

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, May 21, 2020

7:30 AM

<https://zoom.us/j/91538519099>

Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public.

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/91538519099> or by calling +1 346 248 7799 or 888 475 4499 (toll free).

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-797-1916 or email at legislativecoordinator@oregonmetro.gov.

- 1. Call To Order, Declaration of a Quorum & Roll Call (7:30 AM)**
- 2. Public Communication on Agenda Items (7:35 AM)**

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on Wednesday, May 20 will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-797-1916 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

- 3. Updates from the Chair and JPACT Members (7:40 AM)**
- 4. Consent Agenda (7:45)**

- 4.1 Resolution No. 20-5102, For the Purpose of Amending Existing ADA Compliance Related Projects to the 2018-21 Metropolitan Transportation Improvement Program Which Involves Changes to Five Projects Impacting Portland and ODOT (MA20-12-MAY) [COM](#)
[20-0329](#)

Attachments: [Resolution No. 20-5102](#)
[Exhibit A to Resolution No. 20-5102](#)
[Staff Report and Attachments](#)

- 4.2 Resolution No. 20-5086, For the Purpose of Adopting the Fiscal Year 2020-21 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements [COM](#)
[20-0333](#)

Attachments: [Resolution No. 20-5086](#)
[Exhibit A to Resolution No. 20-5086](#)
[Exhibit B to Resolution No. 20-5086](#)
[Staff Report](#)

- 4.3 Consideration of April 16, 2020 Minutes [COM](#)
[20-0334](#)

Attachments: [April 16, 2020 Minutes](#)

5. Information/Discussion Items

- 5.1 Regional Transportation Funding Measure Update (7:50 AM) [COM](#)
[20-0332](#)

Presenter(s): Margi Bradway, Metro
Andy Shaw, Metro

Attachments: [Memo: Regional Transportation Funding Measure Update](#)

- 5.2 Update on Southwest Corridor(8:10 AM) [COM](#)
[20-0331](#)

Presenter(s): Bernie Bottomly, TriMet
David Unsworth, TriMet
Leah Robbins, TriMet

Attachments: [Equitable Housing Factsheet](#)
[Conceptual Design Report](#)

6. Adjourn (9:00 AM)

Upcoming JPACT Meetings:

- *June 18, 2020*

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Ogeysiiska takooris la'aanta ee Metro

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មប័ណ្ណរើសអើងសូមចូលមកទាក់ទងនៅ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

إشعار بعدم التمييز من Metro

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600 NE Grand Ave.
Portland, OR 97232-2736
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2020 JPACT Work Program

As of 05/12/20

Items in italics are tentative

<u>May 21, 2020</u> <ul style="list-style-type: none">• Resolution No. 20-5102, For the Purpose of Amending Existing ADA Compliance Related Projects to the 2018-21 Metropolitan Transportation Improvement Program Which Involves Changes to Five Projects Impacting Portland and ODOT (MA20-12-MAY) (consent)• Resolution No. 20-5086, For the Purpose of Adopting the Fiscal Year 2020-21 Unified Planning Work Program and Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements (consent)• Regional Transportation Measure (Margi Bradway/Andy Shaw, Metro; 20 min)• Update on Southwest Corridor (Leah Robbins, TriMet; 20 min)	<u>June 18, 2020</u> <ul style="list-style-type: none">• 2021-2024 Metropolitan Transportation Improvement Program (Grace Cho, Metro) (Information/Discussion; 20 min)• Interstate Bridge Replacement Program Partner Resolution (Margi Bradway, Metro; 45 min; Information/Discussion)
<u>July 16, 2020</u> <ul style="list-style-type: none">• <i>Mobility Policy Update (20 min)</i>• <i>Jurisdictional Transfer Update (20 min)</i>• 2021-2024 Metropolitan Transportation Improvement Program (Grace Cho, Metro) (Action Requested; 20 min)• Interstate Bridge Replacement Program Partner Resolution (20 min; Action Requested)	<u>August 20, 2020 – cancelled</u>
<u>September 17, 2020</u> <ul style="list-style-type: none">• <i>Mobility Policy Update (20 min)</i>• <i>Freight Commodity Study/Planning (20 min)</i>	<u>October 15, 2020</u> <ul style="list-style-type: none">• <i>Emergency Transportation Routes Update (20 min)</i> <p><u>October 15-17</u>: League of Oregon Cities Conference, Salem <u>October 15</u>: Oregon Mayor's Association Meeting, Salem</p>

<p><u>November 19, 2020</u></p> <ul style="list-style-type: none"> • <i>Jurisdictional Transfer Assessment – Draft Recommendations (20 min)</i> 	<p><u>December 17, 2020</u></p>
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Parking Lot:

- *TSMO Plan Update (Ted Leybold/Caleb Winter, Metro)*
- *Emerging Technology (Ted Leybold/Eliot Rose, Metro)*

**4.1 Resolution No. 20-5102, For the Purpose of Amending
Existing ADA Compliance Related Projects to the 2018-21
Metropolitan Transportation Improvement Program
Which Involves Changes to Five Projects Impacting
Portland and ODOT (MA20-12-MAY)**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, May 21, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING EXISTING)	RESOLUTION NO. 20-5102
ADA COMPLIANCE RELATED PROJECTS TO)	
THE 2018-21 METROPOLITAN)	Introduced by: Chief Operating Officer
TRANSPORTATION IMPROVEMENT)	Andrew Scott in concurrence with
PROGRAM WHICH INVOLVES CHANGES TO)	Council President Lynn Peterson
FIVE PROJECTS IMPACTING PORTLAND AND)	
ODOT (MA20-12-MAY))	

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, MTIP amendments now must also include assessments for required performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, ODOT reached a settlement agreement with the Association of Centers for Independent Living in March of 2017 that changed practices related to compliance with the Americans with Disabilities Act and established the ADA Program to meet the requirements of the settlement agreement; and

WHEREAS, the city of Portland is adding \$612,503 of local funds to their Downtown I-405 Pedestrian Safety & Operational Improvements project due to the revised costs of the included curbs and ramps and to ensure the project meets all required ADA compliance areas; and

WHEREAS, the Oregon Department of Transportation (ODOT) is adjusting their ADA curb and ramp implementation strategy and focus resulting in the de-programming of the implementation phases for their OR211/OR224/US26/OR8 Curb Ramps project resulting in the funds to be shifted to three new stand-alone child projects which will allow them to be completed and delivered more efficiently; and

WHEREAS, with the Preliminary Engineering phase now complete from their OR211/OR224/US26/OR8 Curb Ramps project, ODOT can move forward to establish the three ADA Curb and Ramp for immediate implementation; and

WHEREAS, out of the three new child projects receiving the transferred funds, two are outside of the MPO programming boundary area with the third located in the Cornelius and Forest Grove areas which is being added as a new child project with a total of \$2.5 million to complete ADA complicated curb and ramp improvements; and

WHEREAS, ODOT's further assessment of the ADA Curb and Ramp program has resulted in program savings enabling the Preliminary Engineering (PE) phase with \$4 million to be programmed for the next year's ADA compliant scoping, design, and cost estimating required improvements which total approximately 795 curb and ramp improvements; and

WHEREAS, through ODOT's review and delivery assessment of their ADA curb and ramps projects, additional savings have arisen enabling their OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St ADA curbs and ramps project in Beaverton to add \$1.1 million for Right-of Way phase activities; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming that no RTP inconsistencies exist as a result of the project changes from the May 2020 MTIP Formal Amendment; and

WHEREAS, the RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the May 2020 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on May 1, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5102 consisting of the May 2020 Formal MTIP Amendment bundle on May 21, 2020 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on June 4, 2020 to formally amend the 2018-21 MTIP to include the required changes, advancements, or additions to the four identified projects as part of Resolution 20-5102.

ADOPTED by the Metro Council this ____ day of _____ 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 20-5102**



Proposed May 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: MA20-12-MAY Total Number of Projects: 5					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 18818	70772	Portland	Downtown I-405 Ped Safety & Operational Improvmts	Design and construct various operational and roadside improvements Design and construct various operational and roadside improvements, including new curb ramps, marked crosswalks, signal upgrades and connectivity improvements.	<u>COST INCREASE</u> The formal amendment adds \$612,503 of local funds from the City of Portland. Unanticipated ADA-related costs have driven up the Construction estimate for this project. Rather than cut scope to meet budget, PBOT has elected to contribute further local funding in order to deliver the full scope of the project.
Project #2 Key 21488	71073	ODOT	OR211/OR224/US26 /OR8 Curb Ramps	Design/construct curb ramps to meet ADA standards and compliance on state highways at various locations in Clackamas and Washington counties (PGB)	<u>DECREASE FUNDING</u> The amendment de-programs the ROW, UR, and Construction phases leaving only PE programmed. Funds are being split off to new child projects including 22116 below and outside of the MPO area.
Project #3 Key 22116 NEW PROJECT	TBD	ODOT	OR8 Curb Ramps (Cornelius & Forest Grove)	Pilot project to construct curb ramps to meet compliance with the Americans with Disabilities ACT (ADA) standards. (PGB)	<u>ADD NEW PROJECT</u> The amendment adds the ROW, UR, and construction phases with funding that originates from Key 21488. Key 22116 is a child project to Key 21488 above.
Project #4 Key 22204 NEW PROJECT	TBD	ODOT	Portland Metro & Hood River Curb Ramps	Design curb ramps to meet compliance with the Americans with Disabilities ACT (ADA) standards on state highways at various locations throughout Washington, Multnomah, Clackamas and Hood River counties (PE Phase Only)	<u>ADD NEW PROJECT</u> The amendment adds the PE phase to complete project development actions in support of required ADA curb ramp standards. ROW, UR, and Construction phases will be added later and to the 2021-2024 MTIP and STIP.

Project #5 Key 19267 NEW PROJECT	TBD	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St	Design and right of way activities to upgrade curb ramps in compliance with Americans with Disabilities Act (ADA) standards. Pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access.	<u>ADD NEW PROJECT</u> The amendment adds the ROW phase to the active FY 2020 fiscal year resulting in the entire prior obligated project (PE only programmed) to now be active again in the 2018-21 MTIP. This will allow the ROW funds to obligate before the end of FY 2020 (September 1, 2020)
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Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
COST INCREASE**

Lead Agency: Portland		Project Type:	Active Trns	ODOT Key:	18818
Project Name: Downtown I-405 Ped Safety & Operational Improvmnts	1	ODOT Type	BikePed	MTIP ID:	70772
		Performance Meas:	Yes	Status:	5
		Capacity Enhancing:	No	Comp Date:	12/31/2021
		Conformity Exempt:	Yes	RTP ID:	11567
		On State Hwy Sys:	I-405	RFFA ID:	N/A
		Mile Post Begin:	2.20	RFFA Cycle:	N/A
		Mile Post End:	2.69	UPWP:	No
		Length:	0.49	UPWP Cycle:	N/A
		1st Year Program'd:	2015	Past Amend:	
		Years Active:	6	OTC Approval:	Yes
		STIP Amend #: 18-21-3781		MTIP ID: MA20-12-MAY	
Detailed Description:					
STIP Description: Design and construct various operational and roadside improvements, including new curb ramps, marked crosswalks, signal upgrades and connectivity improvements.					

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
TIFIA	M040	2016		\$ 587,732				\$ 587,732
State STP	M240	2020					\$ 1,422,220	
ADVCON	ACP0	2020					\$ 1,422,220	\$ 1,422,220
							Federal Totals:	\$ 2,009,952
Federal Fund Obligations:				\$ 587,732	\$ -			Federal Aid ID
EA Number:				PE002696	R9250000			5900(286)
Initial Obligation Date:				8/31/2016	3/9/2018			
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2016		\$ 67,269				\$ 67,269
Other	OTH0	2018			\$ 30,000			\$ 30,000
Local	Match	2020					\$ 162,780	\$ 162,780
Other	OVM	2020					\$ 435,224	
Other	OVM	2020					\$ 1,047,727	\$ 1,047,727
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 655,001	\$ 30,000	\$ -	\$ 2,020,224	\$ 2,705,225
Phase Totals After Amend:			\$ -	\$ 655,001	\$ 30,000	\$ -	\$ 2,632,727	\$ 3,317,728
Year Of Expenditure (YOE):								\$ 3,317,728

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment adds \$612,503 of local funds from the City of Portland. Unanticipated ADA-related costs have driven up the Construction estimate for this project. Rather than cut scope to meet budget, PBOT has elected to contribute further local funding in order to deliver the full scope of the project. It is anticipated that there will be significant savings in PE that will ultimately offset PBOT's present contribution. The project is due to go to PS&E (initial Construction obligation) in May, and the STIP amendment needs to be in process in order for PS&E to be accepted and the project to remain on schedule. The cost change represents a 22.6% increase to the project which is above the 20% threshold for administrative modifications. The cost change requires a formal amendment.

> Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 11567 - Downtown I-405 Pedestrian Safety and Operational Improvements

> RTP Description: Improve pedestrian and bike access from NW Portland to Central City across I-405. Improves traffic operations for I-405 off-ramp.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Bicycle and pedestrian improvements

> UPWP amendment: Not applicable & not required

Fund Codes:

> TIFIA = Federal FY 2015 Redistribution of federal funds to ODOT. The redistribution occurs from other states which do not reach their obligation targets.

> State STP = Federal Surface Transportation Program Funds allocated to ODOT

> ADVCON = Federal Advance Construction placeholder fund type code. ODOT will cover initial phase costs until the final federal fund code is determined and a conversion completed.

> Local = General local funds provided by the lead agency as part of the required match.

> Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
DECREASE FUNDING**

Lead Agency: ODOT		OR224	Project Type:	Active		ODOT Key:	21488	
Project Name: OR211/OR224/US26/OR8 Curb Ramps		22.80	ODOT Type	ADAP		MTIP ID:	71073	
		23.36	Performance Meas:	Yes		Status:	4	
		0.56	Capacity Enhancing:	No		Comp Date:	TBD	
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		US26	Conformity Exempt:	Yes		RTP ID:	12095	
		22.70	On State Hwy Sys:	OR211		RFFA ID:	N/A	
		24.94	Mile Post Begin:	11.89		RFFA Cycle:	N/A	
		2.24	Mile Post End:	13.42		UPWP:	N/A	
	Short Description: Design/construct curb ramps to meet ADA standards and compliance on state highways at various locations in Clackamas and Washington counties (PGB)		OR8	Length:	1.53		UPWP Cycle:	N/A
			15.90	1st Year Program'd:	2019		Past Amend:	4
			17.50	Years Active:	2		OTC Approval:	Yes
			1.60	STIP Amend #: 18-21-3700			MTIP Amend #: MA20-12-MAY	
Detailed Description:								
STIP Description: Design and construct curb ramps to meet compliance with the American with Disabilities ACT (ADA) standards on state highways at various locations in Clackamas and Washington county.								

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACP0	2019		\$ 1,590,016				\$ -
ADVCON	ACP0	2019		\$ 1,610,115				\$ 1,610,115
State STP	Z240	2019		\$ 1,590,016				\$ 1,590,016
ADVCON	ACP0	2020			\$ 53,838			\$ -
ADVCON	ACP0	2020				\$ 198,752		\$ -
ADVCON	ACP0	2020					\$ 5,113,713	\$ -
								\$ -
							Federal Totals:	\$ 3,200,131
Federal Fund Obligations:				\$ 1,610,115				Federal Aid ID
EA Number:				PE003144				SA00(292)
Initial Obligation Date:				9/5/2019				
State Funds								
State	Match	2019		\$ 181,984				\$ -
State	Match	2019		\$ 184,285				\$ 184,285
State	Match	2019		\$ 181,984				\$ 181,984
State	Match	2020			\$ 6,162			\$ 6,162
State	Match	2020				\$ 22,748		\$ -
State	Match	2020					\$ 585,287	\$ -
								\$ -
							State Total:	\$ 372,431
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 1,772,000	\$ 60,000	\$ 221,500	\$ 5,699,000	\$ 7,752,500
Phase Totals After Amend:			\$ -	\$ 3,566,400	\$ -	\$ -	\$ -	\$ 3,566,400
Year Of Expenditure (YOE):								\$ 3,566,400

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment returns the project back to a PE programming status and shifts funds to other projects. ODOT established the ADA Program to meet the requirements of the settlement agreement, allocating \$37M in 2018-2021 STIP funding, advancing \$43M from the 2021-2024 STIP, and allocating \$2M in 2019 federal redistribution funding as initial funding for the program.

The funding allocated to date has covered the assessment and inventory of all curb ramps on the state highway system; outreach and training to consultants, contractors, local partners, and ODOT staff; creation and maintenance of a program to respond to ADA related complaints; retaining a national ADA expert to serve as ODOT's Accessibility Consultant in partnership with the plaintiffs; updating design and construction standards, and annual reporting to the plaintiffs. The remaining funds allocated to the program have been focused on projects to design and construct curb ramps. K21488 is one such pilot project. Currently, there is uncertainty in the costs for constructing high volume curb ramp only projects.

Key 21488 is a pilot project and envisioned initial work based on simplified ramp delivery and was initiated without sufficient scoping. These added needs have had budget impacts in all phases. In addition to the funding need, it is necessary to create child projects for separate construction packages based on location. This approach will enable the individual construction packages to progress independently of one another, ensuring each package moves forward as quickly as possible and is not delayed by the restrictions/complexities of the other locations.

> Will Performance Measurements Apply: Appears Yes

RTP References:

> RTP IDs: 12095 - Safety & Operations Projects

> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Projects that reduce or eliminate a safety issue

Fund Codes:

> ADVCON = Federal Advanced Construction funds. ADCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.

> State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Initial Programming

Lead Agency: ODOT		Project Type:	ADA		ODOT Key: 22116	
Project Name: OR8 Curb Ramps (Cornelius & Forest Grove)	3	ODOT Type	Safety		MTIP ID: TBD	
		Performance Meas:	Yes		Status: 4	
		Capacity Enhancing:	No		Comp Date: 12/31/2021	
		Conformity Exempt:	Yes		RTP ID:	12095
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		On State Hwy Sys:	OR8		RFFA ID:	N/A
		Mile Post Begin:	15.90		RFFA Cycle:	N/A
		Mile Post End:	17.50		UPWP:	N/A
		Length:	1.7		UPWP Cycle:	N/A
		1st Year Program'd:	2020		Past Amend:	4
		Years Active:	0	OTC Approval:	Yes	
		STIP Amend #: 18-21-3728	MTIP Amend #: MA20-12-MAY			
Detailed Description: Pilot project to construct curb ramps to meet compliance with the ADA standards at four locations on OR8: (1 & 2) Between MP 15.90 to 17.22, (3) MP 17.23 to 17.45, and (4) MP 17.23 to 17.50. Approved project grouping bucket. Child project split from Key 21488.						
STIP Description: Pilot project to construct curb ramps to meet compliance with the Americans with Disabilities ACT (ADA) standards.						

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACPO	2020			\$ 459,418			\$ 459,418
ADVCON	ACPO	2020				\$ 57,427		\$ 57,427
ADVCON	ACPO	2020					\$ 1,776,798	\$ 1,776,798
								\$ -
							Federal Totals:	\$ 2,293,643
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2020			\$ 52,582			\$ 52,582
State	Match	2020				\$ 6,573		\$ 6,573
State	Match	2020					\$ 203,362	\$ 203,362
								\$ -
							State Total:	\$ 262,517
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ 512,000	\$ 64,000	\$ 1,980,160	\$ 2,556,160
Year Of Expenditure (YOE):								\$ 2,556,160

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment creates a child project from Key 21488 by splitting off funding from ROW, UR, and construction and committing it to this project to better address ADA compliance requirements

> Will Performance Measurements Apply: Appears Yes

RTP References:

> RTP ID: 12095 - Safety & Operations Projects

> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Projects that address and resolve a safety issue.

Fund Codes:

> ADVCON = Federal Advanced Construction funds. ADVCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.

> State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Initial Programming

Lead Agency: ODOT		Project Type:	ADA	ODOT Key:	22204
Project Name: Portland Metro & Hood River Curb Ramps	4	ODOT Type	Safety	MTIP ID:	TBD
		Performance Meas:	No	Status:	1
		Capacity Enhancing:	No	Comp Date:	TBD
		Conformity Exempt:	Yes	RTP ID:	12095
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		On State Hwy Sys:	Various	RFFA ID:	N/A
Short Description: Design curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on state highways at various locations throughout Washington, Multnomah, Clackamas and Hood River counties (PE Phase Only)		Mile Post Begin:	Various	RFFA Cycle:	N/A
		Mile Post End:	Various	UPWP:	N/A
		Length:	N/A	UPWP Cycle:	N/A
		1st Year Program'd:	2020	Past Amend:	0
		Years Active:	0	OTC Approval:	Yes
		STIP Amend #: 18-21-3785	MTIP Amend #: MA20-12-MAY		
Detailed Description: (None at present)					
STIP Description: Design curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards on state highways at various locations throughout Washington, Multnomah, Clackamas and Hood River counties.					

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACPO	2020		\$ 3,589,200				\$ 3,589,200
								\$ -
							Federal Totals:	\$ 3,589,200
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2020		\$ 410,800				\$ 410,800
								\$ -
							State Total:	\$ 410,800
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 4,000,000	\$ -	\$ -	\$ -	\$ 4,000,000
Year Of Expenditure (YOE):								\$ 4,000,000

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment adds preliminary engineering for new project K22204. This project serves as the second year of Region 1 settlement ramp projects (the first year being K21488). Approximately 800 ramps will be scoped and a reduced amount will be delivered, using techniques and procedures in place for ramp pilot projects, including a 2-year construction delivery window. Proposed ramp locations are in Hood River, SW Portland/Beaverton/Tigard and SE Portland/Milwaukie. For the project is considered in project development with later implementation funding to be added for ROW, UR and Construction phases through the 2021-2024 STIP and MTIP..

> Will Performance Measurements Apply: Appears No

RTP References:

> RTP IDs: 12095 - Safety & Operations Projects

> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Elimination of a safety hazard.

Fund Codes:

> ADVCON = Federal Advanced Construction funds. ADVCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.

> State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
(Prior Obligated to Active Status)

Lead Agency: ODOT		Project Type: ADA		ODOT Key: 19267
Project Name: OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St	5	ODOT Type: Safety		MTIP ID: TBD
		Performance Meas: Yes		Status: 4
		Capacity Enhancing: No		Comp Date: 9/15/2022
		Conformity Exempt: Yes		RTP ID: 12095
		On State Hwy Sys: OR141		RFFA ID: N/A
		Mile Post Begin: 2.84		RFFA Cycle: N/A
		Mile Post End: 3.84		UPWP: N/A
		Length: 1		UPWP Cycle: N/A
		1st Year Program'd: 2015		Past Amend: 0
		Years Active: 6		OTC Approval: Yes
		STIP Amend #: 18-21-3779	MTIP Amend #: MA20-12-MAY	
Detailed Description: In Beaverton on OR141 from Scholls Ferry Rd to Hemlock St (MP 2.84 to 3.84), construct and complete ADA curb and ramp improvements to include pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access.				
STIP Description: Design and right of way activities to upgrade curb ramps in compliance with Americans with Disabilities Act (ADA) standards. Pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access.				

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACPO	2015		\$ 448,650				\$ 448,650
REDIST	M030	2015		\$ 278,163				\$ 278,163
Redistribution	Z030	2015		\$ 248,289				\$ 248,289
STBG 5-200k	Z231	2015		\$ 191,125				\$ 191,125
ADVCON	ACPO	2020			\$ 1,013,949			\$ 1,013,949
								\$ -
							Federal Totals:	\$ 2,180,176
Federal Fund Obligations:				\$ 1,166,227				Federal Aid ID
EA Number:				PE002488				S141(010)
Initial Obligation Date:				4/9/2015				
State Funds								
State	Match	2015		\$ 51,350				\$ 51,350
State	Match	2015		\$ 31,837				\$ 31,837
State	Match	2015		\$ 28,418				\$ 28,418
State	Match	2015		\$ 21,875				\$ 21,875
State	Match	2020			\$ 116,051			\$ 116,051
								\$ -
							State Total:	\$ 249,531
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 1,299,707	\$ 1,130,000	\$ -	\$ -	\$ 2,429,707
Year Of Expenditure (YOE):								\$ 2,429,707

Notes and Summary of Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment adds the Right-of Way (ROW) phase to the project. Because the PE phase obligated back in 2015, the project has been in a "prior obligation" status. Adding the ROW phase to obligate in 2020 "re-activates" the project in the 2018-2021 MTIP and will allow the ROW phase to obligate before the end of fee 2020. The Construction phase funding will be added into the new 2021--24 STIP and MTIP. Construction is scheduled for September 2021.

> Will Performance Measurements Apply: Appears Yes

RTP References:

> RTP IDs 12095 - Safety & Operations Projects

> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity

> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Projects that eliminate a safety hazard

Fund Codes:

> ADVCON = Federal Advanced Construction funds. ADVCON acts as a temporary placeholder until the specific federal fund is known or available for the project. At that time a fund conversion occurs to change the ADVCON to the correct federal fund code.

> REDIST & Redistribution = Federal funds collected by FHWA from other states that do not meet their annual obligation targets and re-allocated to other states that meet their obligation targets.

STBG 5-200K = Federal Surface Transportation Block Grant funds designated for areas with populations in the range of 5,000 to 200,000.

> State = General state funds provided by the lead agency as part of the required match or to cover overmatching project costs and needs

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: May 7, 2020
To: JPACT and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: May 2020 MTIP Formal Amendment & Resolution 20-5102 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING EXISTING ADA COMPLIANCE RELATED PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM WHICH INVOLVES CHANGES TO FIVE PROJECTS IMPACTING PORTLAND AND ODOT (MA20-12-MAY)

BACKGROUND

What This Is:

The May 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5102 and being processed under MTIP Amendment MA20-12-MAY.

What is the requested action?

TPAC is providing JPACT an approval recommendation of Resolution 20-5102 consisting of five projects in the May 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Proposed May 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: MA20-12-MAY Total Number of Projects: 5					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 18818	70772	Portland	Downtown I-405 Ped Safety & Operational Improvmnts	Design and construct various operational and roadside improvements Design and construct various operational and roadside improvements, including new curb ramps, marked crosswalks, signal upgrades and connectivity improvements.	<u>COST INCREASE</u> The formal amendment adds \$612,503 of local funds from the City of Portland. Unanticipated ADA-related costs have driven up the Construction estimate for this project. Rather than cut scope to meet budget, PBOT has elected to contribute further local funding in order to deliver the full scope of the project.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 21488	71073	ODOT	OR211/OR224/U S26/OR8 Curb Ramps	Design/construct curb ramps to meet ADA standards and compliance on state highways at various locations in Clackamas and Washington counties (PGB)	DECREASE FUNDING The amendment de-programs the ROW, UR, and Construction phases leaving only PE programmed. Funds are being split off to new child projects including 22116 below and outside of the MPO area.
Project #3 Key 22116 NEW PROJECT	TBD	ODOT	OR8 Curb Ramps (Cornelius & Forest Grove)	Pilot project to construct curb ramps to meet compliance with the Americans with Disabilities ACT (ADA) standards. (PGB)	ADD NEW PROJECT The amendment adds the ROW, UR, and construction phases with funding that originates from Key 21488. Key 22116 is a child project to Key 21488 above.
Project #4 Key 22204 NEW PROJECT	TBD	ODOT	Portland Metro & Hood River Curb Ramps	Design curb ramps to meet compliance with the Americans with Disabilities ACT (ADA) standards on state highways at various locations throughout Washington, Multnomah, Clackamas and Hood River counties (PE Phase Only)	ADD NEW PROJECT The amendment adds the PE phase to complete project development actions in support of required ADA curb ramp standards. ROW, UR, and Construction phases will be added later and to the 2021-2024 MTIP and STIP.
Project #5 Key 19267 NEW PROJECT	TBD	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St	Design and right of way activities to upgrade curb ramps in compliance with Americans with Disabilities Act (ADA) standards. Pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access.	ADD NEW PROJECT The amendment adds the ROW phase to the active FY 2020 fiscal year resulting in the entire prior obligated project (PE only programmed) to now be active again in the 2018-21 MTIP. This will allow the ROW funds to obligate before the end of FY 2020 (September 1, 2020)

A detailed summary of the new proposed amended project is provided below.

Project 1: Downtown I-405 Ped Safety & Operational Improvmnts			
Lead Agency:	Portland		
ODOT Key Number:	18818	MTIP ID Number:	70772
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Design and construct various operational and roadside improvements Design and construct various operational and roadside improvements, including new curb ramps, marked crosswalks, signal upgrades and connectivity improvements. Source: Existing project. Funding: The awarded source of funding for the project is from ODOT Project Type: Active transportation, bike/pedestrian safety improvements Location: In the city of Portland and on I-405 Cross Street Limits: MP 2.20 to MP 2.69 Overall Mile Post Limits: N/A Current Status Code: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation. 		

	<ul style="list-style-type: none"> STIP Amendment Number: 18-21-3781 MTIP Amendment Number: MA20-12-MAY
What is changing?	<p>AMENDMENT ACTION: COST INCREASE</p> <p>The formal amendment adds \$612,503 of local funding to the project's construction phase to address the added costs to complete ADA standard curb improvements now required as part of the project.</p> <p>Unanticipated ADA-related costs have driven up the Construction estimate for this project. Rather than cut scope to meet budget, PBOT has elected to contribute further local funding in order to deliver the full scope of the project. It is anticipated that there will be significant savings in PE that will ultimately offset PBOT's present contribution.</p>
Additional Details:	The amendment is considered urgent to keep the construction obligation on schedule for a summer obligation date.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, The added funding represents a 22.6% cost increase to the project which is above the 20% threshold for administrative modifications
Total Programmed Amount:	The project increases from \$2,705,225 to \$3,317,728 with the increase occurring in the Construction phase to address the ADA curb/ramp costs.
Added Notes:	<p>Approval for this cost increase was also required from the Oregon Transportation Commission (OTC). Attachments included for Key 18818:</p> <ul style="list-style-type: none"> Key 18818 Project Location Map Key 18818 Vicinity Map Key 18818 OTC Staff Report

Project 2: OR211/OR224/US26/OR8 Curb Ramps	
Lead Agency:	ODOT
ODOT Key Number:	21488 MTIP ID Number: 71073
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Design/construct curb ramps to meet ADA standards and compliance on state highways at various locations in Clackamas and Washington counties (PGB) Source: Existing project. Funding: The project grouping bucket returns the project back to a PE only funded project with obligated State STP and Advance Construction funding. Project Type: Active transportation, ADA safety improvements Location: Various locations on OR8, OR211, OR224, and US26 Cross Street Limits: N/A Overall Mile Post Limits: Multiple Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).

	<ul style="list-style-type: none"> • STIP Amendment Number: 18-21-3700 • MTIP Amendment Number: MA20-12-MAY
What is changing?	<p>AMENDMENT ACTION: COST DECREASE</p> <p>The formal amendment de-programs the funding from the Right-of-Way (ROW), Utility Relocation (UR), and Construction phase. Key 21488 functions as a project grouping bucket (PGB) and contains multiple improvement site locations on multiple routes. Only the Preliminary Engineering (PE) phase is left with programming.</p> <p>Key 21488 was established as ODOT's response to the ADA suit. It was expected that management of the ADA curb/ramp improvements could occur through the PGB. However, the complexity of the improvements requires a different approach now.</p> <p>ODOT reached a settlement agreement with the Association of Centers for Independent Living in March of 2017. In the agreement, ODOT agreed to change practices related to compliance with the Americans with Disabilities Act. ODOT established the ADA Program to meet the requirements of the settlement agreement, allocating \$37M in 2018-2021 STIP funding, advancing \$43M from the 2021-2024 STIP, and allocating \$2M in 2019 federal redistribution funding as initial funding for the program.</p> <p>The funding allocated to date has covered the assessment and inventory of all curb ramps on the state highway system; outreach and training to consultants, contractors, local partners, and ODOT staff; creation and maintenance of a program to respond to ADA related complaints; retaining a national ADA expert to serve as ODOT's Accessibility Consultant in partnership with the plaintiffs; updating design and construction standards, and annual reporting to the plaintiffs. The remaining funds allocated to the program have been focused on projects to design and construct curb ramps. K21488 is one such pilot project.</p> <p>While ODOT is learning from other states and local agencies on costs for constructing high volume curb ramp only projects, there is uncertainty in what the true costs of these projects will be. With the goal of meeting tight deadlines set by the settlement agreement, the K21488 pilot project envisioned initial work based on simplified ramp delivery and was initiated without sufficient scoping to understand project needs. It included a number of innovative approaches that have changed from initial concept, in some cases resulting in added resource needs such as right-of-way acquisition, survey, railroads, tracking, and ca/cei. These added needs have had budget impacts in all phases.</p>

	In addition to the funding need, it is necessary to create child projects for separate construction packages based on location. This approach will enable the individual construction packages to progress independently of one another, ensuring each package moves forward as quickly as possible and is not delayed by the restrictions/complexities of the other locations.
Additional Details:	Key 21488 de-programming action results in the ROW, UR, and Construction funding being shifted over to three child projects in Keys 22116 (included in this amended bundle), 2212 and 22115. Keys 22112 and 2215 are outside of the Metro MPO boundary area. Therefore no action to the MTIP is required. ODOT will complete required updates to both projects in the STIP.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the de-programming and fund shift from Key 21488 acts as a cost decrease to the project. The cost decrease equals \$4,186,100 and represents a 53.9% change to the project which is above the 20% threshold projects with a \$1 million or greater total cost. Additionally, since a key amount of funding is being shifted to two projects outside of the MPO boundary area, the funding change has a fiscal constraint verification requirement as part of the amendment.
Total Programmed Amount:	The total de-programming to Key 21488 decreases from \$7,752,500 to \$3,566,400 with the funding only in the PE phase.
Added Notes:	OTC approval was required as part of this amendment. Included attachments with this project are as follows: <ul style="list-style-type: none"> • Key 21488 OTC Staff Letter • Project Location Maps for child projects

Project 3:	OR8 Curb Ramps (Cornelius & Forest Grove) (New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	22116	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: <ul style="list-style-type: none"> • Proposed improvements: • Pilot project to construct curb ramps to meet compliance with the Americans with Disabilities ACT (ADA) standards. (PGB) • Source: New project. Child project from Key 21488 • Funding: The project includes funding shifted from Key 21488 and will use the federal Advance Construction fund type code as a placeholder until the final federal funds are determined. • Project Type: ADA/Safety improvements • Location: At multiple site locations on OR8 • Cross Street Limits: Multiple • Overall 4 Mile Post Limits: <ul style="list-style-type: none"> ○ (1 & 2) Between MP 15.90 to 17.22. ○ (3) MP 17.23 to 17.45. 		

	<ul style="list-style-type: none"> ○ (4) MP 17.23 to 17.50. • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-3728 • MTIP Amendment Number: MA20-12-MAY
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds the new project which is a child project to Key 21488. The PE phase was completed in Key 21488 with the implementation phases here in this project. The project now becomes a stand-alone project in the MTIP and STIP and will address ADA compliance requirements on OR8.</p>
Additional Details:	See the project location maps for Key 21488 for Key 22116.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment
Total Programmed Amount:	The total programmed amount is \$2,556,160
Added Notes:	OTC approval was required

Project 4:	Portland Metro & Hood River Curb Ramps (New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	22204	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Design curb ramps to meet compliance with the Americans with Disabilities ACT (ADA) standards on state highways at various locations throughout Washington, Multnomah, Clackamas and Hood River counties (PE Phase Only). • Source: New Project – PE phase only. • Funding: The federal fund type code Advance Construction will be used until the final federal fund type code is determined. • Project Type: ADA/Safety – curbs and ramp improvements • Location: Multiple locations planned • Cross Street Various • Overall Mile Post Limits: Multiple • Current Status Code: • STIP Amendment Number: 18-21-3785 • MTIP Amendment Number: MA20-12-MAY 		
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds the PE phase to the “second year” project related to the ADA settlement. ODOT reached a settlement agreement with the Association of Centers for Independent Living in</p>		

March of 2017. In the agreement, ODOT agreed to change practices related to compliance with the Americans with Disabilities Act. ODOT established the ADA Program to meet the requirements of the settlement agreement, allocating \$37M in 2018-2021 STIP funding, advancing \$43M from the 2021-2024 STIP, and allocating \$2M in 2019 federal redistribution funding as initial funding for the program.

The funding allocated to date has covered the assessment and inventory of all curb ramps on the state highway system; outreach and training to consultants, contractors, local partners, and ODOT staff; creation and maintenance of a program to respond to ADA related complaints; retaining a national ADA expert to serve as ODOT's Accessibility Consultant in partnership with the plaintiffs; updating design and construction standards, and annual reporting to the plaintiffs. The remaining funds allocated to the program have been focused on projects to design and construct curb ramps. With all of the current ADA Program funds allocated, additional funding is required through 2023 to continue curb ramp construction projects, scope pedestrian activated signals, and support various program-related activities to meet the settlement agreement. Beginning in 2024, the program should be on-cycle with the STIP and funding needs will be identified as part of the regular STIP funding allocation process.

New project K22204 serves as the second year of Region 1 settlement ramp projects (the first year being K21488). Approximately 800 ramps will be scoped and a reduced amount will be delivered, using techniques and procedures in place for ramp pilot projects, including a 2-year construction delivery window. Proposed ramp locations are in Hood River, SW Portland/Beaverton/Tigard and SE Portland/Milwaukie.

Additional Details:

Proposed Locations for the Planned Curb/Ramp Improvements

Project Name	Curb Ramps	Project	Project		PE	
		Location	Milepoint		Year	Funding
		(City)	MP Begin	MP End		
Region 1 ADA Curb Ramps 2021	29	141 Hall (Tigard)	3.84	4.97		\$4,000,000
	18	OR10 BH (Beaverton)	1.15	1.31		
	56	30BY Lombard (Portland)	4.75	5.15		
	38	OR8 TV Hwy (Portland/Beaverton)	1.43	1.88		
	148	OR8 TV Hwy (Beaverton)	1.96	3.55		
	217	99E (Milwaukie/Oak Grove/Gladstone/Oregon City)	5.71	13.7		

	59	99E (Milwaukie/Portland)	5.67	1.5		
	91	Hwy 281 (Hood River)	1.17	0		
	79	Hwy 30 (Hood River)	49.07	64.07		
	60	Hwy 10 (Beaverton)	5.88	7.38		
	Total	795				
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment					
Total Programmed Amount:	Only PE is being added through this amendment. The total programmed amount is \$4,000,000.					
Added Notes:	OTC approval was required. One attachment is included: OTC Staff Report					

Project 5:	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St (New Project)		
Lead Agency:	ODOT		
ODOT Key Number:	22116	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Design and right of way activities to upgrade curb ramps in compliance with Americans with Disabilities Act (ADA) standards. Pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access. Source: New project. Funding: The project is utilizing savings from other ADA curb and ramp projects to fund the ROW phase Project Type: ADA/Safety improvements Location: In Beaverton on OR 141 (Hall Blvd) Cross Street Limits: Scholls Ferry Rd to Hemlock St Mile Post Limits: MP 2.84 to MP 3.84 (Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: 18-21-3779 MTIP Amendment Number: MA20-12-MAY 		
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds the Right-of Way (ROW) phase to the project. This moves the project from the “prior obligated” status to an active status project in the 2018 MTIP. The Preliminary Engineering phase initially obligated its phase funding back in 2015. The project has moved forward as a shelf-ready design project.</p> <p>The programming action acts as adding a new project to the MTIP.</p>		
Additional Details:			

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment
Total Programmed Amount:	The programming action adds \$1,130,000 to the ROW phase increasing the total programmed amount from \$1,299,707 to \$2,429,707.
Added Notes:	OTC approval was required

Note: The Amendment Matrix located on the next page is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes:	
• Change in project termini - greater than .25 mile in any direction	
• Changes to the approved environmental footprint	
• Impacts to AQ conformity	
• Adding capacity per FHWA Standards	
• Adding or deleting worktype	
3. Changes in Fiscal Constraint by the following criteria:	
• FHWA project cost increase/decrease:	
• Projects under \$500K – increase/decrease over 50%	
• Projects \$500K to \$1M – increase/decrease over 30%	
• Projects \$1M and over – increase/decrease over 20%	
• All FTA project changes – increase/decrease over 30%	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)	
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3	
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.	
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)	
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.	
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)	
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.	

- If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts to include:
 - Safety
 - Asset Management - Pavement
 - Asset Management – Bridge
 - National Highway System Performance Targets
 - Freight Movement: On Interstate System
 - Congestion Mitigation Air Quality (CMAQ) impacts
 - Transit Asset Management impacts
 - RTP Priority Investment Areas support
 - Climate Change/Greenhouse Gas reduction impacts
 - Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the May 2020 Formal MTIP amendment (MA20-12-MAY) will include the following:

- | <u>Action</u> | <u>Target Date</u> |
|---|---------------------|
| • Initiate the required 30-day public notification process..... | April 28, 2020 |
| • TPAC notification and approval recommendation..... | May 1, 2020 |
| • JPACT approval and recommendation to Council..... | May 21, 2020 |
| • Completion of public notification process..... | May 27, 2020 |
| • Metro Council approval..... | June 4, 2020 |

Notes:

- * If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Amendment bundle submission to ODOT for review.....	June 8, 2020
• Submission of the final amendment package to USDOT.....	June 8, 2020
• ODOT clarification and approval.....	Late June, 2020
• USDOT clarification and final amendment approval.....	Late June, 2020

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

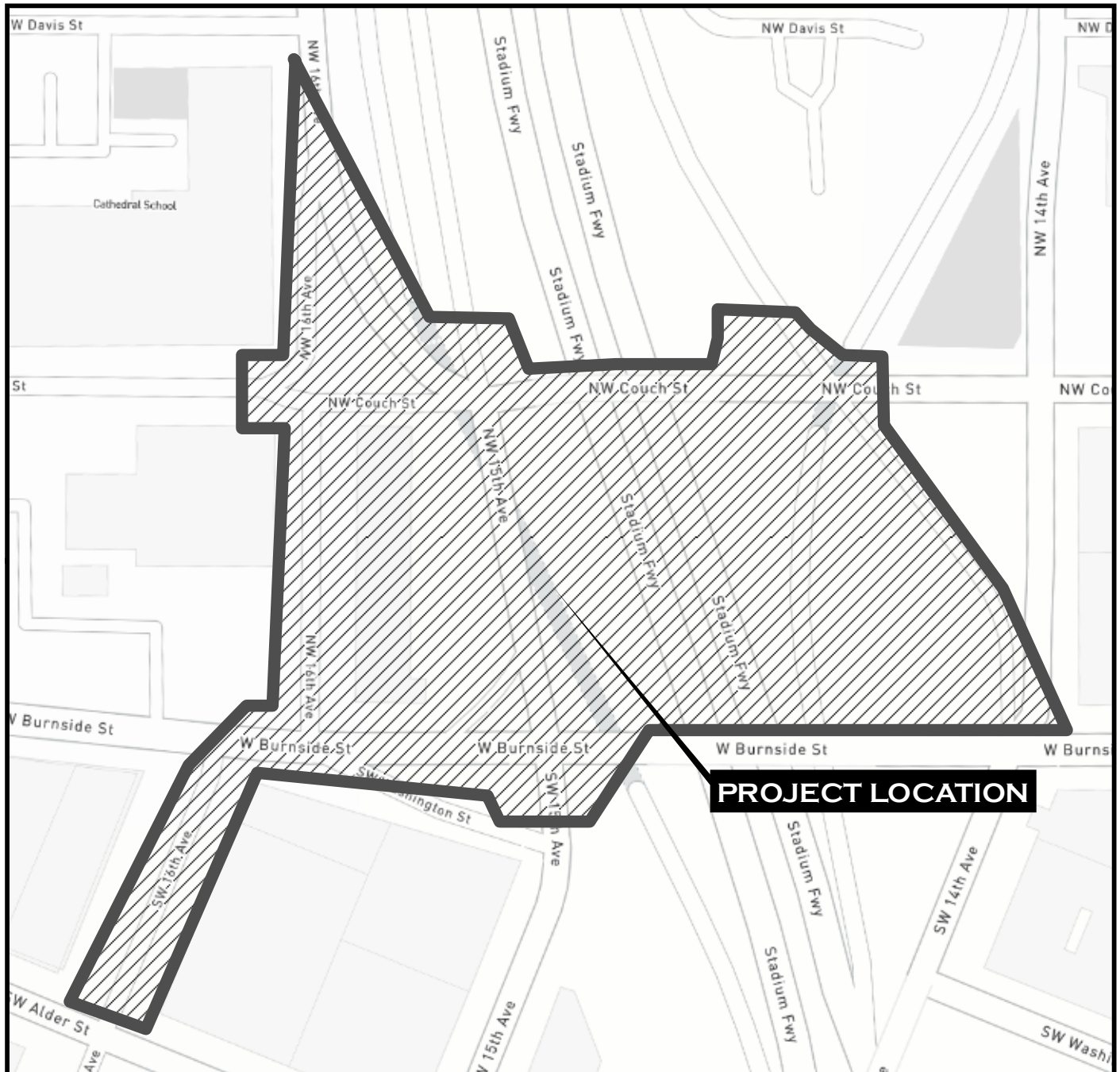
TPAC is providing JPACT an approval recommendation of Resolution 20-5102 consisting of five projects in the May 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Attachments:

1. Key 18818 Project Location Map
2. Key 18818 Project location Vicinity Map
3. Key 18818 OTC Staff Letter
4. Key 21488 OTC Staff Letter
5. Key 21488 and Child Location Maps
6. Key 19267 Project Location Maps – Location and Vicinity

STIP PROJECT LOCATION

ODOT REGION 1



ACT: Region 1 ACT

COUNTY: Multnomah

CITY: Portland

DOWNTOWN I-405 PED SAFETY OPERATIONAL IMPROVEMENTS

KEY NO. 18818

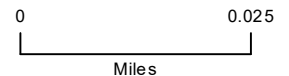


STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES

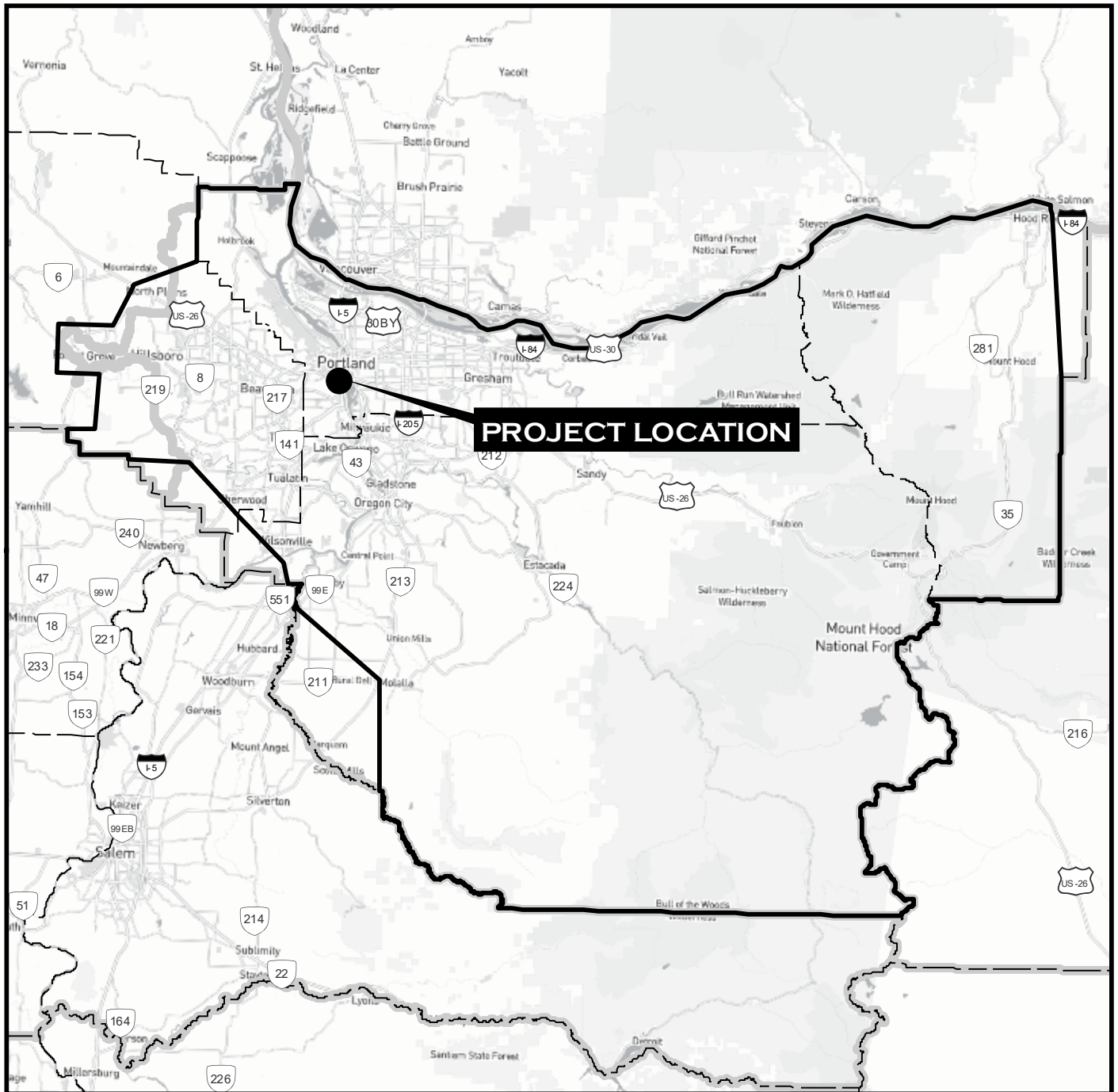


PRODUCED BY ODOT - GIS UNIT
 ODOTMaps@odot.state.or.us
 GIS NO. 23-52

DATE: 4/14/2020

STIP PROJECT VICINITY

ODOT REGION 1



DOWNTOWN I-405 PED SAFETY OPERATIONAL IMPROVEMENTS

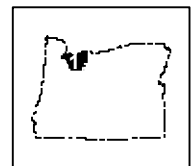
KEY NO. 18818

STATE HIGHWAY CLASSIFICATION

	INTERSTATE
	STATEWIDE
	LOCAL ROADS
	PROJECT LOCATION

BOUNDARIES

	ODOT REGION
	COUNTY
	ACT BOUNDARY
	HYDROLOGIC FEATURES



0 10
Miles

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ODOTMaps@odot.state.or.us
GIS NO. 23-52

DATE: 4/14/2020



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: (add the date letter to be signed)

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda/Consent XX** – Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the *Downtown Interstate 405 Pedestrian Safety and Operational Improvements* project.

Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the *Downtown Interstate 405 Pedestrian Safety and Operational Improvements* project by \$612,503. The additional funding is from the City of Portland.

Project to increase funding

Downtown Interstate 405 Pedestrian Safety and Operational Improvements (KN 18818)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2016	\$655,001	\$655,001
Right of Way	2018	\$30,000	\$30,000
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$2,020,224	\$2,632,727
TOTAL		\$2,705,225	\$3,317,728

Background:

The City of Portland will implement improvements in the downtown core bounded by Southwest Alder Street, Northwest Davis Street, 16th Avenue, and the Northwest Burnside Street and Couch Street ramp. The project includes Americans with Disabilities Act (ADA) ramp improvements at multiple intersections and corners, restriping 14th, 15th, and 16th Avenues, and signal upgrades at 16th Avenue & Burnside Street and 15th Avenue & Couch Street. The project will also close a short one-way on Northwest Couch Street between Northwest 15th & Northwest 16th Avenues in order to construct a pedestrian plaza. A two-way bicycle facility will be striped on Northwest/Southwest 16th Avenue and bicycle signal phases will be added as part of the signal upgrades at 15th Avenue & Couch Street and 16th Avenue & Burnside Street.

City of Portland and Oregon Department of Transportation staff have worked collaboratively to keep the project on schedule, regularly troubleshooting right-of-way ownership and ADA issues to identify

the most time-effective and cost-effective path forward. Rather than cutting additional scope, the City has decided to increase funding and deliver the full scope.

Options:

With approval, the project will move forward to Plans, Specifications, & Estimate submittal and bid let by the City of Portland in Fall 2020.

Without approval, the project will be delayed until the City of Portland can gain future approval of a revised amendment or cut scope to fit the approved budget.

Attachments:

- Attachment 1 – Location and Vicinity Maps

Copies to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Cooper Brown	Mac Lynde	Jeff Flowers	Arlene Santana
Amanda Sandvig	Rian Windsheimer	Tova Peltz	Mandy Putney
Talena Adams	Gabriela Garcia	Sam Hunaidi	Daniel Ramirez-Cornejo

COORDINATION SHEET

(If question does not apply to your item, please put N/A)

SUBJECT: Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the *Downtown Interstate 405 Pedestrian Safety and Operational Improvements* project.

PRODUCT DRAFTER: Daniel Ramirez-Cornejo

PRESENTER(S) and TITLE(S):

AGENDA PLACEMENT:

TIME REQUESTED:

RELATED RULES/STATUTES:

AGENDA MATERIALS:

- Cover letter title: Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the *Downtown Interstate 405 Pedestrian Safety and Operational Improvements* project.
- Attachment 1-title: KEY_18818_Vic
- Attachment 2-title: KEY_18818_Loc

Required	Position	Name	Date
Always	Division/Deputy Administrator /Region Manager	Rian Windsheimer	4/13/20
When applicable:	Legal Counsel		
For all Highway Items	Active Transportation		

*****All materials must be approved by either a Division Administrator or Region Manager prior to submission to the OTC staff at OTCAdmin@odot.state.or.us or [ODOT Hwy OTC AgendaItems@odot.state.or.us](mailto:ODOT_Hwy_OTC_AgendaItems@odot.state.or.us) if a Highway related item.*****



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: March 31, 2020

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda C** – Request approval of allocating federal funds to meet the immediate funding needs of the ADA Program, Bridge Program and Tolling Program.

Requested Action:

Receive an informational update on Federal Funding and request approval of additional funds to meet ADA Legal Settlement Requirements, Federal Bridge Program Requirements and continuing efforts to stand up the Tolling Program.

Background:

Developing the Statewide Transportation Improvement Program (STIP) requires ODOT to estimate federal and state resources that will be available seven years into the future. For example, the Commission approved the STIP funding allocation for 2021-2024 in 2017. This estimation exercise is particularly challenging given that the federal surface transportation authorization act (the FAST Act) expires on September 30, 2020—the day before the new STIP goes into effect. Without an authorization in place that provides some level of certainty around federal funding, ODOT is required to develop an educated guess about how much funding Congress will make available for the 2021-2024 STIP. This uncertainty is heightened by significant ongoing revenue shortfalls in the Highway Trust Fund that will force deep cuts in federal transportation funding if Congress does not transfer additional resources into the trust fund.

ODOT's best estimate of federal funds available through 2024 included a prudent risk mitigation strategy of assuming that federal funding in 2021 through 2024 would fall 10% below the final authorized funding level in 2020. This assumption, which is consistent with Commission practice for recent STIPs, is designed to avoid having to make deep cuts to projects if federal funding does not materialize; previous commissions have had to undertake these cuts and found it unpleasant. This assumption is also consistent with funding patterns seen in recent years. For example, after the expiration of a previous authorization act ODOT's federal funding peaked in 2010, fell 7.5% before reaching a low in 2015, and did not again exceed the 2010 level until 2020.

The Commission agreed to this risk mitigation assumption, with the caveat that the first \$40 million in federal funding that came in over and above the assumed level would go into a Strategic Investments program to enhance the transportation system. Given the uncertainty about whether the program would be funded, the Commission did not develop criteria or a project selection process for the program.

After funding the Strategic Investments program, any federal funding over and above the assumed level would go into Fix-It projects to preserve bridges, pavement, and other assets.

With the FAST Act about to expire and action by Congress on a new authorization by no means certain, ODOT now needs to return to the Commission to discuss how to use any unanticipated federal funds to address key priorities in a climate of deep uncertainty. In addition, the department has received some additional unanticipated federal funds in recent years that need to be allocated. ODOT anticipates working through the allocation of all of these funds over the course of the next several months in a process that will also consider revenue reductions due to the COVID-19 pandemic and other budgetary adjustments.

However, there are some time critical funding needs that require attention this month. As previously discussed with the Commission, additional investment is needed immediately to keep up with the requirements of the legal settlement to meet Americans with Disabilities Act (ADA) requirements and the Federal requirements to conduct routine bridge inspections and load rating analysis of bridges. The funding needs for these two programs are significant and require additional funds at various critical times through 2023.

ADA Legal Settlement

As the Commission is aware, ODOT reached a settlement agreement with the Association of Centers for Independent Living in March of 2017. In the agreement ODOT agreed to change practices related to compliance with the Americans with Disabilities Act.

In response, ODOT established the ADA Program to meet the requirements of the settlement agreement. The Commission previously approved \$37M in the 2018-2021 STIP and advanced \$43M from the 2021-2024 STIP as initial funding for the program. In August 2019, the Commission also approved \$2M in the allocation of 2019 Federal Redistribution funding.

The funding allocated to date has been focused on establishing the ADA Program and working to meet the various requirements of the legal settlement. Examples of some of the efforts to date include: assessment and inventory of all curb ramps on the state highway system; outreach and training to consultants, contractors, local partners, and ODOT staff; creating and maintaining a program to respond to ADA related complaints; retained a national ADA expert to serve as ODOT's Accessibility Consultant, in partnership with the plaintiffs; updated design and construction standards, and annual reporting to the plaintiffs. The remaining funds allocated to the program have been focused on projects to design and construct curb ramps. Initial efforts were focused on leveraging other existing projects to construct or reconstruct curb ramps in close proximity and pilot projects to validate innovative approaches for curb ramp only projects.

The focus now is on projects that will construct a substantial number of curb ramps each year across the state – more than 3,000 curb ramps each year. These curb ramp only projects will pick up intensity this year, with nine projects scheduled to go to construction in June, and more to follow. While ODOT is learning from other states and local agencies on costs for constructing this many curb ramps, there is uncertainty in what the true costs of these projects will be.

With all of the current ADA Program funds allocated, additional funding is required through 2023 to continue curb ramp construction projects, scope pedestrian activated signals, and support various program-related activities to meet the settlement agreement. Beginning in 2024, the program should be on-cycle with the STIP and funding needs will be identified as part of the regular STIP funding allocation process.

The following table summarizes funding needs and when funds need to be made available through 2023. These estimates reflect the best available information to date on the costs for delivering curb ramps. Based on the projects that go to construction in June 2020, future estimates will be updated to reflect market conditions for this type of work in Oregon.

	Additional Funding Needed By		
	April 2020	October 2020	September 2022
2020 Projects	\$19,000,000		
2021 & 2022 Projects	\$26,200,000	\$45,900,000	
2023 Projects		\$17,500,000	\$30,600,000
Scope Pedestrian Activated Signals	\$4,000,000		
Responding to ADA Comments, Questions, Concerns, Requests		\$2,000,000	\$2,000,000
Continue Training of Contractors & Inspectors		\$2,000,000	
TOTALS	\$49,400,000	\$67,400,000	\$32,600,000

Federal Bridge Program

In early 2019, as part of the overall Project Delivery Improvement effort, ODOT initiated a complete review of the Bridge Program. The review identified several significant issues within the Bridge Program, and steps have already been taken to make the necessary changes. In the spirit of continuous improvement, the review of the Bridge Program is continuing and will likely identify additional changes.

As the Commission is aware, FHWA recently conducted a review of the ODOT National Bridge Inspection Program and produced a finding of non-compliance, requiring three letters of corrective action specific to the inspection program. These are in addition to several previous letters of corrective action for bridge inspections and load ratings.

ODOT takes our stewardship responsibilities seriously and is working aggressively to regain compliance with the Federal requirements. The ODOT Bridge Program provides the statewide oversight, inspection, and load ratings analysis for all bridges open for public use, except for those owned by Federal agencies. Currently, \$21.8M per biennium is allocated to the Bridge Program for

inspection and load rating purposes, which has not kept up with the requirements. Due to the backlog of bridge inspections and load rating analysis and the historic underinvestment in those areas, it is imperative that additional funding be approved to meet those needs. ODOT staff positions are being temporarily reallocated to these efforts and additional consultant resources will be needed to complete the work and regain compliance with FHWA requirements.

The following table summarizes the estimated funding needs and when funds need to be made available through 2023. Beginning in 2024, the inspection and load rating programs should be on-cycle with the STIP and funding needs will be identified as part of the regular STIP funding allocation process. These estimates reflect the best available information to date on the costs for delivering this work. Based on the increasing amount of effort taken, future estimates will be updated to reflect changes in the approach for conducting this work and real-time market conditions.

	Additional Funding Needed By		
	April 2020	June 2021	June 2023
Load Rating – ODOT Bridges	\$7,138,000	\$6,376,000	\$3,725,000
Load Rating – Local Agency Bridges	\$3,526,000	\$12,384,000	\$3,841,000
Inspection – ODOT Bridges	\$1,998,000	\$11,150,000	\$11,816,000
Inspection – Local Agency Bridges	\$822,000	\$5,016,000	\$5,317,000
TOTALS	\$13,484,000	\$34,926,000	\$24,699,000

The funds identified above will support the FHWA required bridge inspection and load rating analysis needs. Based on the load rating analysis, some bridges will be required to be “posted” to restrict some loads from crossing the structure – specifically special hauling vehicles and large emergency vehicles. None of the funding identified will be available to make improvements to those bridges so they can avoid being “posted”. As the Commission considers how to allocate future funds, a suggestion might be to allocate some funds to bridge strengthening efforts on both state and local bridges, based on critical need.

Tolling Program

Efforts have been underway to stand up the Tolling Program as required by HB 2017. The Commission has allocated \$5.1 million of funding previously for the planning process. An additional \$10 million is needed to support the National Environmental Policy Act (NEPA) preliminary work for I-5 and the NEPA process for I-205, and the procurement of a General Tolling Consultant (GTC). The full funding needed to build an operational tolling program will be much larger, in the \$35 – 50M range, and will be refined in preparations for future discussions and actions with the Commission over the next few months.

ODOT Recommendation

How to allocate the unanticipated federal funds and continue to meet the needs of the ADA, Bridge and Tolling programs, as well as other priority investment areas, will be an on-going dialogue with the

Commission and with other partners over the next several months. ODOT will refine and update costs estimates over time to better inform the future needs in critical program areas.

Specific to this request, ODOT recommends the approval of the following:

- Approve \$49,400,000 for the ADA Program to continue to meet the requirements of the settlement agreement for 2020 and the development costs for projects in 2021.
- Approve \$13,484,000 for the Bridge Program to continue to meet the requirements for bridge inspection and load ratings through the current biennium.
- Approve \$10,000,000 for additional tolling work.
- Direct ODOT to develop a strategy to fund ADA, Bridge, Tolling and other critical needs such as the Interstate Bridge Replacement Program. The strategy will include the use of the remaining and projected unanticipated federal funds and potential reallocations of existing STIP funds. This strategy will be presented to the Commission over the next few months with a decision anticipated in summer 2020.

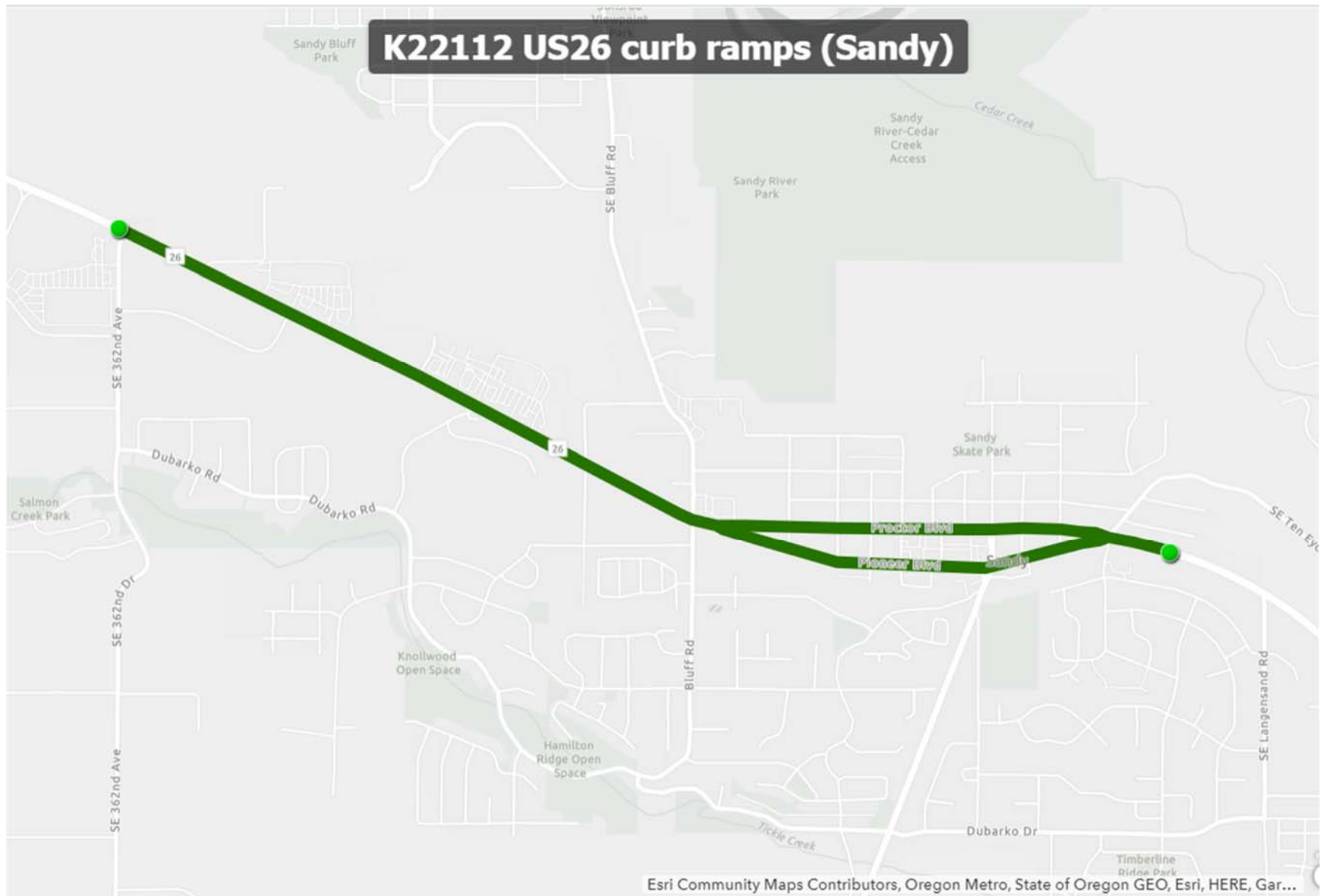
Copies to:

Jerri Bohard	Travis Brouwer	Cooper Brown	Lindsay Baker
Jess McGraw	Tom Fuller	McGregor Lynde	

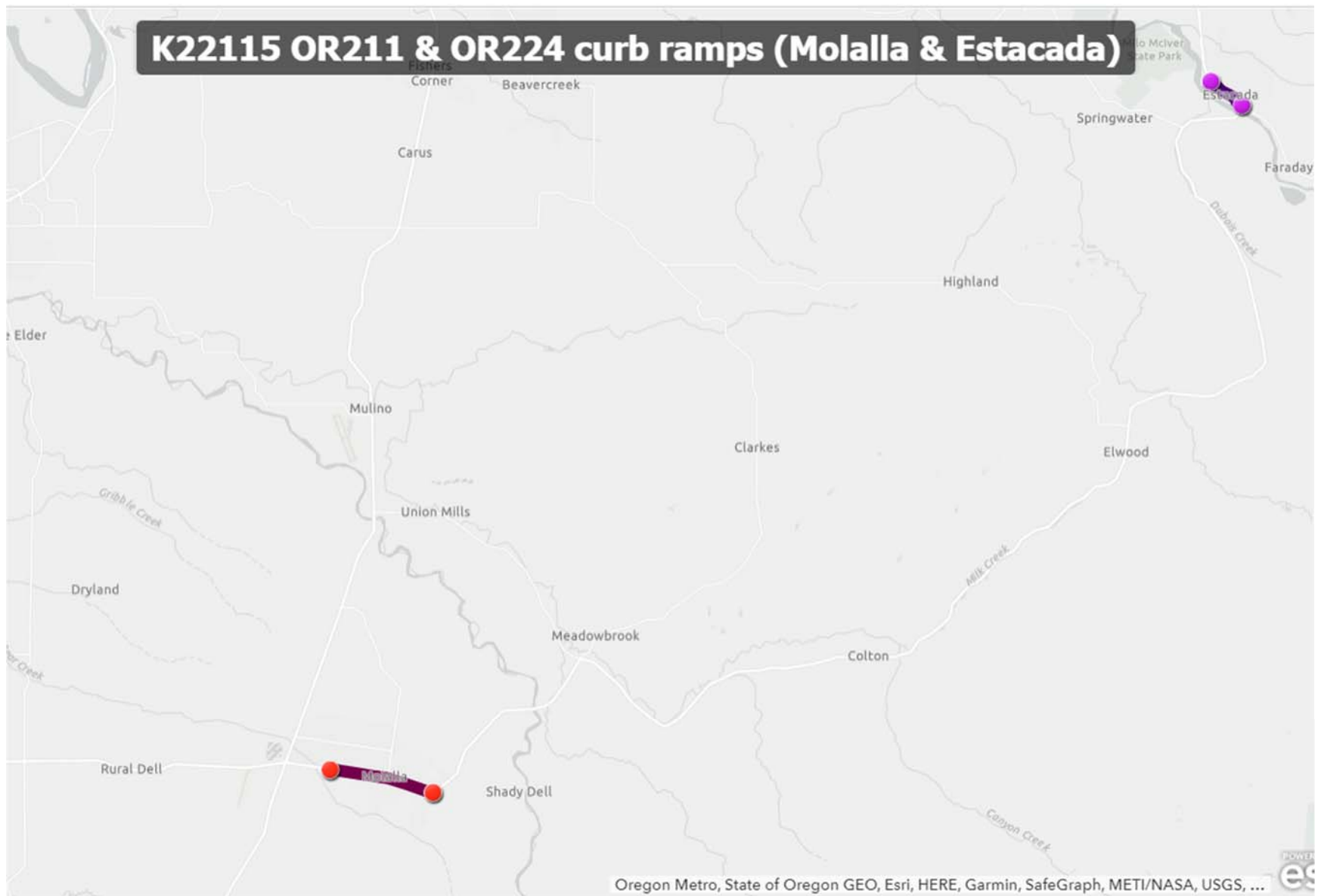
Attachment 5 – Key 21488 and Child Project Locations



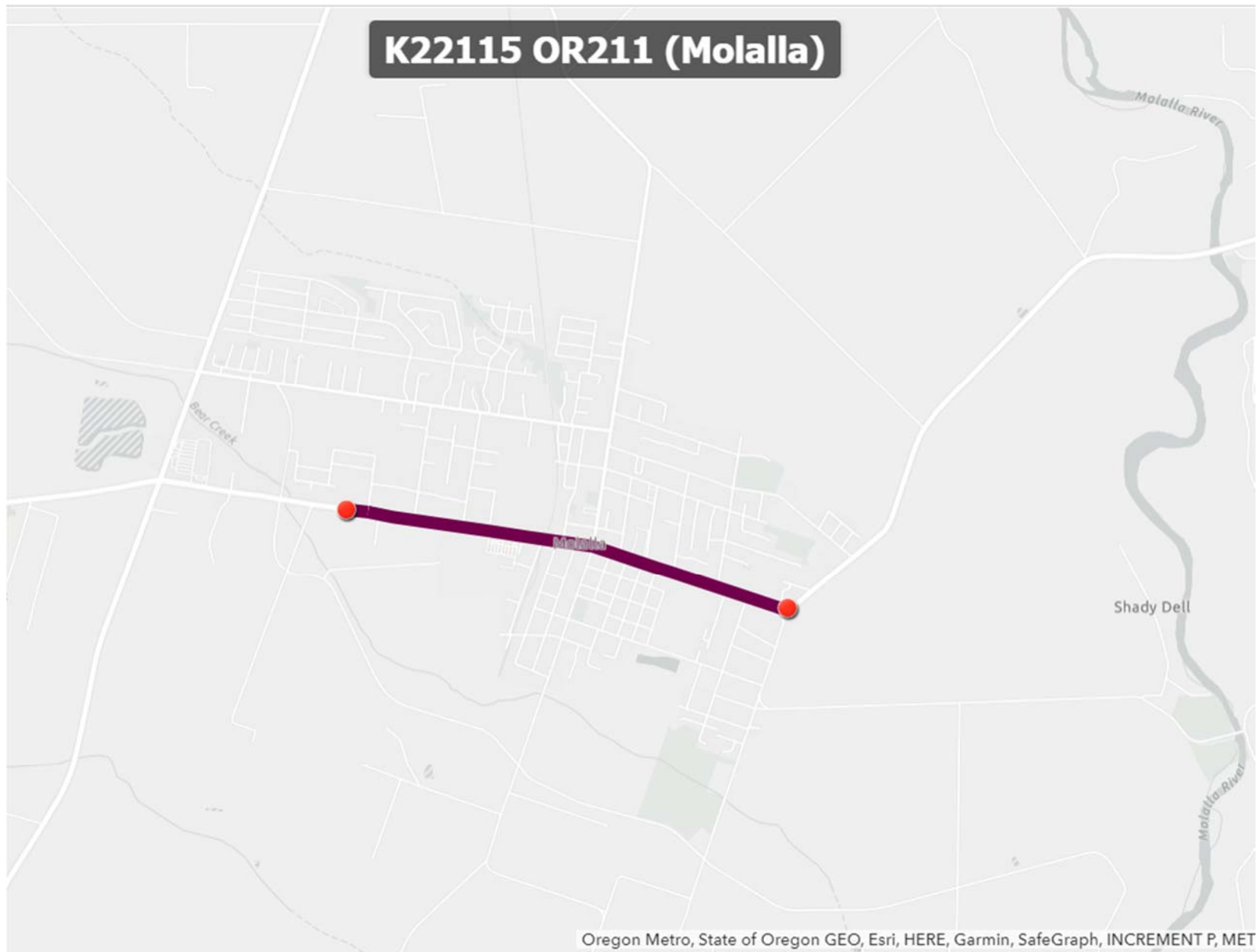
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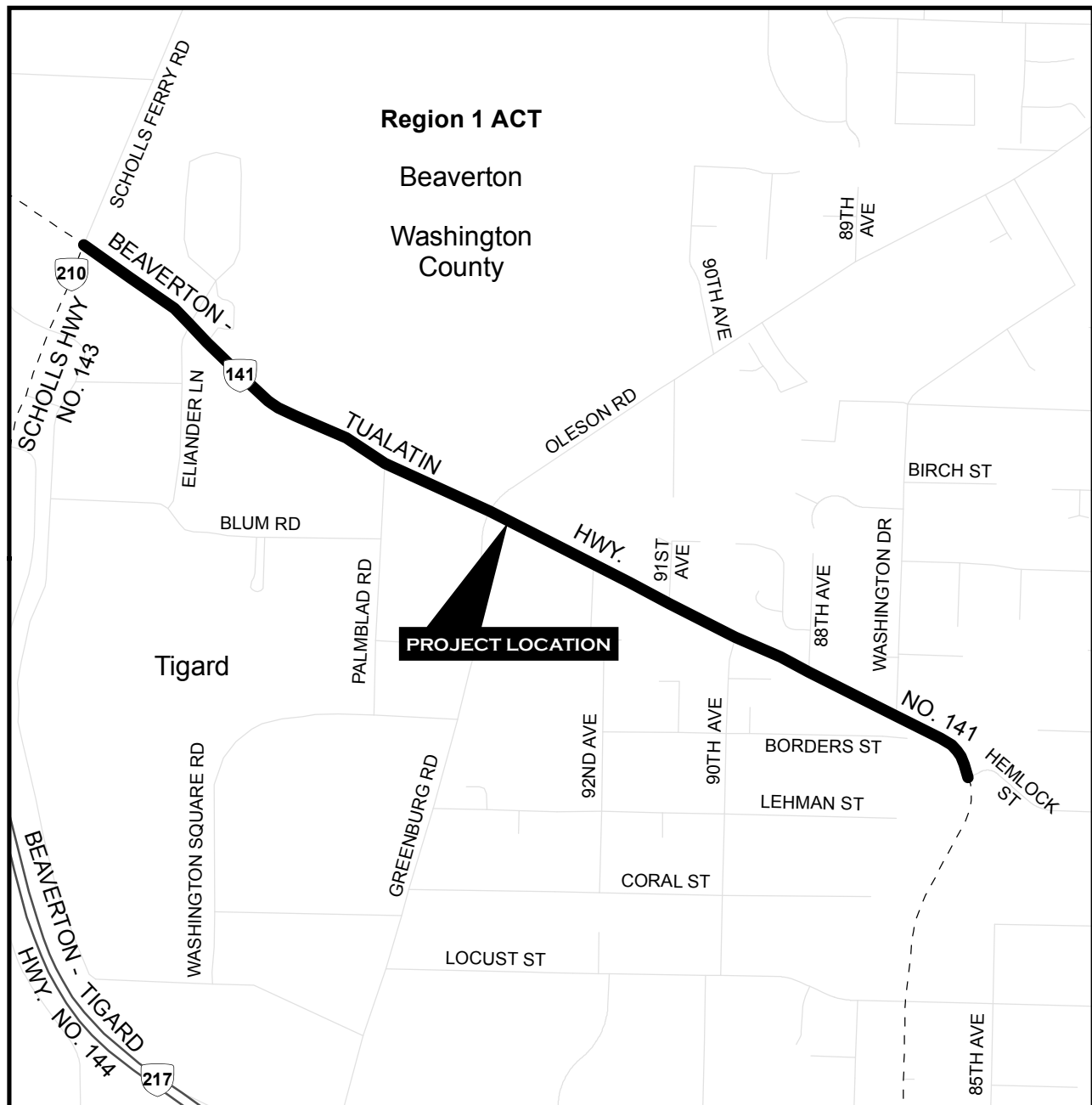


Attachment 5 – Key 21488 and Child Project Locations



STIP PROJECT LOCATION

ODOT REGION 1



LEGEND

PROJECT LOCATION

STATE HIGHWAY CLASSIFICATION

- INTERSTATE
- STATEWIDE
- REGIONAL / DISTRICT
- REGIONAL BOUNDARY
- COUNTY BOUNDARY
- ACT BOUNDARY

**OR141 (HALL BLVD): SCHOLLS
FERRY RD - HEMLOCK ST
KEY NO. 19267**





"This product is for informational purposes and may not be suitable for legal, engineering, or surveying purposes. Users of this product should review and consult the primary data sources to determine the usability of the information. Conclusions drawn from this information are the responsibility of the user."



0 0.1 Miles
PRODUCED BY ODOT - GIS UNIT
(503) 986-3154 - DECEMBER 2017
GIS No. 23-52

[illegible]

LEGEND

-  PROJECT LOCATION
 STATE HIGHWAY
 COUNTY BOUNDARY
 STATE BOUNDARY

"This product is for informational purposes and may not be suitable for legal, engineering, or surveying purposes. Users of this product should review and consult the primary data sources to determine the usability of the information. Conclusions drawn from this information are the responsibility of the user."



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GIS No. 23-52

**4.2 Resolution No. 20-5086, For the Purpose of
Adopting the Fiscal Year 2020-21 Unified Planning
Work Program and Certifying that the Portland
Metropolitan Area is in Compliance with Federal
Transportation Planning Requirements**

Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, May 21, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)	RESOLUTION NO. 20-5086
FISCAL YEAR 2020-21 UNIFIED PLANNING)	Introduced by Chief Operating Officer
WORK PROGRAM AND CERTIFYING THAT)	Marissa Madrigal with the concurrence
THE PORTLAND METROPOLITAN AREA IS IN)	of Council President Lynn Peterson
COMPLIANCE WITH FEDERAL)	
TRANSPORTATION PLANNING REQUIREMENTS)	

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in Fiscal Year (FY) 2020-21; and

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

WHEREAS, the FY 2020-21 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2020-21 UPWP is required to receive federal transportation planning funds; and

WHEREAS, The FY 2020-21 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 2020-21 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, TPAC recommended approval on April 3, 2020 of the FY 2020-21 UPWP and forwarded their recommended action to JPACT; now therefore

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 21, 2020 recommendation to adopt the FY 2020-21 UPWP, attached hereto as Exhibit A.
2. The FY 2020-21 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.

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

ADOPTED by the Metro Council this 21st day of May 2020.

Lynn Peterson, Council President

Shirley Craddick, Chair of JPACT

Approved as to Form:

Carrie MacLaren, Metro Attorney



Metro

DISCUSSION DRAFT

2020-2021 Unified Planning Work Program

Transportation planning in the
Portland/Vancouver metropolitan area

May 2020

oregonmetro.gov

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires 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 or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

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 assures 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.

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

The preparation of this strategy was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this strategy are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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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. 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 2020-2021 (from July 1, 2020 to June 30, 2021).

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 the requirements of The Fixing America's Surface Transportation FAST Act, 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 (expressed in full-time equivalent, or FTE) include budget salary and benefits as well as overhead costs per FTE 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.

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.

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

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

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

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

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

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

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

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

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

Role of Metro's Federal, State and 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 (RTEP)	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 for transportation investments in the Metro region using federal transportation funds. 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 region wide planning activities,
- Corridor/area plans
- Administrative and support programs;
- State led transportation planning of regional significance, and
- Locally led planning of regional significance.

Development of UPWP

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

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

This UPWP includes the transportation planning activities of Metro and other area governments using Federal funds for transportation planning activities for the fiscal year of July 1, 2020 through June 30, 2021. During the consultation, public review and adoption process for the 2019-20 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. The same protocol will be followed for the 2020-21 UPWP

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, including objectives, tangible products expected in fiscal year, and methodology.
- 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 UPW.

FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING

The current federal transportation ACT, Fixing America's Surface Transportation (FAST) Act, provides direction for regional transportation planning activities. The FAST Act was signed into law by President Obama on December 4, 2015. It sets the policy and programmatic framework for transportation investments. Fast Act stabilizes federal funding to state and metropolitan regions for transportation planning and project improvements and funding levels for the federal aid transportation program, and among key initiatives adds new competitive grants which promote investments in the nation's strategic freight corridors.

The FAST Act retains the multi-modal emphasis of the federal program by ensuring funding of transit programs as well as the Transportation Alternatives Program. FAST Act builds in the program structure and reforms of the prior federal Transportation Act, the Moving Ahead for Progress in the 21st Century Act (MAP-21), which created streamlined and performance-based surface transportation program.

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

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

A. Planning Emphasis Areas (PEAs)

The metropolitan transportation planning process must also incorporate Federal Highway Administration/Federal Transit Administration planning emphasis areas (PEAs).

<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/joint-fta-fhwa-emphasis-planning-areas-pdf> For FY 2019-2020, these include:

- **Models of Regional Planning Cooperation:** Promote cooperation and coordination across MPO boundaries and across State boundaries to ensure a regional approach to transportation planning. Cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination includes the linkages between the transportation plans and programs, corridor studies, projects, data, and system performance measures and targets across MPO and State boundaries. It also includes collaboration between State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, target setting, and system performance reporting in support of performance based planning.
- **Access to Essential Services:** As part of the transportation planning process, identify social determination of transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

- **MAP-21 and FAST Act Implementation: Transition to Performance Based Planning and Programming to be used in Transportation Decision-making:** The development and implementation of a performance management approach to metropolitan transportation planning and programming includes the development and use of transportation performance measures, target setting, performance reporting, and selection of transportation investments that support the achievement of performance targets. These components will ensure the achievement of transportation system performance outcomes. Compliance with MAP-21 reporting requirements is carried out through the MPO Management and Services program, though data for the reporting is generated from programs specific to the measures (e.g., safety, freight, system reliability). The data relationship to these supporting programs is also described in the MPO Services section of the UPWP.

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 2016 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. See Appendix A for a table displaying Metro's progress and future actions to address Federal Corrective Actions.

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.

STATUS OF METRO'S FEDERALLY REQUIRED PLANNING DOCUMENTS

Plan Name	Last Update	Next Update
Unified Planning Work Program (UPWP)	Adopted in May 2019	Scheduled for adoption in May 2020
Regional Transportation Plan (RTP)	Adopted in December 2018	Scheduled for adoption in December 2023
Metropolitan Transportation Improvement Program (MTIP)	Adopted in August 2017	Scheduled for adoption in July, 2020
Annual Listing of Obligated Projects Report	Completed at the end of each calendar year	Scheduled for December 31, 2020

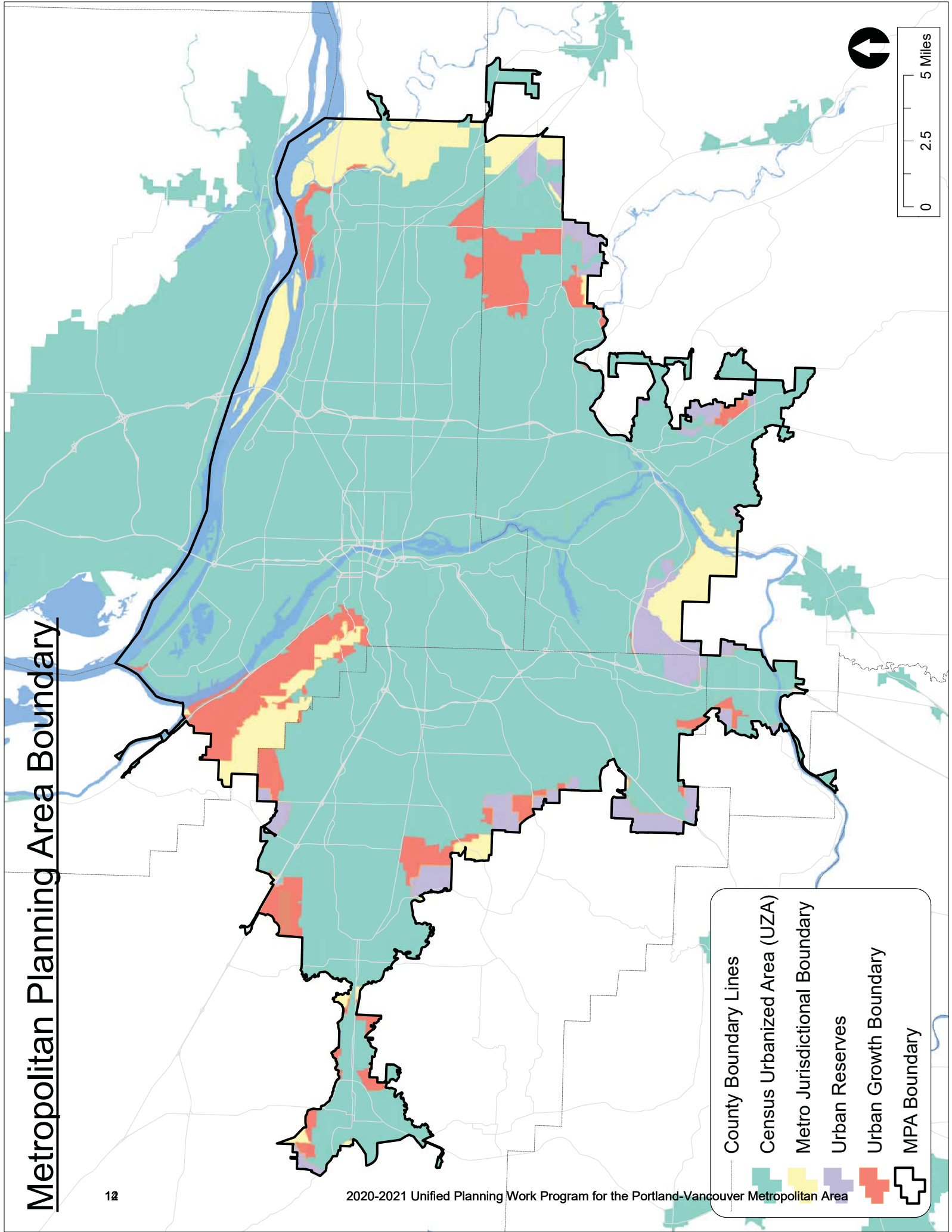
Title VI/ Environmental Justice Plan	Updated in July 2017	Scheduled for July 2020
Public Participation Plan	Updated in January 2019	July 2022
ADA Self-Evaluation & Facilities Update Plan	Facilities Update Plan completed in May 2019	TBD

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. The multiple boundaries for which Metro has a transportation and growth management planning role are: MPO Planning Area Boundary, Urban Growth Boundary (UGB), Urbanized Area Boundary (UAB), Metropolitan Planning Area Boundary (MPA), and Air Quality Maintenance Area Boundary (AQMA).

Metropolitan Planning Area Boundary



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

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

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

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

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

REGIONAL POLICY FRAMEWORK

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

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

While these broad outcomes establish a long-term direction for the plan, the near-term investment strategy contained in the 2018 Regional Transportation Plan focuses on key priorities within this

broader vision for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities described in this UPWP were prioritized and guided by these focus areas as a way to make progress toward the desired outcomes, and each project narrative includes a discussion of one or more of these planning priorities. Regional planning projects included in the UPWP are also described in detail within the 2018 RTP, itself, in terms of their connection to the broader outcomes envisioned in the plan. These descriptions are included in Chapter 8 of the 2018 RTP, which serves as the starting point for Metro's annual work plan for transportation planning.

METRO GOVERNANCE AND COMMITTEES

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

Joint Policy Advisory Committee on Transportation (JPACT)

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

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

Metro Policy Advisory Committee (MPAC)

MPAC was established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities. It includes eleven locally-elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three

citizens, two Metro Councilors (with non-voting status), two officials from Clark County, Washington and an appointed official from the State of Oregon (with non-voting status). Under Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of, or amendment to, any element of the Charter-required Regional Framework Plan.

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

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

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

Transportation Policy Alternatives Committee (TPAC)

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

Metro Technical Advisory Committee (MTAC)

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

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

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

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

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

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

The regional affordable housing bond framework included these core values:

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

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

PLANNING PRIORITIES IN THE GREATER PORTLAND REGION

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

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

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

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

- Equity – The benefits and burdens of growth and change are distributed equally
- Vibrant communities – People live, work and play in vibrant communities where their everyday needs are easily accessible
- Economic prosperity – Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- Safe and reliable transportation – People have safe and reliable transportation choices that enhance the quality of their life.
- Clean air and water – Current and future generations enjoy clean air, clean water and healthy ecosystems

- Climate leadership – The region is a leader in minimizing contributions to global warming.

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

- The 2018 RTP update refined our outcomes-based policy framework that not only allows our decision makers that base regulatory and investment decisions on desired outcomes, but will also allow us to meet new federal requirements for performance base planning.
- The 2018 Regional Freight Strategy addresses rapidly changing port conditions in our region, including a gap in container cargo service, while also addressing FAST Act goals for implementing a national freight system.
- The 2018 Regional Safety Strategy responds to strong public demand for immediate action to improve multimodal safety on our major streets while also helping establish measures to help track safety to meet state and federal performance monitoring.
- The 2018 Regional Transit Strategy not only expands on our vision for a strong transit system to help shape growth in our region, but will also help ensure that we continue to meet state and federal clean air requirements.
- 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 February 2017 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.

