LEP, ADA)	<p>Corrective Action 4: By December 31, 2022, 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.</p>	<p>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 was expected to be completed by December 31, 2022 but Metro asked for and was granted an extension from FHWA for completion December 31, 2023.</p>
	<p>Recommendation 11: 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.</p>	<p>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. The current site has been updated to include an “Access” category prominently displayed in the bottom “wrap” (information that transfers across all web pages). This Access category includes plain language categories of “Know your rights” and “Accessibility at Metro,” both of the pages for which include the ADA Notice, requirements and ADA Coordinator contact information.</p>

	<p>Recommendation 12: It is recommended Metro work with ODOT’s Title VI staff to:</p> <ul style="list-style-type: none"> • Clarify compliance reporting procedures and timelines; • Ensure that USDOT Standard Assurances associated with FHWA financial assistance are signed and incorporated into Metro’s Title VI Plan; • Confirm ODOT’s expectations related to collection and analysis of Title VI data; • Revise its Title VI complaint procedures to include FHWA’s guidance on processing Title VI complaints; • Remove age and disability from the Title VI Plan, complaint procedures, and any other associated documents and ensure only appropriate groups are included. 	<p>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.</p> <p>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 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: https://www.transportation.gov/civil-rights/complaint-resolution/complaint-process.</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>
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Topic Area	Corrective Action / Recommendation	Proposed Action
	<p>Recommendation 13: 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>7. Transit Representation on MPO Board</p>	<p>Recommendation 14: 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 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>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 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>

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)	RESOLUTION NO. 23-5317
FISCAL YEAR 2023-24 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 describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area for the Fiscal Year (FY) 2023-24; and

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

WHEREAS, the FY 2023-24 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, Metro Council approval of the FY 2023-24 UPWP is required to receive federal transportation planning funds; and

WHEREAS, the FY 2023-24 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 2023-24 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, on April 7, 2023, TPAC recommended approval of the FY 2023-24 UPWP and forwarded their recommended action to JPACT; and

WHEREAS, on May 18, 2023, JPACT recommended approval of the FY 2023-24 UPWP; and

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:

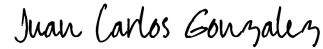
1. The Metro Council adopts JPACT's May 18, 2023 recommendation to adopt the FY 2023-24 UPWP.
2. The Metro Council finds that the FY 2023-24 UPWP is consistent with the continuing, cooperative, and comprehensive planning process.
3. The Metro Council authorizes Metro's Chief Operating Officer to apply for, accept, and execute grants and agreements specified in the UPWP and to 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 18th day of May 2023.



Lynn Peterson, Council President



Juan Carlos Gonzalez, Chair of JPACT

Approved as to Form:



Carrie MacLaren, Metro Attorney

Southwest Washington Regional Transportation Council

**Unified Planning Work Program
for
Fiscal Year 2024**

July 1, 2023 to June 30, 2024

ADOPTED

May 2, 2023

**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 2024

July 1, 2023 to June 30, 2024

ADOPTED

May 2, 2023

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.

**Southwest Washington Regional Transportation Council
1300 Franklin Street
Vancouver WA 98660**

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Fax: 564-397-6132

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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

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





RESOLUTION 05-23-10

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director 
DATE: April 25, 2023
SUBJECT: **FY 2024 Unified Planning Work Program**

AT A GLANCE - ACTION

To adopt RTC's Fiscal Year 2024 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 2024 UPWP covers a one-year period from July 1, 2023 to June 30, 2024. The UPWP is consistent with RTC's calendar year 2023 Work Plan and Budget adopted by the RTC Board of Directors in December 2022 (RTC Board Resolution 12-22-32). 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 2024 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 xv). A Revenue Summary table is provided on page 53 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 xv of RTC's FY 2024 UPWP. Federal emphasis areas were updated significantly for FY 2023 as outlined in a December 30, 2021 FHWA/FTA letter and these emphasis areas remain the same for the FY 2024 UPWP. In addition to continuing emphasis on the performance-based planning requirements, the PEAs include the issues listed below that 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 2024 UPWP. This includes addressing the federal transportation planning factors outlined on page xii of RTC's FY 2024 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 4, 2023 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 2023-2024 UPWP is made available for the RTC Board's review (see pages 70-195 of Metro's April 20 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 6 at Metro and March 20 at RTC. Public notice of the draft FY 2024 UPWP has been published on the RTC's website.

The RTC's Regional Transportation Advisory Committee (RTAC) reviewed the proposed FY 2024 UPWP at its April 21 meeting and recommended adoption by the RTC Board of Directors.

BUDGET IMPLICATION

Yes. The FY 2024 UPWP budget is consistent with and extends from RTC's 2023 Work Plan and Budget adopted by the RTC Board of Directors in December 2022. Federal, state, special study contract, and member assessment revenue sources assumed in the FY 2024 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 53 of the FY 2024 UPWP document. The Revenue Summary table provides a programmatic accounting of *total and estimated* program funding by work element. All, some, or none of the work element funding may be expended in FY 2024, due to project need or scheduling adjustments (which occur upon partner engagement and mutual agreement). Should the projected work element schedules and funding allocations change significantly during the FY 2024 UPWP, the Work Program will be amended accordingly.

ASSOCIATED ACTIONS

Adoption of the FY 2024 Unified Planning Work Program authorizes the Executive Director to file applications for and accept state and federal grant funds, to execute grant agreements, and to file certifications, assurances and required documentation relating to grant funding and implementation of the FY 2024 UPWP.

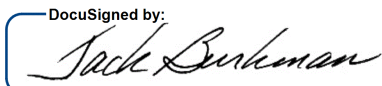
ACTION REQUESTED


Adoption of Resolution 05-23-10 to approve the Unified Planning Work Program for Fiscal Year 2024.

ADOPTED this 2nd day of May 2023, by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

ATTEST:

DocuSigned by:

B40ED9AF864A492...
~~Gary Medvgy~~ Jack Burkman
~~Chair of the Board~~ Vice-Chair of the Board

DocuSigned by:

1093CF97B6334F4...
Matt Ransom
Executive Director

Attachments:

- RTC's FY 2024 UPWP
- Metro's Draft FY 2023-2024 UPWP available for review as part of the April 20, 2023 JPACT meeting packet (pages 70-195 of the meeting packet)

FY 2024 UPWP for Clark County: Contents

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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 2024 UPWP: INTRODUCTION

UPWP PURPOSE

The Unified Planning Work Program is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The financial year 2024 (FY 2024) UPWP runs from July 1, 2023 through June 30, 2024. 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.

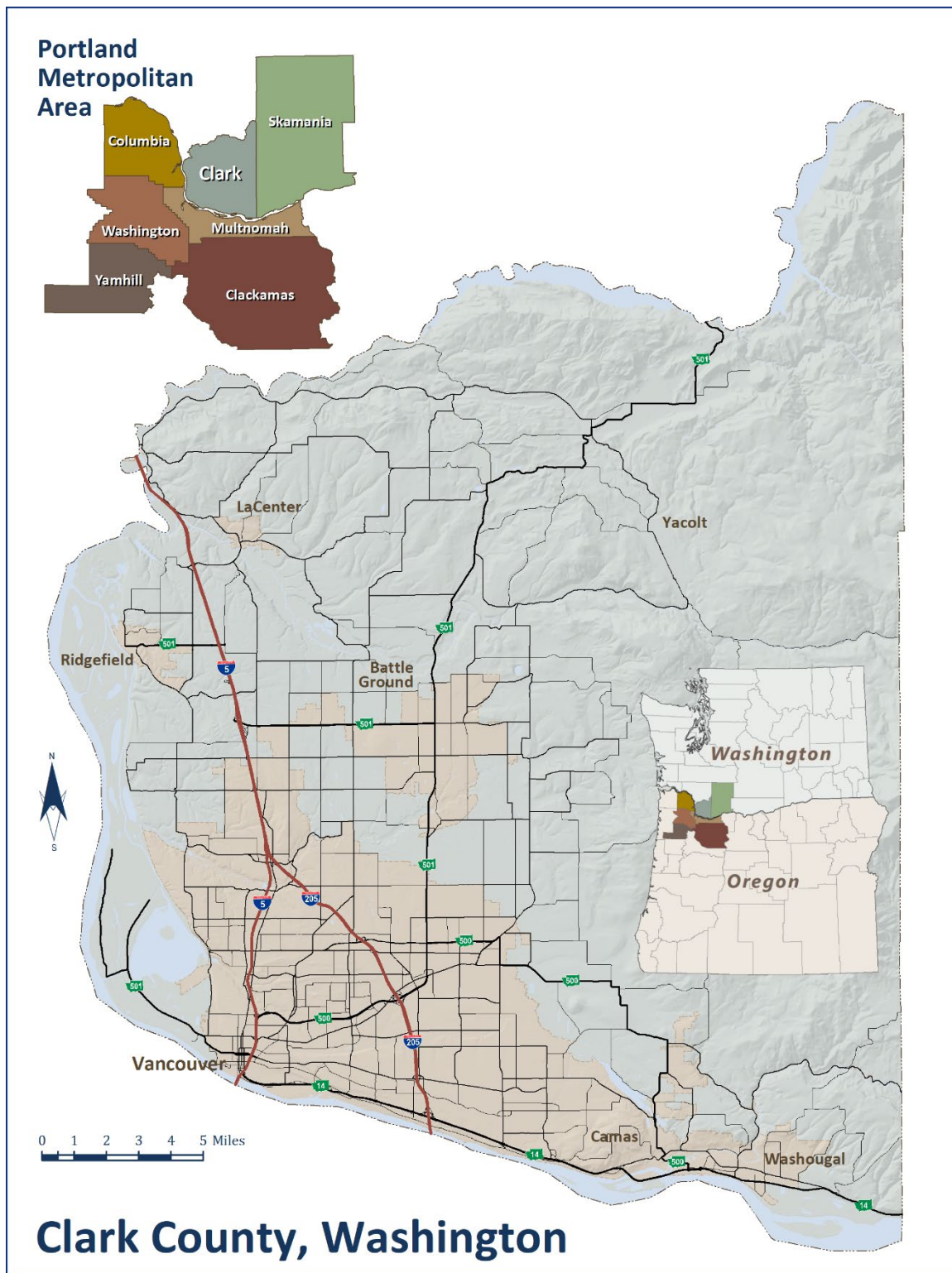


Figure 1: RTC, Metropolitan Planning Organization (MPO)
 The Metropolitan Planning Area (MPA)/MPO region includes the whole of Clark County



