2021-2022 Unified Planning Work Program

Transportation planning in the Portland/Vancouver metropolitan area

Adopted May **20,** 2021

oregonmetro.gov

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

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions.

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

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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INTRODUCTION

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds (and regionally significant activities using local 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 the regional will accomplish during Fiscal Year 2021-2022 (from July 1, 2021 to June 30, 2022).

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 (and locally funded activities of regional significance) 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 local, 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. 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 Transportation Improvement Program (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 screening 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 screening 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 (RTFP)	Establishes transportation planning requirements for cities and counties in the Metro region that build upon state and federal requirements. Updated periodically, usually in tandem with an RTP update.
Metropolitan Transportation Improvement Program (MTIP)	Four-year program for transportation investments in the Metro region using federal transportation funds. Updated every three years and amended as required.
Unified Planning Work Program (UPWP)	Annual program of federally-funded transportation planning activities in the Metro region (including ODOT planning projects and locally led (and funded) projects of regional significance). Includes Metro's annual self-certification with federal planning requirements.

Organization of UPWP

The UPWP is organized into three sections: the UPWP Overview, 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 Regional 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 Metro conducts the region's planning process 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, 2021 through June 30, 2022. During the consultation, public review and adoption process for the 2020-21 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 2021-22 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 2021-2022, 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 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 is now in attainment with federal air quality regulations

STATUS OF METRO'S FEDERALLY REQUIRED PLANNING DOCUMENTS

Plan Name	Last Update	Next Update
Unified Planning Work Program (UPWP)	Adopted in May 2020	Scheduled for adoption in May 2021
Regional Transportation Plan (RTP)	Adopted in December 2018	Scheduled for adoption in December 2023
Metropolitan Transportation Improvement Program (MTIP)	Adopted in July 2020	Scheduled for adoption in July, 2023
Annual Listing of Obligated Projects Report	Completed at the end of each calendar year	Scheduled for December 31, 2021
Title VI/ Environmental Justice Plan	Updated in July 2017	Scheduled for July 2021

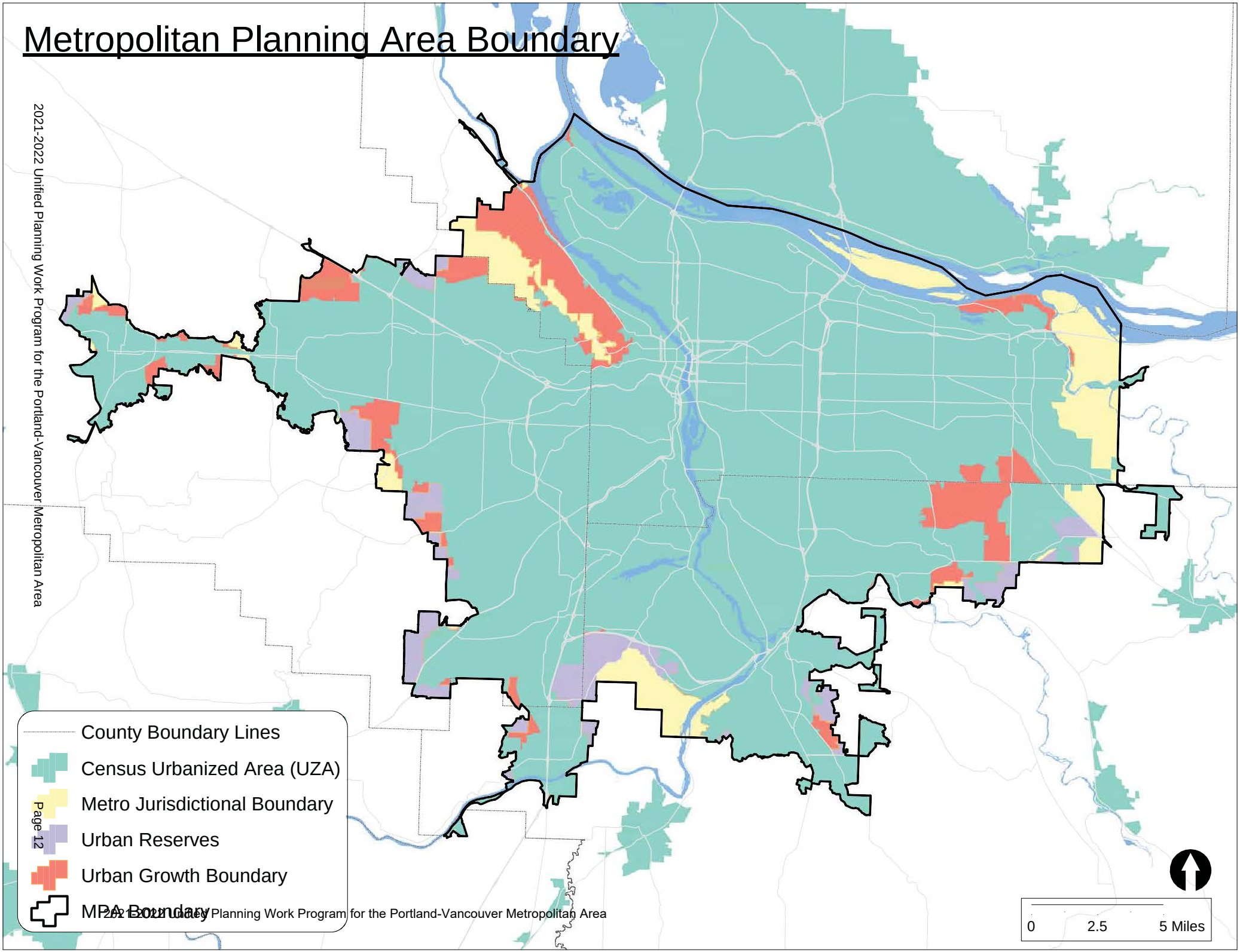
Public Participation Plan	Updated in January 2019	July 2022
ADA Self-Evaluation & Facilities Update Plan	Facilities Update Plan completed in July 2019	ADA Self-Evaluation of Programs underway, scheduled for completion by June 2021.

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: Metro Jurisdictional 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, and require joint action with the Metro Council on all MPO decisions. 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.

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 Transportation 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.
- The 2014 Regional Active Transportation Plan makes it easier to walk and ride a bike and access transit to work, school, parks and other destinations by updating and strengthening pedestrian and bicycle policies in the Regional Transportation Plan.
- The 2010 Transportation System Management & Operations Strategy has guided agencies in making coordinated investments in Portland region's transportation systems.

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

Metro's annual development of the UPWP and self-certification of compliance with federal transportation planning regulations are part of the core MPO function. The core MPO functions are contained within the MPO Management and Services section of the work program. Other MPO activities that fall under this work program are air quality compliance, quarterly reports for FHWA, FTA and other funding agencies, management of Metro's advisory committees, management of grants, contracts and agreements and development of the Metro budget. Quadrennial certification review took place in December 2020 and is covered under this work program.

GLOSSARY OF RESOURCE AND REQUIREMENT TERMS

- PL – Federal FHWA transportation planning funds allocated to Metropolitan Planning Organizations (MPOs).
- STBG– Federal Surface Transportation Block Grant (STBG) 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 Discretionary Grants – Discretionary grants from FTA, FHWA and ODOT.
- Metro Direct Contribution – Direct Metro support from Metro general fund or other sources.
- Match (Metro) – Local required match support from Metro general fund or other sources.
- Local Support – Funding support from local agencies including ODOT and TriMet.
- Interfund Transfers – Covers indirect costs, based on rates that Metro and ODOT negotiate annually.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2021-22 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	))))))	RESOLUTION NO. 21-5165 Introduced by Chief Operating Officer Marissa Madrigal with the concurrence of Council President Lynn Peterson

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) 2021-22; and

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

WHEREAS, the FY 2021-22 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 2021-22 UPWP is required to receive federal transportation planning funds; and

WHEREAS, The FY 2021-22 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 2021-22 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, TPAC recommended approval on April 2, 2021 of the FY 2021-22 UPWP and forwarded their recommended action to JPACT;

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

BE IT RESOLVED that:

1. The Metro Council adopts JPACT's May 20, 2021 recommendation to adopt the FY 2021-22 UPWP, attached hereto as Exhibit A.