Placeholder for Metro Resolution Adopting 2020-2021 UPWP, page 1

Page 2 Resolution



1. Regional Planning Activities: **Regional Transportation 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 in order to provide general planning support to the following regional and state-oriented transportation planning efforts:

- Policy and technical planning support for the Metro Council
- Administration of Metro's regional framework and functional plans
- Ongoing compliance with Statewide planning goals and greenhouse gas emission targets
- Policy and technical support for periodic urban growth report support
- Coordination with local government Transportation System Planning
- Collaboration in statewide transportation policy, planning and rulemaking
- Collaboration with Oregon's MPOs through the Oregon MPO Consortium (OMPOC)

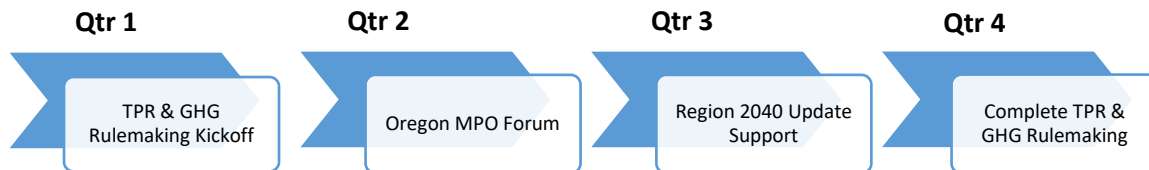
In 2020-21, other major efforts within this program include representing the Metro region upcoming statewide rulemaking on transportation and greenhouse gas reduction, providing transportation policy support for Metro's update of the Region 2040 Growth Concept and support for a planned Oregon MPO Forum hosted by OMPOC in November 2020.

In 2020-21 two special projects will focus on implementing needed planning work called out in the 2018 RTP. These include:

- Regional Emergency Transportation Routes Update (RETRs) - First designated in 1996, the regional ETRs are priority routes targeted during an emergency for rapid damage assessment and debris-clearance and used to facilitate life-saving and life sustaining response activities. This is a periodic update to the plan that will include multiple governmental partners from across the region.

- Emerging Technology Implementation Study -- This work builds on the 2018 Emerging Technology Strategy that was adopted with the 2018 RTP, and will draw on new data and best practices to identify specific implementation actions that Metro and its partners can take to ensure that emerging technology supports equitable, sustainable, and efficient transportation options. Metro will work with state and regional partners in this effort.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 722,536
Materials & Services	\$ 42,500
Interfund Transfer	\$ 362,195
TOTAL	\$ 1,127,231

Resources:

PL	\$ 1,081,255
5303	\$ 41,694
Metro Required Match	\$ 4,282
TOTAL	\$ 1,127,231

Climate Smart Implementation

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

Description

The Climate Smart implementation program is an ongoing activity to monitor and report on the region's progress in achieving the policies and actions set forth in the adopted [2014 Climate Smart Strategy](#) and the Oregon [Metropolitan Greenhouse Gas Emissions Reduction Target Rule](#). The program also includes technical and policy support and collaboration with other regional and statewide climate initiatives to ensure MPO activities, including implementation of the Regional Transportation Plan, support regional and state greenhouse gas emissions reduction goals.

The program related work is typically presented and discussed with the Transportation Policy Alternatives Committee (TPAC), as the official local consultation body identified in the Portland area Oregon State Implementation Plan (SIP). Other technical and policy committees, including the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC), and the Metro Council are consulted as appropriate or required.

Key FY 2019-20 deliverables and milestones included:

- Provided technical and policy support for Climate Smart implementation and monitoring at the local, regional and state level.
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to greenhouse gas emissions.
- Compiled inventory of Planning and Development climate mitigation work.

In FY 2020-21, Metro will be providing technical and policy support to develop two budget proposals for consideration by the Metro Council to:

- prepare a coordinated, regional strategy to mitigate climate change.
- regularly inventory the region's sector-based and consumption-based greenhouse gas emissions. This data would support ongoing Climate Smart Strategy monitoring and reporting activities.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 16,720
Interfund Transfer	\$ 7,421

TOTAL \$ 24,141

Resources:

5303	\$ 21,893
Metro Required Match	\$ 2,248

TOTAL \$ 24,141

Regional Transportation Plan Implementation

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

Description

The Regional Transportation Plan (RTP) implementation program is an ongoing activity. Federal regulations require an update to the RTP every five years. The 2018 RTP was the most recent update, and was adopted in December 2018. Chapter 8 of the plan includes an ambitious work program for implementing the plan over the coming years to advance RTP policy priorities for advancing equity, improving safety, mitigating climate change and managing congestion. This includes ongoing coordination with cities and counties to ensure the 2018 RTP policies and projects are reflected in local transportation system plans, periodic support for regional planning projects and program related to implementation of the 2018 RTP, ongoing coordination with TriMet, SMART and the Port of Portland, and ongoing coordination with the Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD) to ensure continued compliance with state planning goals and the Oregon Transportation Plan (and modal plans).

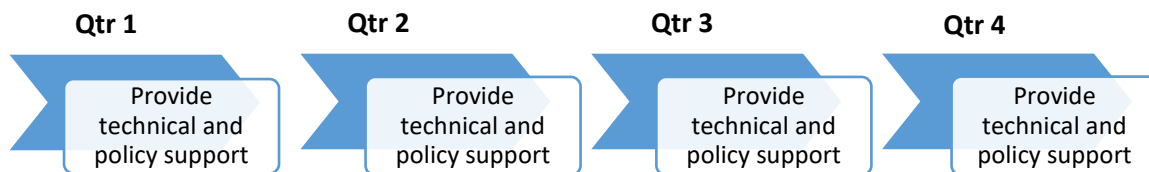
Key FY 19-20 deliverables and milestones included:

- Final publication of the adopted 2018 RTP and appendices and adopted regional safety, transit, freight and emerging technology strategies
- Provide technical and policy support for RTP implementation at the local, regional and state level

Chapter 8 of the 2018 RTP created a work plan for post-RTP activities, which is being implemented in FY20-21.

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 72,210
Interfund Transfer	\$ 33,030

TOTAL \$ 105,240

Resources:

5303	\$ 95,438
Metro Required Match	\$ 9,802

TOTAL \$ 105,240

Metropolitan Transportation Improvement Program (MTIP)

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

Description

The MTIP represents the first four-year program of projects from the approved long range RTP identified to receive funding for implementation. It ensures that program of projects meet federal program requirements and informs the region on the expected performance of the package of projects relative to adopted performance goals.

The following types of projects are included in the MTIP:

- Transportation projects awarded federal funding.
- Projects located in the State Highway System and was 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.

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 is now including a fifth and sixth programming year (years 2025 and 2026) in the 2021-26 MTIP. 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 air quality and other federal requirements, demonstrates fiscal constraint over the MTIP's first four-year period and informs the region on progress in implementation of the RTP. Between major MTIP updates, the MPO manages and amends the MTIP projects as needed to ensure project funding can be obligated based on the project's implementation schedule.

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

evaluated and rated relative to their performance in implementing the RTP investment priority outcomes of Safety, Equity, Climate, and Congestion to inform their prioritization for funding.

In the 2019-20 State Fiscal Year, the MTIP program is scheduled to complete the following work program elements:

- Complete the RFFA process for revenues forecast to be available in FFYs 2022-2024,
- Adopt the 2021-26 MTIP, including:
 - programming of all regionally significant projects and federal programs,
 - newly included informational only programming of FFYs 2025 and 2026
 - verification of consistency with federal regulations, and
 - analysis of progress towards federal and regional performance goals,
 - addresses corrective action #2 from 2017 Federal certification review
- Submission of the MTIP for approval by the Governor and incorporation into the Oregon STIP.

In the 2020-21 State Fiscal Year, the MTIP is expected to implement the following work program elements:

Verification of consistency between the 2021-26 MTIP and 2021-24 STIP. USDOT requests MPOs and the Oregon DOT to verify that MTIP programming submitted by the MPOs has been incorporated without change into the State Transportation Improvement Program (STIP) before they approve the STIP. Verification of 2021-24 MTIP programming should occur during the 1st quarter of the fiscal year.

Activate the 2021-26 MTIP. Upon federal approval of the 2021-24 State Transportation Improvement Program by USDOT, Metro will officially close the 2018-21 MTIP and activate the 2021-26 MTIP as the current MTIP. This is anticipated to occur during the first quarter of the fiscal year.

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

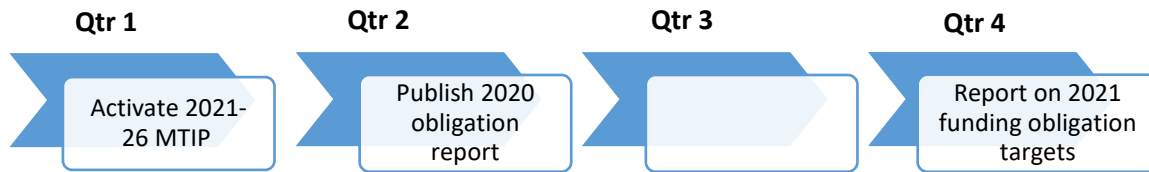
Report on FFY 2021 Funding Obligation Targets, Adjust Programming. Metro will be implementing a new program element to monitor and actively manage an obligation target for MPO allocated funds (STBG/TAP and CMAQ) each fiscal year. This is a cooperative effort with the Oregon DOT and the other Oregon TMA 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 2021 relative to the schedule of project funds scheduled to obligate and work with ODOT to adjust revenue projections and project programming.

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

- Amendments to project programming for changes to the scope, schedule or cost of projects selected for funding or for updated revenue projections
- Administration of projects selected to be delivered under a fund-exchange of federal RFFA funding to local funding

- Coordination with ODOT, transit agencies, and local lead agencies for project delivery on MTIP administrative practices.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 692,913
Materials & Services	\$ 87,000
Interfund Transfer	\$ 316,467

TOTAL \$ 1,096,380

Resources:

STBG	\$ 994,269
Metro Required Match	\$ 102,111

TOTAL \$ 1,096,380

Regional Transit Program

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

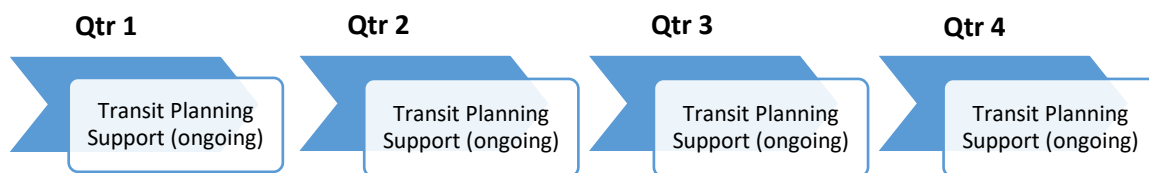
Description

Providing high quality transit service across the region is a defining element of the Region 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 our state greenhouse gas (GHG) reduction targets set by the State of Oregon. In 2018 Metro adopted a comprehensive Regional Transit Strategy to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes.

Because of rapid growth and congestion in our region, significant and coordinated investment is needed to simply maintain the current level of transit service. Increasing the level of transit service and access will require dedicated funding, policies, and coordination from all jurisdictions. The Regional Transit Strategy provides the roadmap for making these investments over time, and the Regional Transit program focuses on implementing the strategy with our transit providers and local government partners in the region. An integral part of implementing the Regional Transit Strategy will be to provide support to facilitating funding opportunities for transit through the region.

This work includes ongoing coordination with transit providers, cities and counties to ensure implementation of the policies and strategies through local planning work and capital plans, periodic support for major transit planning activities in the region and coordination with state transit planning officials. In FY2020-21, highlights will include coordination with a State Transportation Improvement Fund (STIF) allocation and supporting transit service planning, consistent with Chapter 8 of the Regional Transit Strategy.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 40,522
Interfund Transfer	\$ 19,055

TOTAL \$ 59,577

Resources:

5303	\$ 54,028
Metro Required Match	\$ 5,549

TOTAL \$ 59,577

Regional Mobility Policy Update

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

Description

Metro and the Oregon Department of Transportation (ODOT) are working together to update the policy on how the region defines and measures mobility in regional and local transportation system plans (TSPs) and during the local comprehensive plan amendment process in the Portland region. The current “interim” 20-year old mobility policy is contained in both the [2018 Regional Transportation Plan](#) (RTP) and Policy 1F (Highway Mobility Policy) of the [Oregon Highway Plan](#) (OHP). The current policy is vehicle-focused and measures congestion levels using the ratio of motor vehicle volume to motor vehicle capacity during peak travel periods.

The need for this project was identified in the 2018 RTP in part because the Portland region cannot meet the current mobility policy targets and standards as they are now set in the 2018 RTP and OHP for the Portland region. The 2018 RTP failed to demonstrate consistency with Policy 1F of the OHP for state-owned facilities, particularly for the region’s throughway system. Moreover, growing congestion on Portland area throughways is impacting economic competitiveness for the region and entire state and is of regional and statewide concern.

This is a major planning effort that will span three fiscal years, from April 2019 to Fall 2021 and will include technical and communications consultant support. The project will recommend amendments to the mobility policy (and associated measures, targets, standards and methods) in the RTP and Policy 1F of the OHP. The project will develop a holistic policy that addresses all modes of travel and considers a broader array of outcomes, beyond the level of congestion. The project will advance the RTP policy goals for advancing equity, mitigating climate change, improving safety and managing congestion as well as support other state, regional and local policy outcomes, including implementation of the 2040 Growth Concept and the region’s Climate Smart Strategy. The updated policy will provide a clear policy basis for management of and investment in the throughway and arterial system to better manage growing motor vehicle congestion in the region in order to maintain interstate and statewide mobility on the throughway system while providing for intra-regional mobility and access by transit, freight and other modes of travel on the arterial roadway network and other modal networks defined in the RTP.

The project will also recommend future local, regional and state actions outside the scope of this planning effort to implement the new policy and to reconcile differences between the new transportation system planning and plan amendment measures, targets and standards and those used in development review and project design. The action plan will also recommend updates to the region’s federally-mandated congestion management process and related activities. Finally, this effort will develop guidance to jurisdictions on how to balance multiple policy objectives and document adequacy in both transportation system plans (TSPs) and plan amendments when there are multiple measures and targets in place.

Key FY 19-20 deliverables and milestones included:

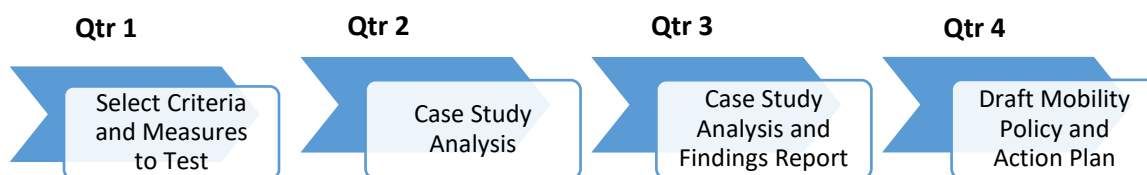
- **Project scoping:** From April through October 2019, Metro and ODOT worked closely together and with local, regional and state partners to scope the project, seeking feedback on the project objectives and approach through more than 28 briefings, a community leaders’ forum,

interviews of more than 60 stakeholders, consultation with the Department of Land Conversation and Development staff and a joint workshop of the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). This extensive feedback shaped development of the project work plan and engagement plan.

- **Work Plan and Engagement Plan Approval:** JPACT and the Metro Council approved the project work plan and engagement plan in Fall 2019.
- **Project communications:** A web page was established to share project information, including fact sheets and the adopted work plan and engagement plan, at oregonmetro.gov/mobility
- **IGA:** Metro and ODOT established an intergovernmental agreement that defines roles and responsibilities for each agency, including project management and agency coordination.
- **Procurement process:** Metro and ODOT completed a consultant procurement process.

This planning effort will be coordinated with and inform other relevant state and regional initiatives, including planned updates to the Oregon Transportation Plan and Oregon Highway Plan, ODOT Region 1 Congestion Bottleneck and Operations Study II (CBOS II), ODOT Value Pricing Project, Metro Regional Congestion Pricing Study, Metro Regional Transportation System Management and Operations (TSMO) Strategy update, jurisdictional transfer efforts and Metro's update to the 2040 Growth Concept. The focus of FY20-21 work will include developing and testing mobility policy approaches using case studies developing a draft mobility policy.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources*

Requirements:		Resources:	
Personnel Services	\$ 216,296	5303	\$ 287,909
Materials & Services	\$ 573,000	Metro Required Match	\$ 29,568
Interfund Transfer	\$ 88,181	Local Partner Support	\$ 250,000
		Metro Direct Contribution	\$ 310,000
TOTAL \$ 877,477		TOTAL \$ 877,477	

**This project spans three Fiscal year (2019-20, 20-21, and 21-22). The budget table above does not include Research Center-related staff costs.*

Regional Freight Program

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

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.

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.

Work completed in FY 2019-20:

- Participated in the West Coast Collaborative - Medium and Heavy-duty Alternatives Fuel Infrastructure Corridor Coalition (AFICC) Oregon Champions Planning Group.
- Developed a draft work plan that outlines which near-term action items within the regional freight action plan (chapter 8 - Regional Freight Strategy) will be addressed in FY 2020-21.
- Wrote a scope of work and RFP for the Regional Freight Delay and Commodities Movement Study and selected a consultant for the project.

Key Project Deliverables / Milestones

Throughout the 2020-21 FY, near-term action items within the regional freight action plan will be addressed. The following project deliverables and milestone are for the Regional Freight Delay and Commodities Movement Study:



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 90,629

Interfund Transfer \$ 40,038

TOTAL \$ 130,667**Resources:**

5303 \$ 118,497

Metro Required Match \$ 12,170

TOTAL \$ 130,667

Complete Streets Program

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

Description

Metro's Complete Streets program provides street and multi-use path design guidelines and technical assistance to support implementation of the 2040 Growth Concept, the Regional Transportation Plan (RTP), the Regional Transportation Safety Strategy (RTSS) and other regional and local policies and goals. Program activities are related to development and implementation of ODOT's Blueprint for Urban Design, TriMet's design guidelines, Vision Zero policies, Climate Smart Strategy and city and county design guidance.

In FY 2019-2020, Metro completed the Designing Livable Streets and Trails Guide (the Guide). The Guide serves as Metro's transportation design guidance for any transportation projects planned, designed or constructed with funds allocated by Metro. Staff use the Guide to share best practices and a performance-based design framework with regional partners, such as Vision Zero street design. Metro developed the Guide as part of the 2018 RTP update, and the Guide's approach is consistent 2018 RTP policy direction including increasing safety for all modes, transportation equity, and travel options, and reducing vehicle miles traveled and greenhouse gas emissions, to address congestion and climate change. Regional partners, including ODOT, TriMet, cities and counties and non-governmental groups provided input throughout the process.

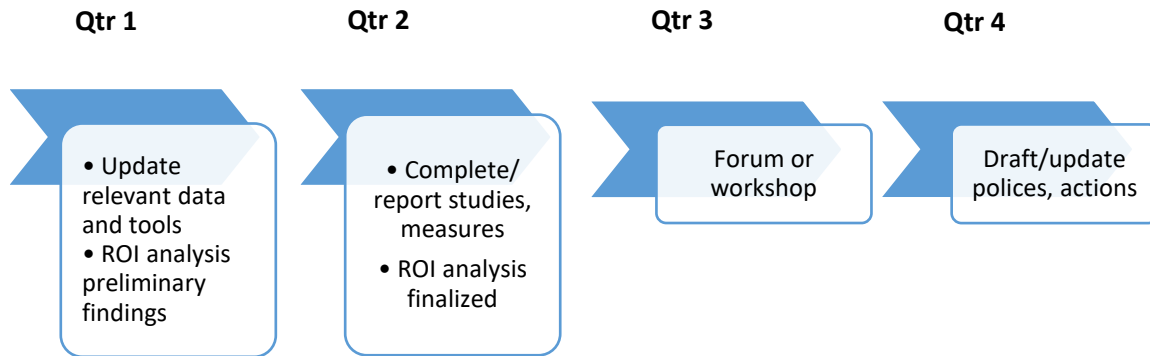
Safe streets with zero serious crashes are a prioritized outcome of complete streets. The RTSS supports achieving national, state, regional and local safety goals, objectives, policies and performance targets, including Federal Highway Administration's FY 2019-22 Strategic Plan, ODOT's 2016 Transportation Safety Action Plan, and city and county safety action plans. The RTSS is implemented through Metro's Complete Streets Program. Implementation activities are based on the strategies and actions identified in the RTSS and the Regional Safe Routes to School Program. Additionally, specific work plan activities are identified that will implement Metro's Planning and Development Departmental Strategy for Achieving Racial Equity.

The Complete Streets Program also includes implementation and periodic updates to the pedestrian, bicycle and access to transit policies in the 2018 Regional Transportation Plan (RTP) and the Regional Active Transportation Plan (ATP). A related program milestone in FY19-20 includes initiation of a Return on Investment (ROI) analysis for active transportation in the region, which is expected to be finished in the first half of FY20-21. This work was identified as an implementation activity in the 2018 RTP. It is being completed jointly by PSU and Metro and will help advance the implementation of active transportation projects in the region by further assessing and communicating costs and benefits.

The Complete Streets Program is an ongoing program. Typical program activities include maintaining a public webpage with design guidance information and tools; updating regional design guidance as needed; providing forums, workshops, case studies and other technical assistance; working with regional partners to update regional design policies as needed; tracking and reporting on safety and other outcomes. In FY20-21 focus of the project include updating data and tools, completing the

active transportation ROI analysis, holding a complete streets forum and drafting updated policies and actions.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 89,191	5303	\$ 119,900
Materials & Services	\$ 3,500	Metro Required Match	\$ 12,314
Interfund Transfer	\$ 39,523		
TOTAL	\$ 132,214	TOTAL	\$ 132,214

Regional Congestion Pricing Study

Staff Contact: Elizabeth Mros-O'Hara, Elizabeth.Mros-OHara@oregonmetro.gov

Description

The Regional Congestion Pricing Study (RCPS) will test the performance of different pricing concepts through modeling and scenario analysis if they were applied in the Portland metropolitan region. Primarily a technical exercise to inform policy, the study entails research, modeling, technical papers, and feedback from experts in the field. The study will include targeted outreach with key stakeholders, the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council.

The study's goal is to understand how the region could use congestion pricing to manage traffic demand to meet climate goals without adversely impacting, and potentially improving, safety and equity in this region. This goal is directly aligned with the 2018 Regional Transportation Plan (RTP) four policy priorities. The 2018 RTP recognized the need to balance the planned \$15.4 billion in capital investments in the transportation system, with implementation of strategies and tools, such as congestion pricing, to manage travel demand, fill gaps, and address inequities. The RTP identified a comprehensive regional study of congestion pricing as a near-term next step for implementation.

In addition to the RCPS, the City of Portland's Pricing for Equitable Mobility and the Oregon Department of Transportation's (ODOT) Congestion Pricing Project on Interstate 5 and 205 are concurrent pricing-related efforts. The three projects are being coordinated, as Metro's research center staff is the lead on the scenario modeling analysis work for ODOT's project and Metro's RCPS will evaluate certain pricing concepts specific to the City of Portland. The three agencies recognized early on the need to coordinate on communications, messaging, project purposes, and history.

In FY 2019-20, RCPS activities included:

- developed an initial work plan;
 - refined work plan anticipated by early 2020;
- developed and codified coordination agreements among the three agencies studying or implementing pricing strategies;
- hired a consultant team with congestion pricing expertise;
- introduced the study at committee meetings and with the Metro Council;
- outlining technical details of different pricing concepts to test in the analysis portion;
- documentation; and
- pricing scenario analyses

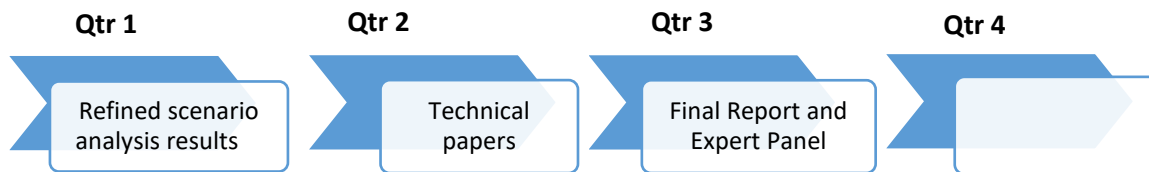
The RCPS is anticipated to be completed in 2021. The study results, findings, and potential next steps will inform future policy discussions. After the initial analysis, additional public engagement will be undertaken to define policy and potential projects.

In FY 20-21 RCPS, will include:

- defining and refining performance measures
- modeling and off-model tests of early pricing scenarios and then refined scenarios;
- technical papers on pricing topics related to equity, implementation, and other topics

- expert panel review of findings
- technical report on findings

Key Project Deliverables / Milestones 2020-21



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 99,489

Materials & Services \$ 100,000

TOTAL \$ 199,489

Resources:

Metro Direct \$ 199,489
Contribution

TOTAL \$ 199,489

Regional Travel Options/Safe Routes to School Program

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

Description

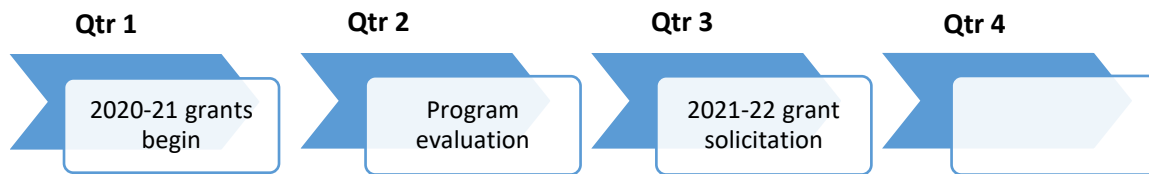
The Regional Travel Options Program implements RTP policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces greenhouse gas emissions and air pollution by carrying 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, telecommuting and the Regional Safe Routes to School (SRTS) Program. The program is closely coordinated with other regional transportation programs and region-wide planning activities. Approximately two-thirds of the RTO funding is awarded through grants to the region's government and non-profit partners working to reduce auto trips.

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

Creating a Regional Safe Routes to School (SRTS) program was an additional focus area of the 2018 RTO Strategy. In 2019, seven SRTS grants were awarded to local jurisdictions, school districts, and community based organizations to deliver walking and rolling education and encouragement programs for kids and youth. Metro's Safe Routes to School Coordinator also facilitates a regional SRTS practitioner group to support program implementation strategies with a focus on serving students at Title I schools (schools with over 40% of students on free or reduced lunch).

In FY 2020-21, the Safe Routes to School Coordinator will continue to work with grantees to help develop and improve their programs, with the goal of increased participation and to ensure alignment with RTP and RTO goals. The Coordinator will work with local jurisdictions and school districts to identify opportunities to expand the program to cover more schools and reach more families. The Coordinator will facilitate targeted peer-learning opportunities for SRTS grantees as well as convene a Metro-led SRTS Policy Advisory Committee to define regional goals related to student travel and improve collaboration between school districts, SRTS practitioners, and local jurisdictions.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 693,834
Materials & Services	\$ 2,742,500
Interfund Transfer	\$ 312,236

TOTAL \$ 3,748,570

Resources:

FTA / FHWA / ODOT	\$ 3,599,687
Metro Required Match	\$ 148,883

TOTAL \$ 3,748,570

Transportation System Management and Operations – 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 congestion, reliability, safety and more. The program works to optimize infrastructure investments, promote travel options in real-time, reduce greenhouse gas emissions and increase safety. The TSMO Program involves local and state agencies in developing increasingly sophisticated ways to operate the transportation system. Operators include ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland and City of Gresham along with many other city partners, Port of Portland, Portland State University and Southwest Washington State partners.

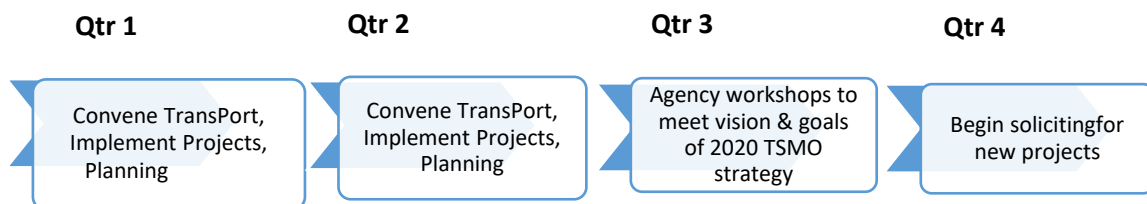
The TSMO Program engages operators through TransPort, the Subcommittee of Transportation Policy Alternatives Committee (TPAC) and a broad range of stakeholders through planning and partnerships, particularly when updating the TSMO Strategy. The region's 2010-2020 TSMO Plan will be updated by the 2020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

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

In FY 2020-21, the program will continue convening TransPort and will begin implementing the 2020 TSMO Strategy, soliciting projects/

The TSMO Program is ongoing and more information can be found at www.oregonmetro.gov/tsmo.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 143,078
Materials & Services \$ 4,000
Interfund Transfer \$ 62,223

TOTAL \$ 209,301

Resources:

STBG \$ 189,808
Metro Required Match \$ 19,493

TOTAL \$ 209,301

Transportation System Management and Operations – 2020 TSMO Strategy Update

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

Description

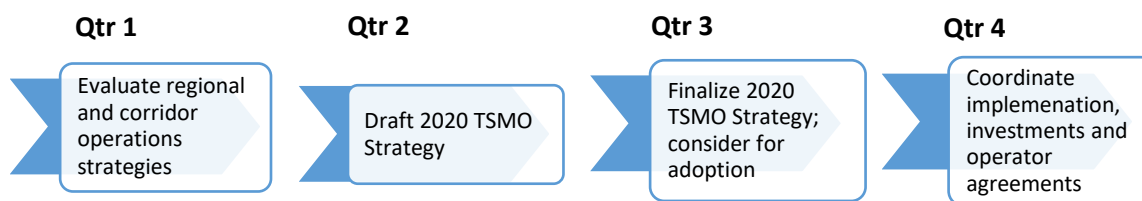
The 2020 TSMO Strategy encompasses regional planning work that will provide an update to the current strategy. The current strategy is titled 2010-2020 TSMO Plan. The update continues from FY2019-20 and is primarily focused on 2018 RTP Goal 4, Reliability and Efficiency, utilizing demand and system management strategies consistent with safety, equity and climate policies. Previous work on this Strategy includes an equity assessment, developing a participation plan and beginning work with a consultant including stakeholder outreach. Partner work regionally on the Central Traffic Signal System, Connected Vehicle traveler information and Next Generation Transit Signal Priority factor into the strategy. Integrated Corridor Management (ICM) will also inform the corridor actions in the 2020 TSMO Strategy (I-84 Multimodal ICM and Clackamas Connections ICM).

The 2020 TSMO Strategy will be a recommendation from TransPort to the Transportation Policy Alternatives Committee (TPAC) and ultimately considered for regional adoption by Metro Council. The Strategy will provide direction for the TSMO Program, giving a renewed focus on investment priorities. Stakeholders include the Operators and supportive institutions in the region: ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland and City of Gresham along with many other city partners, Port of Portland, Portland State University and Southwest Washington State partners. Components of TSMO connect to the Regional Travel Options Strategy and Emerging Technology Strategy.

The 2020 TSMO Strategy will formalize new concepts among regional TSMO partners including connected and automated vehicles, shared-use mobility, integrated corridor management, decision support systems and more advances in Intelligent Transportation Systems (ITS).

The TSMO Program is ongoing and more information can be found at www.oregonmetro.gov/tsmo.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

NOTE: Included in the program: (TSMO) Regional Mobility Program

Enhanced Transit Concepts Pilot Program

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

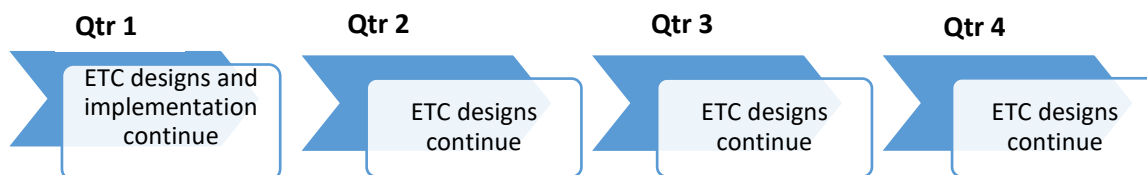
Description

The Enhanced Transit Concepts (ETC) program identifies transit priority and access treatments to improve the speed, reliability, and capacity of TriMet frequent service bus lines or streetcar lines. The program supports the Climate Smart Strategy, adopted by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council in 2014, by helping the region progress toward its sustainability and carbon emissions goals through transit investments.

ETC treatments are relatively low-cost to construct, context-sensitive, and are able to be implemented quickly to improve transit service in congested corridors. The program develops partnerships with local jurisdictions and transit agencies to design and implement ETC capital and operational investments.

In FY 2019-2020, the program, in partnership with the City of Portland and TriMet, initiated designs and implementation for several ETC candidate locations. One project, on SW Madison Street, was implemented before July 1, 2019, and six more were scheduled for implementation shortly thereafter. Several include the application of red paint— the region’s first such treatment after the Federal Highway Administration (FHWA) approved the Portland Bureau of Transportation (PBOT) request to experiment with red-colored pavement to indicate transit-only lanes. Designs progressed for other locations that will be under consideration for implementation later in FY 2020-2021, and several ETC projects have been recommended for inclusion in Metro’s 2020 proposed transportation funding measure. Further project development of ETC corridors will continue through technical assistance to partners throughout FY2020-21.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 141,409	Metro Direct Contribution	\$ 141,409
TOTAL \$ 141,409		TOTAL \$ 141,409	

Regional Framework for Highway Jurisdictional Transfer

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

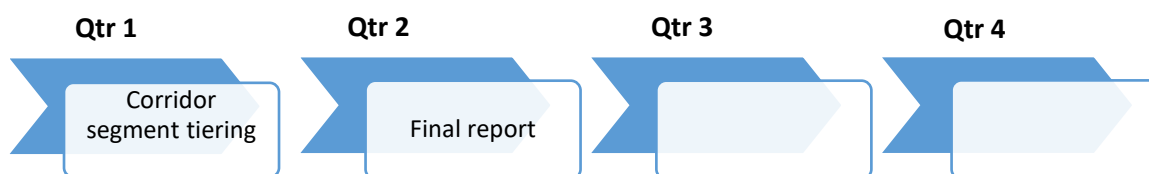
Description

The 2018 Regional Transportation Plan identifies the need and a process for completing jurisdictional transfers in the Metro region for older, state-owned facilities that have lost their statewide function over time to urbanization and now function as urban arterial streets. Most of these routes have been bypassed by modern, limited access thoroughways that replace their statewide travel function. In recognition of this transition, the state has adopted policies to promote the jurisdictional transfer of these older routes to city or county ownership.

Most of these roadways have a backlog of pavement maintenance as well as gaps or deficiencies in basic urban pedestrian and bicycle facilities. Funding for near- or long-term investments has not been identified by the state or local jurisdictions. Furthermore, there is no agreement in the region on which roads are the highest priorities when it comes to what to transfer, when, and at what cost. For this reason, these transfers will take time to accomplish on a case-by-case basis. In the meantime, there are pressing equity and safety issues on these corridors since more than half are located within historically marginalized communities and many are high injury corridors.

Metro hired a consultant in July 2019 to lead technical work. In FY 2019-20 the project team completed a policy framework, an inventory of arterial highways, and a ranking of candidate corridors. The remainder of the project will be completed during the end of the 2nd quarter of FY 20-21. For more information about the project, please visit: www.oregonmetro.gov/jurisdictionaltransfer

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 184,867	Metro Direct Contribution	\$ 255,367
Materials & Services	\$ 70,500		
TOTAL \$ 255,367		TOTAL \$ 255,367	

Economic Value Atlas (EVA) Implementation

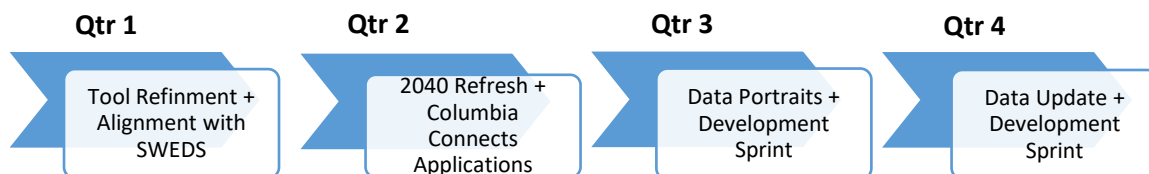
Staff Contact: Jeff Raker, jeffrey.raker@oregonmetro.gov

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. Phase III of the Economic Value Atlas decision-support mapping tool concluded in 2018. The EVA enters an implementation phase in FY 2019-2020 that includes 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 has provided new mapping and discoveries about our regional economic landscape, linked investments to local and regional economic conditions and outcomes and is actively being 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. Through the remainder of FY 2019-2020 there will be final tool refinements and the data platform will be used to help visualize equitable development conditions in SW Corridor and the region. In FY 2020-2021, the EVA will be aligned with agency-wide data and planning projects, including the Columbia Connects and 2040 Refresh: Planning for Our Future Economy projects.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 51,103

Resources:

Metro Direct \$ 51,103
Contribution

TOTAL \$ 51,103

TOTAL \$ 51,103



2. Regional Planning Activities: **Corridor/Area Planning**

Corridor Refinement and Project Planning (Investment Areas)

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

Description

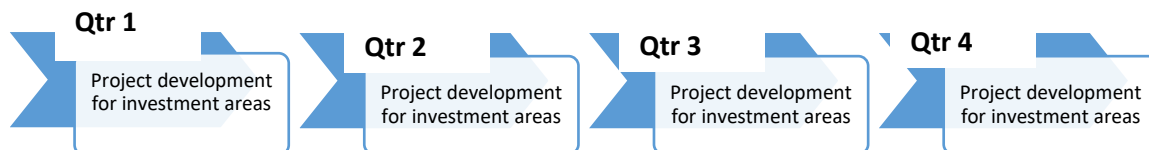
Metro's Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit 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 2019-2020, Investment Areas staff have supported partner work on TV Highway, Enhanced Transit Concepts, the McLoughlin Corridor, Columbia Connects, additional support for the Southwest Corridor Light Rail Project and the Equitable Development Strategy, additional support for the Division Transit Project, Max Redline Enhancements, the Max Tunnel Study, 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 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 303,458
Materials & Services	\$ 10,000

Interfund Transfer	\$ 54,203
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TOTAL	\$ 367,661
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Resources:

STBG	\$ 158,246
Metro Direct Contribution	\$ 193,163

Metro Required Match	\$ 16,252
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TOTAL	\$ 367,661
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Southwest Corridor Transit Project

Staff Contact: Chris Ford, chris.ford@oregonmetro.gov

Description

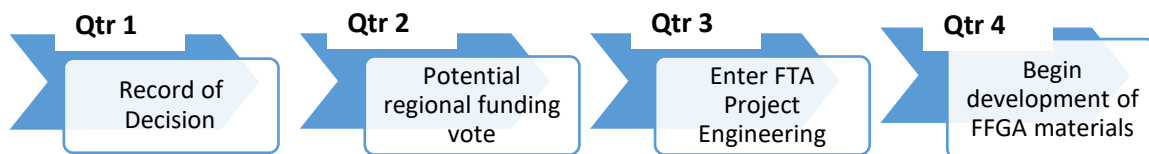
The Southwest Corridor Transit Project would extend the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. The project is 11 miles long and includes 13 stations, new connections to regional destinations, and major enhancements to public roadway, sidewalk, bike, and transit and storm water 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.

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. The project supports local land use plans and zoning and is a key element of fulfilling the region's ability to follow the 2040 Growth Concept by allowing for compact development in regional town centers.

The project advances 2018 RTP policy direction on vibrant communities, shared prosperity, transportation choices, healthy people and climate leadership. It provides near-term progress on travel options and congestion, and is a developing model for incorporating equitable outcomes into transportation projects.

In FY 2019-20, the project released its equitable development strategy and a conceptual design report and completed a Final Environmental Impact Statement. This is an ongoing program. In FY 2020-21 the project will work with the Federal Transit Administration to acquire a Record of Decision and apply for entry to Project Engineering. In FY 2021-22, the project plans to submit a request for a Full Funding Grant Agreement (FFGA). Please contact staff for more detail.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 579,441
Materials & Services	\$ 321,500
Interfund Transfer	\$ 100,642
TOTAL	\$ 1,001,583

Resources:

Metro Direct Contribution	\$ 219,696
Local Partner Support	\$ 781,887
TOTAL	\$ 1,001,583

Columbia Connects

Staff Contact: Elizabeth Mros-O'Hara, Elizabeth.Mros-OHara@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.

FY 2019-20 the Columbia Connects project:

- Created a multi-jurisdictional Project Management Group, and to identify potential shared values, goals, and potential partnerships. (Metro and the Regional Transportation Council of Southwest Washington are leading this effort.)
- Conducted a conditions and needs assessment
- Hired a consultant
- Applied Economic Value Atlas tools to identify opportunities for redevelopment

The Columbia Connects project is consistent with the Regional Transportation Plan (RTP) 2018 goals and 2040 Vision supporting a healthy economy that generates jobs and business opportunities, safe and stable neighborhoods, improved transportation connections for equity, efficient use of land and resources for smart growth and development, and opportunities for disadvantaged groups.

The project is separate and complementary to the I-5 Bridge Replacement Project. Columbia Connects will identify projects and programs that will strengthen bi-state connections and institutional partnerships with or without a bridge and high capacity transit project.

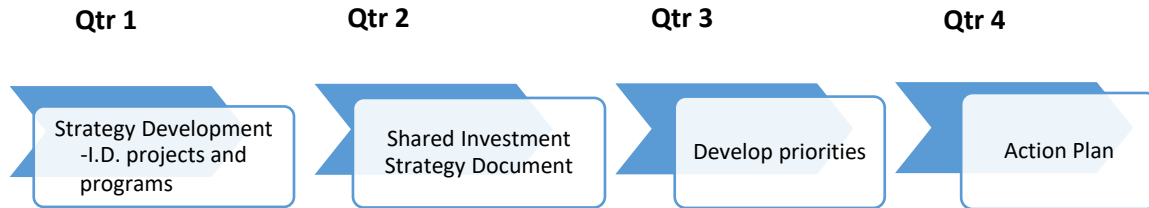
Key Projects and Deliverables/Milestones

Key projects deliverables and outcomes may include: a defined a shared set of desired economic outcomes, defined values and goals for the area, defined infrastructure and service needs, identification of tools, projects, and programs and investments to help realize outcomes; and a strategy and action plan to implement policy commitments, projects, and programs to realize the community's vision for the bi-state region.

The Regional Congestion Pricing Study is anticipated to be completed in 2021. The project will develop a shared Columbia Connects Strategy that will outline specific opportunities for investment based on feasibility, effectiveness, equity, and project champions. Projects and programs will include test approaches and pilot projects. Based on the Strategy and coordination with partners, the

partners will develop an Action Plan with tiered project lists and partner agreements and commitments for implementation.

Key Project Deliverables / Milestones 2020-21



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 165,743
Materials & Services	\$ 50,000
Interfund Transfer	\$ 76,047

TOTAL \$ 291,790**Resources:**

STBG	\$ 264,614
Metro Required Match	\$ 27,176

TOTAL \$ 291,790

MAX Tunnel Study

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

Description

Metro's MAX Tunnel Study (formerly the Central City Transit Capacity Analysis) is a preliminary study that expands upon previous TriMet work to identify a long-term solution to current reliability problems and future capacity constraints caused by the Steel Bridge. The purpose of the MAX Tunnel study is to lay the groundwork for a much larger study under the National Environmental Policy Act (NEPA). The goals are to identify a representative project that addresses light rail capacity and reliability issues in the Portland central city and improves regional mobility by eliminating major sources of rail system delay; to provide conceptual, preliminary information for stakeholders and the general public; and, in advance of Metro's 2020 transportation funding measure, to determine the resources needed to advance the project through NEPA.

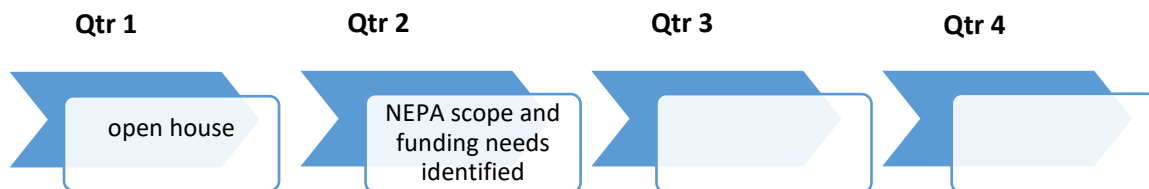
In FY 2019-2020, project staff identified a light rail tunnel between the Lloyd District and Goose Hollow as the option that would best address 2018 RTP policy direction and provide the most travel time, capacity, reliability, climate, and equity benefits. The study entered the FTA's Early Scoping process to introduce the concept of a light rail tunnel under downtown Portland to the public and to provide opportunity for comment on the potential project's purpose and need and the scope of the planning effort. Staff also conducted targeted engagement with regional stakeholder groups.

This initial study will conclude this fiscal year, but currently continues to provide information to support decision-makers regarding the potential future phases of the project. Information can be found on the project's website:

<https://www.oregonmetro.gov/public-projects/max-tunnel-study>

The future of the project (FY2020-21 work) is dependent on the transportation funding measure anticipated to be brought to the region's voters in the Fall of 2020.

Key Project Deliverables / Milestone



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$ 48,385

Interfund Transfer \$ 17,173

TOTAL \$ 65,558

Resources:

Metro Direct \$ 65,558
Contribution

TOTAL \$ 65,558

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, consistent with 2018 RTP policy direction and the Portland 2035 Comprehensive Plan.