**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.

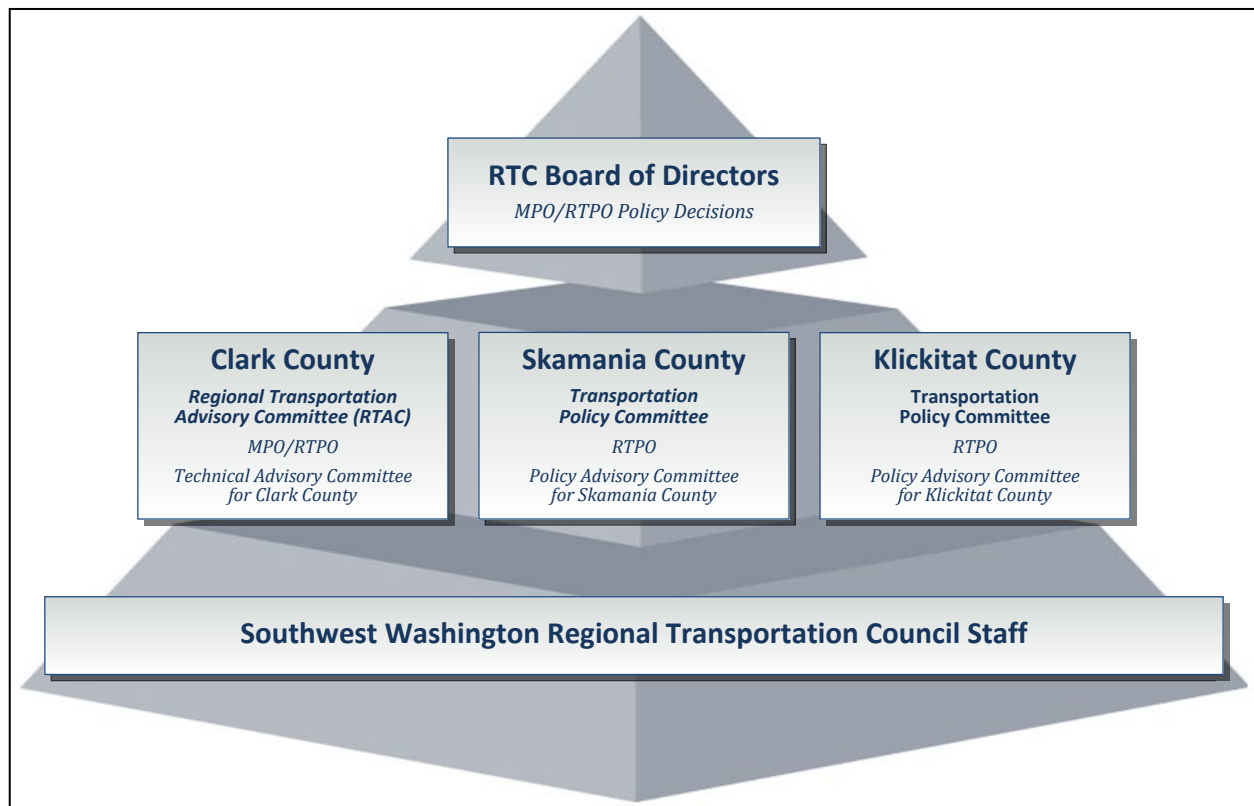
RTC is also the Washington State-designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat (Figure 2, map). RTPO requirements are specified in RCW47.80.010 through RCW47.80.070 and WAC 468-86.

RTC's three-county population of Clark, Klickitat and Skamania is estimated to be 555,950 in 2022 with Clark County having the largest population of 520,900. 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 2021 population of 2,511,612.

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 2023

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 th District
City of Goldendale	
C-TRAN	
Washington State Department of Transportation	

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: BOARD OF DIRECTORS**RTC Board of Directors 2023**

Jurisdiction/Agency	Represented By:
City of Vancouver	Mayor Anne McEnerny-Ogle Council Member Erik Paulson
Clark County	Council Chair Karen Dill Bowerman Councilor Michelle Belkot Councilor Gary Medvigy (RTC 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 Ron Onslow (Ridgefield)
Skamania County: Skamania County City of North Bonneville City of Stevenson Port of Skamania County	Commissioner Asa Leckie, Skamania County
Klickitat County: Klickitat County City of Bingen City of Goldendale City of White Salmon Port of Klickitat	Commissioner Lori Zoller, Klickitat County
C-TRAN	Shawn Donaghy, CEO
WSDOT	Carley Francis, Southwest Regional Administrator
Ports: Port of Vancouver Port of Camas-Washougal Port of Ridgefield	Commissioner Jack Burkman, Port of Vancouver (RTC Vice-Chair)
Cowlitz Indian Tribe	Whitney Mosback, Tribal Delegate
ODOT	Rian Windsheimer, Region One Manager
Metro	Councilor Juan Carlos Gonzalez, Metro
Ex-officio, non-voting RTC Board Members:	
14 th District	Senator Curtis King Representative Chris Corry Representative Gina Mosbrucker

RTC Board of Directors 2023

Jurisdiction/Agency	Represented By:
17 th District	Senator Lynda Wilson Representative Paul Harris Representative Kevin Waters
18 th District	Senator Ann Rivers Representative Greg Cheney Representative Stephanie McClintock
20 th District	Senator John Braun Representative Peter Abbarno Representative Ed Orcutt
49 th District	Senator Annette Cleveland Representative Monica Jurado Stonier Representative Sharon Wylie

Regional Transportation Advisory Committee (RTAC) Members

Jurisdiction/Agency	Represented By:
Regional Transportation Council	Matt Ransom [Chair]
Clark County (Transportation Planning)	Gary Albrecht
Clark County, Public Works	Christopher Carle
City of Vancouver, Public Works	Chris Malone
City of Vancouver, Planning	Kate Drennan
C-TRAN	Taylor Eidt
WSDOT	Laurie Lebowsky-Young
City of Camas	Jim Carothers
City of Washougal	Scott Collins
City of Battle Ground	Ryan Jeynes
City of Ridgefield	Chuck Green
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	Gerina Hatch (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-Young, SW Region Planning Manager

C. KLINKITAT 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.

KLINKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

Jurisdiction/Agency	Representative
Klickitat County	Commissioner Lori Zoller
City of White Salmon	Ross Lambert, Public Works
City of Bingen	David Spratt, Public Works Superintendent
City of Goldendale	Vacant, Public Works Director
Port of Klickitat	James Herman, Port Commissioner
WSDOT, Southwest Region	Laurie Lebowsky-Young, 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; 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, with the scope to review 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. The committee may be convened by RTC or JPACT and meets on an as needed basis.

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.