2. The FY 2021-22 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 20st day of May 2021.

Lynn Peterson, Council President

Shirley Craddick

Shirley Craddick, Chair of JPACT

Approved as to Form:

Carrie MacLaren

Carrie MacLaren, Metro Attorney

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 requirements for MPOs. These include major mandates described elsewhere in this Unified Planning Work Program (UPWP), such as the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Plan (MTIP) that follow this section. In addition to these major mandates, Metro also provides a series of ongoing transportation planning services that complement federal requirements and support other transportation planning in the region. Core transportation planning activities include:

- Periodic amendments to the RTP
- Periodic updates to the regional growth forecast
- Periodic updates to the regional revenue forecasts
- Policy direction and support for regional corridor and investment area planning
- Ongoing transportation model updates and enhancements
- Policy support for regional mobility and Congestion Management Process (CMP) programs
- Compliance with federal performance measures

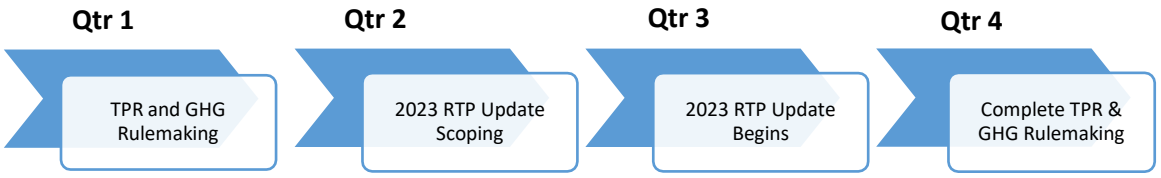
Metro also brings supplementary federal funds and regional funds to this program in order to provide general planning support to the following regional and state-oriented transportation planning efforts:

- Policy and technical planning support for the Metro Council
- Administration of Metro's regional framework and functional plans
- Ongoing compliance with Oregon's planning goals and greenhouse gas emission targets
- Policy and technical support for periodic Urban Growth Report updates
- Coordination with local government Transportation System Plan updates
- Engaging in the development of statewide transportation policy, planning and rulemaking
- Collaboration with Oregon's MPOs through the Oregon MPO Consortium (OMPOC)

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

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

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 674,283	PL	$ 890,692
Materials & Services	$ 42,500	PL Match (ODOT)	$ 101,944
Interfund Transfer	$ 393,137	5303	$ 105,239
		5303 Match (Metro)	$ 12,045
TOTAL	**$ 1,109,920**	**TOTAL**	**$ 1,109,920**

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 (GHG) emissions reduction goals.

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

Key FY 2020-21 deliverables and milestones included:

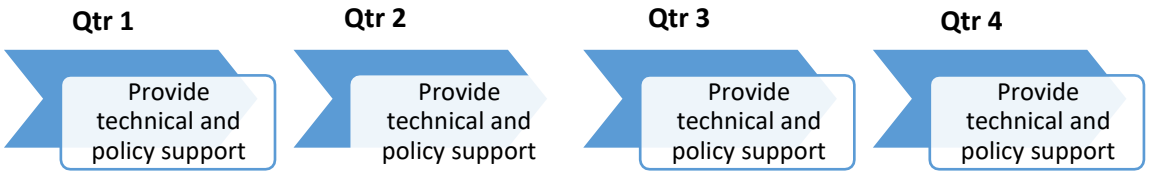
- Provided technical and policy support for Climate Smart implementation and monitoring at the local, regional and state level.
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to greenhouse gas emissions.

In FY 2021-22, program activities will include:

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

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

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 8,654	5303	$ 12,175
Interfund Transfer	$ 4,915	5303 Match (Metro)	$ 1,393
TOTAL	**$ 13,569**	**TOTAL**	**$ 13,569**

Regional Transportation Plan Update (2023)

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

Description

The Regional Transportation Plan (RTP) is a blueprint to guide local and regional planning and investments for all forms of travel – motor vehicle, transit, bicycle and walking – and the movement of goods and freight throughout the Portland metropolitan region. The RTP is maintained and updated regularly to ensure continued compliance with state and federal requirements and to address growth and changes in land use, demographics, financial, travel, technology and economic trends. The plan identifies current and future transportation needs and investments needed to meet those needs. The plan also identifies what funds the region expects to have available during a 20-year time horizon to build priority investments as well as maintain and operate the transportation system.

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

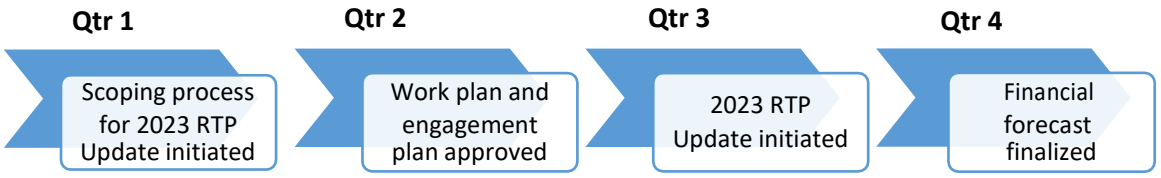
Federal regulations require an update to the RTP every five years. The last update to the plan was adopted in December 2018. The next update is due for completion by December 6, 2023, when the current plan expires. The 2023 RTP update will continue to use an outcomes-driven, performance-based planning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

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

Key FY 2020-21 deliverables and milestones included:

- Provide technical and policy support for 2018 RTP implementation at the local, regional and state level
- Initiate pre-scoping activities for the 2023 RTP update, including:
  - prepare regional data/models/tools and refine system evaluation measures and methods, as needed, to support evaluation process;
  - create inventory of information and recommendations from relevant local, regional and state planning efforts and policy updates completed since 2018 to inform development of the work plan and public engagement plan for the 2023 RTP update; and
  - begin update of financially constrained revenue forecast.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 381,091	PL	$ 65,028
Materials & Services	$ 10,000	PL Match (ODOT)	$ 7,443
Interfund Transfer	$ 214,605	5303	$ 478,464
		5303 Match (Metro)	$ 54,762
TOTAl	**$ 605,696**	**TOTAL**	**$ 605,696**

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 Regional Transportation Plan (RTP) identified to receive funding for implementation. It ensures that program of projects meet federal program requirements and informs the region on the expected performance of the package of projects relative to adopted performance goals.

The following types of projects are included in the MTIP:

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

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

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

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

federal guidelines, including consideration of the Congestion Management Process. Projects were evaluated and rated relative to their performance in implementing the RTP investment priority outcomes of Safety, Equity, Climate, and Congestion to inform their prioritization for funding.

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

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

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

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

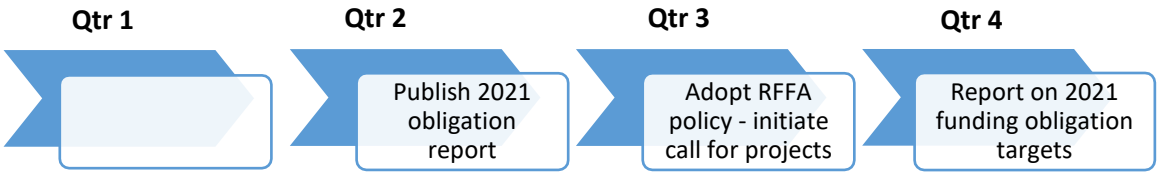
Report on FFY 2021 Funding Obligation Targets, Adjust Programming. Metro is monitoring and actively managing an obligation target for MPO allocated funds (STBG/TAP and CMAQ) each fiscal year. This is a cooperative effort with ODOT and the other Oregon TMA MPOs. If the region meets its obligation targets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

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

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

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

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 682,269	5303	$ 364,130
Materials & Services	$ 89,000	5303 Match (Metro)	$ 41,676
Interfund Transfer	$ 328,804	STBG	$ 502,211
		STBG Match (Metro)	$ 57,480
		Metro Direct Contribution	$ 134,576
TOTAL	**$ 1,100,073**	**TOTAL**	**$ 1,100,073**

Air Quality Program

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

Description

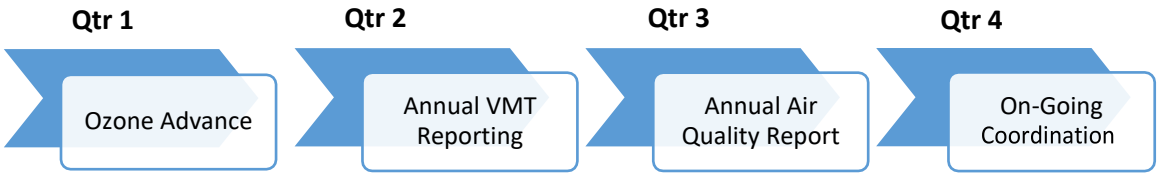
Metro's Air Quality Monitoring program ensures activities undertaken as part of the Metropolitan Planning Organization (MPO), such as the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP), carry out the commitments and rules set forth as part of the Portland Area State Implementation Plan (SIP) and state and federal regulations pertaining to air quality and air pollution. The implementation of the SIP is overseen by the Oregon Department of Environmental Quality (DEQ) and the Environmental Quality Commission (EQC). In addition, the program coordinates with other air quality initiatives in the Portland metropolitan area.