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

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

This is an ongoing program funded by a Federal Transit Administration Transit-Oriented Development Pilot Program Grant.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 61,159
Materials & Services	\$ 500,000
Interfund Transfer	\$ 21,748

TOTAL \$ 582,907

Resources:

FTA / FHWA / ODOT	\$ 528,618
Metro Required Match	\$ 54,289

TOTAL \$ 582,907



3. Regional Planning Activities: **Administration and 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 on MAP-21 performance measures
- annual self-certification for meeting federal MPO planning requirements
- periodic on-site certification reviews with federal agencies
- public participation in support of MPO activities
- air quality modeling support for MPO programs, and
- convening and ongoing support for MPO advisory committees

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

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

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

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

- 4-Way Planning IGA with ODOT, TriMet and SMART (*effective through June 19, 2021*)
- South Metro Area Regional Transit (SMART) MOU (*effective through June 30, 2020*)
- SW Regional Transportation Council (RTC) MOU (*effective through June 30, 2021*)
- Oregon Department of Environmental Quality MOU (*effective through March 7, 2023*)

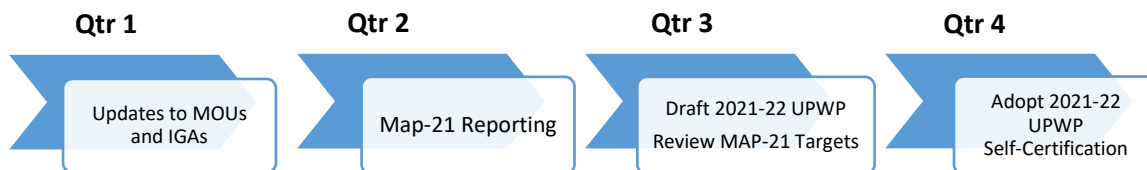
Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards, and Metro staff also collaborates with other MPOs and transit districts in quarterly staff meetings districts convened by ODOT. OMPOC is funded by voluntary contributions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

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

- Complete Streets Program - MAP-21 safety data
- Regional Mobility Program (TSMO) - Map 21 congestion reduction and system reliability data
- Regional Freight Program - MAP-21 freight movement and economic vitality data

Data for the MAP-21 reporting is also developed and reported in partnership with Metro's Research Center through the Data Management and Visualization program described in the UPWP.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 339,286	STBG	\$ 455,315
Materials & Services	\$ 13,500	Metro Required Match	\$ 46,761
Interfund Transfer	\$ 149,290		
TOTAL	\$ 502,076	TOTAL	\$ 502,076

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; conduct focused engagement with communities of color, English language learners and people with low income for transportation plans and programs, providing language resources, including translated vital documents, on the Metro website for all languages identified as qualifying for the Department of Justice Safe Harbor provision, providing language assistance guidance and training for staff to assist and engage English language learners. In FY 2019-20, Metro performed a transportation equity assessment on the Metropolitan Transportation Improvement Program. This work addresses corrective action #6 in 2017 Federal Certification review.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 72,115
Interfund Transfer	\$ 32,755

TOTAL \$ 104,870

Resources:

5303	\$ 54,208
STBG	\$ 40,894
Metro Required Match	\$ 9,767

TOTAL \$ 104,870

Public Engagement

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

Description

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

Metro performs focused engagement to hear the perspectives of historically marginalized communities to inform decisions and meet the objectives of its Civil Rights and Environmental Justice program.

This is an ongoing program. Typical activities include strategies for focused and broad engagement in Metro's planning and policy processes. FY2020-21 activities include engagement on the Metropolitan Transportation Improvement Program and continuing to build our tribal engagement program with new staffing that Metro has recently added. This work addresses corrective action #6 from the 2017 Federal certification review.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

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

Data Management and Visualization

Staff Contact: Jeff Frkonja, jeff.fkronja@oregonmetro.gov

Description

Metro's Research Center provides Metro and the region with technical services including both land use and transportation-system data, data visualization, analysis, application development, and systems administration. The Research Center collaborates with other Metro units to support planning, modeling, forecasting, policy-making, and performance management activities used to evaluate the Region's progress toward meeting its equity, safety, climate, and congestion goals consistent with 2018 RTP policy direction.

The Research Center's work in FY 2019-20 spanned many of these disciplines. In the fields of data management and analytics, the Research Center provided technical expertise and data visualization products to transportation planning, including work on the Regional Transportation Plan and Metropolitan Transportation Improvement Program. The Research Center continued to build and release the Regional Land Information System (RLIS) quarterly, providing essential data to both Metro programs and partner jurisdictions throughout the region.

The Research Center has also completed several application development and systems administration projects. The program has released two major applications: the Economic Value Atlas, an economic development planning tool, and the Crash Map, a tool for the analysis of transportation safety data. In support of this work, the team has upgraded its geospatial technology platform, providing a toolset for do-it-yourself mapping and interactive web applications.

The Research Center's data program is ongoing. For additional information about the Research Center's Data Management and Visualization projects, please contact Jeff Frkonja at jeff.fkronja@oregonmetro.gov or (503) 797-1897.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 1,359,999
Materials & Services	\$ 43,250

Interfund Transfer	\$ 426,581
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TOTAL	\$ 1,829,830
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Resources:

PL	\$ 875,721
Metro Direct Contribution	\$ 954,110

TOTAL	\$ 1,829,830
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Economic, Demographic and Land Use Forecasting, Development and Application Program

Staff Contact: Chris Johnson, chris.johnson@oregonmetro.gov

Description

The Economic, Demographic and Land Use Forecasting, Development and Application Program assembles historical data and develops future forecasts of population, land use, and economic activity that support Metro's regional planning and policy decision-making processes. The forecasts are developed for various geographies, ranging from regional (MSA) to Transportation Analysis Zone (TAZ) level, and across time horizons ranging from 20 to 50 years into the future. The Economic, Demographic and Land Use Forecasting, Development and Application Program also includes activities related to the continued development of the analytical tools that are applied to produce the above mentioned forecasts.

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

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

A listing of recent project work completed under the Economic, Demographic and Land Use Forecasting, Development and Application Program is shown below.

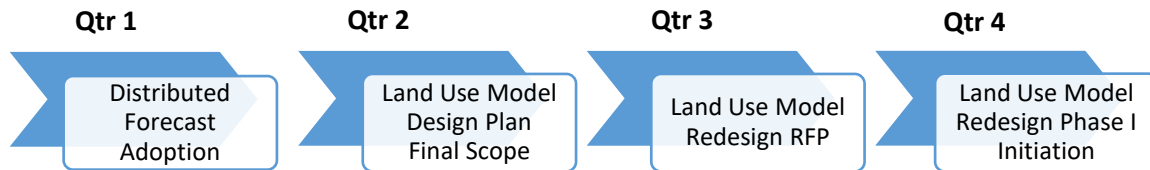
Work Completed (July 2019 – June 2020):

- Land Development Monitoring System (Maintenance)
- Census 2020 (PSAP Support)
- Regional Macroeconomic Forecast (Update)
- Population Synthesizer (Development)
- Distributed Forecast (Updated to 2020 Base Year)
- Map Back Tool (Updates and Application for 2020 Distributed Forecast)
- Housing and Transportation Cost Calculator (Application for MTIP)
- Land Use Model Scoping (Development)

In FY 2020-21, the focus will be on finalizing distributed forecast, finalizing the scope for the land use model design plan, completing an RFP and initiating Phase 1 of the the land use model redesign.

For more information about the Travel Demand Modeling and Forecasting Program, contact Chris Johnson at chris.johnson@oregonmetro.gov.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 200,243	PL	\$ 99,773
Materials & Services	\$ 19,300	Metro Direct Contribution	\$ 132,252
Interfund Transfer	\$ 46,231	Local Partner Support	\$ 33,749
TOTAL	\$ 265,774	TOTAL	\$ 265,774

Travel Forecast Maintenance, Development, and Application

Staff Contact: Chris Johnson, chris.johnson@oregonmetro.gov

Description

The Travel Forecast Maintenance, Development, and Application Program is a coordinated portfolio of projects and tasks devoted to the development, application, and maintenance of the core analytical toolkit used to inform and support regional transportation policy and investment decision-making. Individual elements of the toolkit include:

- Travel Demand Models (Trip-based, Activity-based)
- Freight Travel Demand Model
- Bicycle Route Choice Assignment Model
- Multi-Criterion Evaluation Tool (Benefit/Cost Calculator)
- Housing and Transportation Cost Calculator
- Dynamic Traffic Assignment Model
- VisionEval (Pending Outcome of Scoping/Evaluation)

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 consistent with 2018 RTP policy direction.

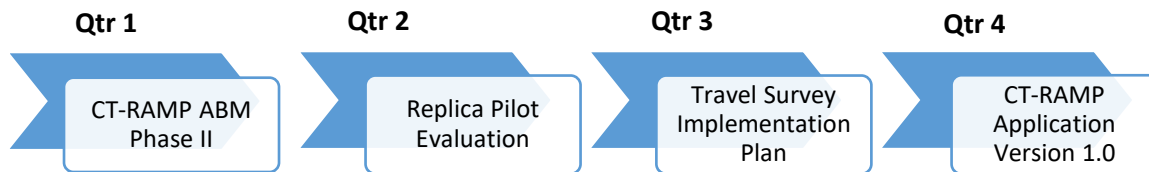
A listing of recent project work completed under the Travel Forecast Maintenance, Development, and Application Program is shown below.

Work Completed (July 2019 – June 2020):

- ODOT I-5/I-205 Congestion Pricing Phase II (Model Development and Prep)
- Metro Regional Congestion Pricing (Model Development and Prep)
- Regional Freight Delay and Commodities Movement Study (Model Development and Prep)
- Replica Data Product Pilot Project
- Transportation Data Program Launch
- Oregon Household Travel Behavior Survey RFP Development and Scoping
- CT-RAMP Activity-based Travel Demand Model (Model Development)
- Quick Launch Regional Dynamic Traffic Assignment Prototype
- Housing and Transportation Cost Calculator (Application for Regional Congestion Pricing Study)
- VisionEval Scoping and Evaluation

Highlights of FY 2020-21 work include completing a Replica Pilot evaluation and a travel survey implementation plan.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 1,041,650	PL	\$ 822,763
Materials & Services	\$ 38,100	Metro Direct Contribution	\$ 315,618
Interfund Transfer	\$ 460,327	Local Partner Support	\$ 401,696
TOTAL	\$ 1,540,077	TOTAL	\$ 1,540,077

Oregon Household Travel Survey

Staff Contact: Chris Johnson, chris.johnson@oregonmetro.gov

Description

Transportation analysts, planners and decision-makers rely on periodic travel surveys to provide a “snapshot” of current household travel behavior. The data collected through household travel survey efforts are also critical for updating and improving travel demand models, the foundational analytical tool used to support transportation planning, as they provide a comprehensive picture of personal travel behavior that is lacking in other data sources.

The project will be structured around three major phases:

- Phase I – Scoping;
- Phase II – Survey Design;
- Phase III – Survey Implementation.

The survey data will be critical for policy- and decision-makers across the State. It will also be used in the further 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, and to further the development of integrated land use-economic-transportation models being developed by ODOT.

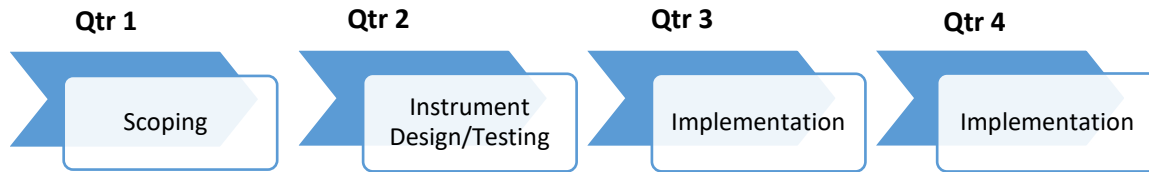
The anticipated agency partners for this project include:

- Portland Metro – Portland area;
- SW Washington Regional Transportation Council (RTC) – Vancouver Washington area;
- Mid-Willamette Valley Council of Governments (MWVCOG) – Salem/Keizer area (Salem-Keizer Area Transportation Study, or SKATS, is the MPO for this region);
- Lane Council of Governments (LCOG) – Eugene/Springfield area (Central Lane MPO);
- Bend Metropolitan Planning Organization (BMPO) – Bend area;
- Cascades West Council of Governments (CWCOG) – Corvallis and Albany areas (Corvallis Area MPO and Albany Area MPO);
- Rogue Valley Council of Governments (RVCOG) – Medford and Grants Pass areas (Rogue Valley MPO and Middle Rogue Valley MPO);
- Oregon Department of Transportation (ODOT);
- Oregon Metropolitan Planning Organization Consortium (OMPOC).

Work Completed (July 2019 – June 2020):

- Advisory/Oversight Committee Presentations
- Coordination Committee Meetings (Travel Model Subcommittee of the Oregon Model Steering Committee)
- Development of Consultant RFP, Consultant Evaluation and Selection
- Initiation of Project Scoping

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 155,278	PL	\$ 155,278
TOTAL	\$ 155,278	TOTAL	\$ 155,278

*This project will continue beyond the 2020-21 fiscal year. The total project cost for the Portland region is expected to be approximately \$ 1,500,000. Total anticipated project costs will be further detailed during the scoping phase.

Technical Assistance Program

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

Description

US Department of Transportation protocols require the preparation of future year regional travel forecasts to analyze project alternatives. The Technical Assistance program provides transportation data and travel modeling services for projects that are of interest to local 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 use funds from this program to purchase and maintain copies of the transportation modeling software used by Metro. A budget allocation defines the amount of funds available to each regional jurisdiction for these services, and data and modeling outputs are provided upon request. This is an ongoing program.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 45,347
Materials & Services	\$ 29,720
Interfund Transfer	\$ 16,211

TOTAL \$ 91,278

Resources:

STBG	\$ 82,777
Metro Required Match	\$ 8,501

TOTAL \$ 91,278

Fund Swap Management and Monitoring

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

Description

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

As a metropolitan planning organization (MPO) for the Portland region, Metro has allocation and programming authority of federal surface transportation funds. Metro documents and develops the schedule of planned expenditure of federal funds in the region through the Metropolitan Transportation Improvement Program (MTIP). The MTIP, approved by Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, monitors expenditure and project delivery. From 2017 through 2019, JPACT and the Metro Council approved and directed Metro staff to pursue a number of funding swaps of federal funds. The intent of the funding swaps is to create efficiencies in the number of projects undergoing the federal aid process and to support flexibility in project development on a number of active transportation projects and other regional planning studies which implement the Regional Transportation plan (RTP).

Metro administers the swapped funding and monitors the delivery of the projects receiving swapped funds. Each project identified for swapping federal funds with local funds emerge from a specific selection process based on the type of federal funds being swapped, project conditions, and the local funds available. The selection process is described in further detail of the program business process document. Intergovernmental agreements (IGAs) outline the agreed upon scope of work, the deliverables, and schedule for the project. A grant management database supports the administration and monitoring for work completed on the project. As necessary, Metro conducts MTIP amendments or UPWP amendments to facilitate the fund swap.

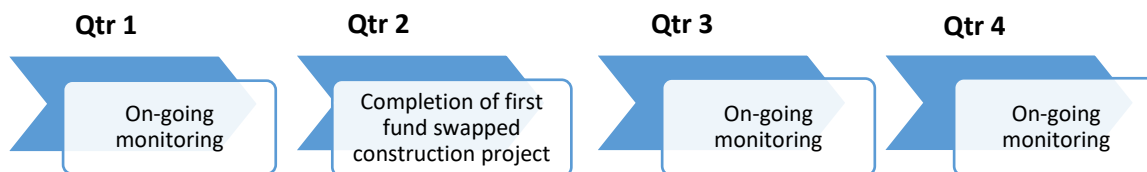
This is an ongoing program until the final fund swapped project IGA is completed. At this time, the estimated timeframe for the final fund exchange project is December 2024. Typical program activities include:

- Monitor project delivery for fund exchange projects through project progress reports
- Review and approve or conditionally approve project deliverables
- Review and approve or decline invoices
- Problem-solve, review, and make decisions on change management requests
- As requested, participate in technical advisory committees for fund swapped projects
- Keep other Metro staff and departments aware of projects, project progress, and comment opportunities
- Develop and execute intergovernmental agreements with local jurisdictions delivering fund exchange projects
 - Negotiate terms and deliverables
 - Outline reimbursement process and limitations, change management process
- Oversee the fund balances of the local funds
 - Ensure scheduled fund swaps

- Ensures MTIP or UPWP amendments are undertaken to facilitate fund exchanges and the delivery of those projects identified for funding exchange
- Document the process of administering the funds for those projects that underwent fund exchanges

In FY 2019-2020, Metro continued with program management and monitoring activities. In total, Metro currently manages 22 jurisdiction-led projects and 4 Metro-led projects through the Fund Swap Management and Monitoring program. The Fund Swap Management and Monitoring program implements 2018 RTP policy direction pertaining to reducing vehicle miles traveled to address congestion and climate change, safety, and advancing racial equity as many of the fund swapped projects address completing active transportation gaps, making crossing improvements on high injury corridors, designing bus priority on traffic congested streets, and studying new connections for all modes. The work will continue in FY2020-21 and will likely include the first completion (and close-out) of a fund swapped construction project.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 55,166	Metro Direct Contribution	\$ 75,587
Interfund Transfer	\$ 20,421		
TOTAL	\$ 75,587	TOTAL	\$ 75,587



4. State Planning Activities: **State Transportation Planning of Regional Significance**

ODOT Development Review

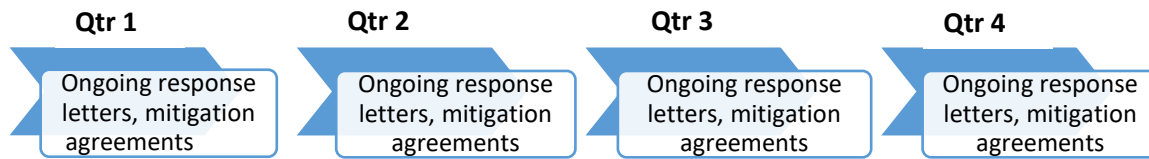
Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

ODOT reviews local land use actions and participates in development review cases when those actions may have safety or operational impacts (for all modes of travel) on the state roadway system, or if they involve access (driveways) to state roadways. This includes work with jurisdiction partners and applicants, and products may include written responses and/or mitigation agreements. This work 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 150 written responses and 100 mitigation agreements. In Fiscal Year 2019, Region 1 Staff reviewed just under 1,500 land use actions, with approximately 270 written responses and 260 mitigation agreements.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 287,500
TOTAL	\$ 287,500

Resources:

SPR	\$ 287,500
TOTAL	\$ 287,500

ODOT – Transportation and Growth Management

Staff Contact: Glen Bolen AICP, Glen.a.Bolen@ODOT.state.or.us

Description

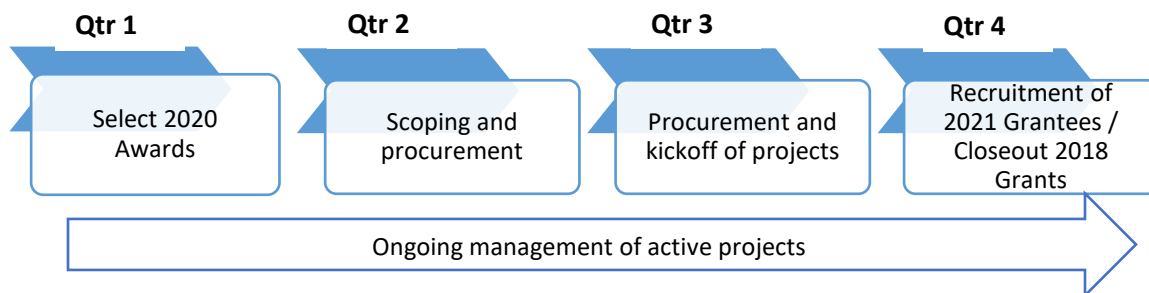
The TGM program is a partnership of the Oregon Department of Land Conservation and Development and Oregon Department of Transportation. The program helps governments across Oregon with skills and resources to plan long-term, sustainable growth in their transportation systems in line with other planning 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 \$900 Million 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 \$75,000 to \$250,000 and can be used for any combination of staff and consulting services. ODOT staff administer the grants alongside a local agency project manager.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services \$
Materials & Services \$ Varies: up to \$900K

TOTAL \$

Resources:

Federal grant \$ Varies: up to \$900k
Local Match \$ Varies

TOTAL \$

ODOT – Region 1 Active Transportation Strategy

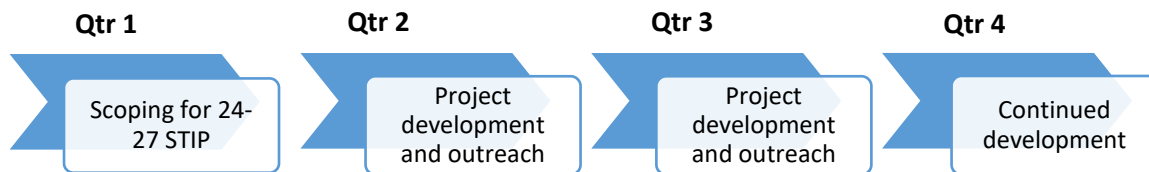
Staff Contact: Kristin Stallman, Kristin.Stallman@odot.state.or.us

Description

The next phase of ODOT's Active Transportation Needs Inventory, this project will enable ODOT Region 1 to engage in the identification and conceptual planning of projects that increase biking, walking and access to transit. Primary activities include projects scoping for identified needs and gaps, and pairing improvements projects with relevant funding sources. The project will also assist with implementation of ODOT's Blueprint for Urban Design that provides guidance on best practices for enhancing livability on the arterial highway network. Education and outreach efforts, in coordination with ODOT Traffic Safety and Safe Routes to School will engage community members in developing solutions.

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 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 50,000
Materials & Services	\$ 100,000

TOTAL \$ 150,000

Resources:

Federal grant	\$ 150,000
Local Match	\$ Amount

TOTAL \$ 150,000

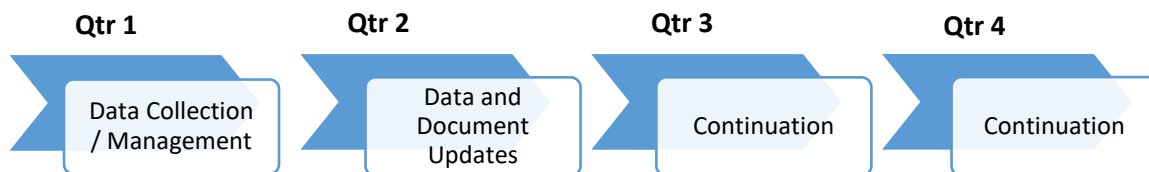
ODOT – Region 1 Transportation Data, Tools and Reports

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

In recent years, ODOT has produced several atlas-style documents to support the planning, programming and development of transportation investments around the region. These include the Interchange Atlas, Corridor/Transportation Performance Report, and Active Traffic Management Study. Every year, the data underlying these studies requires management and upkeep. The purpose of this project is to ensure that ODOT and its partners always have up to date and useful data available.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 37,500
Materials & Services	\$ 62,500

TOTAL	\$ 100,000
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Resources:

Federal grant	\$ 100,000
Local Match	\$

TOTAL	\$ 100,000
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ODOT Region 1 Planning for Operations

Staff Contact: Scott Turnoy, scott.turnoy@odot.state.or.us

Description

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

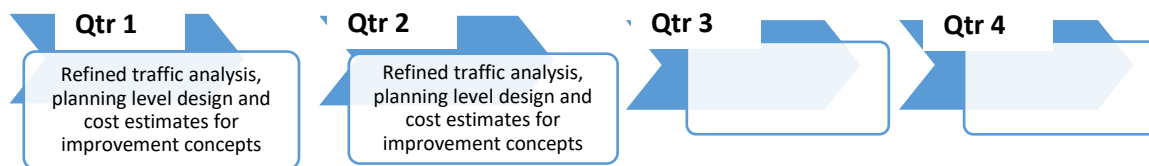
Previously, ODOT developed the Corridor Bottleneck Operations Study (CBOS) and Active Traffic Management Study, both of which build on 30+ years of traffic management efforts in the region. In FY 2019-2020, ODOT completed the CBOS 2 Atlas and initiated refinement of certain projects identified in the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

Identification of safety and efficiency improvements through planning for operations includes identifying such 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 2020-21 work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts.

Please contact ODOT staff listed above to learn more detail.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
ODOT Staff Time	\$ 245,970	STIP/FHWA	\$ 286,048
Consultant Services	\$ 189,210	State Match	\$ 24,132
		SPR	\$ 125,000
TOTAL \$ 435,180		TOTAL \$ 435,180	

ODOT: I-5 and I-205 Portland Metropolitan Value Pricing

Staff Contact: Mandy Putney, Mandy.Putney@odot.stat.or.us

Description

This project will advance the results of a feasibility analysis completed in December 2018. The Value Pricing Feasibility Analysis was conducted using state funding from House Bill 2017; no federal funds were spent (except for \$43 in June by administrative staff activating the account). The current phase is advancing two tolling locations – one each on I-5 and I-205 – for further refined analysis and review under federal environmental and tolling requirements.

During the period of July 2019 to June 2020 the work was focused on coordination with the FHWA partners, work planning for back office system, and coordination with the planned bridge reconstruction, seismic improvements, and widening on I-205. The planning/environmental analysis phase is expected to continue into 2023.

The Oregon Transportation Commission is the tolling authority for Oregon. The project is led by ODOT, which has developed a decision and advisory structure to engage regional partners for technical input as well as an advisory committee to assist in developing an equity framework and equitable process. Regional partners include local, county, and regional agencies, as well as transit service providers including TriMet, Smart, and others. Additionally, ODOT is coordinating with Metro and the City of Portland on concurrent efforts related to congestion pricing.

This project is consistent with the 2018 RTP Transportation System Management and Operations Policies. Specifically, TSMO Policy 1: Expand use of pricing strategies to manage travel demand on the transportation system.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 0
Materials & Services	\$ 7,000,000

TOTAL \$ Total Amount

Resources:

Federal grant	\$ 6,354,600
Local Match	\$ 645,400

TOTAL \$ 7,000,000

ODOT - Interstate 5 Boone Bridge Widening/Seismic Retrofit and Interchange Improvements Study

Staff Contact: Scott Turnoy, scott.turnoy@odot.state.or.us

Description

In HB 5050 the 2019 Legislature directed ODOT to study widening and seismically retrofitting the I-5 Boone Bridge. On August 15, 2019 the Oregon Transportation Commission (OTC) approved \$300,000 in FHWA funds toward the development of a report that will further evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway. The study is intended to accomplish the following:

- Identify a range of costs to achieve a widened and resilient I-5 Boone Bridge,
- Determine if it is structurally feasible to widen and seismically retrofit the existing I-5 Boone Bridge and identify associated planning level cost range and risks,
- Identify cost range and risks to replace the I-5 Boone Bridge,
- Identify cost range associated with interchange improvements on I-5 in the study area,
- Identify further analysis and associated costs necessary following this study.

In FY 2019-2020, ODOT initiated consultant procurement, structural analysis, geotechnical analysis and cost estimating. This study builds upon previous work, such as the I-5 Wilsonville Facility Plan (adopted July 2018), to consider the feasibility and costs associated with seismic retrofit and widening of the I-5 Boone Bridge compared with a full bridge replacement. The study aims to evaluate options for a seismically resilient and widened I-5 Boone Bridge, using the I-5 Wilsonville Facility Plan recommendations and associated 2018 RTP project listing as the basis for widening considerations, which is consistent with the 2018 RTP policy guidance for safety and congestion. The I-5 Wilsonville Facility Plan recommends improvements expected to reduce conflicts between vehicles entering and exiting I-5 in the Boone Bridge area, which is intended to improve safety and operational efficiency. The study will consider land use impacts, TDM (Transportation Demand Management) and ITS (Intelligent Transportation Systems).

The study will end in FY 2020-21.

Key Project Deliverables / Milestones

Qtr 1

Qtr 2

Qtr 3

Qtr 4

FY 2020-21 Cost and Funding Sources

Requirements:

ODOT staff time \$ 25,000

Consultant Services \$ 125,000

TOTAL \$ 150,000**Resources:**

STIP/FHWA \$ 138,330

State Match \$ 11,670

TOTAL \$ 150,000

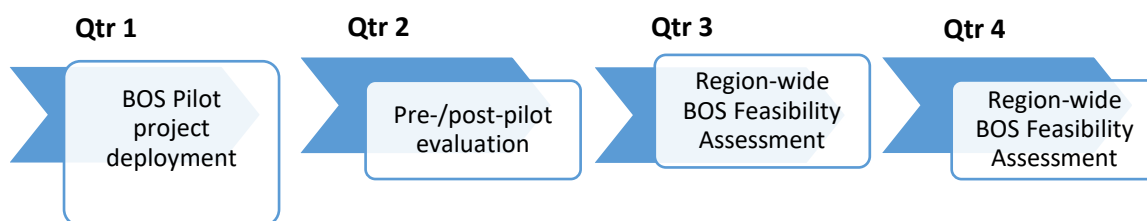
ODOT Region 1 Bus-on-Shoulder Pilots and Feasibility Assessment

Staff Contact: Rory Renfro, rory.j.renfro@odot.state.or.us

Description

Demonstrating its commitment to testing innovative multi-modal tools, the Oregon Department of Transportation will evaluate the Portland-area freeway system for Bus-on-Shoulder (BOS) opportunities. Building on a high-level assessment of nearly 100 miles of urban freeways, the Region 1 BOS Feasibility Assessment will include multiple pilot projects to be deployed in 2020, followed by a more in-depth analysis of the freeway network to identify additional opportunities. Supplementing a pre- and post-pilot evaluation, the regional study will identify and prioritize corridors for potential permanent and longer-term BOS deployment. This will involve a more detailed assessment of existing transportation infrastructure and conditions, and coordination with regional transit providers and other stakeholders to assess transit demand. The assessment will build upon previous analyses and congestion mitigation measures including ODOT's bi-annual Traffic Performance Report and Corridor Bottleneck Operations Study efforts, and TriMet's forthcoming Express/Limited Stop Study. ODOT is undertaking this effort in response to internal and partner agency interest in testing BOS in Oregon.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personal Services \$ 100,000

Materials & Services \$ 100,000

TOTAL \$ 200,000

Resources:

Federal grant \$ 0

Local Match \$ 200,000

TOTAL \$ 200,000



5. Local Planning Activities: **Local Planning of Regional Significance**

French Prairie Bridge Connectivity

Staff Contact: Zachary J. Weigel, P.E., weigel@ci.wilsonville.or.us

Description

The French Prairie Bridge Connectivity project identifies three key components in planning of the bicycle, pedestrian, emergency access bridge crossing the Willamette River in Wilsonville. These include the preferred bridge location and bridge type, as well as the estimated cost of the bridge and how construction might be funded.

No safe bike and pedestrian crossing of the Willamette River exists between Newberg and Oregon City. The French Prairie Bridge connects the Portland region through the French Prairie area and on to Eugene by linking the Ice Age Tonquin Trail with the Champoeq Trail and Willamette Valley Scenic Bikeway. In addition, the French Prairie Bridge provides a redundant, seismically resilient Willamette River crossing for emergency and secondary responders in support of incident response and recovery.

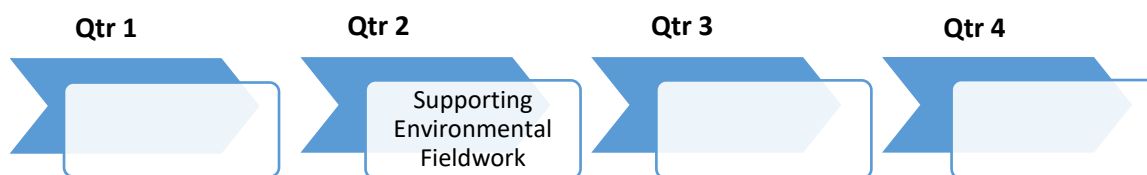
The project is consistent with 2018 Regional Transportation Plan (RTP) policy direction, including increasing safety for bikes and pedestrians, transportation equity, and travel options, and reducing vehicle miles traveled and greenhouse gas emissions, to address congestion and climate change. Regional partners, including ODOT, SMART, cities, and counties and non-governmental groups provided input throughout the process.

Work completed in FY19/20 includes selection of the preferred bridge type, estimate of preferred bridge cost, and a French Prairie Bridge Location Evaluation Report and Planning Effort Summary.

Please visit <http://frenchprairiebridgeproject.org/> for more information about the project.

Key Project Deliverables / Milestones

Key milestones in FY20/21 consist of supporting environmental fieldwork to be determined by Federal Highways Administration (FHWA).



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 200,000
Materials & Services	\$ 0

Resources:

Federal grant	\$ 179,000
Local Match	\$ 21,000

TOTAL \$ 200,000

TOTAL \$ 200,000

Clackamas Connections Integrated Corridor Management

Staff Contact: Bikram Raghubansh, BikramRag@clackamas.us

Description

Clackamas Connections Integrated Corridor Management (ICM) continues from scoping carried out the previous fiscal year. Major highways in Clackamas County are often pushed to their limit during times of peak congestion. This project will develop the concept for 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 2020 TSMO Strategy which stems from the region's 2010-2020 TSMO Plan and 2018 RTP Goal 4, Reliability and Efficiency utilizing demand and system management strategies. This project generates recommended action for several corridors in Clackamas County, consistent with 2018 RTP safety, equity and climate policy direction.

Corridors subject to the initial phase of needs analysis will be sections of Interstates 5 and along Interstate 205, Wilsonville Road, Elligsen Road, Stafford Road, 65th Avenue, Borland Road, Willamette Falls Drive, 82nd Drive/Avenue, McLoughlin Boulevard (99E) and Highway 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 be largely completed within FY2020-21 but final tasks are likely to continue in early FY2021-22. The project will engage a cross section of the public, operator agencies such as TriMet, ODOT, cities within Clackamas County and other stakeholders.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 73,444
Materials & Services	\$ 305,000

TOTAL \$ \$378,444

Resources:

Federal grant	\$ 339,578
Local Match	\$ 38,866

TOTAL \$ \$378,444

Hillsboro - Oak and Baseline: Adams Ave – SE 10th Ave

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

Description

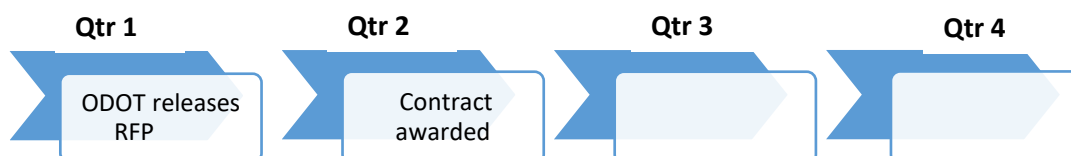
The Oak, Baseline and 10th Avenue study will evaluate design alternatives and select a preferred design that creates an environment supporting business investment and comfortable, safe travel for all users in Downtown Hillsboro.

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 not signalized intersections, which would allow the City to pursue other funding opportunities proactively, or in conjunction with private development, to address these access safety deficiencies.

This project seeks to support redevelopment along the Oak/Baseline couplet by providing a more comfortable environment for residents and business customers while at the same time accommodating auto, transit, and truck traffic along the State highway. It also seeks to increase accessibility by persons using all modes of transport to priority community service destinations such as City and County offices, the Health & Education District, the 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 2019-2020, Hillsboro and ODOT fully executed the IGA for this work. Scope of Work has been finalized and submitted to ODOT. ODOT is currently working on the Statement of Work and the RFP. Regional partners, including ODOT, Metro, TriMet, neighboring cities: Forest Grove and Cornelius and non-governmental groups will provide input throughout the planning process.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 410,000
Materials & Services	\$ 147,227

TOTAL \$ 557,227

Resources:

Federal grant	\$ 500,000
Local Match	\$ 57,227

TOTAL \$ 557,227

Tualatin Hills Parks & Recreation District - Beaverton Creek Trail – SW Hocken Avenue

Staff Contact: Rene' Brucker, rbrucker@thprd.org

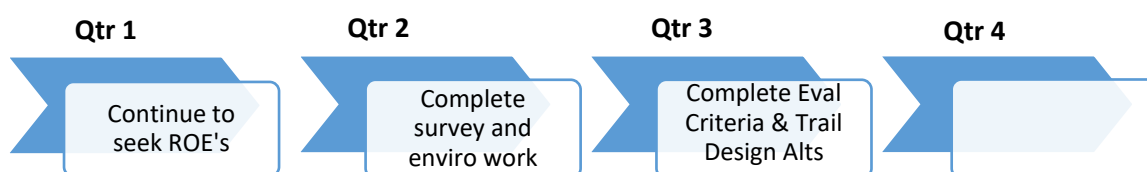
Description

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

In 2019-2020, the consultant contract with ODOT and survey engineer firm David Evans and Associates was issued. The boundary and topographic survey field work was 90% completed, the opportunities and constraints evaluation was 50% completed, and the Hazmat Corridor Assessment with archaeology reviews was 80% completed. The proposed project, located in a high-density employment area with higher density residential to the south and east, will improve walkability and safety in four Metro-identified pedestrian corridors and will lead to an increase in non-auto trips through improved user experience. The BCT Project meets objectives identified in THPRD's Comprehensive Plan and Trail's Master Plan, the City of Beaverton's transportation Plan, the Oregon State Comprehensive Outdoor Recreation Plan that was in place at the time the project was approved, and the Oregon Statewide Planning Goals and Objectives for Recreation.

This is an ongoing project. We continue to seek a right of entry from property owners Nike and Tektronix. If these cannot be obtained, a modification to the trail corridor will need to be considered.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 91,564
Materials & Services	\$ 800,000

Resources:

Federal grant	\$ 800,000
Local Match	\$ 91,564

TOTAL \$ 891,564

TOTAL \$ \$891,564

Vision Around the Mountain Planning Study

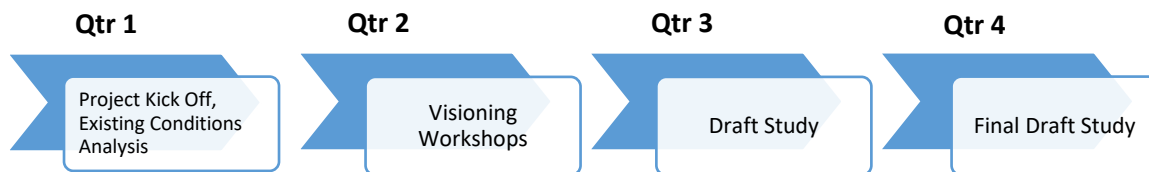
Staff Contact: Jason Kelly, Regional Transit Coordinator, jason.d.kelly@odot.state.or.us

Description

The study will identify transit service connections and coordination opportunities among public transit providers operating around Mount Hood. The study will provide for an inter-jurisdictional transit vision, operational specifications and policy considerations for integrating transit systems, and collaborative marketing strategies for services in the Mt. Hood transit shed.

The study will consolidate and prioritize transit projects identified in Mount Hood Multimodal Transportation Study, Hood River County Transit District Master Plan, Highway 35 Transit Implementation Plan, City of Sandy Transit Master Plan, and Coconino County Transit Development Plan, and multiple Statewide Transportation Improvement Fund (STIF) Plans. The project is co-sponsored City of Sandy, Clackamas County, and Hood River County Transit District and will be a plan subset to the Mount Hood Multimodal Transportation Plan. The study is consistent 2018 RTP policy direction including increasing safety, transportation equity, travel options, reducing vehicle miles traveled, and greenhouse gas emissions, to address congestion and climate change.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$
Materials & Services	\$ 120,000
TOTAL	\$ 120,000

Resources:

Federal grant	\$ 107,676
Local Match	\$ 12,324
TOTAL	\$ 120,000

Willamette River Crossing Feasibility Study

Staff Contact: Karen Buehrig, kbuehrig@clackamas.us

Description

The purpose of this feasibility study is to identify alternative crossing locations of the Willamette River for pedestrians and bicyclists between Oregon City and the Sellwood Bridge, consistent with the Clackamas County Transportation System Plan project #2022. The project will consider alternatives north and south of Lake Oswego.

The study will begin with coordination with all of the possible project partners, including Clackamas County, Gladstone, West Linn, Milwaukie, Oregon City, North Clackamas Parks and Recreation District, Metro, ODOT and Oregon State Parks and Recreation Department to develop a partner agreement. A needs analysis will then be conducted to develop the purpose and need for the Willamette River Crossing, including the entire area between Oregon City and the Sellwood Bridge. Using information from the needs analysis, criteria will be created to guide the identification and evaluation of new alternative crossing locations north and south of Lake Oswego. Alternative crossing locations will include a pedestrian/ bicycle bridge, as well as other manners of crossing the river such as a water taxi. Alternative locations and alignments will be developed and evaluated, including planning level cost estimates.

The project partners will determine the decision-making process for narrowing the alternatives that will be moved forward into the 10% design phase. Included in the 10% design phase will be initial bridge-type discussion, conceptual cost estimates, and identification of supporting infrastructure needed to connect the crossing to the pedestrian and bikeway infrastructure on each side of the river. A scoping analysis that addresses both the human and natural environment will be prepared for each alternative. Clackamas County will receive input from the partners (listed above) on if and which alternative(s) should be advanced for further design work.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:

Personnel Services	\$ 40,000
Materials & Services	\$ 450,000

Resources:

Federal grant	\$
Metro Direct Contribution	\$ 490,000

TOTAL \$ 490,000

TOTAL \$ 490,000

Urban Reserves Transportation Study

Staff Contact: Erin Wardell, erin_wardell@co.washington.or.us

Description

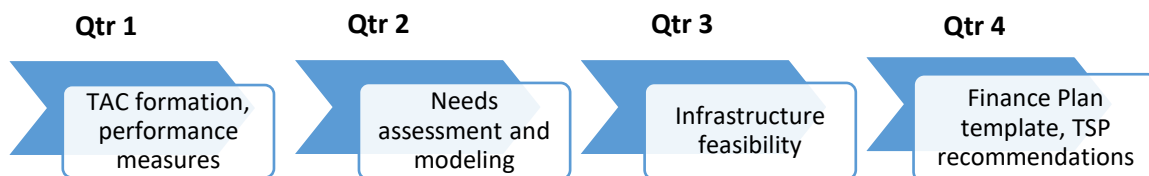
The Urban Reserves Transportation Study (URTS) will inform concept and comprehensive transportation planning for UGB expansion areas in Washington County to understand the cumulative impacts of future urban reserve development and to help ensure the county has adequate mobility and capacity on area roadways. The study is being funded by a \$420,000 Metro 2040 Planning and Development Grant.

The URTS project team will include representatives from partner cities (King City, Tigard, Beaverton, Sherwood, Wilsonville, Tualatin, Forest Grove, and Hillsboro), agencies (including Metro, CWS and TriMet), and other stakeholders, and will include close coordination with community groups and residents. The team will:

- Review land use and transportation planning assumptions from previous studies and plans
- Reach agreement with partners and stakeholders on project goals and evaluation criteria
- Conduct travel demand modeling analysis
- Conduct feasibility analysis of existing Transportation System Plan projects
- Develop an alternatives analysis and prioritized project list, assess future right-of-way needs, consider long-term jurisdiction and identify infrastructure co-location opportunities
- Create an infrastructure finance plan template in accordance with Metro Title 11 requirements

The URTS project will lead to a countywide transportation system plan with enough capacity to accommodate urban reserve development and urban reserve area concept plans which include identified infrastructure improvement projects and an infrastructure finance plan. The project began in 2019 and will be completed at the end of calendar year 2020, and the results will inform city concept planning.

Key Project Deliverables / Milestone



FY 2020-21 Cost and Funding Sources

Requirements:

Personal Services	\$ 382,500
Materials & Services	\$ 37,500

TOTAL \$ 420,000

Resources:

Federal grant	\$ 0
Metro 2040 Grant	\$ 420,000*

TOTAL \$ 420,000

*The project will include \$60,000 of in-kind staff time in addition to the \$420,000 grant from Metro.