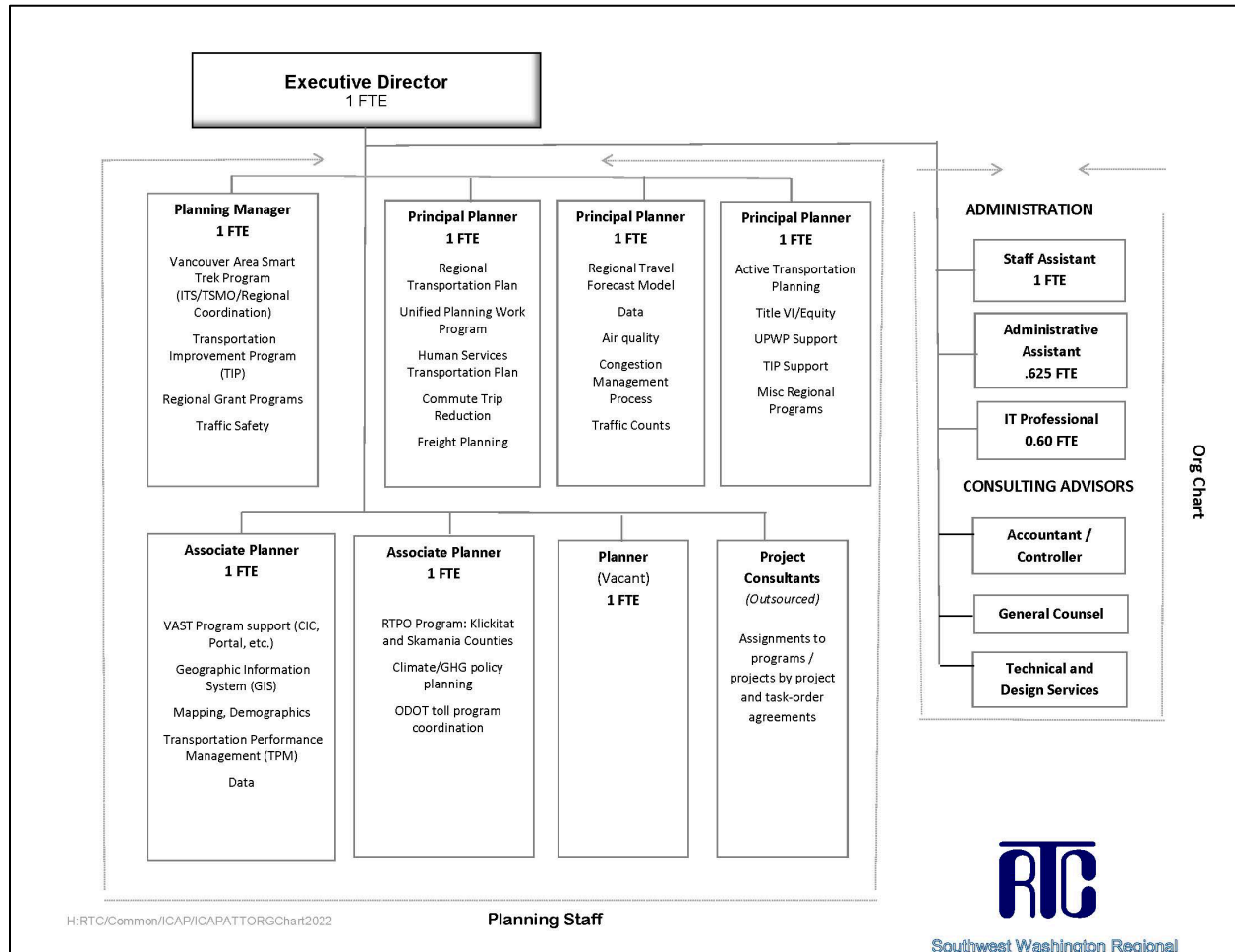


Figure 4: RTC Staff

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

- **Administrative**

- Duties of the RTPO in RCW 47.80 – WSDOT is reassessing duties
- Website – MPOs/RTPOs should post governing documents online
- Commit to combat racism and work to enhance diversity, equity, and inclusion efforts. MPOs and RTPOs are encouraged to look for ways to make planning processes more inclusive to members of historically underrepresented groups. WSDOT will support these efforts.

- **Planning Collaboration**

MPOs and RTPOs are to collaborate with WSDOT in developing and reviewing Statewide Plans:

- **Statewide Carbon Reduction Strategy.** The document will identify areas where WSDOT and its partners can work to reduce carbon emissions as well as provide a framework for the use of Carbon Reduction Program funding.
- **Multimodal Planning and Data Division Planning Activities:**
MPOs and RTPOs are requested to dedicate resources to coordinate on the following efforts during the 23-25 biennium: d RTPOs are to collaborate with WSDOT in developing and reviewing Statewide Plans:
 - Implementation of the Highway System Plan (2023-2025 biennium).
 - Public engagement for the legislatively-directed performance-based project evaluation model.
 - Update of the statewide multimodal transportation plan.
- **Public Transportation Division Planning Activities:**
MPOs and RTPOs are encouraged to dedicate resources to coordinate and collaborate with WSDOT's Public Transportation Division as they work on the following efforts:
 - State Transportation Demand Management Plan.
 - State Commute Trip Reduction Plan.
 - Local Commute Trip Reduction Plans.
 All of which will inform the development of:
 - The Statewide Public Transportation Plan.
- **Greenhouse Gas Reduction:**
The current administration is eager to implement federal greenhouse gas reduction target setting regulations. MPOs are encouraged to work with WSDOT to be prepared to address the regulations if they are implemented.
- **Comprehensive Plan Updates:**
Many cities and counties in Washington are ramping up efforts to update their comprehensive plans. WSDOT encourages MPOs and RTPOs to coordinate with WSDOT

- region planning offices in the review and support of the local agency comprehensive plan transportation elements. WSDOT has developed a resource page for this effort.
- **Land Use and Transportation:**
WSDOT is working to address the connection between land use and transportation. MPOs and RTPOs are encouraged to engage in processes that address demand management and build or enhance transportation efficient communities through coordinated land use decision making.
 - **Urban Areas Update**
 - Update and smooth urban area boundaries – revisit urban/rural functional classification; work may carry from SFY 2023 to SFY 2024.
 - 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 a consultant contract table.
 - 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.
 - If toll credits are to be used in the budget, MPOs and RTPOs will need to clearly articulate the intention and identify which work element(s) will utilize 100% federal share in the UPWP's summary budget table.

LOCAL EMPHASIS

RTC's FY 2024 UPWP will continue its fundamental metropolitan transportation planning program activities and advance project-related activities and integrate work completed in FY 2023 into metropolitan plans with the update to the Regional Transportation Plans for the three counties in RTC's region.

In FY 2023, RTC completed a comprehensive report on "Transportation Performance Management: Measures and Targets"; participated in the Walkability Action Institute and put together a WAI Team Action Plan with tasks to improve active transportation in the Clark County region; completed an update to the region's Coordinated Public Transit-Human Services Transportation Plan for Clark, Skamania and Klickitat Counties together with Consolidated Grant Program application rankings; adopted the Modified Locally Preferred Alternative for the Interstate Bridge Replacement Program; updated the region's Critical Urban Freight Corridors and Critical Rural Freight Corridors; and, provided input to FMSIB's work on freight investment priorities.

In FY 2024, RTC's work will include: continued engagement in providing technical and policy input for ongoing and emerging bi-state studies including: the Hood River Bridge replacement EIS; development of the I-5 Bridge Replacement; regional policy and project discussions regarding interstate tolling and congestion pricing; continued participation in the Walkability Action Institute (WAI) Clark County team; work with planning partners on updates to local Comprehensive Plans; implementation of the Carbon Reduction Program; and, and RTC will assess the use of newly acquired 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 transportation needs identified 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 520,900 in 2022, up by 7,800 people from the 2021 population estimate of 513,100; a 1.5% annual growth rate. OFM's 2022 medium series projection forecasts that Clark County's population will increase by over 177,000 people to 698,416 by 2045. Regional trends point to continued and sustained growth in Clark County with new households and business creating high demand for regional and local mobility services and infrastructure.
- **Post-COVID Transportation:** 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 \$512 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 2024 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.

- **2023 Regional Transportation Plan Update** - An update to the Regional Transportation Plan for Clark County with a horizon year of 2045 will be adopted in FY 2024 and implementation of the Plan update will begin. The RTP update will include an updated Vision Statement and address emergent transportation policy issues prompted by new federal and state transportation laws and executive orders. Transportation system performance and the future of transportation will be addressed.
- **Regional Studies:** A number of regional studies will be continued in FY 2024 including the Interstate Bridge Replacement project. 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 program planning as decisions will affect both interstate corridors; I-5 and I-205. RTC participates in ODOT's Regional Tolling Advisory Committee (RTAC) considering tolling of corridors and the Regional Mobility Pricing Project (RMPP).
- **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 continues to work with transportation partners to implement the BIL and seek funding from new funding programs resulting from 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 agencies and groups is an important tool in 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, 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 providing technical support for these partners in their planning processes. 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:

- **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*).
- **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*).
- **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*).

- **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*).
- **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*).
- **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*).

ON-CALL TRANSPORTATION PLANNING CONSULTANT(S)

- **Transportation Planning Assistance** - During FY 24 RTC may call on the services of qualified consultant(s) competitively selected from RTC's On-Call Consultant Assistance RFQ (On-Call Consultants) with the requisite skills to support implementation of RTC's Regional Transportation Planning programs and planned activities. RTC will identify Regional Transportation Planning activities/tasks which could be supported by the On-Call Transportation Planning Consultant(s). Cost estimate: up to \$100,000 per consultant per year (*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. The most recent update to the Regional Transportation Plan for Clark County was adopted in March 2019 with a horizon year of 2040. 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 current 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. This year, work will be complete on the next RTP update scheduled for adoption in late 2023. The 2023 RTP update focuses on compliance with the current federal transportation Act, the BiL, will address emergent policy issues and will include performance based planning and programming requirements.

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.

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- 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 in the RTP (these factors are listed on page xiii of this UPWP document).
 - 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 in the region as a tool to help make decisions on transportation investments and needed projects; projects that are 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 2024 Tasks and Products: Regional Transportation Plan

The most notable product in FY 2024 will be publication of an updated RTP for Clark County with adoption of the Plan anticipated in late 2023 or early 2024 having scoped the update back in FY 2022 and worked on its development throughout FY 2023. The updated RTP will have an updated Vision Statement and will address emergent transportation policy issues including Complete Streets, Environmental Justice, Green Transportation, Use of Data in Transportation Planning, Vehicle Miles Traveled reduction and Housing and Transportation addressed in combination. 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 that are identified in the RTP in compliance with the federal transportation act. RTC most recently adopted updated performance measure targets at the February 2023 RTC Board meeting and reports on measures and targets in RTC's Transportation Performance Management (TPM) Summary Report which will be updated whenever targets are updated and will be incorporated in the 2023 RTP update. The goal of TPM 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, 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 at least every two years to meet the Washington state-required two-year RTP review. Criteria for project priority decision-making will be addressed to ensure that project investments will help the region meet transportation system performance expectations and support regional transportation policy goals and objectives.
- Safety – work on Safety includes providing Quarterly Collision Data reports for the Clark County region, addressing safety as part of performance management, ensuring safety needs are

programmed for funding in the TIP and coordinating with local planning partners, WSDOT and Washington Traffic Safety Commission in efforts to improve safety. RTC will work with local agencies to 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, a second BRT corridor on Mill Plain is under construction and a third corridor is now being planned for Highway 99. RTC participates in C-TRAN’s Highway 99 BRT Technical Advisory Committee. C-TRAN has also implemented micro-transit options in some sub-areas of Clark County and is looking to expand this type of service.
- 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, will be integrated into the RTP at the RTP’s next update and a second phase will be forthcoming once local partners have completed their Transportation System Plans. 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 and will continue to collaborate with statewide Active Community Environments (ACE) stakeholders. RTC will work with local partners to

review policies and suggest projects to improve non-motorized transportation modes in the region. RTC will also continue to participate in the Clark County Walkability Action Institute (WAI) team maintaining close working partnerships between transportation and public health staff at national, state and local levels.