This is an ongoing program. Typical program activities include:

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

As part of Metro's on-going responsibilities to the State Implementation Plan (SIP), Metro continues to work closely with DEQ on monitoring the 2020 ozone national ambient air quality standard (NAAQS) update, the region's ozone pollution levels, and report on vehicle miles traveled. Additionally, Metro will participant in DEQ's Ozone Advance process starting towards the end of FY2020-2021 and throughout FY2021-2022 to develop and begin implementation of a number of regional strategies to proactively address increasing ozone pollution trends and work to keep the region in attainment status. Air quality monitoring and implementation activities are consistent 2018 RTP policy direction pertaining to reducing vehicle miles traveled to address congestion and climate change.

Key Project Deliverables / Milestones



FY 2021-21 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 15,912	5303	$ 23,193
Interfund Transfer	$ 9,936	5303 Match (Metro)	$ 2,655
TOTAL	**$ 25,848**	**TOTAL**	**$ 25,848**

Regional Transit Program

Staff Contact: Eliot Rose, eliot.rose@oregonmetro.gov

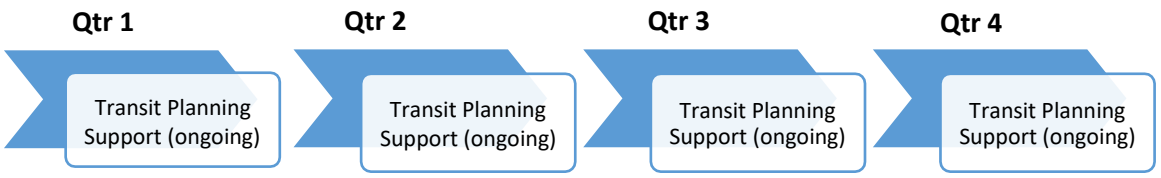
Description

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

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

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

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 33,239	5303	$ 48,700
Interfund Transfer	$ 21,036	5303 Match (Metro)	$ 5,574
TOTAL	**$ 54,274**	**TOTAL**	**$ 54,274**

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

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

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

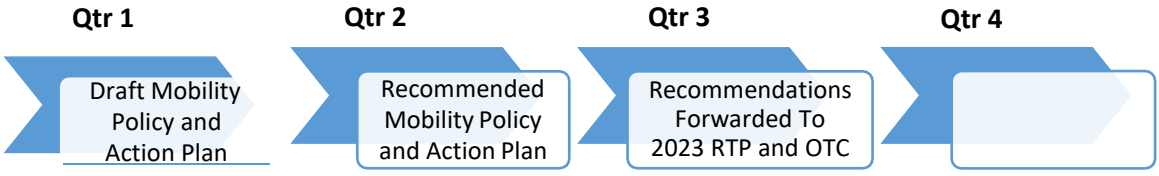
Key FY 2020-21 deliverables and milestones included:

- **Notice to Proceed:** The consultant team received the notice to proceed on July 15, 2020.
- **Project communications and engagement:** Metro maintained a project web page to share project information, including fact sheets, videos, technical reports, engagement reports and other key deliverables. Policymakers, practitioners and other stakeholders identified in the project engagement plan were provided opportunities to discuss findings from the research and provide input on:
    - what elements (desired outcomes) should be included in the updated urban mobility policy for the Portland region;
    - what evaluation criteria should be used to screen and evaluate potential measures;
    - what measures should be tested at the transportation system plan and plan amendment levels through case studies; and
    - case study analysis findings and recommendations for an updated urban mobility policy and action plan to implement the policy in the Portland region.

- **Research Documenting Examples of Current Approaches in the Portland Region.** The project team worked with individual cities and counties and county coordinating committees' technical advisory committees (TACs) to illustrate how the current mobility policy and v/c ratio measure have been applied in the Portland region. Examples covered a range of land use and transportation contexts, including state and regional transportation facilities (e.g., throughways[1] and state- and locally-owned arterials, including state and regional freight routes and enhanced transit corridors), industrial areas and intermodal facilities, mixed-use centers and corridors, and employment areas.
- **Research to Inform Potential Mobility Policy Elements and Related Mobility Performance Measures.** The project team reviewed existing state and regional policy documents and past stakeholder input from the 2018 Regional Transportation Plan update, development of the Get Moving 2020 funding measure and the Scoping Engagement Process for this effort. The research and subsequent stakeholder input were used to identify and select potential policy elements and measures to test through case studies.
- **Case Study Analysis and Findings:** The project team tested potential mobility policy elements and related mobility performance measures through transportation system plan and plan amendment case studies. The project team reported findings from the case study analysis and engaged policymakers, practitioners and other stakeholders in discussions that resulted in developing a draft urban mobility policy (and associated measures) for the Portland region and action plan to implement the policy.

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

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 190,163	5303	$ 275,272
Materials & Services	$ 7,031	5303 Match (Metro)	$ 31,506
Interfund Transfer	$ 109,584		
TOTAL	**$ 306,778**	**TOTAL**	**$ 306,778**

[1] Throughways are designated in the 2018 RTP Street Design System and generally correspond to Expressways designated in the OHP.

Regional Freight Program

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

General Freight Program Description

The Regional Freight Program manages updates to and implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and supporting Regional Freight Strategy. The program provides guidance to jurisdictions in planning for freight movement on the regional transportation system. The program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to freight-related needs and issues across the region. Ongoing freight data collection, analysis, education, and stakeholder coordination are also key elements of Metro's freight planning program.

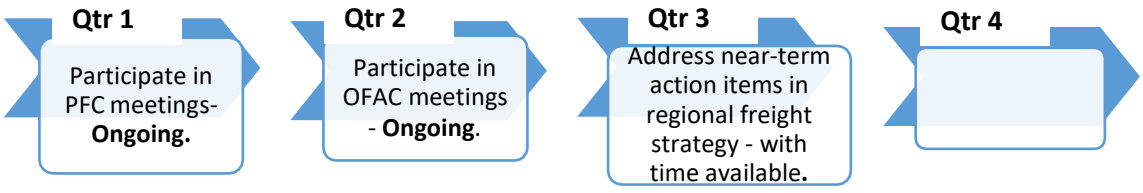
Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are 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 2020-21:

- 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 2021-22.
- Completed reviews and ongoing work to adjust the Regional Freight Model to be better calibrated and reflect new information on the movement of commodities.
- Developed a final 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 2021-22 FY, near-term action items within the regional freight action plan will be addressed. The following project deliverables and milestone are either ongoing or will be addressed as time becomes available:



Regional Freight Delay and Commodities Movement Description

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

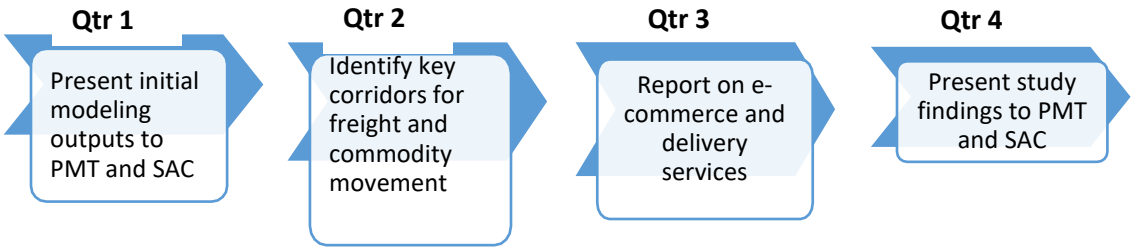
The purpose of the Regional Freight Delay and Commodities Movement Study will be to evaluate the level and value of commodity movement on the regional freight network within each of the mobility corridors identified in the Regional Transportation Plan's Mobility Corridor Atlas. The study will use Metro's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

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

Work to be completed in Fiscal Year 2021-2022

- Finalize the Request For Proposal (RFP) for the Regional Freight Delay and Commodities Movement Study.
- Select a contractor/consultant team to work on the Regional Freight Delay and Commodities Movement Study.
- Select, establish and support the participants in the Stakeholder Advisory Committee (SAC).
- Establish a project management team with partner agencies to manage to Regional Freight Delay and Commodities Study.
- Develop a policy framework for the Regional Freight Strategy.