Appendices

**2017 Federal Certification Review
USDOT Findings and Metro Response**

Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
	Recommendation 1: The Federal review team recommends Metro create a corrective action plan and a certification review action team to assist in the successful resolution of corrective actions.	<p>Metro convened an internal MPO group in early 2016 to track MPO activities that occur across our agency. Because of our size and unique function as an elected regional government, our MPO work occurs in five separate departments (administration, planning, research, communication and legal). Our MPO group is led by planning staff and includes core staff from these departments and convenes monthly to ensure continuity on our MPO work.</p> <p>This group is responsible for annual development of the UPWP and also serves as our certification action team. The proposed work program in this response as created by this team.</p>		
Metropolitan Transportation Plan (MTP)	Corrective Action 1: By December 31, 2018, with the update of the 2018-2040 MTP, Metro must create a financial plan that meets all of the requirements of 23 CFR 450.324(f)(11), including documentation of systems-level	Metro recognizes the importance of existing asset maintenance and operations costs relative to forecasted revenues and the context this provides for spending trade-offs for these purposes relative to investing in system expansion to serve growing demand for access and mobility.	12/31/2018	Metro completed this work for the purpose of developing the 2018 RTP in collaboration with our city, county, regional and state agency partners. The framework, methodology and revenue forecasts are included in the appendix to the RTP. This work formed the basis for demonstration

2017 Federal Certification Review
USDOT Findings and Metro Response

Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
	operations and maintenance costs, the cooperative revenue estimation process, and a clear demonstration of financial constraint.	<p>Metro staff is investigating how to utilize existing Oregon DOT data on system conditions and forecasted maintenance costs for the National Highway System and TriMet/SMART data on transit system operations costs relative to forecasted revenues as part of the current RTP update.</p> <p>We are also monitoring the ODOT efforts to respond to mandates from recent state legislation to standardize and report on pavement management conditions for how that data can be utilized in the long-range planning process.</p> <p>Finally, we are cooperating with ODOT and are leading development within the region on implementation of MAP-21 performance measure and target setting requirements for pavement assets and will be incorporating those measures and targets into the RTP and TIP update processes.</p>		<p>of financial constraint in the RTP project solicitation. The 2018 RTP was adopted by the Metro Council on December 6, 2018.</p> <p>ODOT Headquarters is about to undertake an update to the cooperative revenue forecast for long-range metropolitan planning. We will be an active participant in this effort that will serve as the basis for the next RTP update.</p>

2017 Federal Certification Review
USDOT Findings and Metro Response

Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
		<p>The current MTP update will describe the cooperative revenue estimation process that has been undertaken. Metro participated in an ODOT led statewide process to forecast state and federal revenues to the state and MPO levels.</p> <p>Metro led the regional process to forecast local transportation revenues developed within the region. How to account for the impacts of the recent state funding legislation (HB 2017) within the long-range plan is still under development with ODOT estimates of fiscal impacts.</p> <p>The 2018 RTP will demonstrate financial constraint by showing that project costs do not exceed forecasted revenues.</p>		

2017 Federal Certification Review
USDOT Findings and Metro Response

Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
	<p>Recommendation 2: To help the public understand Metro’s long-range planning processes and outcomes, the Federal review team recommends Metro:</p> <ul style="list-style-type: none">Consider the audience and purpose of the MTP when determining structure, format, and content,Use plain language and visualization techniques to present complex information in an easy to understand format,Document the MTP’s purpose in the introduction of the MTP, andDescribe the relationship between the MTP and the modal plans to help ensure the long-range plan remains multimodal and the full scope of the MTP	<p>Metro continues to explore new ways to make our planning documents and processes more accessible to the public. In 2016, we launched our Regional Snapshot web series, and that continues to be our main forum for creating public awareness on major issues facing the region, including transportation. Our transportation snapshots have used text, photography and video to explore topics like congestion, safety, freight and affordability.</p> <p>We have also made major upgrades to our website to make it simpler and more accessible to the community. We actively use social media and our Opt-in polling program to keep the public engaged on a continuous basis and connect the community to new web content.</p> <p>These web-based tools will continue to be our main focus for translating complex planning topics and using visualization techniques present our planning documents in understandable terms.</p>		

Appendix A. Federal Certification Review Table <div> <div>2017 Federal Certification Review</div> <div>USDOT Findings and Metro Response</div> </div>				
Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
	<p>planning process is understandable to the public.</p>	<p>We will also continue to improve the readability of our RTP, MTIP, UPWP, modal plans and other formal documents to the extent possible, given their legal and regulatory function. In most cases, we publish a summary version of these documents as an alternative for interested public and our elected officials.</p> <p>Our 2018 RTP adoption (including the associated transit, freight and safety modal plans) will include summary documents aimed at the broader public.</p> <p>The RTP will be significantly reformatted as part of this update, and will also include a clear purpose statement of its federal, state and regional purpose in the introduction.</p>		
Transportation Improvement Program (TIP)	Corrective Action 2: By July 1, 2020, with the update of the next TIP, Metro must provide clear documentation of a cooperative revenue estimation process, that ensures adequate funding is available by year to operate and	Metro will work with ODOT, the region’s transit agencies, FHWA and FTA staff to document the cooperative revenue process and processes to demonstrate fiscal constraint within the TIP. This work will require the active cooperation of the agencies that administer federal funding within the region and guidance from USDOT	7/1/2020	A cooperative revenue forecasting process to determine the urban-STBG, TAP set-aside, and CMAQ funds expected to be available through the next allocation cycle was performed by ODOT’s finance team and Oregon MPO staff, and will be documented in the 2021-24 MTIP.

2017 Federal Certification Review
USDOT Findings and Metro Response

Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
	maintain the system, adequate revenue is available to deliver projects on the schedule proposed in the TIP, and all other financial planning and fiscal constraint requirements identified in 23 CFR 450.326 are met.	staff on acceptable practices between Metro as the MPO and the other administrating agencies to prioritize projects for programming in the TIP and to demonstrate fiscal constraint of those projects.		<p>Metro was able to work with transit agency staff on the forecast of reasonably expected transit revenues, which also will be documented in the 2021-24 MTIP.</p> <p>ODOT was able to provide a financial forecast for the three “Leverage” programs to add Active Transportation, Safety, or Highway elements to “Fix-It” asset management projects for the ODOT Region 1 area for the FFY 2022-2024 allocation process. The Metro MPA boundary contains a large portion of the ODOT Region 1 transportation assets, making it possible for the MPO to analyze and communicate its priorities for these ODOT funding programs.</p> <p>However, MPOs are still struggling to effectively participate in a cooperative process under the current construct when ODOT, defines funding programs (Fix-It, Enhance, etc) for the state system rather</p>

2017 Federal Certification Review
USDOT Findings and Metro Response

Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
				<p>than by how federal or state funding sources should be allocated across the entire system.. Metro will continue to communicate to ODOT staff and the OTC the need to actively engage with MPOs to consider the needs of the wholistic transportation system within the MPO areas before defining the policy direction of their fund allocation programs and the amount and type of revenues..</p> <p>Additionally, MPOs have requested to ODOT Headquarters to participate in the ODOT allocation programs administered at the statewide level. With a better understanding of an order of magnitude forecast of potentially available funds in an MPO area, the decision process by which funds will be allocated MPOs could more effectively analyze and communicate MPO area priorities for those fund allocation programs.ODOT Headquarters is about to undertake the cooperative revenue forecast for long-range metropolitan</p>

Appendix A. Federal Certification Review Table <div> <div>2017 Federal Certification Review</div> <div>USDOT Findings and Metro Response</div> </div>				
Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
				<p>planning. We expect this process to not only serve the needs of the long-range forecast but to provide a foundation of a better understanding of how revenues are forecasted, allocated to ODOT fund allocation programs, and then programmed in the TIP on projects.</p> <p>Finally, the requirements of the FAST Act and of Oregon HB 2017 have greatly improved the understanding and documentation of adequately operating and maintaining the transportation system by ODOT, transit agencies, and local jurisdictions. Documentation will be provided in the 2021-24 MTIP and STIP.</p>
	Corrective Action 3: By May 27, 2018, Metro must update amendment “Exceptions” in the TIP management procedures to clearly distinguish what changes affect fiscal constraint and ensure	The TIP amendment management procedures were updated in March 2018 to be consistent with the statewide matrix developed by ODOT and FHWA to define when a project change affects fiscal constraint. Those that do are processed as a full amendment with public	5/27/2018	Compliance with this Corrective Action continues.

Appendix A. Federal Certification Review Table <div> <div>2017 Federal Certification Review</div> <div>USDOT Findings and Metro Response</div> </div>				
Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
	those happen via a full amendment per 23 CFR 450.328.	notification and comment period and adoption by Metro Council resolution prior to submission for inclusion in the STIP.		
	Recommendation 3: The Federal review team recommends Metro update the STIP discussion in the TIP to accurately reflect the purpose of the STIP, its relationship to Metro’s TIP, and how ODOT projects meet the needs of the Metro area and how they get programmed in the TIP.	In the next TIP process, Metro will work with FHWA and ODOT to update the language describing the relationship between the ODOT-led funding allocations that fund projects within the Metro MPO region, how those projects were prioritized for programming and serve the needs of the Metro area, and the relationship between the MTIP and the STIP.		Descriptive language of the MPO and State DOT responsibilities and the relationship between the STIP and MTIP have been updated in materials being used for the MTIP policy update. Updates to describing these roles and responsibilities that will be reflected in the 2021-24 MTIP document.
	Recommendation 4: The Federal review team recommends Metro clarify the Regional Flex Fund Process in the FY 2018-2021 TIP to clearly document the process and ensure Metro is not sub-allocating Federal funding to individual modes or jurisdictions.	Metro staff has updated the 2018-21 MTIP and the description of the Regional Flexible Funding Allocation process of the metropolitan STBG, TAP, and CMAQ funds. It is clear from this description that Metro is not sub-allocating Federal funding to individual modes or jurisdictions.		Compliance with this recommendation continues. The 2022-24 RFFA process will be documented as part of the 2021-24 TIP update to clearly demonstrate consistency with federal regulations on sub-allocation.

2017 Federal Certification Review USDOT Findings and Metro Response

Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
	Recommendation 5: The Federal review team recommends Metro consider the audience(s) and purpose of the TIP so the public can easily understand the TIP's purpose, how the TIP implements the priorities identified in the MTP, and can easily find information they are looking for. Consider using plain language and visualization techniques to present the information in an easy to understand format. This will help the reader understand the processes and outcomes as they read through the document.	In the next TIP process, Metro staff will work to incorporate more graphic and visual elements and plain language to more clearly and easily understand the TIP purpose, process and content. We will also investigate with FHWA and ODOT staff the documentation of compliance with TIP regulations in a technical appendix to help simplify the main body of the document and ease federal staff review of the TIP for meeting regulations.		Creation of the 2021-24 MTIP document and supporting materials is underway in 2020 with a specific intent to address this recommendation. A draft can be provided to FHWA, FTA and ODOT upon request.
	Commendation 1: The Federal review team commends Metro and ODOT for taking initiative to review project proposals for project readiness and to address the local project delivery concern.	Metro staff will continue to work on project readiness and local project delivery issues through continuous improvement of regional reporting tools, participation in the state Certification User Group process, and if additional resources are available will conduct more in-depth risk assessment and readiness review of projects seeking RFFA funds.		Metro has worked with ODOT and the other Oregon TMA MPOs to develop obligation targets and a certification process that incentivize on-time delivery of local federal-aid projects to further address this concern.

Appendix A. Federal Certification Review Table <div> <div>2017 Federal Certification Review</div> <div>USDOT Findings and Metro Response</div> </div>				
Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
				Metro hopes to ascertain federal certification for planning in 2020, and is actively in the process of meeting ODOT's procurement requirements.
Congestion Management Process (CMP)	Recommendation 6: The Federal review team recommends Metro determine what are the basic requirements for CMP evaluation and monitoring and create a sustainable data collection approach that meets the CMP requirements. Metro can then determine any data needs that go above and beyond the basic requirements.	<p>Metro is in the process of re-evaluating our CMP program in light of limited MPO capacity. In recent years, Metro published a Regional Mobility Atlas that was the core of our CMP evaluation and monitoring program, but we have not had the MPO staff capacity to sustain the program at that scale. Currently, our plan is to evolve the atlas to become an online tool, published in tandem with our MTIP and RTP update cycles.</p> <p>As part of the TIP process, Metro also publishes a Resource Guide that links RFFA funding application questions about a candidate project to relevant data contained in the Mobility Atlas or other sources. The guide will be updated as part of the next RFFA process.</p> <p>We are also looking at ways to merge our Mobility Atlas concept with new federal</p>		

2017 Federal Certification Review
USDOT Findings and Metro Response

Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
		<p>reporting requirements and Oregon Highway Plan regulations affecting permitting and development in the region for both efficiency and to make the information useful to local officials and practitioners.</p> <p>In our 2018-19 UPWP, we have proposed a joint ODOT-Metro Regional Mobility project that would follow the 2018 RTP adoption, and revisit the region's mobility policy. The mobility corridor framework used in the atlas will be the foundation for this new policy work, and we expect to provide the next update to the CMP data in an new, online version of the atlas as part of this effort.</p>		
	Recommendation 7: The Federal review team recommends Metro develop a congestion management plan that documents the tools and data used and how they are applied to the MTP and TIP to help the public and decision-makers understand how the CMP informs Metro's processes. This plan could	<i>(This is addressed in response to Recommendation 6)</i>		

Appendix A. Federal Certification Review Table				
2017 Federal Certification Review USDOT Findings and Metro Response				
Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
	be an effective tool to document a complex process.			
Public Participation	Corrective Action 4: By January 30, 2018, Metro shall update the PPP to meet all requirements of 23 CFR 450.316 and 326(b), including: <ul style="list-style-type: none"> • Identification of key decision points for each major planning process where the MPO requests public comment and the explicit procedures for outreach at these milestones. • Specific outreach strategies to engage traditionally underserved populations. 	<p>Metro is committed to updating the PPP to meet all requirements of 23 CFR 450.316 and 326(b).</p> <p>To meet this corrective action, Metro has decided to split its Public Engagement Guide to reflect the need for both the public's understanding of public engagement in transportation planning processes (through a Public Participation Plan) and a best practices guide for practitioners (the focus of the Public Engagement Guide). The update to the Public Engagement Guide portion of this new "split" document is expected to be completed later in 2018.</p> <p>The internal review draft of the Transportation Planning Public Participation Plan will be</p>	3/16/2018	<p>Metro completed and posted the updated PPP for transportation planning on Jan. 30, 2019, entitled "Be involved in building a better system for getting around greater Portland." The document is published on several pages of the Metro website, including the "Public projects" page (oregonmetro.gov/public-projects). The agency's larger Public Engagement Guide is expected to be updated by early 2020 to incorporate this information and update other engagement practices.</p>

2017 Federal Certification Review
USDOT Findings and Metro Response

Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
	<ul style="list-style-type: none">Criteria or process to evaluate the effectiveness of outreach processesIn each major planning document, a demonstration of how the explicit processes and procedures identified in the PPP were followed and a summary that characterizes the extent to which public comments influenced TIP development.	completed by Feb. 9, followed by a stakeholder review. A final version is expected by March 16, 2018		
	Recommendation 8: The Federal review team recommends Metro identify ways to make Metro’s website navigation easier, taking special consideration for populations that have limited skills using the Internet, and ensure all	Metro will work with staff to define a protocol for removing outdated draft documents and clearly labeling document status (discussion draft, public review draft, final, etc.) Metro is currently scoping and budgeting for an upgrade to its website server, with the project		

Appendix A. Federal Certification Review Table <div> <div>2017 Federal Certification Review</div> <div>USDOT Findings and Metro Response</div> </div>				
Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
	outdated draft documents are removed after final adoption occurs.	anticipated to start in early 2019. As part of this process, Metro will continue its user testing to improve navigation.		
	Commendation 2: The Federal review team commends Metro for providing information on their website in languages other than English. This practice enables constituents with limited English proficiency to learn how to participate in decisions that affect their community.			
Consultation	Corrective Action 5: By June 30, 2018, Metro shall develop and document a formal consultation process for the MPO to meet all requirements in 23 CFR 450.316(b-e).	<p>Metro will complete this work in tandem with the current UPWP process and self-certification for 2018.</p> <p>Our goal is to more directly connect consultation to the UPWP in order to create a blanket finding for smaller projects that would therefore also be eligible for administrative amendments, thus streamlining maintenance</p>	6/30/2018	Metro piloted a tribal and agency consultation process through the finalization of the 2018 Regional Transportation Plan. During this process, participants were asked to identify process stages of MTIP and RTP updates where they would like information or consultation. This information will be used

Appendix A. Federal Certification Review Table				
<div>2017 Federal Certification Review</div> <div>USDOT Findings and Metro Response</div>				
Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
		<p>for the UPWP. Under our proposed process, larger projects would require separate consultation from the UPWP and would be subject to a legislative amendment.</p> <p>As part of this reform, we are also seeking FHWA clarification on UPWP convening responsibilities for Metro and ODOT. Our objective is for Metro to carry this responsibility, including meeting logistics, agency notices and public notice to improve upon and streamline our current process.</p>		<p>to create ongoing consultation process guidance for future MTIP and RTP updates. The document is expected by April 30, 2019.</p> <p>New in 2020, Metro is currently recruiting and hiring for a Tribal Liason. This full time FTE will have the responsibility of making sure the Tribes are consulted early and often.</p>
Civil Rights and Environmental Justice	<p>Corrective Action 6: By October 1, 2018, to come into compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, Metro must:</p> <ul style="list-style-type: none"> Designate an employee who will serve as coordinator for Section 504 and ADA matters. 	<p>Metro is committed to coming into full compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, including:</p> <ul style="list-style-type: none"> designating an employee who serves as coordinator for Section 504 and ADA Titles II and III (the Director of Human 	10/1/2018	<p>An employee for Section 504 and ADA matters was designated ahead of Oct. 1, 2018 (Mary Rowe, HR director).</p> <p>An ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers was completed in July 2018. Many</p>

2017 Federal Certification Review USDOT Findings and Metro Response

Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
	<ul style="list-style-type: none"> Conduct an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines. Develop a Section 504/ADA nondiscrimination notice, to be posted internally and externally (for employees' and the public's information). 	<p>Resources will continue to be responsible for Title I) (July 2018).</p> <ul style="list-style-type: none"> conducting an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines, which is currently in process for Metro's main building and parks facilities(July 2018). developing a Section 504/ADA nondiscrimination notice, to be posted internally and externally (for employees' and the public's information), which has been posted online and will be included in planning reports and meeting agendas and posted internally in 2018 (March 2018). Metro has completed a review of the region's demographics as part of the 2015-18 MTIP and as part of the 2018 RTP. In early 2019, Metro will use 		<p>improvements are slated as part of the building's maintenance schedule; a full secified timeline and budget forecast will be developed through 2019.</p> <p>A Section 504/ADA nondiscrimination notice was developed and posted to the Metro website and included in federal documents ahead of Oct. 1, 2018. The nondiscrimination notice that is translated into multiple languages and posted in the Metro Regional Center lobby, the Metro Council chambers and on agendas for the Metro Council and advisory committees will be updated with the 2018 Factor 1 Limited English Proficiency data, adding an additional three languages and the additional information for Section 504/ADA by June 30, 2019.</p>

<div>Appendix A. Federal Certification Review Table</div> <div>2017 Federal Certification Review</div> <div>USDOT Findings and Metro Response</div>				
Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
		<p>American Community Survey data analysis to assess shifting demographics for communities of color and communities with lower income since the 2010 Census (January 2019).</p> <p>To inform the 2018 RTP development and adoption, the Transportation Equity Analysis will assess and contrast the benefits and burdens for EJ and non-EJ populations as part of the 2018 RTP development and adoption. This work was piloted in the 2015-18 MTIP and will continue to frame subsequent MTIP updates (December 2018)</p>		
	Recommendation 9: The Federal review team recommends Metro ensure they are addressing the needs of underserved populations, particularly when the demographics of the region are changing and to continue to identify how projects and	Currently, Metro prepares an annual summary of community representative demographics for our MPO committees as part of its annual Title VI report to ODOT. Additionally, Metro has proposed 2-year reviews of for all Metro committees as part of our Diversity Action Plan.		

Appendix A. Federal Certification Review Table <div> <div>2017 Federal Certification Review</div> <div>USDOT Findings and Metro Response</div> </div>				
Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
	<p>programs would benefit and/or burden environmental justice (EJ) populations compared to non-EJ populations. Metro should consider using the MTP goals, objectives, and indicators as criteria for this EJ benefits and burden analysis. Metro should also review the demographic composition of the MPO Committees and explicitly document how Metro will ensure they are representative of community.</p>	<p>While capacity constraints have limited Metro’s ability to meet this reporting goal agency-wide, we intend to bring this review into the Title VI Plan for all members (rather than just community representatives) of MPO committees as part of the next update to the plan. Metro will begin to pilot processes for collecting demographic information from committee members in 2018 (January 2018).</p>		
	<p>Commendation 3: The Federal review team commends Metro for implementing their 2015 LEP Plan by customizing public outreach translation needs based on the geography of projects.</p>			

2017 Federal Certification Review
USDOT Findings and Metro Response

Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
	Recommendation 10: The Federal review team recommends Metro identify stakeholders solicited for public comments on their Title VI Plan, Title VI Analysis Reports and other federally required documentation.	<p>Metro completed a review of changing demographics in the region as part of the 2015-18 MTIP and as part of the 2018 RTP.</p> <p>Mid-cycle update -- Metro is ACS Data analysis to see if communities of color have shifted geographically since the 2010 Census (January 2019).</p> <p>RTP equity analysis will address benefits and burdens for EJ and non-EJ populations as part of the 2018 RTP development and adoption. This work will frame subsequent MTIP updates (December 2018).</p> <p>Currently, we prepare an annual summary report of community representative demographics for our MPO committees. Metro has proposed 2-year reviews of for all Metro committees as part of our Diversity Action Plan. While capacity constraints have limited Metro’s</p>		

<div> Appendix A. Federal Certification Review Table <div> 2017 Federal Certification Review USDOT Findings and Metro Response </div> </div>				
Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Feb 19, 2020)
		ability to meet this reporting goal agency-wide, we intend to bring this review into the Title VI Plan for MPO committees as part of the next update to the plan.		

Appendix B. Fiscal Year 2020-2021 Unified Planning Work
Program Funding Summary for Regional Planning Activities

FY 2020-2021 Unified Planning Work Program Summary

METRO

		Requirements	Resources							
			Federal MPO Funding				Other Funding			Total
			PL *	5303	STBG	ODOT/FHWA/ FTA RTO	Metro Direct Contribution	Metro Required Match	Local Partner Support	
REGIONAL TRANSPORTATION PLANNING										
1 Transportation Planning		\$1,127,231	\$1,081,255	\$41,694			\$4,282		\$1,127,231	
2 Climate Smart Implementation		\$24,142		\$21,893			\$2,248		\$24,142	
3 Regional Transportation Plan Implementation		\$105,240		\$95,438			\$9,802		\$105,240	
4 Metropolitan Transportation Improvement Program (MTIP)		\$1,096,380			\$994,269		\$102,111		\$1,096,380	
5 Regional Transit Program		\$59,576		\$54,028			\$5,549		\$59,576	
6 Regional Mobility Policy Update		\$877,477		\$287,909		\$310,000	\$29,568	\$250,000	\$877,477	
7 Regional Freight Program		\$130,667		\$118,497			\$12,170		\$130,667	
8 Complete Streets Program		\$132,214		\$119,900			\$12,314		\$132,214	
9 Regional Congestion Pricing Study		\$199,489				\$199,489			\$199,489	
10 Regional Travel Options (RTO) and Safe Routes to School Programs		\$3,748,570			\$3,599,687		\$148,883		\$3,748,570	
11 Transportation System Management & Operations (TSMO) - Regional Mobility Program		\$209,301		\$189,808			\$19,493		\$209,301	
12 Enhanced Transit Concept Pilot Program		\$141,409				\$141,409			\$141,409	
13 Regional Framework for Highway Jurisdictional Transfer		\$255,367				\$255,367			\$255,367	
14 Economic Value Atlas (EVA) Implementation		\$51,103				\$51,103			\$51,103	
Regional Planning Total:		\$8,158,166	\$1,081,255	\$739,359	\$1,184,077	\$3,599,687	\$957,368	\$346,420	\$250,000	\$8,158,166
CORRIDOR / AREA PLANNING										
1 Corridor Refinement and Project Planning (Investment Areas)		\$367,661			\$158,246		\$193,163	\$16,252		\$367,661
2 Southwest Corridor Transit Project		\$1,001,583					\$219,696		\$781,887	\$1,001,583
3 Columbia Connects		\$291,790			\$264,614			\$27,176		\$291,790
4 MAX tunnel study		\$65,558					\$65,558			\$65,558
5 City of Portland Transit and Equitable Development Assessment		\$582,907				\$528,618		\$54,289		\$582,907
Corridor / Area Planning Total:		\$2,309,498	\$0	\$0	\$422,860	\$528,618	\$478,417	\$97,717	\$781,887	\$2,309,498
ADMINISTRATION & SUPPORT										
1 MPO Management and Services		\$752,725	\$160,984		\$455,315		\$89,666	\$46,761		\$752,725
2 Civil Rights and Environmental Justice		\$104,870		\$54,208	\$40,894			\$9,767		\$104,870
3 Data Management and Visualization		\$1,579,181	\$714,737				\$864,444			\$1,579,181
4 Economic, Demographic and Land Use Forecasting Program		\$265,775	\$99,773				\$132,253		\$33,749	\$265,775
5 Travel Forecast Maintenance, Development and Application		\$1,540,077	\$822,763				\$315,618		\$401,696	\$1,540,077
6 Oregon Household Travel Survey		\$155,278	\$155,278							\$155,278
7 Technical Assistance Program		\$91,278			\$82,777			\$8,501		\$91,278
8 Fund Swap Management and Monitoring		\$75,587					\$75,587			\$75,587
Administration & Support Total:		\$4,564,771	\$1,953,536	\$54,208	\$578,985	\$0	\$1,477,568	\$65,029	\$435,444	\$4,564,771
GRAND TOTAL:		\$15,032,435	\$3,034,791	\$793,567	\$2,185,923	\$4,128,305	\$2,913,352	\$509,166	\$1,467,331	\$15,032,435

* PL includes ODOT Match

Southwest Washington Regional Transportation Council

Unified Planning Work Program for

Fiscal Year 2021

July 1, 2020 to June 30, 2021

DRAFT

May 5, 2020

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

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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 2021

July 1, 2020 to June 30, 2021

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May 5, 2020

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

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

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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

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FISCAL YEAR 2021 UPWP: INTRODUCTION

UPWP PURPOSE

The Unified Planning Work Program is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The financial year 2021 (FY 2021) UPWP runs from July 1, 2020 through June 30, 2021. 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 current federal transportation Act, The Fixing America's Surface Transportation Act (FAST Act), provides direction for regional transportation planning activities. The FAST Act was signed into law by President Obama on December 4, 2015. It sets the policy and programmatic framework for transportation investments. The "FAST Act" stabilizes federal funding to state and metropolitan regions for transportation planning and project improvements, sets new policy direction and funding levels for the federal aid transportation program, and among key initiatives adds new competitive grants which promote investments in the nation's strategic freight corridors. In addition, the FAST Act retains the multi-modal emphasis of the federal program by ensuring funding of transit programs as well as the Transportation Alternatives Program. FAST builds on the program structure and reforms of the prior federal Transportation Act, MAP-21, which created a streamlined and performance-based surface transportation program.

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.

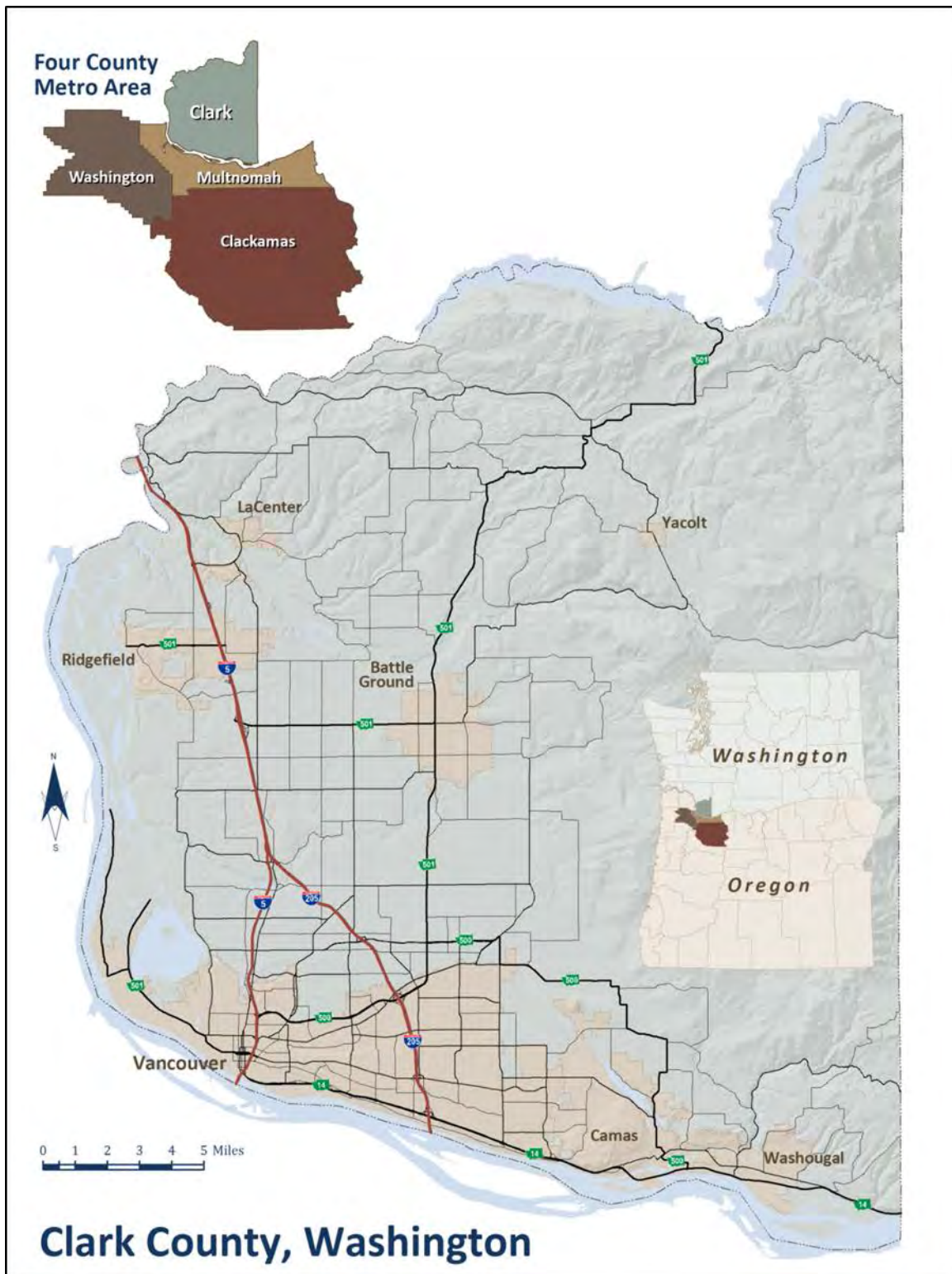


Figure 1: RTC, Metropolitan Planning Organization (MPO)
The Metropolitan Planning Area (MPA)/MPO region includes the whole of Clark County



**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 UPWP requirements are specified in 23 CFR 450.308, 23 CFR 420.111, 49 USC §5303, 49 USC §5305 and FTA Circular 8100.1C.

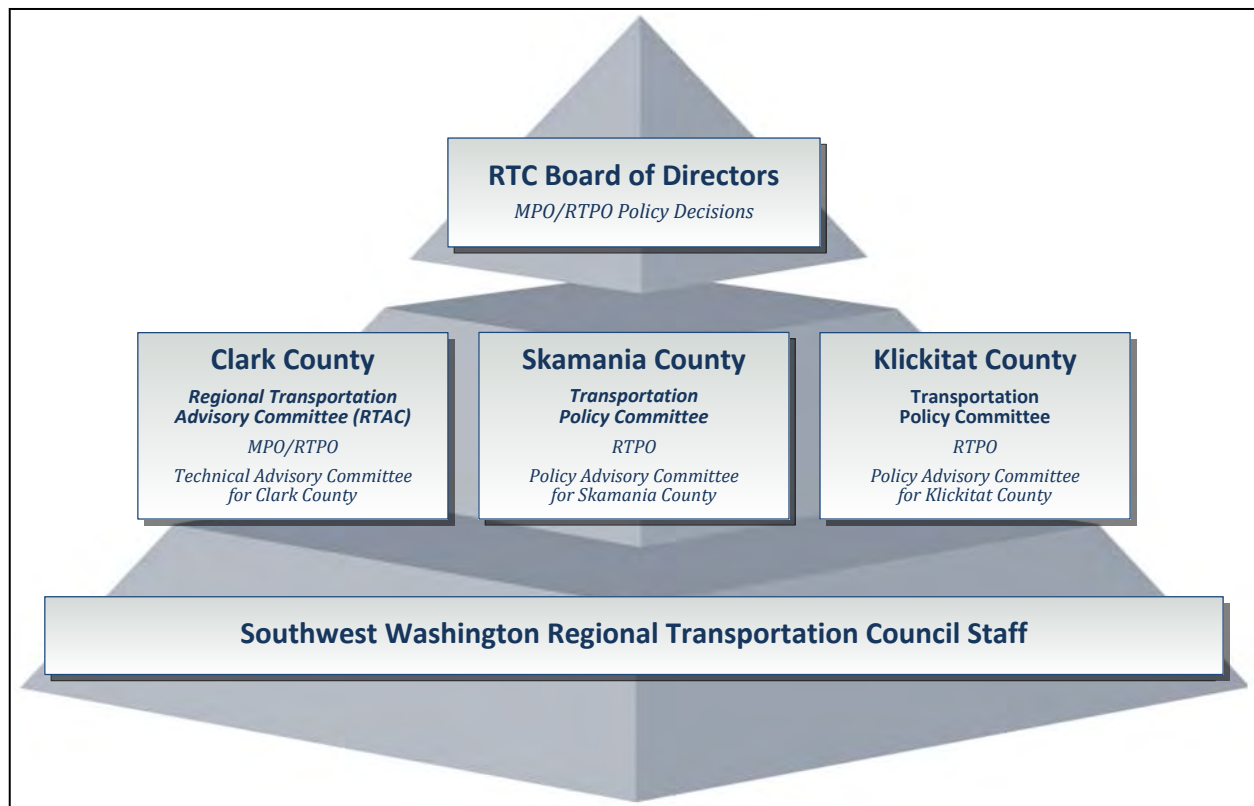
RTC is also the Washington State-designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat (Figure 2, map). RTPO requirements are specified in RCW47.80.010 through RCW47.80.070 and WAC 468-86.

RTC's three-county population of Clark, Klickitat and Skamania stands at 522,990 in 2019 with Clark County having the largest population of 488,500. 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 2018 population of 2,478,996.

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 provides general purpose dial-a-ride, deviated fixed route, 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 x.

Agreements

Mechanisms for local, regional and state coordination are described in a 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 is currently reviewed triennially with adoption of the UPWP. The Metro/RTC MOU was last reviewed in 2018 and adopted by RTC in September 2018 (RTC Board Resolution 08-18-14, September 4, 2018).

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: MEMBERSHIP 2020

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 2020

Jurisdiction/Agency	Represented By:
City of Vancouver	Mayor Anne McEnerny-Ogle (RTC Chair) Council Member Ty Stober
Clark County	Council Chair Eileen J. Quiring Councilor Temple Lentz Councilor Gary Medvigy
Small Cities East: City of Camas City of Washougal	Council Member Paul Greenlee, Washougal
Small Cities North: City of Battleground City of Ridgefield City of La Center Town of Yacolt	TBD
Skamania County: Skamania County City of North Bonneville City of Stevenson Port of Skamania County	Commissioner Tom Lannen, Skamania County
Klickitat County: Klickitat County City of Bingen City of Goldendale City of White Salmon Port of Klickitat	Commissioner James Herman, Port of Klickitat
C-TRAN	Shawn Donaghy, CEO (RTC Vice-Chair)
WSDOT	Carley Francis, Southwest Regional Administrator
Ports: Port of Vancouver Port of Camas-Washougal Port of Ridgefield	Commissioner Scott Hughes, Port of Ridgefield (RTC Chair)
Cowlitz Indian Tribe	Tribal Chairman Bill Iyall
ODOT	Rian Windsheimer, Region One Manager
Metro	Councilor Shirley Craddick, Metro
14 th District	Senator Curtis King Representative Chris Corry Representative Gina Mosbrucker
17 th District	Senator Lynda Wilson Representative Paul Harris Representative Vicki Kraft

RTC Board of Directors 2020

Jurisdiction/Agency	Represented By:
18 th District	Senator Ann Rivers Representative Larry Hoff Representative Brandon Vick
20 th District	Senator John Braun Representative Ed Orcutt Representative Richard DeBolt
49 th District	Senator Annette Cleveland Representative Monica Stonier Representative Sharon Wylie

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL**Regional Transportation Advisory Committee Members**

Jurisdiction/Agency	Represented By:
Regional Transportation Council	Matt Ransom [Chair]
Clark County, Planning	Gary Albrecht
Clark County, Public Works	Susan Wilson
City of Vancouver, Public Works	Chris Malone
City of Vancouver, Planning	Jennifer Campos
C-TRAN	Scott Patterson
WSDOT	Laurie Lebowsky
City of Camas	Jim Carothers
City of Washougal	Rob Charles
City of Battle Ground	Ryan Jeynes
City of Ridgefield	Brenda Howell
City of La Center	Tony Cooper
Port of Vancouver	Jim Hagar
Port of Camas-Washougal	TBD
Port of Ridgefield	Wonder Baldwin
Human Services Transportation Provider	Colleen Kuhn (Human Services Council)
ODOT	Scott Turnoy
Metro	Tom Kloster
Cowlitz Indian Tribe	Kim Stube
Columbia River Economic Development Council	TBD

B. SKAMANIA COUNTY

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

SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

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

C. KLINKITAT COUNTY

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

KLINKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

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

D. BI-STATE COORDINATION

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

coordination on air quality issues though the region has now reached air quality attainment status for both ozone and carbon monoxide.

The Bi-State Transportation Committee was established in 1999 to ensure that bi-state transportation issues are addressed. The Committee was reconstituted in 2004 to expand its scope to include both transportation and land use according to the Bi-State Coordination Charter. The Committee is now known as the Bi-State Coordination Committee. The Committee's discussions and recommendations continue to be advisory to the RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee is advisory to the appropriate local and regional governments.

E. RTC STAFF

Figure 4 provides an overview of RTC staff with areas of work.

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

Figure 4: RTC Staff

PLANNING EMPHASIS AREAS

The UPWP is reflective of the national focus to encourage and promote the safe and efficient management, operation and development of transportation systems to serve the mobility needs of

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

In FY 2021, continuation of core MPO transportation planning activities is expected, as listed in the Federal section below.

FEDERAL

The “FAST Act”, Fixing America's Surface Transportation Act, is the current Federal Transportation Act signed into law by President Obama on December 4, 2015, though federal reauthorization of the Act is anticipated. In FY 2021, FHWA and FTA want MPOs to emphasize work on performance-based planning requirements, including developing data and targets and reflecting performance-based planning and programming and transportation performance management in the TIP, MTP and overall transportation planning process.

The FHWA and FTA expect the MPO's UPWP to continue to include metropolitan planning core functions and major activities including:

- Program administration
- Unified Planning Work Program
- Annual performance and expenditure report
- Public Involvement/Education
- Tribal Involvement
- Long-Range Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Federal Certification Review (on a 4-year cycle)
- Self-certification
- Transportation Performance Management
- Coordination with Other Planning Organizations
- Title VI Plan and Reporting
- Coordinated Public Transportation – Human Services Transportation Plan (CPT-HSTP)

Under the FAST Act, the scope of the transportation planning process is continued with consideration of projects and strategies that will 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

RTPOs, Growth Management Planning and Local Comprehensive Plans

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. "Efficient multimodal transportation systems based on regional priorities and coordinated with county and city comprehensive plans" is one of thirteen statewide planning goals established by the Growth Management Act (GMA). The regional transportation plans prepared by RTPOs have an important role in achieving consistency between state, county, city, and town plans and policies. UPWP work elements should continue to reflect general RTPO duties defined in RCW 47.80.023 and WAC 468-86. These duties include working with local jurisdictions on Growth Management Act/Comprehensive Plans including certification of local Comprehensive Plan transportation elements, implementation of State transportation policy goals, and addressing top statewide themes.

Planning Collaboration

WSDOT will be developing multiple statewide plans in FY 2021 with MPOs and RTPOs expected to collaborate in development of the plans and to review them. These WSDOT plans include:

- Highway System Plan
- Multimodal Investment Strategy
- Statewide Human Services Transportation Plan
- Statewide Public Transportation Plan (minor update)
- Statewide Cooperative Automated Transportation (CAT) Policy Framework

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.

LOCAL

RTC's FY 2021 UPWP will continue its fundamental metropolitan transportation planning program activities and advance project related activities. RTC concluded the Clark Regional Origin Destination Study in the latter part of FY 2019 and launched the Clark regional Urban Freeway Corridors Operations Study due for completion in FY 2020. In FY 2020, RTC also supported member agencies in major studies including: the Discovery Corridor Adaptive Infrastructure Study; WSDOT's corridor studies of I-205 and SR-500/Fourth Plain Boulevard congestion hot-spots and provided support to member agencies with specific project development.

RTC will be continue to be engaged in providing technical and policy input for ongoing and emerging bi-state studies including: the Hood River Bridge replacement EIS; discussions for an I-5 Bridge Replacement Project; regional policy and project discussions regarding interstate tolling and congestion pricing; and the bi-state study, Columbia Connects, which will examine the flow of people and economic activity between Vancouver/Portland for areas proximate to the Columbia River. Local emphasis areas for FY 2021 are documented below.

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 is changing accordingly to continue to maximize opportunities to use federal transportation resources for this region's transportation needs.

Growth in the region continues apace bringing increased pressures on the transportation system. Local partners are mindful of the interconnectedness of transportation infrastructure investment, jobs and economic development and are aware of the continued need to invest in regional transportation infrastructure and services as well as to maintain the condition of current assets. The regional planning strategy focuses on smart investment of capital to provide solutions to the identified needs in the Regional Transportation Plan.

Key transportation issues for the region include:

- **Support Growth and Development:** The region's transportation system needs to support both existing needs and growth in the region. Washington Office of Financial Management estimated Clark County population at 488,500 in 2019, up by 9,000 people from the 2018 population of 479,500; a 1.9% annual growth rate. OFM's 2017 medium series projection forecasts that Clark County's population will increase by over 155,000 people to 643,552 by 2040. Regional trends point to continued and sustained growth in the broader metropolitan region. Within Clark County specifically, new household and business formations combined with a vibrant regional economy and low unemployment, are creating high demands for regional and local mobility and infrastructure services.
- **Regional Project Funding:** RTC recognizes the need for timely transportation system investments. In this region, need for transportation improvement exceeds available funding. The region's current 6-Year Transportation Improvement Program forecasts over \$344 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 2021 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.

Transportation projects and strategies are identified in the Congestion Management Process and Regional Transportation Plan and programmed for funding in the Transportation Improvement Program. Recognizing the need to make prudent investments of the limited transportation dollars, RTC analyzes project applications to fund the most critically needed improvements. RTC works with a Grant Program Policy and Scoring Review Committee to periodically review the policy and scoring criteria for the regional flexible funding grant programs (STBG/CMAQ) that helps to support transportation system improvement. Working with RTAC and the RTC Board, staff develops recommendations for the annual call-for-projects. Documentation of the grant programs' policies and procedures are summarized in a TIP Programming Guidebook. RTC is developing a regional grant online database and mapping tool.

- **2040 Regional Transportation Plan Implementation:** A 2040 update to the Regional Transportation Plan for Clark County was adopted in March 2019. Work on the RTP in FY 2021 will continue to focus on implementation of the RTP with the beginning of update to modal components of the Plan beginning with development of a regional Active Transportation Plan in FY 2020/21. Additional modal plan updates will be carried out for freight transportation and, working in coordination with C-TRAN to address transit plans.
- **Regional Studies:** A number of regional studies will be continued in FY 2021 including a 10-year ITS Network Needs Assessment as part of Vancouver Area Smart Trek (VAST), and RTC's technical support for WA SB-5806 I-5 Legislative Task Force, C-TRAN's Mill Plain Bus Rapid Transit project development, and the Hood River Bridge EIS. In FY 2019, RTC's role in the Oregon Transportation Commission's Portland Metro Area Value Pricing Feasibility Analysis was as technical reviewer and stakeholder. RTC anticipates a continued role in Oregon's tolling

plans as it affects both interstate corridors, I-5 and I-205. ODOT submitted a tolling application to FHWA on December 10, 2018 with a January 8, 2019 FHWA response requesting further detail and public outreach. Metro has also begun a regional Transportation Congestion Pricing study focused a technical evaluation of the efficacy and potential impacts of four types of congestion pricing in the region such as cordon pricing, Vehicle Miles Traveled road user charge, roadway charges and dynamic pricing of parking. RTC will also be working with Metro on the Bi-State Columbia Connects Study.

- **Federal Transportation Act Reauthorization:** The current federal Transportation Act is the FAST Act (December 2015) with its continued focus on the performance management structure established by its predecessor Act, MAP-21. The FAST Act is authorized through September 2020 so in FY 2021 the Federal Transportation Act is due for reauthorization. RTC will track progress toward a new federal Transportation Act and will update Board members and stakeholders as progress is made. RTC will continue to engage regional partners in reviewing and updating performance measure targets. RTC's current strategy is to support WSDOT in attaining the state's established statewide targets for performance measures and supporting the local transit agency, C-TRAN, in asset management and Safety Plan targets. RTC will continue to address performance measure targets, data collection, and reporting systems to implement key policy goals of the Federal Transportation Act.
- **Partnership Building:** Building partnerships and linkages among like or affiliated agencies and groups is an important tool in facilitating collaborative regional planning and investment decision-making. RTC staff will continue to commit considerable effort to building information sharing, research, and targeted project partnerships and alliances in order to facilitate maximum return on investment for regional, state, and locally funded transportation investments. RTC will continue to nurture and build upon existing partnerships with Oregon's Metro through the existing Bi-State Coordination Committee structure and with partners such as the Clark County Transportation Alliance, Columbia River Economic Development Council, Identity Clark County and Mid-Columbia Economic Development District. RTC will also continue to partner with RTC member agencies with RTC providing technical support and task work for these partners.

UNFUNDED PLANNING ACTIVITIES

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

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

- **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 the proposed Mill Plain BRT. 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*).
- **Dynamic Traffic Assignment (DTA) 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. Cost estimate: \$25,000 - \$35,000 (*scope dependent*).
- **Data Acquisition:** License of regional origin / destination and other big data set and/or services to support regional travel demand and sub-area modeling and traffic study activities. Cost estimate: \$75,000-\$100,000 (*scope dependent*).
- **Local Road Safety Plans (LRSP):** Plan development for a series of jurisdiction-specific local road safety plans. The purpose of the LRSP is to develop a comprehensive inventory and assessment of traffic safety needs and system improvement strategies. The LRSP will identify actions which support the regional Safety Performance Management Targets in addition to the state's Target Zero strategies. Adoption of jurisdiction-specific LRSPs will make local agencies eligible for state and federal grant programs, including: the Highway Safety Improvement Program; and the City Safety and County Safety Programs. Cost estimate: \$75,000 – \$100,000 (*estimate: \$25,000 per jurisdiction*).
- **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*).
- **Regional Transportation Demand Management (TDM) Strategy:** Research study and Plan element for a comprehensive RTC region TDM strategy for major corridors and travel sheds within southwest Washington. 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*).
- **Corridor Tolling Research:** Research study of regional corridor performance subject to corridor tolling (congestion pricing) along interstate and state route corridors within Clark County. The study would focus on evaluating traffic corridor and system performance (i.e. benefits and impacts) utilizing traffic modeling scenario analysis and applicable research methods. The study would also assess corridor performance in relation to concurrent

tolling studies underway in the Portland (OR) region. Cost estimate: \$75,000-\$100,000 (*scope dependent*).