- **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 of all of Clark County’s residents. (Ongoing and as new data allows)
- **Human Services Transportation Planning** - The process to develop the region’s Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP) and human services transportation project priorities is led by RTC. The CPT-HSTP for Clark, Skamania and Klickitat Counties update was adopted by the RTC Board in November 2022 supporting 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 and RTC staff will continue to participate in the Accessible Transportation Coalition Initiative.
- **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 worked with Metro on the Regional Freight Delay and Commodities Movement Study and coordination with Metro will continue in FY 2024. RTC will use new freight planning tools developed as part of WSDOT’s 2022 Freight System Plan including the interactive story map which visually shows how supply chains for key freight industries including agriculture, food manufacturing, forestry, and aerospace manufacturing work in Washington state, as well as the freight data visualization dashboard which allows users to explore the value, tonnage, commodity, and mode of freight flows traveling to, from and within Washington.
- **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)

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- 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 and address EO 21-04 on zero emissions vehicles.
 - 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 I-5 Legislative Task Force addressing I-5 Interstate Bridge replacement with work including coordination with transit agencies and Transportation Demand Management options. WSDOT is currently studying transportation needs of the SR-503 corridor in Clark County and RTC staff participates on the SR-503 Corridor Study Technical Advisory Committee.
 - 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 2024. 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)

FY 2024 Funding: Regional Transportation Plan**FY 2024 Revenues:**

	\$
• Federal FHWA PL	\$187,660
• Federal FHWA PL c/o FY23 to FY24	\$201,500
• Federal STBG	\$227,500
• Federal FTA	\$69,021
• State RTPO	\$34,253
• Local MPO Funds	\$107,014
	<u>\$826,948</u>

FY 2024 Expenses:

	\$
• RTC	\$826,948
	<u>\$826,948</u>

Federal Program Funds matched by State RTPO, and/or local MPO Funds.

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 C-TRAN's 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.
- Implement the federal transportation reauthorization act (IIJA Act) by programming projects in 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) and Carbon Reduction Program (CRP) 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.
- 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 2024 Tasks and Products: Transportation Improvement Program

- Development of the RTC's 2024-2027 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 guidance mandates. *(Fall 2023)*
- 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 the State Transportation Improvement Program (STIP) update. *(Ongoing)*
- Public participation in TIP development including providing information and ability to comment online. *(Ongoing)*

FY 2024 Funding: Transportation Improvement Program

FY 2024 Revenues:

	\$
• Federal FHWA PL	\$72,177
• Federal FHWA PL c/o FY23 to FY24	\$77,500
• Federal STBG	\$87,500
• Federal FTA	\$26,547
• State RTPO	\$13,174
• Local MPO Funds	\$41,159
	<u>\$318,057</u>

FY 2024 Expenses:

	\$
• RTC	\$318,057
	<u>\$318,057</u>

Federal Program Funds matched by State RTPO, and/or local MPO Funds.

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.

Relationship to Other Work: Congestion Management Process

- Congestion monitoring is a key component part 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 and the region's Transportation Data Study that will include decision on data acquisition to support the regional transportation planning process.

FY 2024 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 2023)

- An updated annual Congestion Management Report (Summer 2023).
- 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)*

FY 2024 Funding: Congestion Management Process

FY 2024 Revenues:

	\$
• Federal FHWA PL	\$43,306
• Federal FHWA PL c/o FY23 to FY24	\$46,500
• Federal STBG	\$52,500
• Federal FTA	\$15,928
• State RTPPO	\$7,905
• Local MPO Funds	\$24,695
	<u>\$190,834</u>

FY 2024 Expenses:

	\$
• RTC	\$165,834
• Consultant*	\$25,000
	<u>\$190,834</u>

Federal Program Funds matched by State RTPPO, and/or local MPO Funds.

*Average annual cost for consultant assistance from Quality Counts for traffic data collection e.g. traffic counts, travel time and speed, auto occupancy and vehicle classification data. Consultant is currently 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 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.

The TSMO Plan guides the implementation of operational strategies and supporting Intelligent Transportation Systems (ITS) technologies in 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 VAST Program encompasses:

(1) Transportation System Management and Operations which 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.

(2) 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.

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

Currently, TSMO efforts in the region include: 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 Portland State University's Portal data element that monitors congestion and supports the Congestion Management Process using TSMO performance metrics for recurring and non-recurring congestion. 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. Portal update includes improvements to the user interface and expanded system capabilities to include multimodal data sources; expanded transit data, and bicycle-pedestrian data from both Oregon and Washington.

Work Element Objectives: VAST

- Incorporate ITS and operational management into the planning process.
- Address the use of ITS technology through collaboration between partner agencies' planning and traffic operations staff as part of the consolidated VAST program.
- Lead the ongoing management of the VAST Program, including the development of collaborative project funding applications. 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, 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 to support the VAST Agency Partners and ensure the region is compliant with USDOT ITS Architecture requirements.
- Continue to develop VAST projects to compete for funding and to program in the Transportation Improvement Program. These VAST projects may include freeway management, traveler information, transportation signal optimization, and transit signal priority. New funding programs, such as the federal NEVI program, should be considered.
- Focus on performance measurement, metrics, and tools to analyze the benefits of operational strategies and outreach to policy makers and other stakeholders.
- Implement the Regional ITS Architecture's Action Plan 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 the most effective TSMO strategies.
- 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.
- Work with partner agencies on refinement of the Portal interface to improve its usability. Improvements to the Portal data archive are defined in the annual data archive scope of work with PSU.
- 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 IQGeo 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 2024 Tasks and Products: VAST

- Coordinate all VAST activities within Clark County and with Oregon. (*Ongoing*)
- Address regional ITS goals and policies for the Clark County region and for bi-state ITS issues

including continuing development of policies for operational requirements, acceptable use, security and other policies for the shared ITS network. *(Ongoing)*

- Prepare and publish the 2023 VAST Annual Report to summarize key 2023 accomplishments and recurring, recent and upcoming activities of the program.
- VAST Committee Meetings – RTC organizes and convenes meetings of the TSMO Steering Committee, the VAST Steering Committee, and the Communications Infrastructure Committee to support the VAST program. DKS provides support services for the Committees.
- TSMO Policy and Planning, ITS Project Implementation & Integration – DKS will support RTC and planning partners in these work tasks including ensuring federal ITS requirements are met and that project planning is carried out, and project needs and priorities are identified. Emerging Smart vehicle and mobility elements will be addressed including connected and automated vehicles, shared use mobility and impacts on transit.
- Implement the Clark County TSMO Plan which provides a strategic framework to guide transportation system management objectives, informs future ITS technology investments and capital improvements necessary to support the Plan's objectives over the next 10 years.
- Update Regional Communications Plan (2023) – This will include updating regional maps of fiber optic cable plant, including existing, programmed and planned fiber construction. The Plan will include an update to the approaches and equipment that VAST partner agencies use and plan to migrate to, for future expansion of the regional communications network.
- 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. Technical support for ITS, communications and network development will be provided by DKS. *(Ongoing)*
- Maintain the Regional ITS Architecture for the VAST program. *(Ongoing)*
- Implement ITS technologies and operational strategies on the TSMO corridor(s) within the budget available. *(Ongoing)*
- Update, maintain and utilize the database as new fiber projects are completed. *(Ongoing)*
- Adopt and implement standards for fiber, equipment, and infrastructure based on priorities set by the Communications Infrastructure Committee. *(Ongoing)*
- Update and expansion of PSU's Portal database. Collaboration with partner agencies will also address ongoing refinement of Portal to improve data quality, visual interface, usability and transmission of real-time data to the data archive. *(Ongoing)*
- Manage consultant technical support activities. *(Ongoing)*

FY 2024 Funding: VAST Program**FY 2024 Revenues:**

	\$
• Federal FHWA PL	\$129,919
• Federal FHWA PL c/o FY23 to FY24	\$139,500
• Federal STBG	\$157,500
• Federal FTA	\$47,784
• State RTPO	\$23,714
• Local MPO Funds	\$74,087
	<u>\$572,504</u>

FY 2024 Expenses:

	\$
• RTC	\$409,504
• Consultants*	\$163,000
	<u>\$572,504</u>

Federal Program Funds matched by State RTPO, and/or local MPO Funds.

*Consultants estimated \$163,000 per year for consultant program assistance from DKS (approx. \$88,000 per year) and Portland State University Portal (approx. \$75,000 per year).

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, the most recent updates adopted in November 2018 and the Skamania Plan amended in April 2021. 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 2024 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 2024-2027 Regional Transportation Improvement Program. *(Fall 2023)*
- Update to the Regional Transportation Plans. *(2023)*
- 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, data collection and reporting. *(Ongoing)*
- Implement Human Services Transportation Plan (adopted Nov. 2022) including coordination with the Gorge Translink Alliance partners and work toward the collective regional vision for the Gorge Regional Transit Network.