Key Project Deliverables / Milestones



General Freight Program Budget
FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 101,474	STBG	**$** 142,980
Interfund Transfer	**$** 57,872	STBG Match (Metro)	**$** 16,366
TOTAL	**$ 159,346**	**TOTAL**	**$ 159,346**

Regional Freight Delay and Commodities Movement Study Budget

FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
		STBG	**$** 200,000
Materials & Services	**$** 222,891	STBG Match (Metro)	**$** 22,891
TOTAL	**$ 222,891**	**TOTAL**	**$ 222,891**

Complete Streets Program

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

Description

Metro's Complete Streets program includes activities related to street design, safety and active transportation. Program activities include sharing best practices and resources, providing technical assistance, developing policies and plans, and monitoring progress towards goals and targets.

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

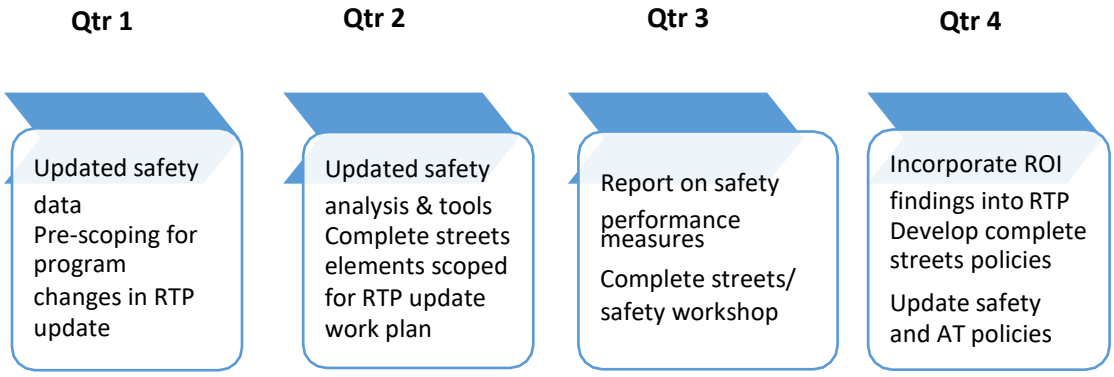
FY 2020-21, street design related activities included:

- scoping the work plan for developing new complete streets and green infrastructure policies for the update of the RTP in 2023
- providing internal and external street and trail design technical assistance on transportation projects and plans using the new regional Designing Livable Streets and Trails Guide
- hosting a workshop to share best practices and data to support natural resources in transportation planning and project development.
- collaborating with Portland State University to complete a Return on Investment (ROI) analysis for active transportation in the region to provide research to support policy discussion for the Regional Flexible Funding Allocations; and
- scoping updates to the data and polices related to walking, bicycling and accessing transit in the 2023 RTP update.

In FY 2021-22, the program will deliver:

- focus on continued implementation through technical and policy support
- training and workshops on street design and safety
- technical support on MPO-funded projects and programs
- safety reporting and development of street design and safety elements of an update to the Regional Transportation Plan scheduled to begin in late 2021.

2021-22 Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 60,038	5303	$ 86,213
Materials & Services	$ 2,000	5303 Match (Metro)	$ 9,867
Interfund Transfer	$ 34,043		
TOTAL	**$ 96,081**	**TOTAL**	**$ 96,081**

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

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

Description

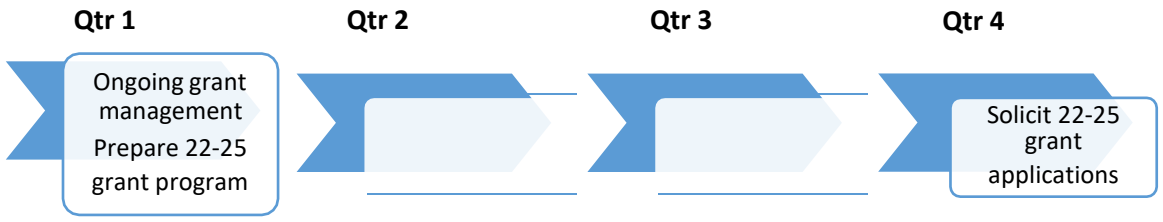
The Regional Travel Options (RTO) Program implements Regional Transportation Plan (RTP) policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces greenhouse gas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

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

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

During FY 2021-22, staff will continue to manage existing grants which will expire by the end of FY 2022. Work will also be done to develop and implement a selection process for the 2022-25 grant program. The 2022-25 grant program will be updated to ensure the grants are advancing regional goals for equity, climate, congestion and safety. This will be done using data and lessons learned from the program evaluation as well as other sources of data and community input.

Key Project Deliverables / Milestones



FY 2021-2022 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 676,146	FTA Grant	**$** 3,458,394
Materials & Services	**$** 2,772,900	FTA Grant Match (Metro)	**$** 172,642
Interfund Transfer	**$** 403,182	ODOT/FHWA Grant	$ 198,475
		ODOT/FHWA Grant Match (Metro)	$ 22,716
TOTAL	**$ 3,852,228**	**TOTAL**	**$ 3,852,228**

Transportation System Management and Operations – Regional Mobility Program

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

Description

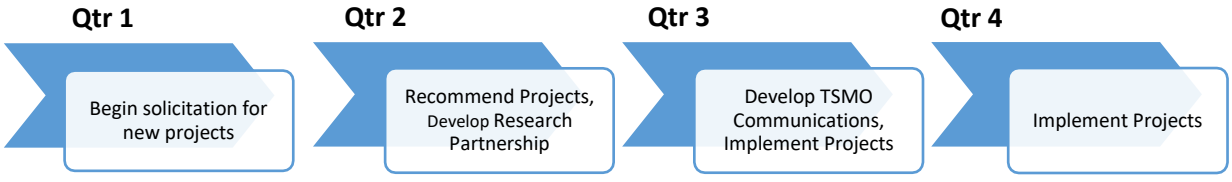
The Regional Transportation System Management and Operations Regional Mobility (TSMO) Program provides a demand and system management response to issues of congestion, reliability, safety and more. The program works to optimize infrastructure investments, promote travel options in real-time, reduce greenhouse gas emissions and increase safety. The TSMO Program incorporates racial equity policy throughout its work. The TSMO Program involves local and state agencies in developing increasingly sophisticated ways to operate the transportation system. Operators include ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland and City of Gresham along with many other city partners, Port of Portland, Portland State University and Southwest Washington State partners.