- **On-Call Technical Support Services:** Support services to RTC member agency studies and project improvement plans which may have regional and bi-state travel, major travel corridors and system performance implications. Such ongoing studies and project development activities can have regional transportation system effects, and RTC will provide capacity to study those effects in partnership with RTC regional planning partners. Specific study scope and activities are subject to specific circumstance and will be determined on a project basis. Cost estimate: up to \$50,000 (*per project*).
- **Growth Management and Corridor Planning:** Provide technical support to partner with Clark County governments to study future long-range growth management forecasts and corridor plans. In April 2008, the RTC Board of Directors endorsed the findings of the 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 scenario planning supported by a robust process involving local agencies and public outreach and engagement. Further, the Board found that more study is required to validate future travel demand and roadway engineering, for both existing corridor upgrades and new corridor needs, prior to inclusion of specific projects into the Regional Transportation Plan. The anticipated scope of RTC technical support would be to partner with local governments in the preparation of future land-use and employment forecasts, growth scenarios, and to evaluate future regional travel forecasts to identify existing and future multi-modal corridor needs. Cost Estimate: \$150,000 - \$300,000 (*scope dependent*).

1. REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) for Clark County is the region's long-range transportation plan. The Plan's purpose is to promote and guide development of a multimodal transportation system for the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the same area encompassed by the Metropolitan Area Boundary. To meet planning requirements, the RTP has a planning horizon of at least 20 years. Development of the most recent RTP update began in 2017 and continued through 2018 with adoption of the Plan in March 2019. The Plan update has a horizon year of 2040. The Plan maintains consistency between federal, state and local plans. The 2019 RTP is consistent with local land uses outlined in local Comprehensive Growth Management Plans. The RTP also reflects the Washington Transportation Plan in place at time of RTP adoption. The RTP is also compliant with the FAST Act, the current federal transportation act. 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 including an updated financial plan chapter. The updated Plan also provides additional detail regarding active transportation planning, addresses the impacts of technology on future transportation and has an updated list of identified transportation projects and transportation strategies.

In FY 2021, work will focus on implementing the Clark County RTP update.

Work Element Objectives and Activities: 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, economic conditions, financial trends, regulations and study results and to maintain consistency between state, local and regional plans. Regular update and amendment of the Regional Transportation Plan (RTP) is a requirement of the Federal Transportation Act, currently the FAST 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 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. 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.
- Address the federal planning factors required of the metropolitan planning process as listed on page xiii. The RTP (2019) provides an overview of how these factors are being addressed.

- 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 develop the RTP.
- Reflect updated results from the Congestion Management Process. The latest monitoring report on the region's transportation congestion management is the 2018 Congestion Management Report (RTC Board adoption, June 2019); to be used as a tool to help the region make decisions on transportation project needs to be identified in the RTP.
- Address bi-state travel needs and review major bi-state policy positions and issues.
- Address regional corridors, associated intermodal connections and statewide intercity mobility services.
- Help maintain federal clean air standards consistent with the Clean Air Act Amendments 1990.
- Reflect regional freight transportation issues.
- Address active transportation, bicycling and pedestrian, modes.
- Describe concurrency management and its influence on development of the regional transportation system as well as concurrency's use as a tool to allow for the most effective use of existing transportation systems.
- Describe 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.
- Consult with environmental resource agencies and evaluate the environmental impacts and mitigation strategies related to the regional transportation system as required by FAST, the Clean Air Act and State laws.
- Develop an RTP with identified 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 after programming of funds 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.
- Address planning for the future transit system guided by C-TRAN's 20-Year Plan, currently C-TRAN 2030 (June 2010, updated December 2016).
- 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 takes into account the reciprocal connections between land use, growth patterns 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 2021 Tasks and Products: Regional Transportation Plan

2020/21 will see RTC work to implement the updated RTP with focus on the Plan's modal elements.

- Amendments to the RTP consistent with RTC's RTP Amendments Policies and Process (due for completion in late FY 2020). RTP amendments are sometimes requested by member agencies and jurisdictions to maintain consistency between state, regional and local plans.
- 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.
- System Performance – Report on transportation system performance measures, monitoring and updates to targets set to guide transportation investment decisions, project and strategies identified in the RTP to address compliance with the federal FAST Act. The goal is to have a more effective investment process for federal transportation funds. RTC staff will continue to work with WSDOT, regional and local planning partners, including C-TRAN the local transit service provider, and other MPOs in the state. RTC will review updated state-set targets and, as updated targets are set, will consider whether to continue to support WSDOT in attaining WSDOT's established performance targets.
- 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.
- Project Priorities – project and transportation strategy priorities identified in the RTP will be reviewed with possible re-evaluation of RTP 10 year project priorities.
- Safety – An update to the Safety Assessment for Clark County will be completed taking advantage of crash data compiled by the State and used in the performance monitoring and target setting process. RTC will work with local agencies to develop and implement Complete Streets/Safe Streets to ensure streets are designed for all users dependent on the context of the transportation facility.
- Transit – The RTP includes recommendations and guidance provided by the region's transit development plans, notably C-TRAN's Transit Development Program and 20-Year Transit Development Plan, C-TRAN 2030, (C-TRAN, June 2010; updated December 2016) and the Clark County High Capacity Transit System Study (RTC, December 2008). C-TRAN opened its first Bus Rapid Transit corridor, The Vine, in the Fourth Plain corridor in January 2017 and is working on a second BRT corridor on Mill Plain. C-TRAN and RTC Board members have

suggested RTC and C-TRAN should work together to review and update the Clark County High Capacity Transit System Study (RTC, December 2008) to reflect changes in national HCT policy and funding programs and to document C-TRAN's progress in developing and implementing HCT corridors. This work will proceed when timely for RTC and C-TRAN.

- **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.
- **The Regional and Local Commute Trip Reduction Plans** were last updated in 2015. 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 2015.
- **Active Transportation** – The RTP reflects work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed. RTC will continue to work with local partners to plan for pedestrian and bicycle policies and transportation needs to support transportation options, community quality and health. Though the 2019 RTP includes enhancements to the Active Transportation section, planning partners requested that RTC work in FY 2020/21 to complete a regional Active Transportation Plan. See separate Active Transportation Plan UPWP element description.
- **Changing Demographics and Lifestyles** – the 2019 RTP update addresses changing demographics and lifestyles and how these will affect transportation demand in the region. In FY 2020/2021, 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.
- **Human Services Transportation Planning** - The process to develop the region's Human Services Transportation Plan and human services transportation project priorities is led by RTC with the latest HSTP for Clark, Skamania and Klickitat Counties update adopted in November 2018 to support funding applications for WSDOT's consolidated public transportation grant program. RTC will continue to coordinate with local stakeholders and human service transportation providers to address the special transportation needs of the elderly, people with disabilities, and low-income populations. The HSTP prioritizes special needs transportation projects across all three counties of the RTC RTPO region in preparation for biennial statewide Consolidated

Grants Program applications. Under federal law, HSTPs must be updated at least every four years with RTC's next HSTP update due in late 2022 (FY 2023). RTC will continue to be involved in the Accessible Transportation Coalition Initiative (ATCI) which brings together stakeholders with interest in and representative of communities with special transportation needs.

- Freight Transportation – Elements of the Clark County Freight Mobility Study (RTC, December 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 to determine whether there is opportunity to apply for freight grant funds including the federal INFRA program. 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). It is likely that in the latter part of FY 2021, RTC will work with planning partners to scope an update to the region's Freight Transportation Plan which will be integrated into the next RTP update.
- Economic Development – RTC will continue to work with the Columbia River Economic Development Council (CREDC) to support implementation of its Clark County Comprehensive Economic Development Plan and to determine transportation needs at a regional level that can specifically support economic development. RTC coordinated with CREDC on an update to the Employment Land Study in 2019. 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.
- 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.
- Air Quality and Climate Change – Strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions were addressed as part of the requirements of RCW 70.235.020, RCW 47.01.440 and Governor's Executive Order 09-05 – Washington's Leadership on Climate Change now superseded by Governor's Executive Order 14-04. RTC will continue to address VMT reduction strategies as part of the regional transportation planning process.
- Corridor Planning –RTC will continue to coordinate with and support WSDOT in corridor planning and Transportation System Management and Operations (TSMO) implementation including WSDOT's ramp signal program. WSDOT recently worked on corridor studies of I-205 and SR-500/Fourth Plain Boulevard. RTC will provide technical support for the WA SB-5806 I-5 Legislative Task Force addressing I-5 Interstate Bridge replacement. Regional partners will be preparing for the closure of the I-5 bridge, northbound span, for a period of two weeks in September 2020 to replace a cracked trunnion. Work will include coordination with transit agencies and Transportation Demand Management options.

- Financial Plan – The financial Plan section of the RTP includes costs of system maintenance, preservation, safety improvement and operating costs. 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. Certification of the transportation elements of the cities' and county's comprehensive growth management plans is required under Washington State's Growth Management Act and RTC will continue to work with local jurisdictions as certifications are requested.
- 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. (Ongoing)
- The RTP development and implementation process involves the Regional Transportation Advisory Committee whose members provide technical review and recommendations for the RTP work element with RTC staff providing informational briefings. The RTC Board is also updated, as needed, on the RTP and its components. At monthly Board meetings, time is set aside to allow citizens to comment on metropolitan transportation planning issues (ongoing).
- 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. RTC will continue to explore opportunities to procure student project assignments to help develop elements of the RTP.

FY 2021 Funding: Regional Transportation Plan Work Element

FY 2021 Revenues:

	\$
• Federal FHWA PL	\$156,510
• Federal FTA	\$49,367
• Federal STBG	\$120,000
• State RTPO	\$36,904
• Other Local Funds	\$7,803
• MPO Funds	\$30,474
	<u>\$401,058</u>

Federal \$ are matched by State and local MPO Funds.

FY 2021 Expenses:

	\$
• RTC	\$401,058
	<u>\$401,058</u>

Minimum required match:

\$50,859

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) together with public outreach and participation. RTC's TIP and Public Participation Plan satisfy the public participation requirements for the Program of Projects (POP). Projects listed in the TIP indicate a commitment for funding of these projects and project costs are expressed in Year of Expenditure (YOE) dollars.

Work Element Objectives and Activities: Transportation Improvement Program

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

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

Relationship to Other Work Elements: Transportation Improvement Program

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

FY 2021 Tasks and Products: Transportation Improvement Program

- Development of the RTC's 2021-2024 Transportation Improvement Program will be coordinated with planning partners, the public given opportunity to comment on TIP process and projects and the adopted TIP will include programming of projects for all four years. Performance based planning and programming, including performance targets, will be incorporated in the TIP as federal timelines mandate. *(Fall 2020)*
- 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 for TIP programmed projects. More information on development of a project database to help project tracking efforts is found in the Data/Forecast work element. *(Ongoing)*
- Maintain a project database to help project tracking efforts. *(Ongoing)*
- Provide input to update the State Transportation Improvement Program (STIP). *(Ongoing)*
- Public participation in TIP development including providing information and ability to comment online. *(Ongoing)*

FY 2021 Funding: Transportation Improvement Program

FY 2021 Revenues:

	\$
• Federal FHWA PL	\$93,906
• Federal FTA	\$29,620
• Federal STBG	\$52,500
• State RTPO	\$22,142
• Other Local Funds	\$0
• MPO Funds	\$22,856
	<u>\$221,024</u>

Federal \$ are matched by State and local MPO Funds.

FY 2021 Expenses:

	\$
• RTC	\$221,024
	<u>\$221,024</u>

Minimum required match:

\$27,472

1C. CONGESTION MANAGEMENT PROCESS

The Congestion Management Process focuses on transportation performance within corridors through monitoring of vehicular travel, auto occupancy, 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.
- Coordinate with Metro on development of the Congestion Management Process.

Relationship to Other Work: Congestion Management Process

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

FY 2021 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*)
- 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 help 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 2019)
- An updated annual Congestion Management Report (Summer 2020).

- 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 2021 Funding: Congestion Management Process

FY 2021 Revenues:

	\$
• Federal FHWA PL	\$43,823
• Federal FTA	\$13,823
• Federal STBG	\$24,500
• State RTPO	\$10,333
• Other Local Funds	\$0
• MPO Funds	\$10,666
	<u>\$103,145</u>

Federal \$ are matched by State and local MPO Funds.

FY 2021 Expenses:

	\$
• RTC	\$78,145
• Consultant*	\$25,000
	<u>\$103,145</u>

Minimum required match: \$12,820

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

1D. VANCOUVER AREA SMART TREK PROGRAM

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

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

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

Transportation System Management and Operations

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

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

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

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

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

Intelligent Transportation Systems

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

Regional ITS Architecture Study

It has been several years since VAST last updated the regional ITS Architecture. Significant changes have occurred since the last update, including new technologies and structure of the ITS Architecture database as developed by the USDOT. The Regional ITS Architecture Study will use the new ITS Architecture tools including ARC-IT to ensure the region is compliant with USDOT ITS Architecture requirements. . The Study will include interviews with VAST partner stakeholders to document existing conditions and assess future needs. A key element is to document programmed and planned projects from the VAST partners to be included in the regional ITS architecture update.

Work Element Objectives and Activities: VAST

- Address the use of ITS technology through collaboration between planning and traffic operations staff of partner agencies as part of the consolidated VAST program which incorporates ITS and operational management into the planning process.

- Lead the ongoing management of the VAST Program, including the development of collaborative project funding applications and coordination between partner agencies on operational projects and ITS technology. Continue management of the TSMO Steering Committee, the VAST Steering Committee and Communications Infrastructure Committee. VAST program management includes review and endorsement of ITS and communications infrastructure improvements, as well as operational projects, development of ITS and operations policies, preparation of joint funding applications, and managing consultant technical support for the VAST program.
- Ongoing planning, coordination and management of the VAST program by RTC 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.
- Initiate and complete the Regional ITS Architecture Study. The study will update the current ITS Architecture based on the earlier technical evaluation that identified areas to be updated or added, especially for connected and autonomous vehicles. The update will use the most recent service packages, the National ITS Reference Architecture 8.3 and ARC-IT. Lead the procurement process for the study, including the scope of work, request for proposals, selection and contracting process, and study management.
- The Architecture Study will include an update to ITS existing conditions, a user needs assessment, a new ITS Architecture document and database using ARC-IT 8.3, and an action plan for a system management and operations program based on the ITS Architecture Study outcomes.
- Continue to develop and implement VAST program projects programmed for Congestion Mitigation/Air Quality (CMAQ) funding in the Transportation Improvement Program. These VAST projects may include freeway management, traveler information, transportation signal optimization, and transit signal priority.
- Assist partner agencies on funding applications for individual operational and ITS projects. Continue process of Committee partnerships for joint project funding applications.
- Focus on performance measurement, metrics, and tools to analyze the benefits of operational strategies and outreach to policy makers and other stakeholders.
- Utilize the emerging issues identified in the 2016 TSMO Plan update to guide the planning efforts of the VAST agencies on issues including connected and autonomous vehicles, smart cities, and open and integrated data.
- Incorporate recommendations of Smart Community Assessment for Transportation and Stakeholder Engagement project, scheduled for spring 2020, into the VAST work program.
- Collaborate with TSMO Steering Committee members to provide technical support for operational measures consistent with guidance resulting from the Federal Fixing America's Surface Transportation Act Transportation Act. RTC will coordinate regularly with TSMO partners to develop guidelines and protocols for regional operations. Performance measures will be further developed for assessing operations and identifying effective TSMO strategies.
- RTC will work with partner agencies for ongoing refinement of the Portal interface to improve

its interface and usability. Improvements to the Portal data archive are defined in the annual data archive scope of work with PSU and include adding data sources for arterials, display of new transit data, freight information, travel time and identification of field device types and their data collection capabilities. RTC will coordinate with partner agencies as they begin to utilize the data archive.

- RTC participation on the Portal Advisory Committee which is the regional maintenance and development forum for the ongoing management and maintenance of the Portal data archive.
- Continue development of standards for fiber optic communications, equipment, and infrastructure through the VAST Communications Infrastructure Committee (CIC). Maintain and continue expansion of the multi-agency shared asset management database and mapping system and facilitate the ongoing development of asset sharing and execution of permits between the VAST agency partners.
- Work with VAST partners to complete analysis for fiber asset management of two different options for the use of the OSPInSight management software tool.
- 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 agreement 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 2020/2021 Tasks and Products: VAST

- Coordinate all VAST activities within Clark County and with Oregon. *(Ongoing)*
- Facilitate the activities of the three VAST related committees. *(Ongoing)*
- Report on the overall effectiveness of the VAST program. *(Ongoing)*
- Maintain the Regional ITS Architecture for the VAST program. *(Ongoing)*
- Work to incorporate the connected and autonomous vehicles element into the next Regional ITS Architecture update.

- Implement ITS technologies and operational strategies on the TSMO corridor(s) within the budget available. *(Ongoing)*
- Work to determine need for the development of regional policies for the consideration of operational strategies.
- Coordinate with the VAST partners to complete a 10-year ITS network needs assessment which focuses on the non-fiber component of communications such as the data layer, network topology, and data processes.
- Update and expansion of Portal to include more partner agencies. Collaboration with partner agencies will also address ongoing refinement of Portal to improve data quality, visual interface and usability. *(Ongoing)*
- Manage the ITS element of the work program, including preparation of memoranda of understanding for coordinated ITS implementation, interlocal agreements, and operational and maintenance agreements, fiber sharing permits and other coordination needed between partner agencies to deploy ITS projects. *(Ongoing)*
- Develop policies for operational requirements, acceptable use, security and other policies for the shared ITS network. *(Ongoing)*
- Build-on addition of Clark County onto the bi-state regional ITS network by expanding the number of VAST agencies using it to send real-time data to the Portal data archive.
- Complete the ITS Regional Architecture Study and associated documents. Study documentation will include: the ITS Architecture Update Report and Executive Summary, ITS market packages documentation and the ARC-IT 8.3 database.
- Select and implement either the OSP Web Application or OSP Web 9 option based on analysis of the two options to facilitate ease of access for VAST partner use of the asset management database.
- Update, maintain and utilize the database as new fiber projects are completed. *(Ongoing)*
- Adopt standards for fiber, equipment, and infrastructure based on priorities set by the Communications Infrastructure Committee. *(Ongoing)*
- Regional ITS goals and policies for the Clark County region and for bi-state ITS issues. *(Ongoing)*
- Manage consultant technical support activities as needed. *(Ongoing)*

FY 2020/2021 Funding:

1D.(I) VAST PROGRAM FUNDING

FY 2020/21 Revenues:

	\$
• Federal STBG	\$325,000
• MPO Funds (13.5%)	\$50,723
	\$375,723

FY 2020/21 Expenses:

	\$
• RTC	\$235,723
• Consultants*	\$140,000
	\$375,723

Federal \$ are matched by State and local MPO Funds. *Minimum required match:* *\$50,723*

*Consultants estimated \$140,000 per year for consultant program assistance (DKS \$80,000 per year) and Portland State University Portal (\$60,000 per year).

1D.(II) VAST REGIONAL ITS ARCHITECTURE STUDY FUNDING

FY 2020/21 Revenues:

	\$
• Federal STBG	\$100,000
• MPO Funds (13.5%)	\$15,607
	\$115,607

FY 2020/21 Expenses:

	\$
• RTC	\$0
• Consultant	\$115,607
	\$115,607

Federal \$ are matched by State and local MPO Funds. *Minimum required match:* *\$15,607*

1E. SKAMANIA AND KLICKITAT RTPO

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

Work Element Objectives and Activities: Skamania and Klickitat RTPO

- Conduct a regional transportation planning process.
- Ensure that Regional Transportation Plans are reviewed regularly and opportunity for regular update, if needed, is provided.
- Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
- Develop and update the regional transportation database.
- Review plans of local jurisdictions for consistency with the Regional Transportation Plans and Washington's Transportation Plan (WTP).
- Continue transportation system performance monitoring program.
- Assist counties in implementing the federal transportation reauthorization act, the FAST Act, and a potential successor act in FY 2021. 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. To help meet the region's special services transportation needs, coordination with the state's Agency Council on Coordinated Transportation (ACCT) will continue.
- 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 2021 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 2021-2024 Regional Transportation Improvement Program. *(Fall 2020)*
- Review of Regional Transportation Plans. *(Fall 2020)*
- Provide technical support needed for the Hood River Bridge EIS.
- Gather data and update the regional transportation database. *(Ongoing)*
- Regional freight and commerce planning and data collection and reporting. *(Ongoing)*

FY 2021 Funding: Skamania and Klickitat RTPO**FY 2021 Revenues:**

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

FY 2021 Expenses:

	\$
• RTC	\$45,310
	<u>\$45,310</u>

1F. REGIONAL ACTIVE TRANSPORTATION PLAN

In 2020 RTC will develop an Active Transportation Plan for the Clark County region which on its completion will become an integral part of the Regional Transportation Plan for Clark County. Work will be carried out by RTC in coordination with planning partners and likely with consultant assistance. Scoping for the Plan was completed in fall 2019 and a consultant, Alta Planning + Design, hired to assist in the Study.

RTC will rely on input from planning partners as well as stakeholder groups such as the Clark Communities Bicycle and Pedestrian Advisory Committee which meets monthly, Vancouver's Bicycle and Pedestrian Stakeholder Group, the Accessible Transportation Coalition Initiative (ATCI) and the Clark County Health Equity + Active Transportation Network all of which RTC coordinates with on a regular basis. The State Growth Management Act requires that two components relating to active communities be addressed in local growth management plans: (1) a pedestrian and bicycle component, and (2) land use policies that promote greater physical activity.

Work Element Objectives and Activities

- Assess Active Transportation Plan components including current data and information availability and information gaps. Work with planning partners to determine the most useful and useable information they wish to see included in a regional Active Transportation Plan.
- Develop an Active Transportation Plan for the Clark County region. The Plan is to address active transportation policies, benefits of active transportation, data availability and needs, active transportation network inventory, mapping, connectivity, project needs and priorities, design considerations, funding issues and Plan implementation. The Plan will address coordination with existing plans and programs including:
 - Comprehensive plans and Transportation System Plans of local jurisdictions
 - ADA compliance
 - Complete Streets
 - Pedestrian and bicycle safety and mobility
 - Non-motorized performance measures
 - Safe Routes to School
 - Transit access
 - Regional trails
 - Health of the community
 - Environmental Justice and equity issues
- Coordinate with regional decision-makers through the Regional Transportation Advisory Committee in Clark County and the RTC Board of Directors.
- Coordinate with Washington State Department of Transportation (WSDOT) to learn of data availability, funding opportunities, and statewide decision-making regarding Active Transportation planning.
- Stakeholder and public engagement and outreach on active transportation issues.

Relationship To Other Work Elements

The ATP relates to the Regional Transportation Plan for Clark County, the Metropolitan Transportation Improvement Program for project programming, Coordination and Management with involvement of planning partners, stakeholders and public.

WSDOT is currently developing a statewide ATP scheduled for completion in December 2019 and the City of Vancouver will be underway with an update to its Transportation System Plan in 2019.

FY 2020/21 Tasks and Products

- A regional Active Transportation Plan (ATP) for Clark County which will become a component of the Regional Transportation Plan for Clark County.

FY 2020/21 Funding: Active Transportation Plan

FY 2020/21 Revenues:

	\$
STBG	\$100,000
Local Match	\$15,607
Total	\$115,607

FY 2020/21 Expenses:

	\$
RTC	\$32,370
Consultant	\$83,237
	\$115,607

Federal STBG funds are programmed in the TIP to develop the ATP

2. DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES

2A. REGIONAL TRANSPORTATION DATA, TRAVEL FORECASTING, AIR QUALITY 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 and Activities

- Maintain an up-to-date transportation database and map file for transportation planning and regional modeling that includes functional classification of roadways, traffic counts, transit ridership and transit-related data provided by C-TRAN. The database is used in 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.
- Collect, analyze and report on regional transportation data from data sources such as the U.S. Census, the Census Bureau's American Community Survey, Census Transportation Planning Package data, National Household Travel Survey (NHTS) data, travel behavior survey data, and County GIS information.
- Maintain and update a comprehensive traffic count program coordinated with local jurisdictions and agencies.
- Assemble crash data for use in development of safety management plans and project priorities.
- Continue development of a TIP project database for completed and planned transportation projects.
- 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.
- Coordinate with Metro on procedures for forecasting the region's population and employment data for future years, including "Metroscope" development; a process that integrates land use development and transportation system change in an integrated model.
- Incorporate transportation planning data elements into the Geographic Information System (GIS) using ArcInfo and coordinate with Clark County's GIS Department to incorporate data into the County ArcGIS system. This includes maintaining GIS layers for the Urban Area Boundary, designated regional transportation system, federal functional classification system of highways and freight data. 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.

- Assist local jurisdictions in analyzing data and information from the regional transportation data base in updating and implementing Comprehensive Plans required under the state's Growth Management Act, capital facilities plan development and transportation concurrency.
- Maintain and update RTC's computer equipment and software.
- Regularly update the content of RTC's website as the region's primary public participation, information and outreach platform for transportation allowing public access to the regional transportation planning program.
- Investigate the application of multimodal cost benefit analysis packages and the potential application to the Regional Transportation Plan. Continue to develop data, including vehicle miles traveled (VMT) and vehicle occupancy measures, for use in air quality and Commute Trip Reduction (CTR) planning.
- Use the newly developed 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.

(a.2.) Regional Transportation Data: FY 2021 Tasks and Products

- Update regional 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). (Ongoing)
- Analysis of Clark County transportation information. The main elements include: transportation measures, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations are used to address environmental justice issues. (Ongoing)
- A project database with completed and planned transportation projects is developed and will continue to be updated. The project database is designed to complement the TIP and RTP work elements. Initially, the database includes information on the STBG and CMAQ funded projects and is planned to include all proposed RTP projects to enable information and data retrieval for these projects. The intention is to eventually make the project information easily accessible on RTC's website.
- 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)
- Transition from Arc-Info to use of Arc GIS PRO and continue to integrate transportation planning and GIS data. (Ongoing)
- Coordination with Clark County 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)
- Technical assistance to local jurisdictions for regional transportation data. (Ongoing)
- Purchase updated computer equipment using RTPPO revenues and coordinate with the County's computer division to update computer equipment and software. (As needed)
- Analysis of Commute Trip Reduction (CTR), congestion pricing and Transportation System Management/Intelligent Transportation System (ITS) impacts. (As needed)
- 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.
- Manage a data collection survey to update regional household travel behavior data used in the development and update of regional travel forecasting tools. See description of element 2B for greater detail.

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

- Coordinate with local jurisdictions, state agencies and Metro to develop the regional travel forecast model. The travel forecast model is used as a tool to help analyze the transportation system in the region; its output used to identify deficiencies in the regional transportation system, to develop performance measures and standards and to assess transportation demand management and transit planning applications.
- Increase the ability of the existing travel forecasting procedures to respond to informational needs placed on the forecasting process to inform state, regional and local transportation planning. The transportation model needs to be able to respond to emerging issues including: concurrency, peak hour spreading, latent demand, design capacity, performance measures, air quality, growth management, and life-style changes. 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.
- Provide a forum for local model developers and users to meet and discuss model development and enhancement.
- 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.
- 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. RTC will provide WSDOT with transportation model data and analysis to support project design and implementation.

(b.2.) Regional Travel Forecasting Model: FY 2021 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 EMME4 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)
- 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)
- Continue to expand RTC's travel modeling scope. In FY 2021, RTC's modeling practices will continue to focus on subarea modeling practice to assist local jurisdictions in updating local Transportation System Plans and to assist Clark County in project analyses. RTC will coordinate with smaller city members to define appropriate sub-area models derived from RTC's regional model that will better support their analytical needs. If necessary, RTC will extend subarea modeling to mesoscopic modeling. These subarea modeling practices will include more detailed street system resolution than the RTP's highway network and land use allocations will be to sub-TAZs. RTC will work to validate assigned traffic volumes and estimate the future traffic demands for sub-TAZs. Mesoscopic modeling techniques can be used in combination with Dynamic Traffic Assignment (DTA) tools to measure not only street link performance but also intersection performance.
- Research into development of enhanced operational modeling applications and emerging true dynamic assignment techniques increasingly important in evaluating new planning alternatives. When research is concluded, staff will make recommendations regarding the development and implementation of new dynamic modeling tools and their application within RTC's regional transportation analysis role.
- Re-calibration and validation of regional travel forecast model. (As needed)
- Review and update of model transportation system networks, including highway and transit. (Ongoing)
- Documentation of regional travel forecasting model procedures. (Ongoing)
- Continue implementation of interlocal agreements relating to use of RTC's regional travel forecast model and implementation of sub-area modeling. (As needed)
- Host Transportation Model Users' Group (TMUG) meetings. (As needed)

Air Quality Planning: Introduction

In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. RTC's region is now in attainment status for both Ozone and Carbon Monoxide (CO).

Under both the 1997 and 2008 Ozone National Ambient Air Quality Standards (NAAQS), the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated as in "attainment" for

Ozone. With the revocation of the 1-hour Ozone NAAQS on June 15, 2005, regional emissions analyses for ozone precursors in RTC's Plan (RTP) and Program (TIP) were no longer required.

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

(c.1.) Air Quality: Work Element Objectives and Activities

- 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.
- If needed, program identified Transportation Control Measures (TCMs) in the metropolitan Transportation Improvement Program (TIP).
- Cooperate and coordinate with State Department of Ecology (DOE) in research and work on air quality in Washington State and provide support for the Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 47.01.440 relating to climate change, greenhouse gas and Vehicle Miles Traveled reduction goals. RTC is one of the four affected RTPOs in Washington State required to collaborate and engage with Washington State Department of Transportation (WSDOT) to implement Sections 2a and 2b of Governor's Executive Order 09-05 – Washington's Leadership on Climate Change. The requirements in RCW 47.01.440 relates to statewide reductions in vehicle miles traveled (VMT), RCW 70.235.020 and chapter 173-441 WAC relates to limiting and reporting of greenhouse gas (GHG) emissions. Subsequent policy directives in state and federal requirements will also be addressed. (Ongoing)
- Coordinate with Southwest Clean Air Agency (SWCAA) depending on current air quality laws and air quality status. RTC's responsibilities include, if needed, transportation emissions estimates, and conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and MTIP.
- Although it is not mandatory, RTC will continue to coordinate and cooperate with air quality consultation agencies: DOE, EPA, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), WSDOT, and SWCAA when needed on any new regulatory and technical requirements that may affect the AQMA as well as emerging issues related to air quality and transportation such as potential PM2.5 conformity requirements. RTC will consult with the agencies if requested in the review, update, testing, and use of the Motor Vehicle Emissions Simulator emissions (MOVES) model to ensure accuracy and validity of model inputs for the Clark County region and consistency with state and federal guidance.
- Coordinate with Metro, as needed, to ensure collaboration on possible future conformity

requirements and consistency of mobile emissions estimation procedures and air quality emissions methodology that uses the travel-forecasting model in the Portland bi-state region.

- Estimate air quality emissions impacts for projects proposed for funding by the Congestion Mitigation and Air Quality program through the TIP and for the annual CMAQ information report required by WSDOT Highways and Local Programs Division for submittal to FHWA.
- Provide technical support requested from local jurisdictions and agencies in the use of the EPA MOVES emissions model.

(c.2.) Air Quality Planning: FY 2021 Tasks and Products

- Include air quality conformity status and documentation for updates and/or amendments to the RTP and TIP as required by the Clean Air Act Amendments of 1990.
- Consult with local agencies, WSDOT, DOE, EPA, SWCAA, Metro and Oregon Department of Environmental Quality on emerging issues related to air quality and transportation, including any new regulatory requirements regarding air quality or conformity.
- Work to support RCW 80.80 relating to climate change and greenhouse gas reduction including Vehicle Miles Traveled (VMT) and VMT per capita in the region. Also address Governor's Executive Order 14-04. (Ongoing)

Transportation Technical Services

(d.1.) Transportation Technical Services Work Element Objectives and Activities

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

(d.2.) Transportation Technical Services: FY 2021 Tasks and Products

- Fulfill local jurisdictions' needs for travel modeling and analysis. (Ongoing)
- Use output from the regional travel forecast model in local transportation concurrency analyses. A regular travel model update procedure for base year and six-year travel forecast is established that can be used in concurrency programs. As part of the process, the travel model is used and applied in the defined transportation concurrency corridors to determine available traffic capacity, development capacity and to identify six-year transportation improvements. (As needed)
- Travel Demand Forecast Model Workshops will be organized and held as needed. Invitees will include staff of local agencies and jurisdictions. These will help to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region. (As needed or requested)

- Use of model results for local development review purposes.
- Technical support for the comprehensive growth management planning process in the Clark County region. An updated Clark County Comprehensive Plan was adopted in June 2016. (Ongoing and as needed)
- Provide modeling and technical assistance to ODOT's congestion pricing projects through the Project Modeling Group.
- Provide modeling support and technical assistance to WSDOT and ODOT as the Interstate Bridge Replacement Project begins a review and update to modeling work from the earlier Columbia River Crossing Project.

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

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

FY 2021 Funding: Regional Transportation Data and Travel Forecasting

<u>FY 2021 Revenues:</u>		<u>FY 2021 Expenses:</u>	
	\$		\$
• Federal FHWA PL	\$206,594	• RTC	\$450,254
• Federal FTA	\$65,164	• Interlocal agreement with Metro for model development	30,000
• Federal STBG	\$115,500	• Computer Equipment	\$6,000
• State RTPO	\$48,713	<i>Purchase with RTPO funds</i>	
• Other Local Funds	\$0		
• MPO Funds	\$50,283		
	<u>\$486,254</u>		<u>\$486,254</u>
<i>Federal \$ are matched by State and local MPO Funds.</i>		<i>Minimum required match:</i>	<i>\$60,439</i>

2B. HOUSEHOLD TRAVEL SURVEY

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

As in past surveys in 1994 and 2009, RTC will be working in coordination with Oregon partners, including Metro and ODOT, as the next Oregon Household Activity Survey (OHAS) is developed. This will ensure data compatibility in the bi-state region and will allow for joint model development and economics of scale. RTC staff is working with planning partners on both sides of the Columbia River on a project scope and schedule that will support fielding a household travel survey in 2020. RTC staff will be working closely with member jurisdictions during this project.

Work Element Objectives

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

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

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

Relationship To Other Work Elements

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

FY 2020/21 Tasks and Products

- Work with OHAS and survey consultant on survey approach. Survey methods and instruments have changed significantly since the 2009 survey effort and challenges in recruiting participants have grown. (fall 2019 to spring 2020).
- Preparation for the travel behavior study likely to be fielded in FY 2021.
- Develop a sampling approach and Clark County geographical strata.
- Implement optimum public relations strategies for the activity survey before fielding.
- Fielding of the travel and activity based survey (FY 2021).
- Monitor the progress of the activity survey and continue to communicate with the survey consultants and local jurisdictions.
- Examine and validate the survey data set and finalize the final survey report.

FY 2020/21 Funding: Household Travel Survey

FY 2020/21 Revenues:

	\$
STBG	\$500,000
Local Match	\$78,035
Total	\$578,035

FY 2020/21 Expenses:

	\$
RTC and Consultant	\$578,035
	\$578,035

Federal STBG funds are programmed in the MTIP in anticipation of Clark County travel survey

3. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. REGIONAL TRANSPORTATION COORDINATION AND MANAGEMENT

This element provides for overall coordination and management required of the regional transportation planning program. Ongoing coordination includes holding regular RTC Board and Regional Transportation Advisory Committee (RTAC) meetings. It also provides for bi-state coordination with Metro to discuss and 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 the fulfillment of federal and state requirements.

a.1 Program Coordination and Management: Work Element Objectives and Activities:

- Coordinate, manage and administer the regional transportation planning program.
- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Coordination Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
- Report to the Board and promote RTC Board interests on key transportation issues. These may include Federal Transportation Act implementation and reauthorization, livability, performance measures, legislation and planning regulations, and funding programs.
- Participate on regional and statewide transportation M3 committees and advisory boards such as the Statewide MPO/RTPO Coordinating Committee and Plan Alignment Work Group (PAWG), 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) and the Bi-State Coordination Committee.
- Coordinate with the Washington State legislative delegation and with the Washington State congressional delegation on regional and bi-state transportation issues. Members of the Washington State legislative delegation from this region are currently ex-officio, non-voting, members of the RTC Board of Directors.
- Represent RTC's interests when working with organizations such as: the Greater Vancouver Chamber of Commerce, the Columbia River Economic Development Council, and the Washington State Transit Association.
- Coordinate with WSDOT on development and implementation of statewide transportation plans as listed on page xii of this document.
- Address the transportation needs of the elderly, low income and people with disabilities as part of the transportation planning program. An update to the Human Services Transportation Plan (HSTP) for the RTC region was adopted in November 2018 and is due for update in 2022. RTC will continue to coordinate with the Human Services Council and other stakeholders on issues related to human services transportation needs. Also, RTC will continue to work with Clark

County and stakeholders on implementing transportation recommendations of Clark County's Commission on Aging (Clark County report, adopted February 2012 and Transportation Report developed in 2018). RTC staff will also work with local planning partners and stakeholders as part of the Accessible Transportation Coalition Initiative (ATCI).

- Coordinate with WSDOT and the state Department of Health as part of the Active Community Environments (ACE) program. RTC will continue to work with local partners and stakeholders on pedestrian and bicycle needs and will continue to represent RTC at monthly meetings of the Clark Communities Bicycle and Pedestrian Advisory Committee. RTC staff will continue to collaborate with statewide ACE stakeholders and participate in meetings of the SW Washington Healthy Living Collaborative which is now a part of the Southwest Washington Accountable Community of Health (SWACH). ACE stakeholders include the state Departments of Health, Transportation, and Commerce as well as other Regional Transportation Planning Organizations and local health departments. RTC will work with local partners to review policies and suggest projects to improve non-motorized transportation modes in the region.
- Coordinate regional transportation plans with local transportation system plans and projects.
- Coordinate with the Growth Management Act (GMA) planning process. The latest update to the Clark County Comprehensive Growth Management Plan was adopted in June 2016. RTC is required under state law to review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the RTP. A Certification Process Guide and accompanying checklist adopted by the RTC Board in March 2016 guides this process.
- Consult with, communicate with, and outreach to tribes with interests in the 3-county region regarding transportation issues.
- Work with environmental resource agencies to ensure a coordinated approach to environmental issues as they relate to transportation and to facilitate early environmental decisions in the planning process. Resource agencies include the State Historic Preservation Office and local jurisdictions' environmental departments.
- When requested, represent the MPO at Environmental Impact Statement (EIS) scoping meetings relating to transportation projects and plans.
- Implement the current federal transportation act, Fixing America's Surface Transportation Act (FAST). Also, monitor new legislative activities as they relate to regional transportation planning requirements and provide comments if requested.
- Participate in training opportunities including transportation webinars and workshops.
- Prepare RTC's annual budget and indirect cost proposal.
- 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.
- Continue 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.
- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.
- Liaison with Metro and Oregon Department of Environmental Quality on air quality planning issues.

- Conduct all regional transportation planning activities carried out by RTC and its staff in compliance with the Hatch Act that restricts the political activity of individuals principally employed by state, county or municipal agencies who work in connection with programs financed in whole or in part by federal loans or grants.

(a.2.) Program Coordination and Management: FY 2021 Tasks and Products

- Meeting minutes and presentation materials. (Ongoing)
- Year 2021 Budget and Indirect Cost Proposal. (Fall 2020)
- Continued consultation with the Tribes with interest in the region.
- Coordination and support efforts for transportation entities, agencies and jurisdictions. In FY 2021, RTC anticipates continued coordination with consultants working for the Washington State Joint Transportation Committee on a comprehensive assessment of statewide transportation needs and priorities over the ten-year timeframe of 2022-2031.
- Work with local universities to explore opportunities to procure student project assignments to help develop components of the region's metropolitan transportation planning process.

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

- 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. In 2004 a new charter was adopted for the Bi-State Coordination Committee. Since that time, the Bi-State Coordination Committee has been charged with addressing transportation issues of bi-state significance as well as transportation-related land use issues of bi-state significance that impact economic development, environmental, and environmental justice issues. 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 transportation significance. 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 reformed in 2020, and will meet as needed for topical discussions relevant to the committee's charter.
- Continue to address bi-state transportation strategies and participate in any bi-state transportation studies, such as the Columbia Connects study (see separate UPWP work element) to examine the flow of people and economic activity between Vancouver/Portland for areas adjacent to the Columbia River.
- 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. As part of the Keep Oregon Moving legislation (HB 2017), the Oregon Transportation Commission established a Portland Region Value Pricing Policy Advisory Committee to guide ODOT throughout the value pricing feasibility analysis. Value Pricing is likely to command continued bi-state attention in FY 2021 following ODOT's submittal of a tolling application to FHWA on December 10, 2018 with a January 8, 2019 FHWA response requesting further detail and public outreach. BNSF rail lines also cross the Columbia river between the two states and there is interest in moving forward with plans to investigate the feasibility of establishing a ferry service on the Columbia

and Willamette rivers between Portland and Vancouver.

- Metro will be initiating two regional studies which may have planning and project implications within the bi-state region. Metro will be conducting an update to their Regional Mobility Corridor policy, in development of a comprehensive update to their Congestion Management Process. Further, Metro will be initiating a comprehensive regional corridor evaluation of tolling policy in support of the region's efforts to implement tolling within the Metro region.

(b.2.) Bi-State Coordination: FY 2021 Tasks and Products

- Meeting materials for the Bi-State Coordination Committee produced by RTC in partnership with Metro. (As needed)
- Coordination with and participation in Metro's regional transportation planning process and ODOT's transportation planning activities. (Ongoing)
- Provide technical and policy input for ongoing and emerging bi-state studies including: discussions for an I-5 Bridge Replacement project; regional policy and project discussions regarding Regional Mobility Corridor policy, regional corridor tolling studies, the Columbia Connects study, and ongoing support of regional partners in examining the flow of people and economic activity between Vancouver/Portland for areas proximate to the Columbia River (see separate FY21 Columbia Connects UPWP work element).

(c.1.) Public Participation: Work Element Objectives and Activities

- Increase public awareness of and provide information on regional and transportation issues. The federal transportation act requires that public outreach include visualization techniques including web site content, maps and graphics.
- 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.
- Annually review the Public Participation Plan (PPP), last updated in November 2016, to ensure the effectiveness of RTC's public participation process and update the Plan as necessary. When changes are made to the PPP, RTC will follow the procedures outlined in federal Metropolitan Planning guidelines.
- Hold public outreach activities that may include meetings relating to 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 and tailored to the specific project or plan.
- Continue to update the RTC web site <http://www.rtc.wa.gov> which allows public access to monthly RTC Board agenda materials, the Board's CTV 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.
- Participate in the public participation programs for transportation projects of the local jurisdictions of Clark County.

- Communicate with local media.
- Maintain a mailing list of interested citizens, agencies, and businesses.
- Ensure that the general public is kept informed of developments in transportation plans for the region.
- Respond to requests from various groups, agencies and organizations to provide information and give presentations on regional transportation topics. These requests provide an important opportunity to gain public input and discussion on a variety of transportation issues.
- Support Identity Clark County's efforts to raise awareness and solicit feedback from the public on transportation issues. Identity Clark County is a private, non-profit organization focused on Clark County's community and economic development.

(c.2.) Public Participation: FY 2021 Tasks and Products

- Participate in public outreach activities related to regional transportation planning programs and projects. (Ongoing)
- Document RTC's public participation activities in the annual UPWP report. (Ongoing)
- Media communication through press releases and conversations 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. (Ongoing)
- Report on evaluation of the Public Participation Process for effectiveness focusing on methods and tools used and update the Public Participation Process in FY 2021.
- Respond to public records requests.

(d.1.) Federal Compliance: Work Element Objectives and Activities

- Comply with federal laws that require development of a Regional Transportation Plan, Transportation Improvement Program, development of a Unified Planning Work Program and Congestion Management Process. The current federal Transportation Act, is Fixing America's Surface Transportation Act (FAST), enacted in 2015. A federal transportation act reauthorization is due in FY 2021.
- Develop and adopt an annual UPWP that describes transportation planning activities to be carried out in the Washington portion of the Portland Vancouver metropolitan area. The UPWP identifies the key policy decisions for the year and provides the framework for RTC planning, programming, and coordinating activities. A UPWP Annual Report is also published.
- Self-certify that RTC's regional transportation planning program meets the requirements of federal law.
- Participate in the federal MPO certification process held every four years to ensure the metropolitan planning process is being effectively conducted by RTC and Metro; the two MPOs in the Portland-Vancouver region. An MPO planning certification review was carried out in the region in January/February 2017. Corrective actions and recommendations resulting from RTC's MPO certification review are being addressed following the January 2017 review.
- Ensure that required Memoranda of Understanding or Memorandum of Agreement are in place and are regularly reviewed for currency. Currently, MOAs/MOUs are in place between:
 - RTC, WSDOT and C-TRAN (The 314 Agreement was updated, adopted and complete

on December 5, 2019)

- RTC and the air quality agency Southwest Clean Air Agency, and
 - RTC and Metro.
- Comply with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. RTC has a designated employee to serve as RTC's coordinator for Section 504 and ADA matters, RTC periodically conducts an ADA self-evaluation identifying access barriers and method and timeline to remove any identified barriers, and has a Section 504/ADA nondiscrimination notice posted internally and externally for employees' and the public's information.
- Gather data, analyze data and assist C-TRAN and local jurisdictions in implementing the federal Americans with Disabilities Act (ADA, 1990). The Act requires that mobility needs of persons with disabilities be comprehensively addressed. C-TRAN published the C-TRAN ADA Paratransit Service Plan in January 1997 and in 1997 achieved full compliance with ADA requirements.
- Report annually 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. RTC and C-TRAN work cooperatively to provide the necessary Title VI documentation, certification and updates.
- 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). RTC will work to ensure that Title VI, environmental justice and LEP issues are addressed throughout the transportation planning program and project development phases. Beginning with the transportation planning process, consideration is given to identify and address where programs, policies and activities may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- Continue to review Clean Air Act Amendments conformity regulations as they relate to regional transportation planning activities and the State Implementation Plan (SIP). The Portland/Vancouver region is now in attainment for both Carbon Monoxide and Ozone. Participate in SIP development process led by the Washington State Department of Ecology (DOE), as appropriate. Coordinate with Southwest Clean Air Agency (SWCAA) on air quality plans and implement transportation strategies, as appropriate, to promote reductions in mobile source emissions that will help to maintain clean air standards.
- Address environmental issues at the earliest opportunity in the transportation planning process. Participate in transportation project scoping meetings for National Environmental Policy Act (NEPA) process. RTC will address environmental mitigation in Plan documents, developed in consultation 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 state and local 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.