FY 2024 Funding: Skamania and Klickitat RTPO**FY 2024 Revenues:**

	\$
• State RTPO	\$45,310
	<u>\$45,310</u>

FY 2024 Expenses:

	\$
• RTC	\$45,310
	<u>\$45,310</u>

1F. INTERSTATE BRIDGE REPLACEMENT PROJECT

In its role as the MPO, RTC for the last several years, has been providing project support services and assisting in key tasks for the Interstate Bridge Replacement (IBR) program. RTC staff serves on advisory committees, and provides general input to the IBR project. RTC was invited by the federal lead agencies (Federal Highway Administration and Federal Transit Administration) to remain a Sponsor Agency to the IBR program Supplemental Environmental Impact Study. WSDOT (through the IBR program) has entered into intergovernmental agreement with participant government agencies to recompense the agencies for staff time committed to project activities. RTC is committed to providing staff time and resources to the IBR program led planning, financing and related preliminary engineering studies. The Scope and Funding Plan for RTC's technical assistance and policy support to the IBR project in the Agreement with WSDOT was amended to reflect new activities and resources.

Work Element Objectives: Interstate Bridge Replacement Project

- The purpose of the IBR work element is for RTC to assist in the project tasks as outlined in the Tasks and Products section below.

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 policy resolutions adopted by the RTC Board of Directors.

FY 2023/25 Tasks and Products: Interstate Bridge Replacement Project: Technical Support

- **Project Management/Administration.** This task includes budget, scope and schedule. It also includes RTC's participation in IBR meetings including Staff Level Group meetings, Executive Steering Group meetings, Community Advisory Group meetings, and 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. RTC staff will prepare meeting materials as needed and provide consolidated comments on documents and memos.
- **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: Finance Plan updates; Tolling; Funding and Financing Opportunities; Bi-State Ownership Structures and Agreement; Construction Economic Impact Analysis; and Toll Traffic & Revenue Studies. RTC staff will research and provide comments on technical reports and participate in working group meetings.
- **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 such as its website and RTC sponsored meetings.

-
- **Transportation Planning:** RTC staff will be a key participant in the transportation planning process. RTC will participate and provide review regarding various process associated with transportation planning. RTC will assist in developing project methodologies, analysis approach and criteria in the discussion and resolution of policy issues with emphasis in the following areas:
 1. RTC staff will 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 analysis of TDM, traffic operations, tolling, and transit operations. RTC will assist in post-processing of model results as needed to support the IBR project team.
 2. RTC staff will participate and engage in climate criteria development, technical analysis through participation in the Climate Technical Work Group.
 3. RTC staff will be a key participant in the transportation analysis by providing analysis and input into the existing and future transportation conditions. Participate in freeway mainline, interchange and intersection design and operations analysis. RTC will coordinate with IBR partners to analyze transit, nonmotorized, and auxiliary lane data.
 4. RTC staff will participate in the transit analysis by providing input into transit design and impacts. This will include assist in the analysis of modeling results.
 5. RTC will coordinate with Metro on the development of documentation around potential impacts due to tolling and capacity expansion, utilizing analysis from CRC and the ODOT Tolling Program work.
 6. RTC will coordinate the review of the transportation planning element with their Board of Directors and Regional Transportation Advisory Committee as appropriate.
 7. RTC will assist as needed on transportation analyses to support design engineering, financial structures, environmental, and other tasks.
 - **Environmental (NEPA):** RTC will coordinate in the IBR environmental process, including attendance at appropriate meetings, review of materials and will provide consolidated comments on documents and memos. RTC staff will assist in the development and/or review of the following activities:
 1. Development and evaluation of options.
 2. Various Technical Studies.
 3. NEPA Strategy, Agency Coordination, and Tribal Consultation.
 4. Endangered Species Act, including the biological assessments.
 5. National Historic Preservation Act.
 6. Permitting.

FY 2024 Funding: Interstate Bridge Replacement Project Technical Support**FY 2024 Revenues:**

	\$
• WSDOT funds	\$292,181
	<u>\$292,181</u>

FY 2024 Expenses:

	\$
• RTC	\$292,181
	<u>\$292,181</u>

RTC and WSDOT (through the IBR program) entered into a Special Transportation Planning Study Agreement (GCB 3482) with Board authorization in April 2021 (Resolution 04-21-13). The Agreement was amended by the RTC Board by Resolution 12-22-29 on December 6, 2022 to extend the Agreement for a new term from January 1, 2023 through June 30, 2025 with a total reimbursement budget of up to \$620,000.

1G. SAFE STREETS AND ROADS FOR ALL

Safe Street and Roads for All (SS4A) is a federal discretionary grant program established under the Bipartisan Infrastructure Bill (BIL) to prevent roadway deaths and serious injuries. SS4A funds the creation and implementation of safety plans related to engineering, education, and enforcement. RTC was awarded a grant in the first round of funding from this SS4A program for development of a safety action plan. Once Action Plans are developed, SS4A funding can be used for the planning, design, development, and construction of projects and strategies.

Work Element Objectives and Activities: SS4A

- RTC is to take the already developed safety plans for the cities of Camas, Battle Ground, Washougal, Ridgefield, and La Center and add additional information to meet federal requirements for an SS4A Action Plan. The City of Vancouver has an existing action plan that would be updated as needed and all plans would be combined into a Comprehensive Safety Action Plan for the Clark County MPO region.
- Clark County, C-TRAN (regional transit agency), and the cities of Camas, Battle Ground, Washougal, Ridgefield, and La Center are all joint applicants. The City of Vancouver, Metro (RTC's bi-state partner), Clark County Public Health, and the Washington State Department of Transportation are all participating partners in the project.

Relationship to Other Work: SS4A

In 2014 RTC completed a Safety Management Assessment that developed a process for the effective management of the transportation system to improve safety for all users. The goal of the SMA was the same as that of the Washington State's Strategic Highway Safety Plan - which is to reduce traffic fatalities and serious injuries to zero by 2030. Since its adoption, RTC has worked with regional partners to implement safety improvements throughout the community and has included quarterly updates to the RTC Board on the progress of reducing collisions in the region. Development of a SS4A Action Plan relates directly to metropolitan transportation planning in the region with safety planning relating to Regional Transportation Plan development and once safety improvement projects are identified then projects can be funded and programmed in the region's Transportation Improvement Program.

FY 2024 Tasks and Products: SS4A

- A Comprehensive Safety Action Plan for the Clark County MPO region. Work will be underway in mid-summer 2023 to allow sufficient time to update the collision data for the city's safety plans and meet the deadline for the next call for projects for the City Safety Program in March of 2024. RTC would then work on policy work in 2024 and potentially into 2025. Completion of an Action Plan would also make the region and jurisdictions eligible to apply for SS4A implementation funds.
- In developing a Safety Action Plan, RTC will work collaboratively with 11 different agencies to develop a region-wide approach for improving safety for all transportation system users. Coordination will be with local jurisdictions as well as other planning partners including C-TRAN, Metro, Clark County Public Health, and the Washington State Department of Transportation.

FY 2024/25 Funding: SS4A**FY 2024/25 Revenues:**

	\$
• Federal SS4A	\$300,000
• Local MPO Funds	\$46,821
	<u>\$346,821</u>

FY 2024/25 Expenses:

	\$
• RTC and Consultant (TBD)	\$346,821
	<u>\$346,821</u>

Federal Program Funds matched by State RTPPO, and/or local MPO Funds

1H. REGIONAL SIGNAL TIMING PLANS

The Bipartisan Infrastructure Bill (BIL) established the Carbon Reduction Program (CRP), which is a new, regionally competitive grant program managed by Metropolitan Planning Organizations. RTC and planning partners will use the initial allocation of the new federal Carbon Reduction Program funds to work on regional signal timing plans.

Work Element Objectives:

- Projects such as developing or improving regional signal timing plans are designed to reduce transportation emissions.

Relationship to Other Work Elements:

Signal timing plans support the Congestion Management Process and the VAST work program. The project is consistent with the Congestion Management Process and air quality requirements. The project meets the goals of the Regional Transportation Plan (RTP) by improving the regional transportation system.

FY 2024 Tasks and Products:

- This is a new project to implement traffic signal timing plans along priority arterials within urban Clark County. The projects will be managed by RTC, in combination with other VAST partners.

FY 2024 Funding:**FY 2024 Revenues:**

	\$
• Federal Carbon Reduction Program	\$658,413
	\$658,413

FY 2024 Expenses:

	\$
• RTC and Consultant (TBD)	\$658,413
	\$658,413

Federal Program Funds matched using Toll Credits

The project will be managed by RTC, in combination with other VAST partners (RTCB Resolution 02-23-03, adopted in February 2023).

11. STRATEGIC REGIONAL PLANNING: CLARK COUNTY FREIGHT MOBILITY STUDY

Each year RTC commits STBG funds to provide for strategic regional planning to support RTC's metropolitan transportation planning activities and RTC's planning partners. In FY2024, RTC will update Clark County's Freight Mobility Study.

Work Element Objectives and Activities:

- Update the Clark County Freight Mobility Study (adopted 2010).
- Incorporate updated information from federal, state, regional and local freight programs, policies and data.
- Update land use information and location of new warehousing relevant to freight movement.
- Coordinate with the three Clark County ports on freight movement.

Relationship to Other Work Elements:

- Update to the Freight Mobility Study for Clark County will support RTP and TIP development.

FY 2024 Tasks and Products

- Publish an updated Clark County Freight Mobility Study which will 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. Issues to address in an updated Freight Study will include truck parking challenges, use of tools developed as part of Washington state's 2022 Freight System Plan including freight supply chains for key industries in the state and region and use of the state's freight data visualization dashboard to access data on value, tonnage, commodity, and mode of freight flows traveling to, from and within the Clark County region. The updated Freight Study for Clark County may also be informed by Metro's Regional Freight Delay and Commodities Movement Study (anticipated 2023 publication) and will consider the influence of e-commerce on the transportation system and on land use.