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

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

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

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 153,875	STBG	**$** 221,312
Materials & Services	**$** 3,500	STBG Match (Metro)	**$** 25,330
Interfund Transfer	**$** 89,267		
TOTAL	**$ 246,642**	**TOTAL**	**$ 246,642**

Transportation System Management and Operations – 2021 TSMO Strategy Update

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

Description

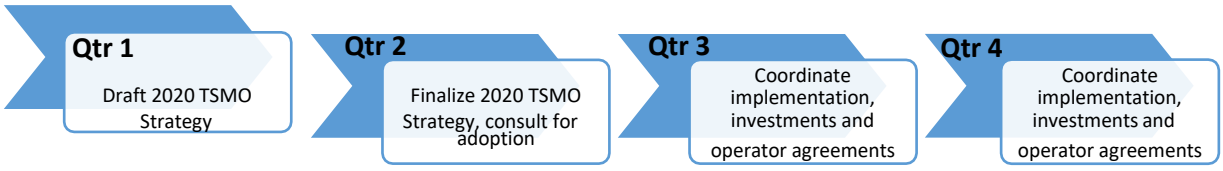
The 2021 TSMO Strategy encompasses regional planning work that will provide an update to the current strategy. The current strategy is titled 2010-2020 TSMO Plan. The update continues from FY2020-21 and is primarily focused on 2018 RTP Goal 4, Reliability and Efficiency, utilizing demand and system management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

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

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

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

Key Project Deliverables / Milestones



FY 2021-22 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 2020-2021, the program, in partnership with TriMet and local partners, initiated designs and implementation for several ETC candidate locations. The ETC program identified locations region-wide for ETC pilots after a series of workshops and engagement of TPAC and JPACT. The City of Portland project were the first to be implemented: projects on NW Everett Street, SW Madison Street, NW Cornell Road at NW 185th Avenue, the Burnside Bridge, NE/SE Martin Luther King Boulevard, and NE/SE Grand Avenue were completed. Several of these projects include the application of red paint—the region's first such treatment after the Federal Highways Administration (FHWA) approved the Portland Bureau of Transportation (PBOT) request to experiment with red-colored pavement to indicate transit-only lanes. Several more projects are in early phases of planning and design in coordination with jurisdictional partners.

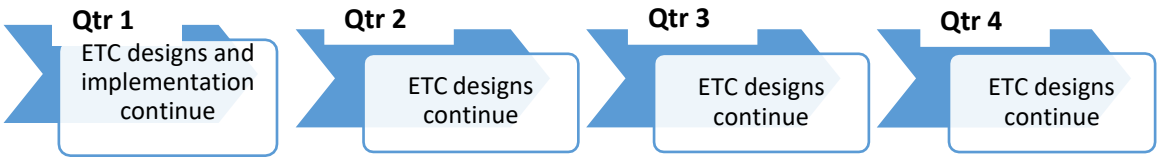
ETC program and design work will continue in FY 2021-22. In FY 2021-22 the ETC program will accomplish:
Milestones/deliverables for this reporting period (July 2020 – December 2020):

- Designs for Burnside Bridge/ East Burnside submitted to PBOT for review
- Designs for SE Hawthorne/SE Madison submitted to PBOT for review, comments being addressed
- Completed designs for MLK/Grand
- Completed designs in support of Get Moving 2020
- Implementation of Red Paint projects to indicate bus/streetcar only lanes in several locations, including MLK/Grand Boulevards

Milestones/deliverables for the next reporting period (January 2021 – June 2021):

- Initiate design for transit improvements along NE Couch Street between Sandy Boulevard and NE MLK Boulevard to benefit bus Lines 12, 19, and 20. Advance design to at least 15%.
- Initiate design for transit improvements along SW Alder Street from SW 19th and Burnside to the Morrison Bridge to accommodate the future routing of Lines 15 and 51. Advance design to at least 15%
- Implementation by PBOT of Hawthorne and E Burnside projects

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 90,759	Metro Direct Contribution	**$** 115,759
Materials & Services	**$** 25,000		
TOTAL	**$ 115,759**	**TOTAL**	**$ 115,759**

Economic Value Atlas (EVA) Implementation

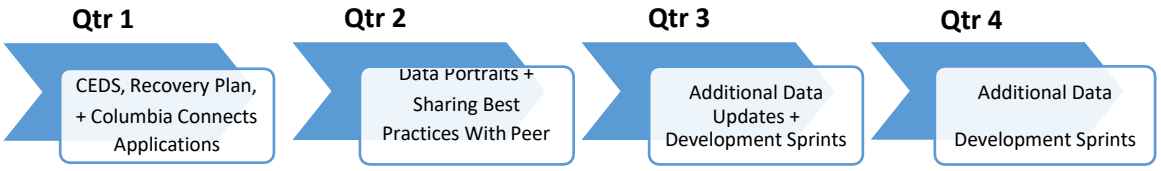
Staff Contact: Jeff Raker, jeffrey.raker@oregonmetro.gov

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

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

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 199,222	Metro Direct Contribution	$ 287,222
Materials & Services	$ 88,000		
TOTAL	**$ 287,222**	**TOTAL**	**$ 287,222**

Regional Corridor/Area Planning

Corridor Refinement and Project Development (Investment Areas)

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

Description

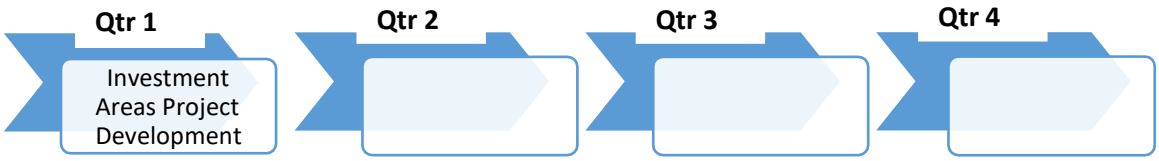
Metro's Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, Transit 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 2020-21, Investment Areas staff have supported partner work on TV Highway, Enhanced Transit Concepts, the McLoughlin Corridor, Columbia Connects, additional support for the Southwest Corridor Light Rail Project and the Equitable Development Strategy, Max Redline Enhancements, the Max Tunnel Study, Highway 26/Westside Transportation Alternatives, mobility and transit capacity improvements across the region.

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

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 323,230	STBG	$ 12,175
Materials & Services	$ 12,500	STBG Match (Metro)	$ 1,393
Interfund Transfer	$ 5,258	Metro Direct Contribution	$ 327,420
TOTAL	**340,988**	**TOTAL**	**$ 340,988**

Southwest Corridor Transit Project

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

Description

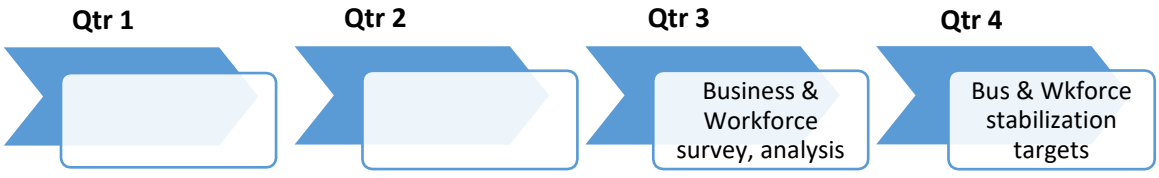
The Southwest Corridor Transit Project extends the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. The project is 11 miles long and includes 13 stations, new connections to regional destinations, and major enhancements to public roadway, sidewalk, bike, and transit and storm water infrastructure. Program activities include environmental review, collaborative project design, coordination on land use planning, and development of an equitable development strategy to protect and enhance housing options and jobs for all households.

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

In FY 2020-21, the project released a final draft conceptual design report and completed a Final Environmental Impact Statement, and acquired a Record of Decision from the Federal Transit Administration. The project paused further engineering and funding efforts.

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

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 99,082	FTA Grant	$ 343,048
Materials & Services	$ 262,500	FTA Grant Match (Metro)	$ 39,263
Interfund Transfer	$ 35,113	TriMet Grant	$ 14,384
TOTAL	**396,695**	**TOTAL**	**$ 396,695**

Columbia Connects

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

Description

Columbia Connects is a regional collaboration between Oregon and Washington planning partners working together to unlock the potential for equitable development and programs that are made more difficult by infrastructure barriers, and state and jurisdictional separation.