(d.2.) Federal Compliance: FY 2021 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 2020)
- Address corrective actions and recommendations resulting from the quadrennial federal certification of RTC as MPO for the Clark County region. (from spring 2017 to 2020)
- Adopt the FY 2022 UPWP, prepare an annual report on the FY 2020 UPWP and, if needed, provide amendments to the FY 2021 UPWP. The FY 2020 Annual Report is to be published by September 30, 2020 per UPWP guidance and MPO Agreement GCB 1771. The FY 2022 UPWP will be developed in Winter 2020/21 and UPWP amendments on an as-needed basis). Monthly UPWP progress reports with elements and sub-tasks described will be submitted to WSDOT.
- Conduct data analyses and produce maps as support documentation for Title VI, LEP and Environmental Justice (Executive Order 12898) programs. RTC completes updates to its Title VI report as data and information warrants. RTC also commits to continue to assist member jurisdictions in complying with ADA requirements. (Ongoing)

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 2021 Funding: Regional Transportation Program Coordination & Management**FY 2021 Revenues:**

	\$
• Federal FHWA PL	\$125,208
• Federal FTA	\$39,493
• Federal STBG	\$73,500
• State RTPO	\$29,523
• Other Local Funds	\$0
• MPO Funds	\$31,998
	<u>\$299,722</u>

Federal \$ are matched by State and local MPO Funds.

FY 2021 Expenses:

	\$
• RTC	\$299,722
	<u>\$299,722</u>

Minimum required match: \$37,176

3B. COLUMBIA CONNECTS BI-STATE STUDY

Columbia Connects is a regional project with Oregon and Washington planning partners collaborating to unlock the potential for equitable development and programs made more difficult by infrastructure barriers, and state and jurisdictional separation.

Columbia Connects' purpose is to improve the economic and community development of a sub-district of the region near the Columbia River, by developing a clear understanding of the economic and community interactions and conditions within this sub-district; the shared economic and community values of the region; the desired outcomes; and by creating strategies, projects, and programs, as well as an action plan to achieve these outcomes.

In FY 20-21 the Columbia Connects project:

- Created a multi-jurisdictional Project Management Group to identify potential shared values, goals, and potential partnerships. (Metro and RTC are leading this effort.)
- Conducted a conditions and needs assessment
- Hired a consultant
- Applied Economic Value Atlas tools to identify opportunities for redevelopment

The Columbia Connects project is consistent with and supports implementing the Clark County Regional Transportation Plan (2019).

The project is separate and complementary to other regional and bi-state state infrastructure initiatives. Columbia Connects will identify projects and programs that will strengthen bi-state connections and institutional partnerships with or without future bridge and transit projects, beyond those contemplated in the Regional Transportation Plan.

Key Project Deliverables/Milestones

Key project deliverables and outcomes may include: a defined shared set of desired economic outcomes, defined values and goals for the area, defined infrastructure and service needs, identification of tools, projects, and programs and investments to help realize outcomes, and a strategy and action plan to implement policy commitments, projects, and programs to realize the community's vision for the bi-state region.

The Columbia Connects study is anticipated to be completed in 2021. The project will develop a shared Columbia Connects Strategy that will outline specific opportunities for investment based on feasibility, effectiveness, equity, and project champions. Projects and programs will include test approaches and pilot projects. Based on the Strategy and coordination with partners, the partners will develop an Action Plan with tiered project lists and partner agreements and commitments for implementation.

Deliverables/Milestones 2020-21:

- Regional Values Assessment
- Regional Existing Conditions, asset inventory and assessment
- Coordination and Institutional Structures Assessment

- Shared Investment and Strategy Document
- Pilot Project and Case Study identification
- Documentation of Priorities and shared interests
- Action and Implementation Plan

Relationship To Other Work Elements

The Columbia Connects relates to the Regional Transportation Plan for Clark County, the Metropolitan Transportation Improvement Program for project programming, and Coordination and Management because it is a Bi-State study.

FY 2020/21 Funding: Columbia Connects Bi-State Study, Washington's Funding

FY 2020/21 Revenues:

	\$
STBG	\$50,000
Local Match – City of Vancouver	\$25,000
Total	<u>\$75,000</u>

FY 2020/21 Expenses:

	\$
Metro/RTC	\$75,000
	<u>\$75,000</u>

*This represents the Washington portion of a larger bi-state study led by Metro.
Federal STBG funds are programmed in the RTC region's TIP for the Bi-State Study*

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

Federal legislation requires that all regionally significant transportation planning studies to be undertaken in the region are included in the MPO's UPWP regardless of the funding source or agencies conducting the activities. Section 4 provides a description of identified planning studies and their relationship to the MPO's planning process. The MPO/RTPO, WSDOT, C-TRAN and local jurisdictions coordinate to develop the transportation planning work program.

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

The Washington State Department of Transportation (WSDOT) Southwest Region consists of Clark, Cowlitz, Klickitat, Lewis, Pacific, Skamania, and Wahkiakum counties. In total, these seven counties make up an area of 8,895 square miles in Southwest Washington. WSDOT Southwest Region planning office works directly with 3 tribes, 7 counties, 31 cities, 4 transit authorities, 14 airports, 16 ports, 2 Metropolitan Planning Organizations (MPOs) and 2 Regional Transportation Planning Organizations (RTPOs), bi-state partners in Oregon and multimodal stakeholders on a myriad of transportation issues.

WSDOT Strategic Plan

WSDOT's new Strategic Plan has been launched with three goals, Inclusion, Practical Solutions and Workforce Development. This plan continues WSDOT's focus on how the agency makes investments and delivers projects with limited resources.

WSDOT's Strategic Plan features six values, defined as "how we do business" or statements of guiding principles. The values are: safety, engagement, innovation, integrity, leadership and sustainability.

WSDOT Southwest Region planning staff provides functions that support WSDOT's Strategic Plan, along with state and federal transportation planning requirements in the coordination of planning, modeling, data collection and analysis, and programming activities with RTC. When serving on RTC committees, the Southwest Region planning office will look for opportunities to incorporate WSDOT's Strategic Plan into the discussions and decision-making.

FY 2020/21 Work Program Highlights

WSDOT Southwest Region planning office performs several transportation planning and external coordination activities. The activities included below represent multimodal planning strategies within WSDOT's Strategic Plan that focus on transportation planning; they are not inclusive of all WSDOT projects and programs.

Planning and Administration

- Development Review and Growth Management Act Enhanced Collaboration.
 - Coordinate with regional planning staff (RTC) and with cities and counties early in the development and update of comprehensive land use plans, transportation plans and capital facilities plans to comply with Growth Management Act requirements as well as federal and state regulations.

- Review and comment on development proposals including the negotiation of developer impacts mitigation measures on the state transportation system.
- Coordinate access management.
- Conduct environmental assessments (SEPA/NEPA) reviews and mitigation negotiation.
- Work with communities and other partners to promote WSDOT's vision of a sustainable and integrated multimodal transportation system by utilizing all available capacity on the system and leveraging our limited resources.
- Review comprehensive plan updates and amendments, sub-area plans, planned actions, development regulations, etc.
- Serve as a member of the Statewide Plan Review Work Group.
- Governor's Executive Order 14-04, Washington Carbon Pollution Reduction and Clean Energy Action.
 - Work with RTC to support the update of local comprehensive plans to produce travel and land-use patterns that maximize efficiency in movement of goods and people, and reduce costs and greenhouse gas emissions.
- Practical Solutions.
 - Apply practical solutions approaches in all planning efforts with RTC. Practical Solutions is a two-part strategy that includes least cost planning and practical design, to enable more flexible and sustainable transportation investment decisions.
- Grant Development and Application Review.
 - Prepare and/or assist with the preparation of applications for various grant programs. Activities might include providing technical assistance on reviewing applications for regional processes.

Regional and Local Planning Coordination

Regional and local planning coordination occurs at both the policy level interacting with local elected officials, legislators, citizens groups, or policy committees; and the technical level with local staffs, technical committees, and citizens groups.

- Assist in the development of regional plans. Help assure consistency among jurisdictions and between state, regional, and local plans.
- Participate with partners on transportation studies, issues, and other coordination related to the bi-state regional transportation system.
- Incorporate tribal concerns and needs into planning studies and transportation plans.
- Coordinate with RTC, tribes, local jurisdictions, ports, transit agencies and state and federal partners in the update and development of various state and regional transportation plans.
- Conduct enhanced collaboration efforts with local governments through continuation of the comprehensive plan review workgroup; analysis of policy issue and proposed resolution;

development of tools, training, guidance and information resources; and periodic reporting on enhanced collaboration efforts.

- Provide transportation planning technical assistance to regional and local agencies.
- Participate in tribal/WSDOT regional, policy and TAC meetings. In this capacity, participate in regional planning activities, grant proposal review/selection, Regional Transportation Plan development, public transportation coordination/development, Coordinated Human Services Transportation Plan development, and other activities.
- Ensure tribal transportation goals and projects are included in WSDOT and regional transportation efforts.

Multimodal Transportation Planning

Work with regional and local agencies in the development and update of the following processes.

- Statewide Transportation Modal Plans
 - The Highway System Plan – WSDOT headquarters will be leading an effort in SFY 2021 to update the Highway System Plan. Participation from RTC members on the steering committee and assistance with the community engagement effort will be encouraged.
 - The State Rail Plan was drafted in 2019 and will be reviewed and finalized in 2020. Plan implementation will begin in SFY 2021.
 - Multimodal Investment Strategy: WSDOT will be reaching out to the MPO's and RTPO's to engage in a process that will explore ways to improve the state's system for making transportation investment decisions. WSDOT will lead this effort. This process will include development of a shared problem statement, a vision statement and principles of collaboration.
 - Statewide Human Services Transportation Plan: WSDOT's Public Transportation Division will complete a statewide HSTP update in SFY 2021.
 - Statewide Public Transportation Plan: The Public Transportation Division will be undertaking a minor update in SFY 2021 and will encourage RTC members to assist with identifying strategies for implementation.
 - Statewide Cooperative Automated Transportation (CAT) Policy Framework: It is a statewide, cooperative planning effort between the Governor's Office, the Legislature, the Washington State Transportation Commission, and with WSDOT assistance to develop a CAT policy framework. Strategies and actions will be developed for local agencies to consider in the planning process. Continued participation from RTC members will be encouraged.
 - Statewide Active Transportation Plan – Implementation will occur during SFY 2021.
- Transportation Demand Management (TDM)
- Corridor Analysis Planning
 - Corridor Plans and Studies

- Develop current and future travel conditions and recommendations consistent with Results WSDOT, Practical Design and Integrated Scoping. Integrated Scoping is a process for transforming corridor sketch strategies into integrated, multimodal, programmed solutions.
- Scenic Byway Coordination.
- Active Transportation Planning.
 - Assist with facility planning, coordination, and development.
 - Complete Streets and modal integration.
- Public Outreach/Public Involvement Processes.
 - Develop, coordinate and/or implement public information/involvement opportunities by conducting surveys, attending public meetings and hearings, and serving on advisory committees.

Data Collection/Analysis

The majority of the region transportation planning activities require some degree of research and/or data collection including demographics, travel behavior, and/or transportation system performance.

- Collect and analyze modal (pedestrian, bicycle, passenger, and freight) data for respective corridor studies, partner agencies, and others.
- Collaborate with partner agencies in local multimodal data collection.
- Analyze the collected/researched transportation data for use in transportation planning studies.
- Exchange information on current conditions and travel forecasts for a variety of transportation modes, with emphasis on cost-effective and efficient multimodal solutions.
- In coordination with RTC and local partners contribute to developing and implementing plans and activities related to Travel Demand Management/Transportation System Management.

Travel Demand Model

- Participate in the development of the Portland/Vancouver Metropolitan Travel Demand Model.
- Collaborate with RTC and local governments to ensure data collection supports their multimodal planning and modeling efforts.
- Participate in the development of a statewide multimodal travel demand model to help us better understand where people live, how they travel around the state, and how future projects and land use changes may affect it.
- Assist area engineering and traffic offices with the model review, development, and maintenance for select state facilities.
- Continue to assist with model's post-processing of future year volumes.

4B. C-TRAN

C-TRAN has identified the following planning elements for the Unified Planning Work Program (UPWP) FY 2021 (July 2020 through June 2021):

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 2021:

1. Regional Transportation Plan and Transportation Improvement Program: C-TRAN will participate in developing revised and updated regional plans and programs.
2. Human Services Transportation Plan: C-TRAN will continue to coordinate and collaborate with regional partners to plan for and deliver human services transportation.
3. Continue participation in regional Transportation System Management and Operations planning led by RTC.
4. C-TRAN will work with WSDOT on the development of the I-5 Southbound Bus on Shoulder (BOS) Project.

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:

- Mill Plain Blvd Bus Rapid Transit (BRT) - After identifying a Locally Preferred Alternative in early 2019, C-TRAN will complete the environmental review, final design and engineering, receive FTA Small Starts grant and look to begin construction in 2021.
- OM Facility Construction – Following development of the Administration, Operations, and Maintenance (AOM) Master Plan, C-TRAN moved Administration off of the existing campus and is moving forward with constructing of a new building to house Operations as well as expand the agency's maintenance area.
- Eastside Park-and-Ride study to identify future needs.
- Mobility On Demand (MOD) – using emerging technologies and innovative partnerships to improve efficiency and responsiveness in lower ridership areas.

Short-Range Planning: Following public review and input in 2020, the published 2020-2025 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.

Park & Ride Planning and Engineering: C-TRAN will continue to work with local jurisdictions, RTC, and WSDOT to plan for future transit facilities. A new study will look at opportunities in the eastern portion of C-TRAN's service area.

Fisher's Landing Park & Ride Development Plan: C-TRAN finished a transit-oriented development (TOD) feasibility study in 2019. The agency expects to move forward with a request for proposals in 2020.

Technology Improvements:

- **Traffic Signal Priority (TSP):** C-TRAN, is currently working with other government agencies to expand TSP within Clark County where bus service can benefit. Three corridors have been established: Fourth Plain Blvd, Mill Plain Blvd and Highway 99. Future efforts will be an expansion within the Mill Plain corridor coordinated with the Mill Plain BRT development.
- **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 recently made real-time GTFS data available that will allow developers to create apps that give updates to users on bus locations and deviations to scheduled arrivals. C-TRAN is also working on a regional trip planner in coordination with TriMet and Portland Streetcar.

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following transportation planning activities:

- Develop a Transportation System Plan.
- 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.
- 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 Transportation Improvement Program (TIP).
- Ongoing refinement of the road standards, including the following components: cross sections, alternate road design standards, cross-circulation policies, and land-use friendly road standards.
- Ongoing work with the ADA transition plan.
- Research implementation options for the county to use permeable pavement.
- Coordinate transportation planning efforts with various jurisdictions, elected officials and the public.
- Unite Intelligent Transportation System (ITS) with transportation planning to provide traffic data in future plans.

CITY OF VANCOUVER has identified the following planning studies and other activities:

Regional Planning and Coordination

- Participate in RTC's standing committees such as RTAC and VAST and serve on project specific committees such as the Urban Freeway Corridor Operations TAC.
- Participate in C-TRAN's project and planning processes including the Mill Plain BRT project, Fisher's Landing TOD, and system plan update.
- Serve on WSDOT project specific technical advisory committees such as the Vancouver Eastside Highway Operations Study, coordinate on the SR-501 Freight Corridor project, SR-14 widening project, and participate in regional planning coordination efforts.
- Serve on Metro's TPAC, JPACT, and other technical advisory committees in the Portland metro region.
- Coordinate transportation planning with other local agencies including Clark County, Camas, and Washougal.

Transportation Planning

- Update the City's Transportation System Plan.
- Develop and adopt a bicycle parking ordinance.
- Support the development of a new I-5 bridge planning office and subsequent design process.
- Support the Columbia Connects Regional Study.
- Support the development of the Commercial Corridor Strategy.
- Continue implementation of Fourth Plan Forward.
- Support the development of the Heights District and Subarea Plans.
- Support the update of the Vancouver City Center Vision Plan.

- Develop a potential micro-mobility policy and pilot program (e-scooters, e-bikes).
- Continue development and implementation of the Complete Streets Program.
- Continue to seek grant funding for projects, programs, and plans.
- Support the update of the Transit Oriented Development Overlays.
- Continue management and implementation of the Traffic Calming program.
- Establish a transportation and Mobility Commission.

Transportation Demand Management

- Administration of countywide Commute Trip Reduction Program and provision of direct services to affected CTR employers.
- Continue implementation of the Destination Downtown TDM program.
- Participate in the WSDOT statewide TDM technical advisory committee.
- Promote new GetThereSWWashington website for regional trip tracking and carpooling.

CITY OF CAMAS has identified the following:

- Transportation Improvement Program (TIP) – Annual Update.
- Citywide Transportation Plan and Capital Improvements Plan.
- Transportation Impact Fee (TIF) Update.
- North Shore Subarea Plan.

CITY OF WASHOUGAL has identified the following studies:

- Continue coordination with WSDOT, the Port of Camas/Washougal and RTC on plans for SR-14 improvements east of Union and grade separation over BNSF Mainline.
- The city will begin 30% design and NEPA completion for a grade separated underpass at 32nd Street under the BNSF rail line. Design will start in the 1st quarter of 2020.
- Seek grant funding for Phase 2 of the SR-14 Access Improvement, 32nd Street grade separation under BNSF mainline, 32nd Street/Stiles Road Improvements, and A-Addy Extension and 27th/Index Street improvements in the town center area.
- Complete revisions to the City's Transportation Capital Facilities Plan as necessary to remain consistent with recent updates to the City's Comprehensive Plan. This may include revisions to the city's Traffic Impact Fees.
- Update the city's Transportation System Plan to reflect the road network and revised street standards identified in the city's Town Center Transportation Plan.
- Transportation Improvement Program (TIP) – Annual Update.
- Complete an ADA Transition Plan.

CITY OF BATTLE GROUND has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Complete a city-wide Transportation System Plan update.
- Complete a city-wide Non-Motorized Action Plan.

CITY OF RIDGEFIELD has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Complete revisions to the City's Transportation Capital Facilities Plan as necessary to remain consistent with yearly updates to the City's Comprehensive Plan.
- Complete reviews of the City's Transportation Impact Fee Program as necessary to support revisions to the Transportation Capital Facilities Plan.
- Continue to work with WSDOT on the improvement of the SR-501 corridor and future access points onto the highway, including the remaining intersection improvement project (roundabouts) at the intersection of SR 501 with 51st Avenue.
- Work with the Port of Ridgefield on construction of the extension of Pioneer Street over the BNSF railroad tracks into the Port.
- Continue work to plan for the extension of Pioneer Street east from 65th Avenue to Union Ridge Parkway.
- Begin detailed planning study of the 219th Street extension west of I-5 in conjunction with the County and WSDOT.
- Work with WSDOT to complete the Discovery Corridor planning study.

CITY OF LA CENTER has identified the following planning studies:

- Begin design of Brezee Creek Culvert Replacement and 4th Street widening project funded by Legislative appropriation.
- Shoreline Master Plan update.
- Timmens Landing Subarea Master Plan.
- Town Center Subarea Master Plan.
- Update La Center Junction Plan Zoning District Ordinance.

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.
- Prepare for bidding and construction of Port of Vancouver Renaissance Trail extension in 2020-2021.
- 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.

PORT OF RIDGEFIELD:

- Complete planning and initiate construction of the Pioneer Street extension over the BNSF railroad tracks into the Ridgefield waterfront in coordination with the City of Ridgefield.
- Initiate project scoping, planning and design for a pedestrian over-crossing in the general vicinity of Division Street in downtown Ridgefield – the project would provide safe, direct, ADA compliant pedestrian access to the Ridgefield waterfront, port property and federally owned lands of the Ridgefield National Wildlife Refuge.

PORT OF CAMAS-WASHOUGAL:

- I-5 Improvements: Support improvements to I-5 Corridor that facilitates freight mobility.
- Continue coordination with WSDOT and RTC on plans for Phase 2 Access Improvements: 27th and 32nd Street improvements, rail overpass and connectors.
- Funds were re-allocated from the SR-14/Camas Slough Bridge (\$35M) 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.

COWLITZ WAHKIAKUM COUNCIL OF GOVERNMENTS (CWCOG)/CITY OF WOODLAND:

- **Woodland/Lewis River Bridge Study:** Coordinate study of an Interstate 5 parallel route connecting Woodland to NW 319th Street near La Center including a new Lewis River bridge. Coordination would include working with Southwest Washington Regional Transportation Council (RTC). Initiate in 2021. (Excerpt from CWCOG's draft FY 2021 UPWP).

TRANSPORTATION ACRONYMS

Acronym	DESCRIPTION
AA	Alternatives Analysis
ACE	Active Community Environments
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ATM	Active Traffic Management
ADT	Average Daily Traffic
APC	Automatic Passenger Counter
APP	Arterial Preservation Program (TIB funding program)
APTS	Advanced Public Transportation System
AQMA	Air Quality Maintenance Area
ASA	Automated Stop Announcement
ATCI	Accessible Transportation Coalition Initiative
ATIS	Advanced Traveler Information System
ATMS	Advanced Transportation Management System
ATP	Active Transportation Plan
AVL	Automated Vehicle Location
AVO	Average Vehicle Occupancy
AWDT	Average Weekday Traffic
BACT	Best Available Control Technology
BAT	Business Access and Transit
BEA	Bureau of Economic Analysis
BLS	U.S. Bureau of Labor Statistics (federal)
BMS	Bridge Management Systems
BNSF	Burlington Northern Santa Fe
BOCC	Board of County Councilors
BOS	Bus on Shoulder
BPAC	Clark Communities Bicycle and Pedestrian Advisory Committee
BRAC	Bridge Replacement Advisory Committee (Washington State)
BRRP	Bridge Replacement and Rehabilitation Program

Acronym	DESCRIPTION
BRT	Bus Rapid Transit
BUILD	Better Utilizing Investments to Leverage Development (federal discretionary grant program)
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens' Advisory Committee
CAD	Computer Aided Dispatch
CAPP	County Arterial Preservation Program (<i>a CRAB program</i>)
CAV	Connected and Autonomous Vehicles
CBD	Central Business District
CCAC	C-TRAN's Citizens Advisory Committee
CCTA	Clark County Transportation Alliance
CDBG	Community Development Block Grant
CE	Categorical Exclusion
CERB	Community Economic Revitalization Board
CETAS	Collaborative Environmental and Transportation Agreement for Streamlining (Oregon)
CEVP	Cost Estimating Validation Process
CFP	Capital Facilities Plan
CFP	Community Framework Plan
CFR	Code of Federal Regulations
CIC	Communications Infrastructure Committee
CIPP	Capital Improvement and Preservation Program
CMAQ	Congestion Mitigation/Air Quality
CMM	Congestion Management Monitoring
CMP	Congestion Management Process
CMS	Congestion Management System
CO	Carbon Monoxide
CRAB	County Road Administration Board
CREDC	Columbia River Economic Development Council
CRESA	Clark Regional Emergency Services Agency
CRFC	Critical Rural Freight Corridor
CTPP	Census Transportation Planning Products

Acronym	DESCRIPTION
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
CUFC	Critical Urban Freight Corridor
CV	Connected Vehicles
CVISN	Commercial Vehicle Information Systems and Networks
CY	Calendar Year
DBE	Disadvantaged Business Enterprise
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOH	Washington State Department of Health
DOL	Washington State Department of Licensing
DOT	Department of Transportation
DS	Determination of Significance
DSHS	Washington Department of Social and Health Services
DTA	Dynamic Traffic Assignment
EA	Environmental Assessment
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME	EMME is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETC	Electronic Toll Collection
FACT	Southwest Freight and Commerce Task Force
FAF	Freight Analysis Framework
FAST	Fixing America's Surface Transportation Act (2015) – <i>current Federal Transportation Act</i>
FEIS	Final Environmental Impact Statement

Acronym	DESCRIPTION
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FGTS	Freight and Goods Transportation System
FHWA	Federal Highways Administration
FLAP	Federal Lands Access Program (federal funding program)
FMS	Freeway Management System
FMSIB	Freight Mobility Strategic Investment Board
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
FFY	Federal Fiscal Year
GIS	Geographic Information System
GHG	Greenhouse Gas
GMA	Growth Management Act
GPAC	Grants Program Advisory Committee
GTEC	Growth and Transportation Efficiency Center
GTF	Governors' Task Force
HB	House Bill
HBRRP	Highway Bridge Replacement and Rehabilitation Program (federal)
HC	Hydrocarbons
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HLC	Southwest Washington Healthy Living Collaborative
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSC	Human Services Council
HSIP	Highway Safety Improvement Program (federal)
HSP	Highway System Plan
HSS	Highways of Statewide Significance
HSTP	Human Services Transportation Plan
HUA	Highway Urban Area

Acronym	DESCRIPTION
HUD	Department of Housing and Urban Development
HSP	Highway System Plan
ICM	Integrated Corridor Management
IM	Incident Management
I/M	Inspection/Maintenance
IMS	Intermodal Management System
INFRA	Infrastructure for Rebuilding America (federal grants program)
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JARC	Job Access and Reverse Commute
JOPS	Joint Operations Policy Statement (between WSP, WSDOT and Washington Fire Chief)
JPACT	Joint Policy Advisory Committee on Transportation (Metro)
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LEP	Limited English Proficiency
LMC	Lane Miles of Congestion
LMP	Limited Maintenance Plan (<i>relating to air quality</i>)
LOS	Level of Service
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
M&O	Management and Operations
MAB	Metropolitan Area Boundary
MAP-21	Moving Ahead for Progress in the 21st Century (2012)
MCEDD	Mid-Columbia Economic Development District
MDNS	Mitigated Determination of Non-significance
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOVES	Motor Vehicle Emissions Simulator
MP	Maintenance Plan (air quality)
MPA	Metropolitan Planning Area

Acronym	DESCRIPTION
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program (see TIP)
MTP	Metropolitan Transportation Plan (see RTP)
MUTCD	Manual on Uniform Traffic Control Devices
MVET	Motor Vehicle Excise Tax
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program (federal funding program)
NHS	National Highway System
NHTS	National Household Travel Survey
NMFN	National Multimodal Freight Network
NOX	Nitrogen Oxides
NPMRDS	National Performance Management Research Data Set
NPRM	Notice of Proposed Rule Making
NTOC	National Transportation Operations Coalition
NTS	Neighborhood Traffic Safety
O/D	Origin/Destination
ODOT	Oregon Department of Transportation
OFM	Washington Office of Financial Management
OMSC	Oregon Modeling Steering Committee
OTP	Oregon Transportation Plan
P&M	Preservation and Maintenance
P&R	Park and Ride
PAWG	Plan Alignment Work Group
PBP	Performance Based Planning
PBPP	Performance Based Planning and Programming
PCE	Passenger Car Equivalents
PE	Preliminary Engineering
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PEA	Planning Emphasis Area

Acronym	DESCRIPTION
PFN	Primary Freight Network
PHF	Peak Hour Factor
PHFS	Primary Highway Freight System
PIA	Portland International Airport
PM10	Particulate Matter
PM2.5	Particulate Matter (fine)
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
PORTAL	Portland Transportation Archive Listing
PPP	Public Participation Process or Public Participation Plan
PSMP	Pedestrian, Safety & Mobility Program
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
PWTF	Public Works Trust Fund
RAP	Rural Arterial Program (<i>a CRAB program</i>)
RCW	Revised Code of Washington
REET	Real Estate Excise Tax
RID	Road Improvement District
RJT	Route Jurisdiction Transfer
ROD	Record of Decision
ROW or RW	Right of Way
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RCTO	Regional Concept for Transportation Operations
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
RWIS	Road Weather Information Systems
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)

Acronym	DESCRIPTION
SAGES	Statewide Advisory Group for Environmental Stewardship
SCAP	Small City Arterial Program (TIB funding program)
SCPP	Small City Preservation Program (TIB funding program)
SC-SP	Small City Sidewalk Program (TIB funding program)
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SGR	State of Good Repair
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMTP	Statewide Multimodal Transportation Plan
SOV	Single Occupant Vehicle
SP	Sidewalk Program (urban TIB funding program)
SPUI	Single Point Urban Interchange
SR-	State Route
SRTS	Safe Routes to School
STIP	State Transportation Improvement Program
STBG	Surface Transportation Block Grant
SWACH	Southwest Washington Accountable Community of Health
SWCAA	Southwest Clean Air Agency
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TA	Transportation Alternatives (federal funding program)
TAZ	Transportation Analysis Zone
TCM's	Transportation Control Measures
TDM	Transportation Demand Management
TDP	Transit Development Plan or Transit Development Program
TEA-21	Transportation Equity Act for the 21 st Century (1998)
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIMACS	Transportation Information, Management, and Control System
TIP	Transportation Improvement Program

Acronym	DESCRIPTION
TMA	Transportation Management Area
TMC	Traffic Management Center
TMIP	Transportation Model Improvement Program
TMS	Transportation Management Systems
TMUG	Transportation Model Users' Group
TMZ	Transportation Management Zone
TOD	Transit Oriented Development
TPA	Transportation Partnership Account <i>(2005 Washington state revenue package)</i>
TPAC	Transportation Policy Alternatives Committee (Metro)
TPM	Transportation Performance Management
TPMS	Transportation Performance Measurement System
TPR	Transportation Planning Rule (Oregon)
Transims	Transportation Simulations
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSMO	Transportation System Management and Operations
TSP	Transportation System Plan
TSP	Transit Signal Priority
UAB	Urban Area Boundary
UAP	Urban Arterial Program (TIB funding program)
UDBE	Underutilized Disadvantaged Business Enterprise
UGA	Urban Growth Area
UGB	Urban Growth Boundary
ULB	Useful Life Benchmark
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
USP or SP	Urban Sidewalk Program (TIB funding program)
UZA	Urbanized Area
V/C	Volume to Capacity
VAST	Vancouver Area Smart Trek
VHD	Vehicle Hours of Delay

Acronym	DESCRIPTION
VMS	Variable Message Signs
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VOT	Value of Time
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WSP	Washington State Patrol
WTP	Washington Transportation Plan
WVFA	West Vancouver Freight Access

FY 2021 SUMMARY OF EXPENDITURES AND REVENUES: RTC

NOTE: Of special consideration is the current COVID-19 pandemic. While RTC is currently unable to quantify the financial effects of the outbreak, we would be remiss in not bringing it to the reader's attention.

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL										
FY 2021 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE										
Work Element		N O T E S	1. FY 2021 Federal FHWA PL	1. FY 2021 Federal FTA	1. Federal STBG	State RTPO	Other Local Funds	RTC Local Funds	RTC TOTAL	
I	REGIONAL TRANSPORTATION PLANNING PROGRAM									
	A	Regional Transportation Plan		156,510	49,367	120,000	36,904	7,803	27,223	397,807
	B	Transportation Improvement Program		93,906	29,620	52,500	22,142		20,417	218,585
	C	Congestion Management Process		43,823	13,823	24,500	10,333		9,528	102,007
	D(i)	Vancouver Area Smart Trek Program				325,000			50,723	375,723
	D(ii)	ITS Regional Architecture Study				100,000			15,607	115,607
	E	Skamania and Klickitat RTPO					45,310			45,310
	F	Regional Active Transportation Plan	2.			100,000		15,607		115,607
		Sub-Total		294,239	92,809	722,000	114,689	23,410	123,498	1,370,646
II	DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES									
	A	Reg. Transp. Data, Forecast, AQ & Tech. Services		206,594	65,164	115,500	48,713	0	44,918	480,889
	B	Household Travel Survey	3.			500,000		78,035		578,035
		Sub-Total		206,594	65,164	615,500	48,713	78,035	44,918	1,058,924
III	TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT									
	A	Reg. Transp. Program Coord. & Management		125,208	39,493	73,500	29,523		28,584	296,308
	B	Columbia Connects Bi-State Study	4.			50,000		25,000		75,000
		Sub-Total		125,208	39,493	123,500	29,523	25,000	28,584	371,308
TOTALS				626,041	197,467	1,461,000	192,925	126,445	197,000	2,800,878

4/17/2020

NOTES:

1. Minimum local match for federal PL, FTA and STBG funds is provided from state RTPO, MPO and local funds. Local match for FHWA, FTA and STBG funds is assumed at 13.5%.
2. The Regional Active Transportation Plan is a 2-year study, FY 2020 to FY 2021.
3. The Household Travel Survey is a 2-year study, FY 2020 to FY 2021.
4. This represents the Washington portion of the bi-state study.

Consultant Assistance on RTC'S FY 2021 UPWP Work Elements

	Work Element	Total RTC Budget for Work Element	Consultant Assistance		Consultant(s) Identified or Project Status
IC.	Congestion Management Process	\$102,007	\$25,000	for 1 year	Quality Counts (3-year contract)
ID(i)	Vancouver Area Smart Trek	\$375,723	\$140,000	for 1 year	DKS (\$80K per year); Portland State University Portal (\$60K per year)
ID(ii)	ITS Regional Architecture Study	\$115,607	\$115,607		Consultant for Architecture Study subject to RFQ process
IF.	Regional Active Transportation Plan	\$115,607	\$83,237	for FY 20/21	Alta Planning + Design
II B.	Household Travel Survey	\$578,035	\$578,035	For FY 21/22	A collaborative Survey with Oregon MPOs. Split between RTC and consultant not yet decided. Consultant contract not yet awarded by Oregon agencies.

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

Shirley Craddick, District 1

Christine Lewis, District 2

Craig Dirksen, District 3

Juan Carlos Gonzalez, District 4

Sam Chase, District 5

Bob Stacey, District 6

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2020 Metro Self-Certification

1. Metropolitan Planning Organization Designation

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 25 cities and three counties. It is Metro's responsibility to meet the requirements of federal planning rules as defined in Title 23 of U.S. Code Part 450 Subpart C and Title 49 of U.S. Code Part 613 Subpart A, 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 and supports the region's land use plans, and meets federal and state planning requirements.

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).

2. Geographic Scope

The Metropolitan Planning Area boundary establishes the area in which the Metropolitan Planning Organization conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan, the Metropolitan Transportation Improvement Program for capital improvements identified for a four-year construction period, a Unified Planning Work Program, a congestion management process, and conformity to the state implementation plan for air quality for transportation related emissions.

The Metropolitan Planning Area (MPA) boundary is a federal requirement for the metropolitan planning process. The boundary is established by the governor and individual Metropolitan Planning Organizations within the state, in accordance with federal metropolitan planning regulations. The MPA boundary must encompass the existing urbanized area and the contiguous areas expected to be urbanized within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary. The boundary may be expanded to encompass the entire metropolitan statistical area or combined as defined by the federal Office of Management and Budget.

The current boundary was updated and approved by the Governor of Oregon in July 2015 following the release of the new urbanized area definitions by the Census Bureau. The planning area boundary includes the urbanized area, areas within the Metro jurisdictional boundary, urban reserve areas representing areas that may urbanize within the next 20 years, and the areas around 5 key transportation facility interchanges adjacent to and that serve the urban area.

3. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure, which provides state, regional, and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are JPACT and MPAC. These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

Joint Policy Advisory Committee on Transportation

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 transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration.

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.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing and coordinating all issues of bi-state significance for transportation and land use.

Metro Policy Advisory Committee

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 Regional Transportation Plan is developed to meet Federal transportation planning guidelines such as FAST Act and MAP-21, the Oregon Transportation Planning Rule, and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation, land use, and environmental concerns.

5. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

The Unified Planning Work Program (UPWP) is developed annually 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 1st. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, Port of Portland, FHWA and FTA. Additionally, Metro must annually 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 annual adoption of the UPWP.

b. Regional Transportation Plan

The Plan must be prepared and updated every 4 years and cover a minimum 20-year planning horizon with air quality conformity and fiscal constraint.

Scope of the planning process

The metropolitan planning process shall provide for consideration of projects and strategies that will:

- a. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b. increase the safety of the transportation system for motorized and non-motorized users;
- c. increase the security of the transportation system for motorized and non-motorized users;
- d. increase the accessibility and mobility of people and for freight;
- e. 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;
- f. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- g. promote efficient system management and operation; and
- h. emphasize the preservation of the existing transportation system.

Metropolitan planning organizations (MPOs) must establish and use a performance-based approach to transportation decision making and development of transportation plans to

support the national goal areas:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Elements of the RTP

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 description of the performance measures and performance targets used in assessing the performance of the transportation system and how their development was coordinated with state and public transportation providers
- A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- A financial plan that demonstrates how the adopted transportation plan can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and recommends any additional financing strategies for needed projects and programs.
- 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

c. Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing monitoring progress of the Regional Transportation Plan (RTP) and 2040 Growth

Concept. The MTIP programs and monitors funding for all regionally significant projects in the metropolitan area. Additionally, the program administers the allocation of urban Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funding through the regional flexible fund process. Projects are allocated funding based upon technical and policy considerations that weigh the ability of individual projects to implement federal, state, regional and local goals. Funding for projects in the program are constrained by expected revenue as defined in the Financial Plan.

The MTIP is also subject to federal and state air quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air quality regulations. These activities require special coordination with staff from U.S. Department of Transportation, U.S. Environmental Protection Agency, Oregon Department of Environmental Quality, Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city agencies.

The 2018 -21 MTIP was adopted in June 2017 and was incorporated into the 2018 -21 STIP. Amendments to the MTIP and development of the 2021 -24 MTIP are included as part of the Metropolitan Transportation Improvement Program work program.

The short-range metropolitan TIP includes the following required elements:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented.
- Descriptions of each project in the TIP.
- Programming of funds in year of expenditure dollars.
- Documentation of how the TIP meets other federal requirements such as addressing the federal planning factors.
- The MTIP also includes publication of the annual list of obligated projects. The most recent publication was provided in December 2015. All prior year obligation reports are available on the Metro website.

D. Congestion Management Process

The 2007 SAFETEA-LU federal transportation legislation updated requirement for a Congestion Management Process (CMP) for metropolitan planning organizations (MPOs) in Transportation Management Areas (TMAs – urban areas with a population exceeding 200,000), placing a greater emphasis on management and operations and enhancing the linkage between the CMP and the long-range regional transportation plan (RTP) through an objectives driven, performance-based approach. MAP-21 retained the CMP requirement while enhancing requirements for congestion and reliability monitoring and reporting. The most recent federal transportation legislation, FAST Act, retained the CMP requirement set forth in MAP-21.

A CMP is a systematic approach for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The region's CMP will continue to advance the goals of

the 2014 RTP and strengthen the connection between the RTP and the Metropolitan Transportation Improvement Program (MTIP).

The goal of the CMP is to provide for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies.

E. Air Quality

The Air Quality Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) for the Portland metropolitan area address state and federal regulations and coordinates with other air quality initiatives in the region.

While the region is no longer an active Maintenance Area for Ozone precursors or Carbon Monoxide (CO) and therefore is not required to complete air quality conformity analysis and findings for those pollutants for each RTP and MTIP update, the region is still required to comply with the State Implementation Plan (SIP) requirements that were developed and adopted in response to previously being out of compliance for those pollutants. The SIP requirements still in effect include the Transportation Control Measures (TCMs) adopted within the Ozone and CO SIPs.

Most immediately relevant of the TCMs is the requirement to annually monitor the region's motor vehicle miles traveled (VMT) per capita and institute spending and planning requirements if the rate increases significantly. Specifically, if the rate increases by 5% in a year, planning requirements are instigated to investigate the cause and propose remedies to reduce the VMT per capita rate. If the rate increases again in the second year by 5% or more, mandatory spending increases on programs that help reduce VMT would be instituted, potentially redirecting funds from other projects.

Metro also has agreements with the Oregon Department of Environmental Quality to cooperate on monitoring and analyzing emissions for all of the federal criteria pollutants and for other emissions known to impact human health as a part of the transportation planning and programming process. To do so, Metro keeps its transportation emissions model current to federal guidelines.

6. Planning Factors

Moving Ahead for Progress in the 21st Century (MAP-21), passed by U.S. Congress and signed into law by the President in 2012, defines specific planning factors and national goal areas to be considered when developing transportation plans and programs in a metropolitan area. MAP-21 creates a streamlined and performance-based surface transportation investment program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991. The most recent federal transportation funding act, *the Fixing America's Surface Transportation (FAST) Act* continues all of the metropolitan planning requirements that were in effect under MAP-21.

Current requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, eleven factors defined in federal legislation:

1. Support the economic vitality of the metropolitan area, especially by enabling global

- competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
 3. Increase the security of the transportation system for motorized and non-motorized users;
 4. Increase the accessibility and mobility of people and for freight;
 5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 7. Promote efficient system management and operation; and
 8. Emphasize the preservation of the existing transportation system.
 9. Improving transportation system resiliency and reliability;
 10. Reducing (or mitigating) the storm water impacts of surface transportation; and
 11. Enhancing travel and tourism.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	<ul style="list-style-type: none"> • 2018 RTP policies are linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as “primary” areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period. • Highway LOS policy tailored to protect key freight corridors. • The 2018 RTP recognizes need for freight linkages to destinations beyond the region by all modes. 	<ul style="list-style-type: none"> • All projects subject to consistency with RTP policies on economic development and promotion of “primary” land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for freight improvements calls out the unique importance for these projects. • All freight projects subject to funding criteria that promote industrial jobs and businesses in the “traded sector.” 	<ul style="list-style-type: none"> • 2018 Regional Transit Strategy designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements identified in the 2018 Regional Transit Strategy for major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.
2. Increase Safety	<ul style="list-style-type: none"> • The 2018 RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region’s 2040-growth management strategy). 	<ul style="list-style-type: none"> • All projects ranked according to specific safety criteria. • Road modernization and reconstruction projects are scored according to relative accident incidence. • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. 	<ul style="list-style-type: none"> • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.
3. Increase Security	<ul style="list-style-type: none"> • The 2018 RTP calls for implementing investments to increase system monitoring for operations, management, and security of the regional mobility corridor system. 	<ul style="list-style-type: none"> • Transportation security will be factored into the next MTIP update, following completion of the new RTP. 	<ul style="list-style-type: none"> • System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Increase Accessibility	<ul style="list-style-type: none"> • The 2018 RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. 	<ul style="list-style-type: none"> • Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region. 	<ul style="list-style-type: none"> • The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.
5. Protect Environment and Quality of Life	<ul style="list-style-type: none"> • The 2018 RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The 2018 RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The 2018 RTP conforms to the Clean Air Act. 	<ul style="list-style-type: none"> • The MTIP conforms to the Clean Air Act. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP and other regional sources to enhance endangered salmon and steelhead passage. • Complete Streets projects funded to employ new practices for mitigating the effects of storm water runoff. 	<ul style="list-style-type: none"> • Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
5. Protect Environment and Quality of Life (cont)	<ul style="list-style-type: none"> • Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • 2018 RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues. 		
6. System Integration/ Connectivity	<ul style="list-style-type: none"> • The 2018 RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The 2018 RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The 2018 RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The 2018 RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be consistent with regional street design guidelines. • Freight improvements are evaluated according to potential conflicts with other modes. 	<ul style="list-style-type: none"> • Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	region.		
7. Efficient Management & Operations	<ul style="list-style-type: none"> • The 2018 RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed 2018 RTP projects include many system management improvements along regional corridors. • The 2018 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> • Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). • TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors. • TSM/ITS projects are funded through the MTIP. 	<ul style="list-style-type: none"> • Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.
8. System Preservation	<ul style="list-style-type: none"> • Proposed 2018 RTP projects include major roadway preservation projects. • The 2018 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> • Reconstruction projects that provide long-term maintenance are identified as a funding priority. 	<ul style="list-style-type: none"> • The 2018 RTP financial plan includes the 30-year costs of HCT maintenance and operation for planned HCT systems.
9. Resilience and Reliability	<ul style="list-style-type: none"> • The 2018 RTP policy chapter includes specific system resilience and reliability policies aimed at promoting predictable system management and operation needed to meet broader RTP outcomes, such as economic vitality and transportation equity. 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be adopted as part of the 2018 RTP and thereby found to be consistent with RTP policies for resiliency and reliability through systems analysis of proposed RTP investments. 	<ul style="list-style-type: none"> • HCT projects defined in the 2018 RTP are part of a regional reliability strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments.
10. Stormwater Mitigation	<ul style="list-style-type: none"> • The 2018 RTP policy chapter includes specific stormwater management 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be consistent 	<ul style="list-style-type: none"> • HCT projects funded through the MTIP must be designed to be

Table 1: Federal Transportation Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	<p>policies that shaped the projects and programs in the plan.</p> <ul style="list-style-type: none"> Street design best practices for implementing the 2018 RTP stormwater policies were published in the 2019 Designing Livable Streets guidelines. 	<p>with regional street design policy for stormwater management in the 2018 RTP and the 2019 Livable Streets guidelines that implement the policy.</p>	<p>consistent with regional street design policy for stormwater management in the 2018 RTP and the 2019 Livable Streets guidelines.</p>
11. Enhanced Travel and Tourism	<ul style="list-style-type: none"> The 2018 RTP policy chapter includes specific system management policies aimed at promoting economic vitality, including travel and tourism as key components of the regional economy. Proposed 2018 RTP projects were evaluated for consistency with regional policies as part of plan adoption. 	<ul style="list-style-type: none"> Projects funded through the MTIP must be adopted as part of the 2018 RTP and thereby found to be consistent with RTP policies for promoting economic vitality, including enhancing travel and tourism. 	<ul style="list-style-type: none"> HCT projects defined in the 2018 RTP are part of a regional economic vitality strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments.

* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

MAP-21 also requires state DOTs and MPOs 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 MAP-21 national goal areas are:

1. Safety
2. Infrastructure condition
3. Congestion reduction
4. System reliability
5. Freight movement and economic vitality
6. Environmental sustainability
7. Reduce project delivery delays

7. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not historically 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 the public to participate in the planning process.

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

Metro's public involvement practices follow the agency's Public Engagement Guide (formerly the Public Involvement Policy for Transportation Planning) which reflects changes in the federal transportation authorization act, MAP-21. Metro's public involvement policies establish consistent procedures to ensure all people have reasonable opportunities to be engaged in planning and policy process. Procedures include outreach to communities underserved by transportation projects, public notices and opportunities for comment. The policies also include nondiscrimination standards that Metro, its subcontractors and all local governments must meet when developing or implementing projects that receive funding through Metro. When appropriate, Metro follows specific federal and state direction, such as those associated with the National Environmental Policy Act and Oregon Department of Land Conservation and Development rules, on engagement and notice and comment practices.

In 2012, Metro created a new public engagement review process, designed to ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices. Other components of the public engagement review process which will contribute to more inclusive engagement and accountability include an annual public survey, meetings of public involvement staff from around the region to address best practices, an annual community summit to gather input on priorities and engagement techniques, and an annual report.

Title VI – In July 2017, Metro completed and submitted its Title VI Plan to ODOT. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning and other agency activities in the region. It includes both a non-discrimination policy and complaint procedure. The next Title VI Plan will be due July 2020. The most recent Title VI Annual Compliance Report for ODOT, covering a 12 month period from July 1, 2018, through June 30, 2019 is past due and expected to be submitted March 31, 2020. The next annual report will be due Aug. 30, 2020, covering July 1, 2019 to June 30, 2020. In December 2019, Metro submitted its updated Limited English Proficiency Plan as part of an updated Title VI Program to FTA.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes.

Title VI and Environmental Justice in action – The information from and practices for engaging underserved communities were applied to the 2018 Regional Transportation Plan (RTP) update and the 2015-18 Metropolitan Transportation Improvement Program (MTIP), particularly in the civil rights assessment, which sought to better assess the benefits and burdens of regional, programmatic investments for these communities. Using the information from the RFFA process and engaging advocates helped define and determine thresholds for analysis of effects on communities of color, with limited English proficiency and with low-income as well as communities of older and younger adults. Feedback on this analytical process has led to an equity workgroup to further refine how Metro will assess the benefits and burdens of these regional programs on these communities for the 2018 RTP update and the next MTIP.

Diversity, Equity and Inclusion – In 2010, Metro established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro's diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention. Metro initiated the Equity Strategy Program, with the objective of creating an organizing framework to help Metro consistently incorporate equity into policy and decision-making. In 2014 as a result of the work of the diversity action team, Metro's communication department explicitly identified a community engagement division, with a focus on better engaging historically underrepresented communities. These efforts aim to go beyond current regulations and guidance for engaging and considering the needs of and effects on communities of color, with limited English proficiency and with low incomes, but work in coordination with Metro's Title VI and Environmental Justice civil rights program. The *Strategic Plan to Advance Racial Equity, Diversity, and Inclusion* was adopted in June 2016.

8. Disadvantaged Business Enterprise

The Metro Disadvantaged Business Enterprise (DBE) seeks to achieve the following:

- Ensure nondiscrimination in the award and administration of assisted contracts;
- Create a level playing field on which DBEs can compete fairly for assisted contracts;
- Ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- Ensure that only firms that fully meet 49 CFR 26 eligibility standards are permitted to participate as DBE's;
- Help remove barriers to the participation of DBEs in assisted contracts; and
- Assist the development of firms that can compete successfully in the market place outside the DBE program.

Policy Statement

Metro is committed to the participation of Disadvantaged Business Enterprise (DBEs) in Metro contracting opportunities in accordance with 49 Code of Federal Regulations (CFR) Part 26, Effective March 4, 1999.

It is the policy of Metro to practice nondiscrimination on the basis of race, color, sex, and/or national origin in the award and administration of Metro assisted contracts. The intention of Metro is to create a level playing field on which DBEs can compete fairly for contracts and subcontracts relating to Metro planning and professional service activities.

The Metro Council is responsible for establishing the DBE policy for Metro. The Executive Officer is responsible to ensure adherence to this policy. The Assistant Director of Administrative Services and the DBE Outreach Coordinator are responsible for the development, implementation and monitoring of the DBE program for contracts in accordance with the Metro nondiscrimination policy. It is the expectation of the Executive Officer that all Metro personnel shall adhere to the spirit, as well as the provisions and procedures, of the DBE program.

This policy will be circulated to all Metro personnel and to members of the community that perform or are interested in performing work on Metro contracts. The complete DBE Program for contracts goals and the overall annual DBE goals analysis are available for review at the:

Metro
Contracts Division
600 NE Grand Avenue
Portland, Oregon 97232

9. Americans with Disabilities Act

Metro is committed to ensuring its programs, services, facilities and events are inclusive and accessible to people with disabilities. Over the last two decades Metro has completed reviews of its facilities and periodically reviews its policies and practices for compliance with a variety of laws, including the Americans with Disabilities Act (ADA). Metro also systematically reviews new policies and practices for conformance to the requirements of federal and state civil rights and employment laws and requires design professionals, construction contractors and in-house maintenance staff to follow accessible design and construction standards, including the ADA Standards for Accessible Design and the Oregon Structural Specialty Code, during all new construction and renovations.

Metro provides services for people with disabilities –services include: devices and systems assistive listening devices, signage, American Sign Language or audio described interpretation, open captioning, Braille, etc.

In the coming reporting year, Metro will continue to review policies and procedures to ensure they address varying individual needs of persons with disabilities. Metro will seek to enhance staff's understanding of issues pertaining to serving persons with disabilities and create a clearing house to share best practices to broaden inclusion of persons with disabilities during public engagement opportunities.

(http://trimet.org/pdfs/publications/Coordinated_Human_Services_Transportation_Plan.pdf)

The Coordinated Plan will be incorporated into the 2018 Regional Transportation Plan update.

10. Lobbying

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.20-5086, FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2020-21 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: May 21, 2020

Prepared by: John Mermin
(503) 797-1747

BACKGROUND

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning July 1.

The UPWP is developed by Metro with input from local governments, TriMet, ODOT, the Port of Portland, FHWA, and FTA. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities.

As an MPO, Metro must annually 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, as a prerequisite to receiving federal funds. The annual self-certification is processed in tandem with the Unified Planning Work Program (UPWP) and documents that Metro has met those requirements. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit B to Resolution No.20-5086

Additionally, every four years, Metro undergoes a quadrennial certification review (with the Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) to ensure compliance with federal transportation planning requirements. The most recent quadrennial certification review occurred in February 2017. Metro has provided a table in Appendix A of the 2020-21 UPWP that describes progress in addressing the Federal Corrective Actions included in the 2017 review.

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – this resolution adopts a UPWP for the Portland Metropolitan area, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 420 and title 49, of the Code of Federal Regulations, Part 13. This resolution also certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.
3. **Anticipated Effects** – Approval means that grants can be submitted and contracts executed so work can commence on July 1, 2020 in accordance with established Metro priorities.
4. **Budget Impacts** – Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

RECOMMENDED ACTION

Approve Resolution No.20-5086 adopting a Unified Planning Work Program for the Fiscal Year 2020-21 and certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.

4.3 Consideration of the JPACT Minutes for
April 16, 2020
Consent Agenda

Joint Policy Advisory Committee on Transportation
Thursday, May 21, 2020



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

April 16, 2020

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Shirley Craddick (Chair)
Craig Dirksen
Bob Stacey
Tim Knapp
Doug Kelsey
Carley Francis
Karylenn Echols
Roy Rogers
Jessica Vega Pederson
Anne McEnerny-Ogle
Denny Doyle
Paul Savas
Nina DeConcini
Curtis Robinhold
Temple Lentz
Chloe Eudaly

AFFILIATION

Metro Council
Metro Council
Metro Council
City of Wilsonville, Cities of Clackamas County
TriMet
Washington State Department of Transportation
City of Gresham, Cities of Multnomah County
Washington County
Multnomah County
City of Vancouver
City of Beaverton, Cities of Washington County
Clackamas County
Oregon Department of Environmental Quality (ODEQ)
Port of Portland
Clark County
City of Portland

MEMBERS EXCUSED

Rian Windsheimer

AFFILIATION

Oregon Department of Transportation

ALTERNATES PRESENT

Mandy Putney
Ty Stober
Theresa Kohlhoff
Jamie Kranz *

AFFILIATION

Oregon Department of Transportation
City of Vancouver
City of Lake Oswego
City of Troutdale, Cities of Multnomah County

OTHERS PRESENT: Aaron Deas, Alex Oreschak, Brad Miller, Brent Kinkade, Brett Morgan, Brian Monberg, Chris Fick, , Christina Deffebach, Cindy Pederson, Daniel Eisenbeis, Dave Roth, Eric Fruits, Eric Hesse, Erin Doyle, Glen Bolen, Heather Wills, Jaimie Huff, Jamie Stasny, Jean Senechal Biggs, Jeff Owen, Jennifer John, Jenny Xiong, John Goodhouse, Kari

Schlosshauer, Katherine Kelly, Mark Lear, Mark Clark, Mari Lo, Marshall Runkel, Matt Ransom, Mike Bezner, Mike Mason, Rebecca Kennedy, Shelley Richards, Tara O'Brien, Taylor Steenbloc, Trent Wilson

STAFF: Ally Holmqvist, Andy Shaw, Anne Buzzini, Anneliese Koehler, Chris Johnson, Eliot Rose, Garet Prior, Grace Cho, Lisa Hunrichs, Malu Wilkinson, Michelle Belia, Monica Kruege, Patrick Dennis, Ramona Perrault, Ted Leybold, Tom Kloster, Tom Markgraf, Tyler Frisbee, Margi Bradway, Carrie MacLaren, Marlene Guzman and Nellie Papsdorf

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Shirley Craddick called the virtual zoom meeting to order at 8:00 am. She asked members to introduce themselves.

Chair Craddick thanked members for their patience and provided instructions on how to properly participate in the virtual meeting.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

There were none

3. UPDATES FROM THE CHAIR AND JPACT MEMBERS

Chair Craddick announced that the 2021-24 MTIP was open for public review on April 17, 2020. She stated that community members and interested parties were able to submit comments between April 17 – May 18, 2020. Chair Craddick noted that Metro Council had a hearing on the 2021-24 MTIP on April 23rd.

4. CONSENT AGENDA

MOTION: Mayor Denny Doyle and Commissioner Roy Rogers seconded to adopt the consent agenda.

ACTION: With all in favor, motion passed.

5. INFORMATION AND ITEMS

5.1 Federal Affairs Update

Chair Craddick introduced Ms. Tyler Frisbee, Metro Transportation Policy and Federal Affairs Manager and Mr. Bernie Bottomly, TriMet Executive Director, to provide a federal affairs update.

Key elements of the presentation included:

Ms. Frisbee provided an update on the state of affairs in DC. She noted that Congress passed the CARES Act. She discussed the potential of disaster aid legislation. Ms. Frisbee explained that democrats discussed including infrastructure invests in a future stimulus bill, while republicans did not. She discussed the potential of an economic recovery bill in the next 3-6 months. Ms. Frisbee noted that Democrats are hoping to include aid for local and state government in a future economic recovery bill. Ms. Frisbee explained that investments in transportation and other infrastructure will potentially be included in a future economic recovery bill. She emphasized the importance of regional collaboration on the potential infrastructure package to ensure that congressional representatives are on the same page.

Mr. Bottomly discussed a strategy for leveraging federal investment from the potential infrastructure package. He emphasized the importance of being unified in how elected officials approach Oregon's congressional delegation. Mr. Bottomly noted that JPACT was the focal point for this unified approach. He noted that JPACT has historically had the authority in the federal process and it was important that JPACT communicate the interests of the region as a united group. Ms. Frisbee noted that if the region is not coordinated it runs the risk of ending up with no federal investments.

Member discussion included:

- Commissioner Roy Rogers asked Metro staff to elaborate on what projects JPACT members should prioritize when asking for federal money. Mr. Doug Kelsey added that the Southwest Corridor was the project with the potential largest greenhouse gas emissions reduction. Ms. Kelsey noted that TriMet and Metro staff would need to develop a cohesive message to advocate for projects such as the Southwest Corridor.

- Mayor Tim Knapp urged JPACT members to prioritize three projects included in the Transportation Measure, such as: the 205 in Clackamas County and the Rose Quarter. He also noted that JPACT members should prioritize the South West Corridor. Ms. Frisbee mentioned that Metro staff are strategically considering which projects would receive funding through the federal economy relief bill.
- Councilor Bob Stacey urged JPACT members to listen to Staff advice and to avoid separately approaching delegation on various projects.
- Commissioner Paul Savas seconded Mr. Bottomly's comments about developing a strategic approach to leveraging potential economic recovery bill funds. He noted that JPACT members and Metro staff had a responsibility to prioritize existing projects. Ms. Frisbee explained that in reality Metro staff are focused on prioritizing programs not projects. Commissioner Savas raised concerns about the Transportation Measure and noted that the idea it would likely pass was presumptive. He noted the risk of making the assumption that the ballot measure would pass, and that funding would be available as a result. Ms. Frisbee noted that Metro has always considered infrastructure funding as a strategy to tackle the recession.
- Commissioner Chloe Eudaly reinforced the priorities asserted by the Task Force, including advancing climate, equity and safety goals. She noted that critical safety improvements for pedestrians ensure job creation and major investments. Commissioner Eudaly noted that the City of Portland was ready to support shovel ready projects that advance climate, equity and safety.
- Mr. Kelsey asked about how JPACT members and Metro staff narrow projects. He noted that projects are going to be an important piece for job creation and long-term green-house gas reduction.
- Councilor Dirksen noted that JPACT members aimed to increase programmatic funding for transportation. He explained the importance of tackling the issue strategically by having a shared narrative and story to the congressional delegation.

5.2 Regional Congestion Pricing Study Update

Chair Craddick introduced Ms. Elizabeth Mros' Hara, Metro Investment Areas Project Manager, Shoshana Cohen, PBOT Office of the Director, Lucinda Broussard, ODOT Director of Toll Operations and Emma Sangor, from the City of Portland.

Key elements of the presentation included:

Ms. Mros-O'Hara provided an overview of the Regional Congestion Pricing Study. She noted that the study was a lead technical study in partnership with Portland and ODOT. She explained that congestion pricing is the use of a price mechanisms such as tolls and parking fees to alert driver of the external costs of their trip. Ms. Mros-O'Hara also explained that congestion pricing aimed to change traveler behavior by changing travel modes and encouraging carpooling.

Ms. Mros-O'Hara noted that multiple plans identified the need for congestion pricing including the 2010 Regional Transportation Plan (RTP), Climate Smart Strategy and the Transportation Systems Management and Operations (TSMO) Strategic Plan. She explained that the 2018 RTP and the Metro Council prioritized a new-term comprehensive review of congestion pricing.

Ms. Mros-O'Hara emphasized the goals of the Regional Congestion Pricing Study, specifically its efforts to understand how the Metro region could use congestion pricing to manage traffic demand and climate goals. She explained that the study assessed the performance of a congestion pricing tool from a regional perspective through modeling, research and analysis. She noted that the Transportation Policy Alternatives Committee (TPAC) reviewed the methodology for the study.

Ms. Mros-O'Hara explained that the study evaluated the technical feasibility and performance of four different pricing tools. She described several pricing tools including the cordon tool, which required vehicles to pay to enter in a congested area. She noted that the four congestion pricing scenarios were measured against the region's four priorities, including reducing disparities, congestion and prioritizing safety, climate goals. Ms. Mros-O'Hara noted the Regional Congestion Pricing Study findings informed discussions on how to implement congestions pricing and policy recommendation.

Ms. Mros-O'Hara noted that Metro was not going to implement the congestion tools.

She also explained the Metro hired Nelson/Nygaard, a consultant team with local and national equity expertise. Ms. Mros'-O'Hara also noted that the consultant firm provided off-model analysis tools and guided communications. She provided a brief overview of the project schedule and the coordination on other pricing efforts, including Portland's pricing options for equitable mobility and ODOT's I-5 and I-205 tolling projects.

Ms. Cohen provided an updated on the City of Portland's pricing options for equitable mobility. She noted that the project was guided by Council direction to center transportation justice and convene a community task force to explore how pricing strategies could be used to improve equitable mobility. Ms. Cohen described the inequity in the current system, including the fact that 31 percent of Black households do not have access to a vehicle.

Ms. Cohen explained how the City of Portland's Pricing Options for Equitable Mobility efforts are connected to the ODOT I-5 And I-205 Tolling Projects as well as the Metro Regional Congestion Pricing Study. She provided a timeline for the City of Portland's task force efforts to explore pricing option for equitable mobility.

Ms. Broussard, ODOT Director of Toll Operations, provided an update of the I-5 and I-205 tolling projects. She noted that goals of ODOT's tolling projects was to generate revenue and manage demand. Ms. Broussard discussed the importance of balancing congestion management and revenue generation.

Ms. Broussard explained revenue generation efforts for the I-5 and I-205 Toll Projects. She noted that the price of tolls and the times of day when tolls may be places was determined by the Oregon Transportation Commission during project development. Ms. Broussard specified that the Congestion Relief Fund would be spend on roadway projects, such as transit improvements along roadways and bicycle and pedestrian facilities.

Ms. Broussard shared the project timeline for the I-205 and I-5 projects and noted that ODOT was in the planning phase of the project. She noted that there were several opportunities for community engagement throughout the project timeline. She explained the decision-making process and the role of the Oregon Transportation Commission in determining toll rates. Ms. Broussard noted ODOT's efforts to engage local agencies and elected officials, including organizing neighborhood workshops, meeting and presentation at council meeting.

Member discussion included:

- Commissioner Paul Savas expressed concerns about the emphasis of the Congestion Pricing Study on Portland. Ms. Mros-O'Hara noted that the Congestion Pricing Study Metro was analyzing how one section of the system affects the region wide system. She explained that Metro is considering how different scenarios affects the region in different ways.
- Councilor Dirksen noted that the initiation of a state vehicles miles traveled (VMT) program was more long term than the current efforts to establish tolling and congestion pricing. He noted that if we failed to toll I-5 and I-205 concurrently the data would be skewed. Councilor Dirksen emphasized that regardless of the timeline for studying congestion tolling must happen concurrently.
- Commissioner Chloe Eudaly thanked the presenters for the update. She emphasized that the City of Portland wanted to see an outcomes-based decision for the Rose Quarter, including how congestion pricing can help to manage congestion on the I-5 corridor. Commissioner Eudaly noted that the City of Portland has consistently wanted a system wide analysis of I-5 and I-205. She noted that regional partners have an opportunity to develop a system that addresses climate and equity goals.
- Mayor Knapp raised concerns about the effects of congestions pricing on low income residents. He noted that people need to be able to go to work and explained that people of color tend to have longer commutes.

5.3 Resolution No. 5086, For the Purpose of Adopting the Fiscal Year 2020-21 Unified Planning Work Program and Certifying the Portland Metropolitan Areas is in Compliance with Federal Transportation Planning Requirements

Chair Craddick introduced Mr. John Mermin, Metro Senior Transportation Planner, to present on Resolution No. 5086.

Key elements of the presentation included:

Mr. Mermin noted that the Unified Planning Work Program (UPWP) was an annual

federally required document that ensure efficient use of federal planning funds. He emphasized that the UPWP does not allocate funds or make funding decisions. Mr. Mermin explained that changes made to the UPWP since last year, including simplified narratives and a simplified summary budget table. He provided a summary of the revisions recommended by Transportation Policy Alternatives Committee (TPAC), including creating a separate narrative for the Travel Behavior survey. Ms. Mermin summarized the next steps for Resolution No. 5086.

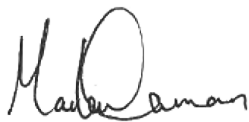
Member discussion included:

- Councilor Stacey asked a question about the Urban Reserves Transportation Study. He noted that in 2018 the Metro Council approved a package of four urban growth boundary projects, and he asked if the analysis was included in the UPWP or in a separate study. Commissioner Rogers noted the analysis was included in the UPWP. Councilor Stacey explained that he wanted to ensure there were clear routes within the urban reserves. Commissioner Rogers seconded Councilor Stacey's comments and noted that Washington County wanted to develop a transportation system that works.
- Councilor Craddick wanted to confirm whether Washington County was prioritizing investments in increasing transit access as infrastructure was being developed within the urban reserves. Commissioner Rogers noted that Washington County was looking in a multi-modal approach.

6.0 ADJOURN

Chair Craddick adjourned the meeting at 9:00 am.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Marlene Guzman', written in a cursive style.

Marlene Guzman
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 16, 2020

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.2	Presentation	4/16/20	Regional Congestion Pricing Study	041620j-01
5.3	Fact Sheet	4/16/20	2020-21 Unified Planning Work Program	041620j-02

5.1 Regional Transportation Funding Measure Update

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, May 21, 2020



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: Thursday, May 7, 2020
To: Joint Policy Advisory Committee on Transportation members and interested parties
From: Andy Shaw, Government Affairs and Policy Development Director
Margi Bradway, Deputy Director of Planning & Development
Subject: Get Moving 2020 – Regional Transportation Funding Measure Update

Metro has continued to work with local and regional partners, stakeholders and community members around the region to complete the Get Moving 2020 transportation funding measure proposal.

As we get through this crisis, the greater Portland area will continue to grow. People will still be moving here. Children will still need to get to school safely. Workers and students will still need safe, reliable, and affordable transportation choices. Our communities will look for leadership to create jobs and generate the economic activity that will drive our region's recovery.

Transportation investments have often played a key role in rebuilding after a crisis. The Get Moving 2020 measure identifies hundreds of individual projects, so we can put tens of thousands of people back to work building a transportation system to serve greater Portland for decades to come.

This summer, the Metro Council is expected to consider referring the Get Moving 2020 measure to the general election ballot. At JPACT's May 21 meeting, staff will provide an update on the measure and its potential benefits to communities around the region. This memo provides an overview of engagement and decision-making to date, as well as developments since the last JPACT update on Feb. 20.

Regional Transportation Plan roots

In December 2018, the Metro Council adopted the Regional Transportation Plan, following years of engagement including more than 19,000 engagements with residents, community and business leaders, and regional partners.

Through the extensive engagement that shaped the plan, Metro heard clear desires for safe, smart, reliable and affordable transportation options for everyone and every type of trip. The 2018 Regional Transportation Plan is built on key values of equity, climate, safety, and congestion relief. These values have underpinned the Get Moving 2020 measure development process and the Metro Council's direction throughout.

Task Force

The Metro Council is ultimately responsible for what could be referred to the region's voters, but its decision-making has been closely informed by the recommendations of a Transportation Funding Task Force with nearly three dozen leaders representing perspectives and communities throughout the region. Several JPACT members served on the Transportation Funding Task Force.

Appointed by the Metro Council President and co-chaired by Multnomah County Commissioner Jessica Vega Pederson and Washington County Commissioner Pam Treece, the Task Force met 22 times (including three virtual meetings) between February 2019 and April 2020. The Task Force discussed shared values, discuss investment priorities, and provide recommendations and feedback to the Metro Council on investments, programs and oversight. The Task Force's final meeting was April 15, 2020. Their tireless work and invaluable contributions will continue to inform the Metro Council's discussions going forward.

Memo



600 NE Grand Ave.
Portland, OR 97232-2736

Update on measure development

Corridors

At JPACT's Feb. 20 meeting, staff provided an update on proposed investments in 13 "Tier 1" corridors, identified by the Metro Council in June 2019 after detailed discussion by the Task Force and input from thousands of area residents. Following in-depth study by community Local Investment Teams and close review of staff recommendations, the Task Force finalized its Tier 1 corridor investment recommendations – most of them unanimous – in December. The \$3.81 billion in Tier 1 investments recommended by the Task Force would leverage billions more in expected investments by the federal government and other partners.

At work sessions in January and March, Council reviewed the Task Force's Tier 1 corridor recommendations, and staff to proceed with further development for all of the unanimous recommendations. The Council also posed questions and considerations for investments in three corridors.

On April 7, acting on Task Force input and staff recommendations, Council directed staff to include further investments proposed by jurisdictions in three additional corridors. These include safety improvements in the Highway 43 corridor as well as planning for the future in the Highway 99W, 217 and 43 corridors.

Staff will continue to follow the Metro Council's direction in working with partners to develop a final project investment package for the Council's consideration.

Programs

At JPACT's Feb. 20 meeting, staff described ten potential regionwide programs advanced by the Metro Council in September 2019. At a proposed annual investment of \$50 million, these programs would ensure that the measure delivers broad benefits throughout the region. As envisioned, these programs would make possible additional investments in safety, transit and community stability, including creating anti-displacement strategies and affordable housing opportunities in the Get Moving 2020 investment corridors.

In February and March, Metro conducted extensive in-person and online engagement regarding the draft programs throughout the region, hearing from thousands of residents, the Task Force, Metro's Committee on Racial Equity, stakeholder groups and technical practitioners around the region. More than 1,500 people completed an online survey and hundreds more participated in community workshops in each county. Metro also funded several community partner organizations to conduct focused engagement with communities of color and other historically marginalized people. After reviewing this engagement, the Metro Council will discuss and provide direction for regionwide program funding at work sessions in May and June.

Oversight, implementation and outcomes

Rigorous oversight and accountable implementation will help ensure Get Moving 2020 delivers on the outcomes prioritized by the Metro Council, Task Force, community and partners. Staff have discussed oversight and accountability structures with the Metro Council, Task Force, community partners and other stakeholders, and learned from experiences implementing previous regional bond measures. Additionally, staff have conducted analyses how the measure's investments could address key priorities including racial equity, climate change, safety and job creation.

Together, this engagement and analysis will contribute to an effective, transparent implementation plan for the measure. Staff will describe elements of this work at JPACT on May 21.

5.2 Update On Southwest Corridor

Information/Discussion Items

Joint Policy Advisory Committee on Transportation
Thursday, May 21, 2020

SOUTHWEST CORRIDOR LIGHT RAIL PROJECT

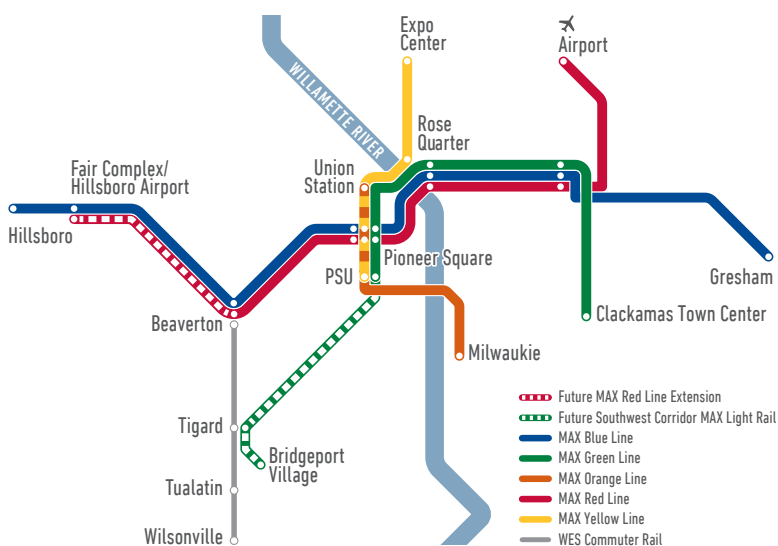


EQUITY AND HOUSING AFFORDABILITY

The Southwest Corridor Light Rail Project will bring high-capacity transit to one of the most congested travel corridors in our fast-growing region. This extension of the

MAX system will get people to jobs, schools and other destinations more quickly and affordably. Yet, this new amenity has the potential to increase property values and price people of color, renters and others out of their neighborhoods.

To ensure that the benefits of this major transportation investment are available to all residents, project partners are collaborating on a variety of efforts to minimize gentrification and displacement of low-income people and communities of color.



Southwest Corridor Plan

In 2011, community engagement began for Southwest Corridor Plan. The Plan envisions livable, affordable, economically thriving communities with reliable and safe transportation options for every resident and commuter.

Southwest Equitable Development Strategy (SWEDS)

In 2016, the Federal Transit Administration awarded Metro an \$895,000 grant to develop a Southwest Equitable Development Strategy (SWEDS). The program aims to support Southwest Corridor neighborhoods with affordable housing choices for people of all incomes and cultures, a range of jobs for people of all backgrounds, learning opportunities that prepare people for those jobs and wages that support people’s desire to live and work in the corridor. Sub-grants were awarded to community-based organizations to develop pilot projects in the areas of business/workforce development and housing.

In 2019, Metro requested a \$1.2 million grant from the Federal Transit Administration to expand on SWEDS work. The proposed project will focus on workforce stabilization, business stabilization and broad-based economic development.

Southwest Corridor Equitable Housing Strategies

In 2018, with grant funding from Metro and through a community-centered process, the cities of Portland and Tigard completed an Equitable Housing Strategies project that included goals for affordable rental housing to be constructed, acquired or converted:

- City of Portland: minimum of 300–350 units, with a stretch goal of 1,050–1,400 units
- City of Tigard: minimum of 500 units, with a stretch goal of 750–900 units

Southwest Equity Coalition

In 2020, SWEDS pilot projects concluded and program leadership evolved into a Southwest Equity Coalition, through funding from the Meyer Memorial Trust. The coalition serves as the collaborative organization for implementation and advocacy. With initial funding for the first two years, the coalition will test effective methods and establish a sustainable, community-led, collective impact model with a 10-year, \$10 million target.



Affordable Housing Memorandum of Understanding (MOU)

In 2018, a memorandum of understanding (MOU) among TriMet, Metro, Washington County and the cities of Tigard and Portland pledged to identify sites that could accommodate 750–950 units of affordable housing and identify the needed programs and regulatory support to make it happen. Partners are analyzing development potential on properties that are currently in public ownership and those that may be acquired for light rail construction, as well as new funding sources such as a SW Portland tax-increment financing district.

Affordable Housing Bond

In 2018, voters approved a \$652.8 million affordable housing bond that included targets to preserve or construct 3,900 units for low-income renters throughout the region. One of the first projects supported by these funds will be 72nd and Baylor, a new 81-unit building being developed in the Tigard Triangle by Community Development Partners and the Housing Authority of Washington County.

City of Portland: Inclusive Communities Project

In 2019, the Portland Bureau of Planning and Sustainability received a Metro grant to launch community-centered processes to develop land use and community development plans in two future station areas:

- West Portland Town Center Plan will lay out a vision for a healthy, connected and multi-cultural town center and an action plan to meet the diverse needs and of current and future residents and businesses. This includes redevelopment of the Barbur Transit Center to achieve the community’s equitable growth goals.
- Naito Parkway Main Street Project and Ross Island Bridgehead Reconfiguration will improve connections for regional commuters and reduce neighborhood cut-through traffic. At the same time, these projects will open up publicly owned land for development of much needed housing and community identified amenities that reflect the area’s history as a home for immigrant and refugee communities.

A New Tigard Triangle: Planning for Equitable Development

In 2017, voters established a tax-increment financing district to help revitalize the Tigard Triangle. In 2019, a community-driven implementation strategy was developed to ensure that this urban renewal program results in equitable outcomes, supporting a healthy, vibrant, and interconnected community with a range of housing options, quality jobs, and inclusive economic growth.

Tigard Development Fee Exemptions for Affordable Housing

In 2017, the City of Tigard established a program to exempt city transportation and park system development charges (SDCs) for the construction of regulated affordable housing units.

Get Moving 2020 Funding Measure

Metro is working with partners and the community to develop a transportation funding measure to invest in 13 travel corridors, including the Southwest Corridor Light Rail Project, and 10 region-wide programs. The proposed programs include funding for community-driven anti-displacement strategies that bring neighbors and businesses together to identify policy and funding needs to strengthen the community, reduce the risk of displacement, and support existing businesses and residents ahead of corridor investments. Another program would seek to protect and expand access to affordable housing alongside transportation investments.

TRANSIT-ORIENTED DEVELOPMENT (TOD) PROGRAMS

- **Metro's TOD Program** provides support to construction projects near transit that enhance density or affordability compared to what would otherwise be built on a property. In 2019, the TOD program contributed to Red Rock Creek Commons, a new 48-unit building in the Tigard Triangle being developed by Community Partners for Affordable Housing.
- **TriMet's TOD Program** collaborates with public and private partners to maximize density and transform public spaces by creating mixed-use development near transit stations. Between 2015 and 2021, TriMet and partners are developing more than 700 housing units, sixty-six percent of which are affordable. These partnerships typically involve the sale or lease of excess TriMet property that had been used for construction. There may be many such opportunities in the Southwest Corridor.

STAY INVOLVED

Sign up for project email updates and meeting notices at trimet.org/swcorridor.
For more information, please call TriMet Community Affairs at 503-962-2150
or email swcorridor@trimet.org.

For language assistance, call 503-238-7433

Si necesita intérprete, llame al 503-238-7433

Nếu cần trợ giúp về thông dịch xin gọi 503-238-7433

如需语言帮助请致电 503-238-7433

Для службы языковой поддержки 503-238-7433

언어 통역이 필요하시면, 으로 전화 하시면 됩니다 503-238-7433



The Southwest Corridor Light Rail Project Conceptual Design Report



Executive Summary

For the full report and more design resources visit: trimet.org/swcorridor/route.htm

Executive Summary

After nearly a decade of planning, TriMet, Metro, Oregon Department of Transportation, Washington County, and the Cities of Portland, Tigard, Tualatin and Durham have developed a conceptual design for the Southwest Corridor Light Rail Project. The project is essential to offering alternatives to congested roadways by expanding the transportation choices in our region. The project allows the corridor to move more people to more places, increasing person-throughput capacity in segments such as historic SW Barbur Blvd by as much as 57 percent in the AM peak and 46 percent in PM peak. By reducing the daily passenger vehicle miles traveled by about 59,000 miles per day, the equivalent of about 7,000 to 8,000 metric tons of annual greenhouse gas emissions, the project helps fulfill state and local climate action plans. Regional growth anticipates 75,000 new residents and 65,000 new jobs by 2035 projections. In partnership with the Southwest Equitable Development Strategy, the project will also help retain and increase opportunities for people of color and low-income residents living in the corridor. Project partners aim to create 950 new affordable housing units in the corridor (**Appendix C**). The project also contributes to the local economy: Twenty seven Disadvantaged Business Enterprises are already employed through preliminary design work, and the opportunity to bring nearly \$1.33 billion in federal matching funds is expected to generate over 20,000 jobs.

This draft Conceptual Design Report (CDR) illustrates the project being analyzed in the Final Environmental Impact Statement (FEIS). The FEIS should be referenced for details of technical information about the project, such as traffic, wetland impacts and mitigation strategies. The CDR describes and illustrates the overall urban design vision as well as the conceptual designs for stations, major structures and other key corridor improvements. The document is intended to further public discussion about the project design as well as identify remaining challenges. A summary of feedback from the public engagement process will inform a final report in mid-2020 and ongoing

design efforts in the coming years.

The CDR begins by outlining project principles, goals and objectives developed with input from a variety of project stakeholders. To be truly successful, the project must support the transportation, urban design, environmental, social and economic goals of the region, and the diverse communities living along the alignment. Collectively, the principles, goals and objectives help guide design choices, promote project accountability, articulate values and priorities and identify the greatest project benefits.

Building on community input generated throughout project planning, the \$2.8 billion Southwest Corridor Light Rail Project scope was refined to propose an 11-mile extension of the region's MAX light rail system. Thirteen stations will connect Downtown Portland, Southwest Portland and the cities of Tigard and Tualatin in Washington County.

Station area concepts currently include:

Gibbs Street Station

Nestled between the historic Lair Hill neighborhood and the forested West Hills of Terwilliger Parkway, the Gibbs Street Station will provide a critical connection for the thousands of employees, patients and students visiting Marquam Hill every day. Enhanced pedestrian crossings will make it easier for South Portland residents to access Terwilliger Parkway's natural beauty and expansive views. With a new crossing of SW Naito Pkwy and the Marquam Hill Connector, a pedestrian connection will reach from the South Waterfront to Marquam Hill. These connections will provide direct access to the light rail station, and a new public plaza.

Marquam Hill Connector

Marquam Hill, home to numerous health care destinations, including Oregon Health & Science University (OHSU), attracts over 18,000 employees, patients and students each day from around the region. To serve this major

destination, the Southwest Corridor Light Rail Project will include a connection from the Gibbs Street Station on SW Barbur Blvd, up the steep inclines toward Marquam Hill to land at SW Terwilliger Blvd. Two technologies are described in the CDR, including:

- **Inclined Elevators:** An inclined elevator may provide a new form of transportation in Portland. Two elevator cabs would run on parallel tracks to move people up the steep slope toward OHSU. Small shelters at the upper and lower landings would protect riders from the elements as they board and alight. A potential adjacent staircase could provide a route for those who prefer to walk.
- **Bridge and Elevators:** An elevator tower and pedestrian bridge may provide a "tree walk" experience, framing city, Mt. Hood and Mt. St. Helens views from Terwilliger Parkway to OHSU's campus. Multiple elevators and a stairway provide redundancy and reliable access for what will be a heavily used connector.

Hamilton Street Station

The Hamilton Street Station is located near the South Portland community hub, between SW Bancroft St and SW Hamilton St. Safer, easier pedestrian connections across SW Barbur Blvd will help link the Homestead neighborhood uphill and the South Portland neighborhood downhill. The station will serve as a major transfer point for local bus lines.

Custer Drive Station

Custer Drive Station is located on the east side of the West Hills and is the gateway to the SW Barbur Blvd commercial corridor. Adjacent to a Fred Meyer store and between the South Burlingame and Hillsdale neighborhoods, it is the closest station to Hillsdale Town Center and the SW Terwilliger Blvd crossing of I-5, serving as a key connection point for people walking, biking, driving and taking buses traveling toward Downtown Portland or Tigard/Tualatin.

19th Avenue Station

19th Avenue Station is nested within a neighborhood serving the commercial area located at the intersection of SW Capitol Hill Rd, SW 19th Ave and SW Barbur Blvd. The SW 19th Ave and SW Spring Garden St overcrossings of I-5 provide convenient multimodal access from the station to the South Burlingame neighborhood east of I-5. The station is adjacent to a recently remodeled Safeway store and is one of two stations within close proximity to Multnomah Village. A number of schools, housing and parks are clustered near this station.

30th Avenue Station

30th Avenue Station is located on SW Barbur Blvd providing direct access to the Markham and Multnomah neighborhoods. Nearby SW 26th Ave provides convenient access from residential areas east of I-5. Located near existing commercial and office areas, 30th Avenue Station also provides access to neighborhood amenities and supports future growth.

Barbur Transit Center

With views to Mt. Hood and centered within the West Portland Town Center, the Barbur Transit Center is the high-visibility flagship station of the new Southwest Corridor Light Rail Project within the City of Portland. With access to I-5, SW Capitol Hwy, SW Taylors Ferry Rd, multiple bus routes, an existing pedestrian bridge across I-5 and nearby connections to SW Trails, Barbur Transit Center is at the crossroads of multimodal mobility. The transit center consists of bus amenities, a light rail connection a surface Park & Ride with up to 300 spaces, improved pedestrian access, and bike parking facilities.

53rd Avenue Station

53rd Avenue Station is located in the Far Southwest neighborhood off SW 53rd Ave between SW Barbur Blvd and I-5. Adjacent to the wooded slopes of Mt. Sylvania, the station serves the neighborhood and the PCC-Sylvania campus. Complementing walk and bus access to the station, the site includes a proposed surface Park & Ride with up to 310 spaces, and improvements on SW 53rd Ave for people walking and biking.

68th Parkway Station

Positioned south of Pacific Hwy/99W, the station's prominent presence atop a natural amphitheater above Red Rock Creek provides views over the Red Rock Creek watershed. 68th Parkway Station acts as the portal into the burgeoning Tigard Triangle neighborhood. Sidewalk improvements and improved pedestrian crossings on Pacific Hwy/99W at SW 68th Pkwy and SW 64th Ave connect the station to the residential areas to the north. Adjacent bus stops and a surface Park & Ride with up to 350 spaces will make it a quick and easy transfer point for people coming from King City, Sherwood and other communities southwest of Tigard.

Elmhurst Street Station

Located at the heart of the Tigard Triangle, the station is a central magnet supporting mobility in all directions for the growing number of residents and workers in this mixed-use neighborhood. Street improvements near the station will promote safe and convenient access to mixed use neighborhoods and regional trails.

Hall Boulevard Station

Sitting at the intersection of a dense mixed-use center and regional employment hub, Hall Boulevard Station is a critical node for the project. To emphasize bus and WES Commuter Rail transfers, the SW Commercial St transit corridor will be designed for pedestrian comfort and integrate the station into Downtown Tigard. Design elements include bus shelters, landscaping, pavement treatments and wayfinding. Similar pedestrian and bicycle improvements along SW Hall Blvd and SW Hunziker St will help continue to make Tigard one of the most walkable cities in the region.

Bonita Road Station

Located at the intersection of SW Bonita Rd and SW 74th Ave, Bonita Road Station serves both the diverse residential communities to the west and the industrial employment center to the east. Perhaps more importantly, the station is just a few steps from an entry point to the Fanno Creek Trail, making it a perfect link for those walking and biking along this vital regional connector.

Upper Boones Ferry Road Station

Upper Boones Ferry Road Station is located in the heart of Tigard's bustling office park employment center. Commuters will be able to easily walk to dozens of offices, industrial buildings and business parks that surround the station. SW Upper Boones Ferry Rd also serves as the primary connection from the station to residential and retail areas to the east of I-5 and beyond.

Bridgeport Transit Center

The Bridgeport Transit Center will be more than just a light rail station. It will be an iconic mobility node and visible gateway to those traveling across the region. With a major Park & Ride, bus transfer center, direct access to I-5 and walkable connections to Bridgeport Village, the station will serve a wide range of communities in the southern metro area. Adjacent to the Bridgeport Village commercial center are numerous potential development sites. The area is set to become a new central hub of activity.

PROJECT SCOPE

The project scope includes improvements for people walking, biking, taking the bus, and driving. Examples include:

- 10 miles of new, standard bi-directional sidewalks and crosswalks to improve comfort and promote walkable access to transit and local station area amenities.
- Over six miles of enhanced bicycles facilities and bike parking, including areas with shared streets, raised protected bike lanes and protected intersections to encourage both bicycle commuting and access to transit.
- Up to 2,000 Park & Ride spaces along the alignment.
- 1.6 miles of shared transitway, allowing buses to travel within light rail guideway to enhance the speed, reliability and convenience of bus routes serving Hillsdale and other Southwest communities.
- A new operations and maintenance facility to support fast, reliable and cost effective MAX service in the corridor and bringing up to 150 new jobs to Tigard.
- SW 70th Ave improvements to complete portions of Tigard's planned bike and pedestrian network and increase access to the growing Tigard Triangle mixed use community.

- SW Hall Blvd, SW Commercial St and SW Hunziker St improvements to improve safety for people walking and biking, and promote comfortable access to transit throughout Downtown Tigard.
- A new pedestrian bridge over SW Lower Boones Ferry Rd in Tualatin to facilitate Bridgeport Transit Center becoming the portal to MAX service for people walking, biking, taking the bus and driving from communities throughout the Southwest.

In addition to the scope of the Southwest Corridor Light Rail Project, the CDR also describes opportunities for multiple transportation investments that would provide complementary mobility benefits in the corridor. The project partners seek input from stakeholders to help prioritize these related transportation investments as they seek additional funding for construction. These opportunities include:

- Station access improvements. These are additional pedestrian and bicycle facilities that would improve access to the light rail stations.
- SW Naito Parkway Main Street. This investment will not only improve connections for regional commuters and reduce cut-through traffic but will also open up publicly owned land for development of much needed housing. Redirection of traffic and improvements for people walking and biking will restore local connections between South Portland neighborhoods.

Lastly, this document defines a set of projects planned by relevant agencies. During previous outreach efforts, these projects were often referred to by the community as important investments for the corridor. While these projects are planned, designed, funded and constructed entirely by partner agencies, and are not part of the project, they have been included on pages in each station area for context. These projects further demonstrate the benefits of the Southwest Corridor Light Rail Project, to act as the backbone of high-capacity transit, leverage further investments and improve regional mobility.

Moving forward, the project will publish a final CDR in summer 2020. The final CDR will capture remaining mitigations identified in the FEIS and input received

during community engagement conducted in early 2020. Following the final CDR, the project will seek to secure 30 percent of local funding commitments through a potential funding measure in November 2020. These commitments are necessary to continue to advance toward a Full Funding Grant Agreement from the Federal Transportation Administration (FTA). The project anticipates starting construction in 2021, with the start of service in 2027.

The Southwest Corridor Light Rail Project is key to shaping the future of our region in line with Metro's 2040 Growth Concept. By working together, we can achieve a project that moves and connects people, provides transportation choices, maintains and creates equitable communities, preserves and restores the natural environment, and builds infrastructure for a sustainable future. The project partners look forward to ongoing collaboration with the many stakeholders in the region to realize the vision of this project.