FY 2024 Funding:**FY 2024 Revenues:**

	\$
• Federal STBG	\$100,000
• Local MPO Funds	\$15,607
	<u>\$115,607</u>

FY 2024 Expenses:

	\$
• RTC and Consultant (TBD)	\$115,607
	<u>\$115,607</u>

Federal Program Funds matched by State RTPO and/or local MPO Funds.

Funds for this work element are not yet programmed in the TIP but will be once the scope of the work is determined.

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 2024 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)
- Update of the Urban Area Boundary (UAB) and related update to the federal functional classification of the highway network.
- 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. 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.
- Following release of 2020 Census data, the region's Demographic Profile was updated and reported in FY 2023. In FY 2024, the report will be reviewed with release of updated ACS data. Work 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. Clark County's Comp Plan update is required by June 2025.
- 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 continue developing and improving 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 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, travel 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 2024 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 2024, RTC will coordinate with Metro on the regional model base year. Model networks and land use data inputs will be updated, as necessary. Base year model calibration and validation will be completed, as needed.
- 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.
- Review and update future model transportation system networks, including highway and transit. (Ongoing)
- Re-calibration and validation of regional travel forecast model. (As needed)

- Provide WSDOT and local jurisdictions with transportation model data and analysis to support project design and implementation.
- Document 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 state and federal policy directives. 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) 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, if needed, for adoption of TCMs for inclusion in the MTP and TIP.

(c.2.) Air Quality Planning: FY 2024 Tasks and Products

- Consult with local agencies, WSDOT, DOE, EPA, SWCAA, Metro and Oregon Department of Environmental Quality on emerging air quality and transportation issues, 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. The Washington State legislature passed SSB 5165 in 2021, which directed WSDOT to develop a process for establishing VMT reduction targets. Clark County is one of ten counties in the State where efforts to set VMT reduction targets are focused. Having to set a local VMT reduction target will require a local review of transportation and land-use policies, plans, and programs to support VMT reduction efforts. (Ongoing)
- Although it is not mandatory, RTC will continue to coordinate and cooperate with air quality consultation agencies, such as DOE, EPA, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), WSDOT, and SWCAA, on an as-needed basis 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. If requested, RTC will consult with the agencies 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 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 traffic analysis. 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 for the cities' and County's Comprehensive Growth Management Plans, transportation elements and transportation capital facilities plans.

(d.2.) Transportation Technical Services: FY 2024 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 and 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 6-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 workshops 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 and the next update is due in June 2025. (Ongoing and as needed)
- Provide modeling and technical assistance to the Metro region's and ODOT's congestion pricing projects through the Regional Mobility Pricing Project (RMPP) meetings.
- 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 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 database is used by local jurisdictions and supports development of the RTP, TIP, Congestion Management Process (CMP) and Transit Development Plan. Traffic counts are collected as part of the CMP; an ongoing data activity to help understand 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.

FY 2024 Funding: Regional Transportation Data and Travel Forecasting**FY 2024 Revenues:**

	\$
• Federal FHWA PL	\$187,660
• Federal FHWA PL c/o FY23 to FY24	\$201,500
• Federal STBG	\$227,500
• Federal FTA	\$69,021
• State RTPO	\$34,253
• Local MPO Funds	\$107,014
	<u>\$826,948</u>

FY 2024 Expenses:

	\$
• RTC	\$790,948
•	
• Interlocal agreement with Metro for model development	30,000
• Computer Equipment <i>Purchase with RTPO funds</i>	\$6,000
	<u>\$826,948</u>

2B. 2020 REGIONAL HOUSEHOLD TRAVEL BEHAVIOR SURVEY

Traditionally, household travel studies are conducted roughly every 10 years, as household demographics and related travel behaviors change over time. In Clark County, the most recent prior survey was conducted in 2009. Since that time our region has experienced rapid growth and increasing levels of congestion, creating a new environment that impacts household travel choice behavior. Technological changes, emerging societal trends and changes introduced by the pandemic are additional factors that influence today's household travel activities.

Through the 2023 Clark County Travel Study, RTC and its regional partners will collect updated household travel data, to ensure data used to make policy and investment decisions remains analytically valid. Household travel data is an essential building block for the region's travel forecast model and other analysis tools. The household travel study will provide details about travel behavior that is lacking in other data sources, for example, demographics, trip purpose and vehicle occupancy.

Local, real-world travel behavior data improves the accuracy of and confidence in travel forecasts and other analyses, which often serve as the basis for many public policy and transportation investment decisions. Since 1994, RTC has collaborated with regional partners to periodically collect household travel study data. During the spring and fall of 2023, RTC will again field a household travel study to collect detailed household travel behavior data from a sample of Clark County households.

As in past surveys conducted in 1994 and 2009, RTC worked in coordination with Oregon partners, including Metro and ODOT, to develop the next Oregon Household Activity Survey (OHAS) to ensure data compatibility in the bi-state region and to allow for joint model development, efficiencies and economies of scale. The collaboration provides cost efficiencies through the development of a single survey scope and design phase for all, as well as economies of scale. RTC staff is 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, including in developing the region's RTP and TIP and in meeting federal metropolitan planning requirements. The work element is consistent with RTC's practice of collecting and maintaining travel behavior data to assist in transportation planning analysis and the development of regional travel forecasting tools. This data will be made available to local agencies and their consultants for their analyses of local travel behavior.

FY 2023/24 Tasks and Products

The Clark County Travel Study began in the winter of 2022 with survey planning and preparation activities leading to the implementation of the survey in 2023. The study work will conclude with processing and documentation of data for delivery in the summer of 2024. The planned study scope is outlined below:

- **Pre-Pilot Activities** - Focus group and info sessions will assess outreach and recruitment strategies, with particular focus on hard-to-reach populations, to ensure broad and balanced participation in the study. Feedback and recommendations will be incorporated into survey invitation materials, messaging and survey instrument question wording to minimize barriers to participation.
- **Pilot Study** - A pilot study will implement the survey as a final test of the survey process and methodology. The pilot will recruit approximately 100 households to validate the survey approach and provide an estimate of survey response rates across a range of demographic characteristics. Lessons learned from the pilot study will be incorporated into the implementation of the full study.
- **Field Survey** - The consultants will use a scientific sampling approach to recruit 2,000 Clark County households to participate in the study. Households will be recruited to participate in the survey in both the spring and fall of 2023 to collect data during the time of year that most represents a typical travel behavior. Survey response will be monitored in real-time for completeness as well as for a representative sample of Clark County households.

- **Data Processing and Weighting** - The consultant team will process the data and run a series of quality assurance and quality control checks. After which the sample weights will be developed for the dataset to allow for the expansion of the sample to represent Clark County as a whole.
- **Final Data Delivery and Report** - The consultant team will provide documentation for the final dataset and deliver a final report. The report will include data about recruitment, conversion and completion rates for sample and geographic strata. Additionally, the report will include descriptive statistics for a wide range of travel behaviors including: 1) Household variables, including size, income, number of workers or students, residence type and vehicle ownership; 2) Person variables, including age, race, ethnicity, employment or student status, typical commute mode, and telecommute frequency; 3) Trip variables, including trips by travel mode, number of modes per trip, trip distance and purpose; and 4) Trip replacement activities, including telecommuting, online shopping, and food deliveries.

FY 2023/2024 Funding: Household Travel Survey

FY 2024 Revenues:

	\$
Federal STBG	\$450,000
Other Local Funds	\$84,219
Total	\$534,219

FY 2024 Expenses:

	\$
RTC and Consultant, the Resource Systems Group, Inc.	534,219
	\$534,219

Federal STBG funds was programmed in the TIP for the Clark County travel survey. Resolution 12-22-23 (RTC Board adopted on December 6, 2022 authorizes RTC's Executive Director to enter into a professional services contract with Resource Systems Group, Inc., to develop and implement the Clark County Travel Study. Using the same consultants as the Oregon effort minimizes costs through the shared development of survey design and yields a consistent and valid bi-state database of household travel behavior by using the exact same survey methodology.

2C. TRANSPORTATION DATA STUDY AND DATA ACQUISITION

RTC has a long practice of collecting and maintaining transportation data sets to assist in transportation analysis of the regional transportation system. Traditionally this data was based on limited manual or stationary data collection methods. In the past few years, probe data vendors have been providing transportation data that is collected from connected vehicles, cell phones, fleet GPS units, and other mobile sources. With this new wave of data rich transportation data, RTC initiated a pilot project to test and evaluate probe data to better understand transportation system performance and trip-making behavior in the region.

Through a regional consultant selection process and RTC Board action in December 2022, Cambridge Systematics, in association with TomTom, has been recommended to provide travel time and origin-destination probe transportation data sets to RTC and its member agencies for the next three years.

Work Element Objectives

- Deployment of data collection technology and purchase/acquisition of transportation data to support development of the Congestion Management Process and other metropolitan transportation planning uses.

Relationship to Other Work Elements

The metropolitan transportation planning process is designed to improve transportation policy making and investment decisions across the metropolitan planning region. RTC and member agencies use performance analysis to inform decision-making and monitor progress towards meeting policy goals which is informed by regional transportation data.

FY 2024 Tasks and Products

Transportation data products and services to be provided by Cambridge Systematics, in association with TomTom, include Traffic Stats O/D Analysis, LOCUS Product, customized reports, and training.