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

In FY 2020-21 the Columbia Connects project:

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

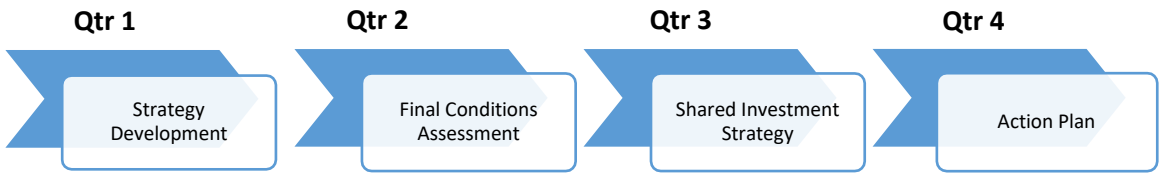
The Columbia Connects project is consistent with the Regional Transportation Plan (RTP) 2018 goals and Metro's 2040 Vision which supports a healthy economy that generates jobs and business opportunities, safe and stable neighborhoods, improved transportation connections for equity, efficient use of land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

Key Project 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
- a strategy and action plan to implement policy commitments, projects, and programs to realize the community's vision for the bi-state region

Columbia Connects will develop a shared strategy to 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 partner agreements and commitments for implementation and ongoing coordination on resource acquisition.



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 153,239	STBG	**$** 232,273
Materials & Services	**$** 15,000	STBG Match (Metro)	**$** 26,585
Interfund Transfer	**$** 90,618		
TOTAL	**$ 258,857**	**TOTAL**	**$ 258,857**

MAX Tunnel Study

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

Description

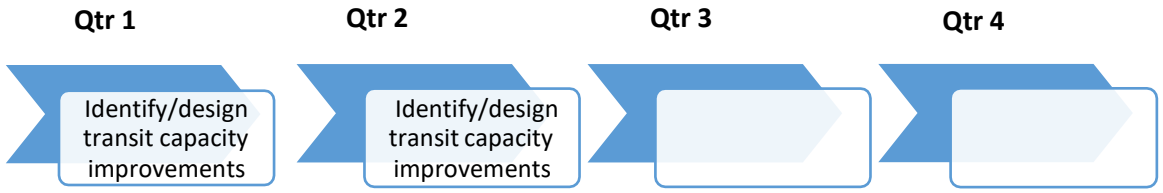
Metro's MAX Tunnel Study (formerly the Central City Transit Capacity Analysis) is a preliminary study that expands upon previous TriMet work to identify a long-term solution to current reliability problems and future capacity constraints caused by the Steel Bridge. The purpose of the MAX Tunnel study 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 to determine the resources needed to advance the project through NEPA.

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

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

In the subsequent phase, initiated in January 2021, the study's focus was broadened to assess other transit service and infrastructure improvements to address Central City transit capacity. In collaboration with the Enhanced Transit Concepts program, this program will identify, evaluate, and design transit priority and access treatments that improve capacity.

Key Project Deliverables / Milestone



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Materials & Services	$ 40,000	Metro Direct Contribution	$ 40,000
TOTAL	**$ 40,000**	**TOTAL**	**$ 40,000**

City of Portland Transit and Equitable Development Assessment

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

Description

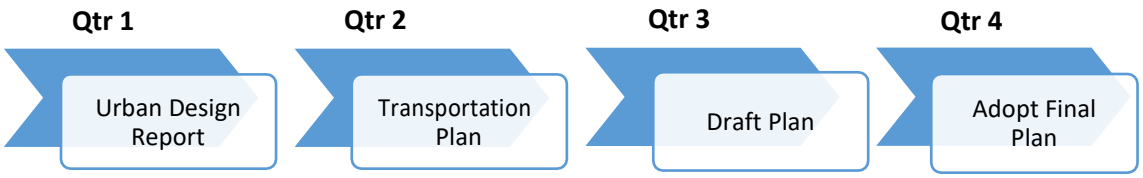
The project seeks to create an equitable development plan for two future transit-oriented districts – one in NW Portland and one in Inner East Portland. This project is intended to complement potential transit improvements to better connect Montgomery Park with the Hollywood District. The project will 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 how consider how such opportunities could support the City's racial equity, climate justice, employment and housing goals, and the 2035 Comprehensive Plan.

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

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

This is an ongoing program.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:			**Resources:**		
Personnel Services	$	59,821	FTA Grant	$	182,776
Materials & Services	$	110,000	FTA Grant Match (Metro)	$	20,920
Interfund Transfer	$	33,875			
TOTAL		**203,696**	**TOTAL**	$	**203,696**

Tualatin Valley Highway Transit and Development Project

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

Description

The Tualatin Valley (TV) Highway transit and development project creates a collaborative process with the surrounding communities and relevant jurisdictions to prioritize transportation projects, building on recent work undertaken by Washington County.

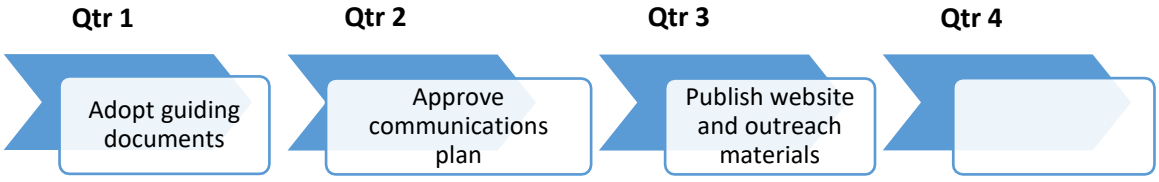
This is a new program commencing in the second half of fiscal year 2020-21. The project's first major task in fiscal year 2020-21 was to establish a steering committee that includes elected officials and community-based organizations (CBOs) that represent communities of color and other marginalized communities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

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

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

This project supports the 2018 Regional Transportation Plan policy guidance on equity, safety, climate and congestion. Typical project activities include coordinating and facilitating the project steering committee, jurisdictional partner staff meetings, and the community engagement program; developing the equitable development strategy; and undertaking design work and analysis related to the locally preferred transit project.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 423,719	FTA Grant	**$** 434,727
Materials & Services	**$** 392,967	FTA Grant Match (Metro)	**$** 49,756
Interfund Transfer	**$** 31,803	STBG	**$** 326,622
		STBG Match (Metro)	**$** 37,383
TOTAL	**$ 848,489**	**TOTAL**	**$ 848,489**

TriMet Red Line MAX Extension Transit-Oriented Development (TOD) & Station Area Planning

Staff Contact: Jeff Owen, owenj@trimet.org

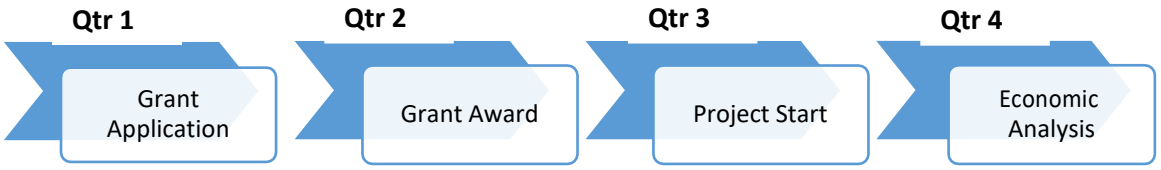
Description

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

The project area is defined as all areas within ¾ of a mile of the MAX alignment east of NE 47th Avenue in Multnomah County and west of SW Murray and east of NE 28th Avenue in Washington County. Focus areas will also be established at the following stations: Parkrose / Sumner Transit Center; Gateway / NE 99th Transit Center; NE 82nd; NE 60th; Millikan Way; Beaverton Creek; Elmonica/SW 170th; Willow Creek/ SW 185th Transit Center; Fair Complex/ Hillsboro Airport. Station areas within the project area that are not focus areas will be included in broader economic and market analysis. Stabilization and economic opportunity development strategies will also be applied to these station areas.

Key Project Deliverables / Milestones

After project initiation in Q2/Q3 and during the remainder of FY 2020-21, this project plans to complete an economic analysis at focus station areas across the east and west corridor segments; a business stabilization and development taskforce; and begin a resident stabilization and housing growth taskforce. The project will then carry into the following fiscal year.