- TomTom Traffic Stats and O/D Analysis products are web-based tools utilizing vehicle travel patterns. They provide insights into traffic situation on the road network for select time periods. Traffic Stats data can be used for a variety of applications, including travel time, travel time reliability, speeds, congestion and bottleneck identification, while O/D Analysis can be used for understanding travel patterns, and origin-destination flows for autos. This agreement will allow for 10 active logins for RTC and assigned government/consultant partners.
- Cambridge LOCUS is a web-based tool that provides behaviorally based multimodal origin and destination flows. LOCUS contains trips made by all modes, which may be segmented by walk, bike, and motorized trips. This tool is valuable for understanding how people move within the region. LOCUS has been used for high quality, equity-focused origin and destination analyses. This agreement will allow for 10 active logins for RTC and assigned government/consultant partners.
- Customized reports can be prepared by consultant staff to help organize and display reports in the format that is consistent with regional analysis needs. Consultant staff will work carefully with RTC and partner agencies to understand analysis needs and develop a plan for customizing results and reports to streamline work steps and visualize and interpret results in ways that are meaningful to our region.
- Training will be received on licensed tools and products to ensure partners can get the most out of these products. The consultant team will provide three virtual training sessions, each

approximately two hours in length. In these training sessions, participants will learn how to use and interact with the TomTom MOVE and Cambridge Systematics LOCUS interfaces, how to run custom reports, how to download and extract data for further analysis, and appropriate use cases for this data. In addition to these live training sessions, online tutorials and documentation of the data products will be provided.

FY 2024 Funding: Transportation Data Study (and Data Acquisition)**FY 2024 Revenues:**

	\$
• Federal STBG	\$300,000
• Toll Credits	
	\$300,000

FY 2024 Expenses:

	\$
• RTC/Consultant	\$300,000
	\$300,000

Federal Program Funds matched using Toll Credits

Cambridge Systematics, Inc., was selected as consultant to provide transportation travel time/speed and origin-destination data for three years (2023-2025) for an amount not to exceed \$300,000. Matching funds are available through toll credits.

3. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. TRANSPORTATION PROGRAM 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. The Hatch Act 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 2024 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 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.

- Coordinate and support efforts for transportation entities, agencies and jurisdictions. In FY 2024, 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 2024 Budget and Indirect Cost Proposal. (Fall 2023)
- 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. The MOU is due for update in 2024 in synch with FY 2025 UPWP adoption of both agencies.
- 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 2024 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 and ODOT's transportation committees; JPACT, TPAC and joint MTAC/TPAC meetings as well as ODOT's Regional Tolling Advisory Committee (RTAC). (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 there has been expressed interest in establishing a ferry service on the Columbia and Willamette rivers between Portland and Vancouver.

- Clark County is part of the Portland–Vancouver–Hillsboro Metropolitan Statistical Area for the EPA’s Climate Pollution Reduction Grant (CPRG) program. The CPRG program is designed to provide flexibility to update climate, energy, or sustainability plans, or to support the development of new plans. Over the next biennium, EPA funding will be allocated or sub-allocated for work on coordination and management of this bi-state effort on climate pollution reduction.

(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 2024 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 (updated 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. Such groups include the C-TRAN Citizens' Advisory Committee, Vancouver's Neighborhood Traffic Safety Alliance, Clark County's Commission on Aging, the Accessible Transportation Coalition Initiative (ATCI) and Clark Communities Bicycle and Pedestrian Advisory Committee (BPAC).

- 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
 - 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 2024 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 2025 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 2023 UPWP and, if needed, provide amendments to the FY 2024 UPWP. The FY 2023 Annual Report is to be published by September 30, 2023 per UPWP guidance and MPO Agreement GCB 1771. The FY 2025 UPWP will be developed in Winter 2023/24 and UPWP amendments on an as-needed basis. Monthly UPWP progress reports with elements and sub-tasks described will be submitted to WSDOT together with monthly invoices.
- 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 2024 Funding: Regional Transportation Program Coordination & Management

<u>FY 2024 Revenues:</u>		<u>FY 2024 Expenses:</u>	
	\$		\$
• Federal FHWA PL	\$101,048	• RTC	\$445,280
• Federal FHWA PL c/o FY23 to FY24	\$108,500		
• Federal STBG	\$122,500		
• Federal FTA	\$37,165		
• State RTPO	\$18,444		
• Local MPO Funds	\$57,623		
	<u>\$445,280</u>		<u>\$445,280</u>

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

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.

FY 2023/24 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.

The following emphasis areas have been identified by WSDOT as areas MPOs and RTPOs are requested to dedicate time and/or resources towards during state fiscal year 2024:

Administrative

WSDOT is requesting that MPOs and RTPOs consider the following:

- **Update RTPO Duties:** The Tribal and Regional Integrated Planning (TRIP) Office looks forward to continuing the effort to assess, analyze, and potentially adjust the duties of RTPOs as found in RCW 47.80. We want to work closely with RTPOs to make sure that we are all aligned on what is expected of RTPOs as well as identify areas where RTPOs can more effectively enhance regional transportation planning.
- **Make Public Documents Accessible:** Governing documents should be posted online. Governance documents are public documents and should be easily accessible on the MPO/RTPO website. These include Interlocal Agreements, bylaws, and policies. This practice also allows peer MPOs and RTPOs to look for good examples to follow when developing their governance documents.
- **WSDOT is committed to combatting racism and is working to enhance diversity, equity, and inclusion efforts.** We encourage MPOs and RTPOs to look for ways to make their planning processes more inclusive to members of historically underrepresented groups. Let us know how WSDOT can support your organization in these efforts.

Planning Collaboration

WSDOT Southwest Region (SWR) will coordinate its planning efforts with other transportation planning activities in the region. In addition, WSDOT will work with the Southwest Washington Regional Transportation Council (RTC), city, county, and other regional agencies on transportation, land use, and multimodal planning. WSDOT will also participate in various regional and bi-state (Washington and Oregon) transportation-related committees and task forces.

- The current administration is eager to implement federal greenhouse gas reduction target setting regulations. WSDOT encourages agency cooperation to be prepared to address the regulations if they are implemented.
- Comprehensive Plan Updates: Clark County and the cities in Clark County will working together on the County Comprehensive Plan Update. The WSDOT SWR region planning office will work with Clark County, the cities, and RTC in the review and support of the local agency comprehensive plan transportation elements.
- Land Use and Transportation: WSDOT is also working to address the connection between land use and transportation. We encourage RTC to engage in processes that address demand management and build or enhance transportation efficient communities through coordinated land use decision making.

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:

- Transportation Demand Management (TDM).
- Corridor Analysis Planning
 - Corridor Plans and Studies.
 - SR 503-Follow-up planning activities that may be identified in the SR 503 Corridor Plan from the 2021-2023 work program biennium.
 - Implementation of recommendations from the 2021-2023 WSDOT Southwest Region Transportation System Management Operations (TSMO) planning effort.
- Complete Streets Implementation
 - Implementation of the 2022 Complete Streets Legislation will include developing and evaluating alternatives that involve existing facilities that can serve in place of additional investment on state routes, reallocation of existing space to active transportation modes, expanding the cross section to accommodate active transportation modes, and measures to reduce vehicle speeds and/or increase separation in order to achieve the target level of traffic stress of 2 or better and consistency with the Safe System approach.
 - The Safe System Approach considers five elements of a safe transportation system, including safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. Achieving zero traffic deaths and serious injuries requires strengthening all five elements.
 - Key Complete Streets work components:
 - Identify projects where Complete Streets applies.
 - With significant community outreach, identify improvements implementing Complete Streets Improvements.

WSDOT projects with a significant Complete Streets Pre-Design component:

- SR 500/NE Fourth Plain Boulevard to NE 76th Street
- I-5/179th Street Interchange*
- I-5/Mill Plain Boulevard*

*-If the Washington state legislature does not delay construction of these two projects

- 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.

- 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 2024 (July 2023 through June 2024):

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 2024:

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 continue 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 continue planning and design of the Fourth Plain BRT Extension project with City of Vancouver, RTC, WSDOT, and other regional partners. A Locally Preferred Alternative is in development and should be identified by mid-2023.
- 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 and prepare for submittal of its 2024 Title VI Program.
- Begin preparation of updates to Agency guiding documents including its Long-Range Plan, Service Standards, and Service Development Guidelines.

- Expand service by up to 34,000 hours annually across the agency's Fixed-Route and Demand Response services.

Short-Range Planning: Following public review and input in 2023, the 2023-2028 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.

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.
- 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.
- 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, Fourth Plain BRT Extension project, and regular Transit Development Plan updates.
- Serve on WSDOT project-specific technical advisory committees, such as those for the SR-503 Corridor improvement study and SR-500/NE 54th pedestrian bridge project and participate in other regional planning and 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 the Port of Vancouver, 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

- Complete the update of the City's 20-Year Transportation System Plan.
- Annual update to the City's 6-Year Transportation Improvement Program (TIP).
- Study the Fourth Plain Boulevard Corridor for potential safety and mobility improvements.
- Study SE 34th Street between 164th and 192nd for potential safety and mobility improvements.
- Study the 112th Avenue Corridor for potential safety and mobility improvements.
- Study SE McGillivray Boulevard between Chkalov Drive and 164th for potential safety and mobility improvements.
- Study upper Main Street between Fourth Plain and the City limits for potential safety and mobility improvements, in coordination with Highway 99 Bus Rapid Transit planning efforts.
- Study the St. Johns/St. James couplet between Fourth Plain Blvd. And NE 68th Street for potential safety and mobility improvements.
- Study 33rd Street between F Street and P Street for potential safety and mobility improvements.