FY 2021-2022 Cost and Funding Sources

Requirements:		**Resources:**	
Personal Services	$ 30,000	Federal grant	$ 219,213
Materials & Services	$ 298,820	Local Match	$ 109,607
TOTAL	**$ 328,820**	**TOTAL**	**$ 328,820**

Westside Corridor Multimodal Improvements Study

Staff Contact:
ODOT: Mandy Putney, Mandy.putney@ODOT.state.or.us
Metro: Matt Bihn, matt.bihn@oregonmetro.gov

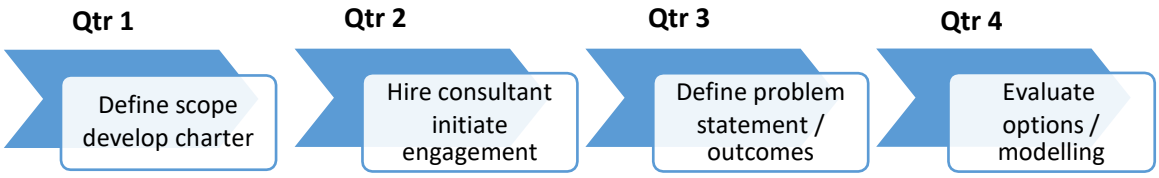
Disclaimer: This is a new planning effort ODOT is considering for fiscal year 2021-22. Due to the timing of the Agency's budget development and approval it is subject to change.

Description

This corridor is generally defined by US 26 (Sunset Highway), which extends from the Oregon Coast through the Vista Ridge Tunnel where it intersects with the I-405 loop accessing I-5, and I-84. The 2018 Regional Transportation Plan (RTP) includes this project as 8.2.4.6 Hillsboro to Portland (Mobility Corridors 13, 14 and 16).

The study will identify the multimodal (aviation, transit, freight, auto, etc.) needs, challenges and opportunities in the corridor. Options will be evaluated for their potential to address existing deficiencies and support future growth in freight, commuters, and commercial traffic between Hillsboro's Silicon Forest, Northern Washington County's agricultural freight, and the Portland Central City, the international freight distribution hub of I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport. Commute trip reduction opportunities and assumptions about remote workforce will be included. The West Side Corridor Study will evaluate multimodal improvements in support of regional and statewide goals, specifically including climate. Study will begin in the first quarter of FY 2021 and conclude in the second quarter of FY 2022.

Key Project Deliverables / Milestones



FY 2021-21 Cost and Funding Sources

Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021

Requirements:		**Resources:**	
Personal Services	$ 250,000	Federal grant	$ 863,636
Materials & Services	$ 750,000	Local Match	$ 136,364
TOTAl	**$ 1,000,000**	**TOTAL**	**$ 1,000,000**

Regional 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 responsibility as a federally-designated MPO. These planning responsibilities include:

- creation and administration of the annual Unified Planning Work Program (UPWP)
- periodic amendments to the UPWP
- procurement of services
- contract administration
- federal grants administration
- federal reporting
- annual self-certification for meeting federal MPO planning requirements
- periodic on-site certification reviews with federal agencies
- public participation in support of MPO activities
- convening and ongoing support for MPO advisory committees
- public engagement

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

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

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

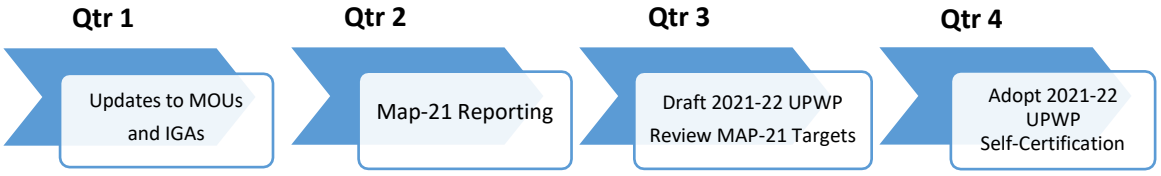
Metro also maintains the following required intergovernmental agreements (IGAs) and memorandums of understanding (MOUs) with local partners and jurisdictions on general planning coordination and special planning projects:

- ODOT/Metro Local Agency Master Certification IGA and Quality Program Plan (effective through June 30, 2021)
- 4-Way Planning IGA with ODOT, TriMet and SMART *(*effective through June 19, 2021*)*
- 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 discussed in Chapter 2 of the 2018 RTP.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 290,610	5303	$ 421,861
Materials & Services	$ 19,000	5303 Match (Metro)	$ 48,284
Interfund Transfer	$ 160,535		
TOTAL	**$ 470,145**	**TOTAL**	**$ 470,145**

Civil Rights and Environmental Justice

Staff Contact: Eryn Kehe, eryn.kehe@oregonmetro.gov

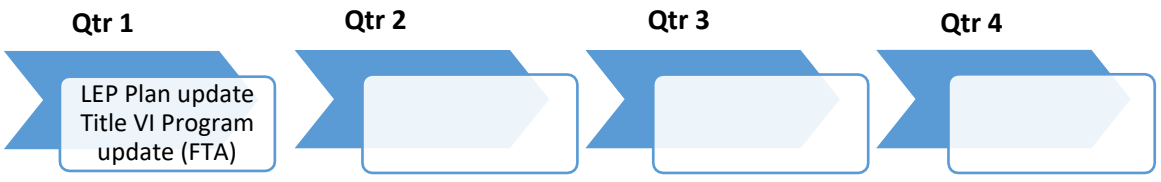
Description

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

The Civil Rights and Environmental Justice program works to continuously improve practices to identify, engage and improve equitable outcomes for historically marginalized communities, particularly communities of color and people with low income, and develops and maintains processes to ensure that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color, national origin, sex, age or disability.

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

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 61,467	5303	**$** 88,146
Interfund Transfer	**$** 36,768	5303 Match (Metro)	**$** 10,089
TOTAL	**$ 98,235**	**TOTAL**	**$ 98,235**

Public Engagement

Staff Contact: Eryn Kehe, eryn.kehe@oregonmetro.gov

Description

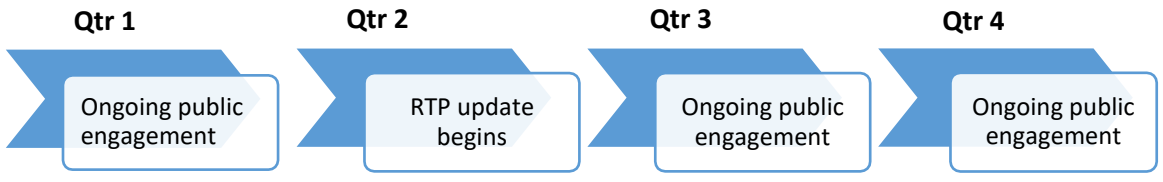
Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials, and integrate, address and respond to the ideas and concerns raised by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

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

Metro's Public Engagement Guide

Be Involved in transportation planning: a guide to being involved in a building a better system for getting around greater Portland

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

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

Data Management and Visualization

Staff Contact: Steve Erickson, steve.erickson@oregonmetro.gov

Description

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

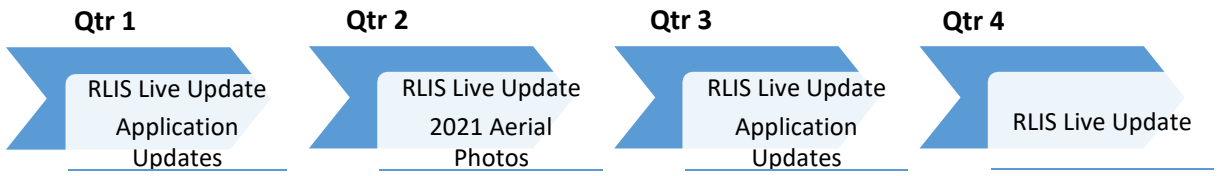
The Research Center's work in FY 2021-22 will span all of these disciplines. In the fields of data management and analytics, the Research Center will provide technical expertise and data visualization products for Regional Transportation Planning, including work on the Mobility Policy Update, Metropolitan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

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

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

For additional information about the Research Center's Data Management and Visualization projects, email steve.erickson@oregonmetro.gov or call (503) 797-1595.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 1,013,546	PL	$ 720,939
Materials & Services	$ 59,560	PL Match (ODOT)	$ 82,515
Interfund Transfer	$ 273,876	Metro Direct Contribution	$ 543,528
TOTAL	**$ 1,346,982**	**TOTAL**	**$ 1,346,982**

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 abovementioned forecasts.