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- Study 29th Street between NW Kaufman and Neals Lane for potential safety and mobility improvements.
 - Study NE Burton Road between NE 18th Street and NE 162nd Ave. for potential safety and mobility improvements.
 - Advance planning and design work for the NW 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 the Westside Mobility Strategy recommendations.
 - Continue implementation of the Evergreen Corridor Management Strategy.
 - Implement the City's Climate Action Framework.
 - Continue implementation of Fourth Plan Forward Action Plan recommendations.
 - Continue implementation of Reside Vancouver, the City's Anti-Displacement Plan.
 - Implement adopted Subarea, District and Corridor Plans.
 - Update the City of Vancouver Comprehensive Plan.
 - Update the City's Critical Areas Ordinance.
 - Update the City's Multi-Family Tax Exemption Program.
 - 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 City's Neighborhood Traffic Calming Program, Sidewalk Program, Pavement Preservation Program, and other transportation programs and initiatives.
 - Develop new City Safe Routes to Schools and Citywide Safety programs.
 - 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 Transportation Demand Management technical advisory committee.
- Manage the Get There SW Washington website for regional trip tracking and carpooling.
- Develop a residential transportation demand management program.
- Serve on the Washington State Rideshare Organization (WSRO) board of directors and technical committees.
- Develop a new bicycle and small mobility parking 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.
- SR-500 Corridor Alternatives Analysis (NW Lake Road to north city limits).
- Comprehensive Plan Update.
- Downtown Subarea Plan.

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.
- Transportation Improvement Program (TIP) – Annual Update.
- Create uniform development concurrency cost sharing guidelines and standards.
- Update Citywide Capital Improvement Plan.

CITY OF BATTLE GROUND has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Complete Old Town Master Plan; included as it has transportation elements.

CITY OF RIDGEFIELD has identified the following planning studies:

- Continue the Ridgefield I-5 South Connector Study
- Continue the South 35th Avenue extension to S. 15th Street Study and Preliminary Design
- Procure a consultant to begin the S. 10th/S. 11th Street Overpass Preliminary Design, South 65th Avenue to S. Timm Road across I-5
- With the Port of Ridgefield, undertake a conceptual design study of a new pedestrian overpass over the BNSF Railroad at Division Street, as part of the Gee Creek North Trail study.
- Undertake a feasibility study and conceptual design of a trail connection between Teals Crest and Taverner Ridge.
- As part of the 2025 Comprehensive Plan update, the City will be conducting a full update of the Capital Facilities Plan, including ADA transition planning.

CITY OF LA CENTER has identified the following planning studies:

- Comprehensive Plan Update.
- Park Plan update.
- Planned action study for the I-5 Junction.
- Planned action study for Timmens Landing.

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.
 - Work with RTC and Metro to develop Columbia Connects strategy study.
 - 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.
 - Develop an electrification plan for terminal operations and port owned vehicles.

PORT OF RIDGEFIELD:

- Address 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: 27th and 32nd 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 164th 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 (\$50M) to SR-14/ I-205 to 164th 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.

FY 2024 SUMMARY OF EXPENDITURES AND REVENUES: RTC

FY 2024 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE															
Work Element and Agreement #			NOTES	FY 2024 Federal FHWA PL	FY 2024 Federal FTA	Federal FHWA STBG	SS4A	Carbon Reduction Program CRP	State RTPO	WSDOT Funds	FY 2023 to FY 2024 PL Carry-over	Other Local Funds	1.	RTC TOTAL	
													Local Match		
I	REGIONAL TRANSPORTATION PLANNING PROGRAM														
	A	Regional Transportation Plan (New GCB 1)			187,660	69,021	227,500			34,253		201,500		107,014	826,948
	B	Transportation Improvement Program (New GCB 1)			72,177	26,547	87,500			13,174		77,500		41,159	318,057
	C	Congestion Management Process (New GCB 1)			43,306	15,928	52,500			7,905		46,500		24,695	190,834
	D	Vancouver Area Smart Trek Program (New GCB 1)			129,919	47,784	157,500			23,714		139,500		74,087	572,503
	E	Skamania and Klickitat RTPO (New GCB 1)								45,310				0	45,310
	F	Interstate Bridge Replacement Project (GCB 3482)									292,181			0	292,181
	G	Safe Streets and Roads For All (SS4A) (New FHWA Agmnt)						300,000						46,821	346,821
	H	Regional Signal Timing Plans (New GCB 2)		2.						658,413					658,413
	I	Strategic Regional Planning - Freight Planning (New GCB 3)						100,000						15,607	115,607
	Sub-Total			433,062	159,280	625,000	300,000	658,413	124,356	292,181	465,000	0	309,383	3,366,674	
II	DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES														
	A	Regional Data, Travel Forecasting & Technical Services (New GCB 1)			187,660	69,021	227,500			34,253		201,500		107,014	826,948
	B	2020 Regional Household Travel Behavior Survey (LAA 2006(075)					450,000						84,219		534,219
	C	Transportation Data Study and Data Acquisition (GCB 3760)		2.			300,000								300,000
	Sub-Total			187,660	69,021	977,500	0	0	34,253	0	201,500	84,219	107,014	1,661,167	
III	TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT														
	A	Transportation Program Coordination & Management (New GCB 1)			101,048	37,165	122,500			18,444		108,500		57,623	445,280
		Sub-Total			101,048	37,165	122,500			18,444	0	108,500	0	57,623	445,280
TOTALS				721,770	265,466	1,725,000	300,000	658,413	177,053	292,181	775,000	84,219	474,019	5,473,121	

4/25/2023

NOTES:

1. Minimum local match for federal PL, FTA and STBG funds is provided from state RTPO, MPO and local funds except where otherwise noted. Local match for FHWA, FTA and STBG funds is assumed at 13.5%.
2. Work elements IH And IIC show use of 100% federal funds; toll credits are used as the match.
3. Transportation planning assistance to RTC on UPWP work elements may be provided by on-call consultant(s).

Consultant Assistance on RTC'S FY 2024 Work Elements

	Work Element	Total RTC Budget for Work Element	Consultant Assistance	Consultant Assistance - Notes	Consultant(s) Identified or Project Status
I C.	Congestion Management Process	\$190,834	\$25,000	estimated base amount per year	Quality Counts
I D.	Vancouver Area Smart Trek	\$572,503	\$163,000	for 1 year	DKS (approx. \$88K per year); Portland State University Portal (\$75K per year)
I G.	Safe Streets and Roads for All	\$346,821	TBD		TBD
I H.	Regional Signal Timing Plans	\$658,413	TBD		TBD
I I.	Strategic Regional Planning: Clark County Freight Mobility Study	\$115,607	TBD		TBD
II B.	2020 Regional Household Travel Behavior Survey	\$534,219	\$535,000		Resource Systems Group, Inc.
II C.	Transportation Data Study and Data Acquisition	\$300,000	\$300,000		Cambridge Systematics/TomTom
	On-call consultant assistance - planning assistance to RTC on UPWP work elements may be provided by selected consultants from the On-Call Consultant agreement(s)	Amount not to exceed \$100,000 annually for each on-call consultant for the next three years			On-Call Transportation Planning Consultant(s)

FY 2024 Expenditures and Revenues by Fund Type

Expenditures and Revenues 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 2024 Expenditures	Estimated Carry- Forward from SFY 2023	Estimated New Revenue for SFY 2024	Total Revenue Available	Est. Carry Forward to 2025
FHWA PL (FY2024)	\$433,062	\$187,660	\$101,048	\$721,770		\$721,770	\$721,770	TBD
Local Match 13.5%	\$67,588	\$29,288	\$15,770	\$112,646		\$112,646	\$112,646	TBD
Estimated FHWA PL Carry-over from FY2023 to FY 2024	\$465,000	\$201,500	\$108,500	\$775,000	\$775,000		\$775,000	TBD
Local Match 13.5%	\$72,572	\$31,448	\$16,934	\$120,954	\$120,954		\$120,954	TBD
FTA 5303	\$159,280	\$69,021	\$37,165	\$265,466	TBD	\$265,466	\$265,466	\$0
Local Match 13.5%	\$24,859	\$10,772	\$5,800	\$41,431	TBD	\$41,431	\$41,431	\$0
FHWA STBG Planning	\$625,000	\$677,500	\$122,500	\$1,425,000	TBD	\$1,425,000	\$1,425,000	\$0
Local Match 13.5%	\$97,543	\$105,737	\$19,118	\$222,399	TBD	\$222,399	\$222,399	\$0
FHWA STBG Planning (IIC)	\$0	\$300,000	\$0	\$300,000	N/A	\$300,000	\$300,000	TBD
Local Match: Toll Credits								
FHWA CRP	\$658,413	\$0	\$0	\$658,413	N/A	\$658,413	\$658,413	TBD
Local Match: Toll Credits								

State Funds

Funding Source	Regional Transportation Planning Program	Data Management, Travel Model Forecasting & Technical Services	Transportation Program Coordination & Management	Total Estimated SFY 2024 Expenditures	Carry- Forward from SFY 2023	Estimated New Revenue for SFY 2024	Total Revenue Available	Est. Carry Forward to 2025
RTPO	\$124,356	\$34,253	\$18,444	\$177,053	TBD	\$177,053	\$177,053	\$0

Funding Agreements for FFY 2024

Funding Agreements for FFY 2024

Existing Agreements for FFY 2024

Agreement #	Work Element(s)
GCB 3482	I-F
LAA 2006(075)	II-B
GCB 3760	II-C

New GCB for FFY 2024

Agreement #	Work Element(s)
(GCB 1)	I-A, B, C, D, II-A, III-A
(GCB 2)	I-H
(GCB 3)	I-i

New FHWA Direct

Agreement #	Work Element(s)
(TBD 1)	I-G

De-Obligation at FFY-end (FY 2023)/Carry-over to FY2024

Agreement #	Estimated Carry-forward
GCB 3505 (UPWP)	\$775,000
GCB 3768 (VAST)	TBD

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

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

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

Metro Council President

Lynn Peterson

Metro Councilors

Ashton Simpson, District 1

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