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

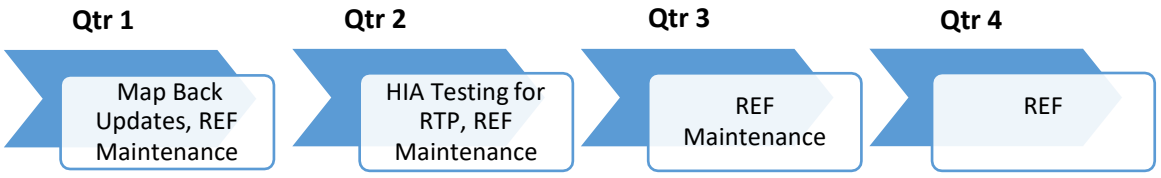
The resources devoted to the development and maintenance of the Metro's core forecast toolkits are critical to Metro's jurisdictional and agency partners. Local jurisdictions across the region rely on the forecast products to inform their comprehensive plan and system plan updates. Because the modeling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

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 2020 – June 2021):

- Land Development Monitoring System (Maintenance)
- Census 2020 (Support)
- Regional Economic Forecast (REF--Maintenance)
- Population Synthesizer (Implemented)
- Distributed Forecast (Adopted)
- TAZ-Level Travel Model Inputs (HIA Development)
- Map Back Tool (Updates/Maintenance)
- Housing and Transportation Cost Calculator (Prototype)
- Land Use Model Scoping (Complete)

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 196,435	PL	$ 163,434
Materials & Services	$ 76,300	PL Match (ODOT)	$ 18,706
Interfund Transfer	$ 104,881	ODOT Support Funds	$ 76,885
		Metro Direct Contribution	$ 118,591
TOTAL	**$ 377,616**	**TOTAL**	**$ 377,616**

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 Scenario Planning Tool

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

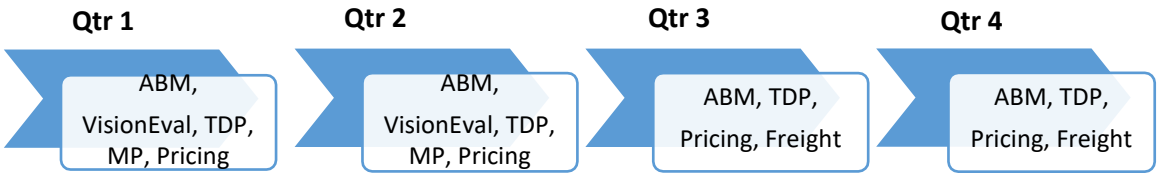
A listing of recent project work completed under the Travel Forecast Maintenance, Development, and Application Program is shown below.

Work to be completed (July 201 – June 2022):

- ODOT I-5/I-205 Tolling (Development, Application, and Analytics)
- Regional Congestion Pricing (Application, and Analytics)
- Mobility Policy Update (Application, and Analytics)
- VisionEval (Regional Prototype Development)
- Regional Freight Delay and Commodities Movement Study (Calibration/Validation)
- Multi-Criterion Evaluation Tool (Development, Application, and Analytics)
- Replica Data Product Pilot Project (Evaluation Completed)
- Transportation Data Program (Implementation)
- CT-RAMP Activity-based Travel Demand Model (Prototype Developed)
- Quick Launch Regional Dynamic Traffic Assignment (Prototype Testing)
- Housing and Transportation Cost Calculator (Prototype Developed)

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

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 968,813	PL	$ 786,277
Materials & Services	$ 81,086	PL Match (ODOT)	$ 89,993
Interfund Transfer	$ 426,277	ODOT Support Funds	$ 148,115
		TriMet Support Funds	$ 245,000
		Metro Direct Contribution	$ $206,791
TOTAl	**$ 1,476,176**	**TOTAL**	**$ 1,476,176**

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

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

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

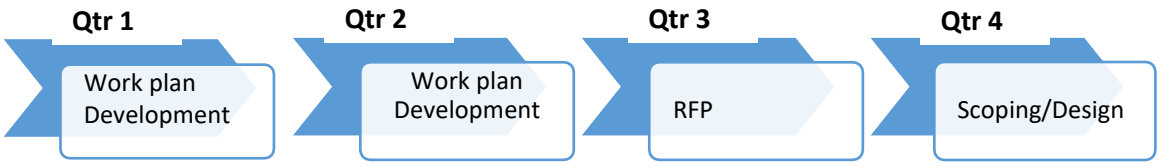
- Phase I – Scoping
- Phase II – Survey Design
- Phase III – Survey Implementation (Planned for Fall of 2022, FY 2022-2023)

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

Work completed (July 2020 – June 2021):

- Work plan development
- RFP development/release
- Contractor evaluation and selection
- Procurement and contracting
- Scoping/design phases initiated

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 92,072	PL	**$** 82,616
		PL Match (ODOT)	**$** $9,456
TOTAL	**$ 92,072**	**TOTAL**	**$ 92,072**

Technical Assistance Program

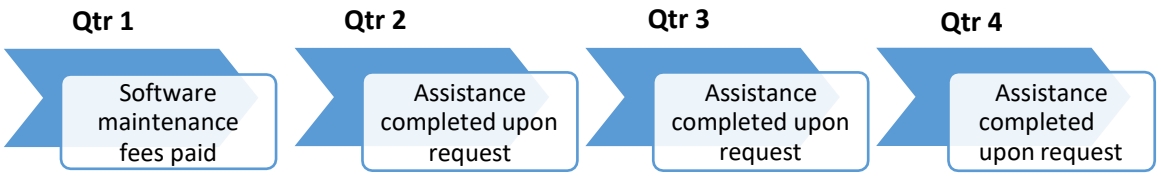
Staff Contact: Chris Johnson, chris.johnson@oregonmetro.gov

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 partner jurisdictions. Clients of this program include regional cities and counties, TriMet, the Oregon Department of Transportation, the Port of Portland, private sector businesses and the general public.

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

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	$ 50,120	STBG	$ 94,646
Materials & Services	$ 30,948	STBG Match (Metro)	$ 10,833
Interfund Transfer	$ 24,411		
TOTAL	**105,479**	**TOTAL**	**$ 105,479**

Intergovernmental Agreement Fund Management

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

Description

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

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

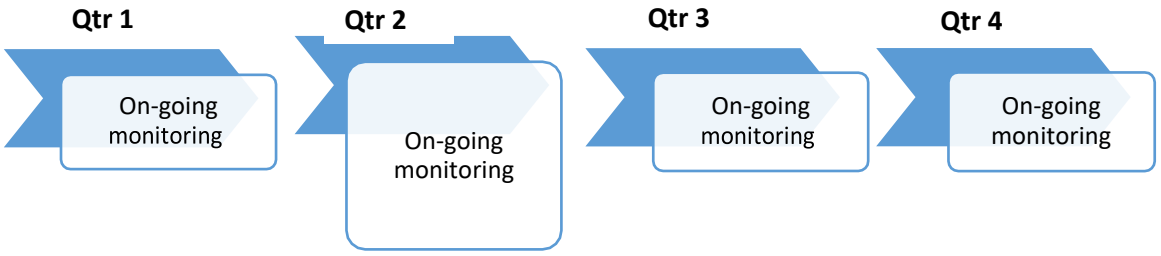
This is an ongoing program until the final project IGA is completed. Typical program activities include:

- Monitor project delivery for 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 IGAs with local jurisdictions
  - Negotiate terms and deliverables
    - Outline reimbursement process and limitations, change management process
    - Outline grantee and grant manager expectations
- Oversee the fund balances of the local funds
  - Ensure scheduled changes line up with anticipated expenditure of funds
- Ensures MTIP or UPWP amendments are undertaken to facilitate funds between the IGA parties and the delivery of those projects identified in the IGAs
- Document the process of administering the funds

In FY 2020-21, Metro continued with program management and monitoring activities. In total, Metro currently manages 22 jurisdiction-led projects and four Metro-led projects through the IGA Fund Management program. Two additional IGAs are anticipated to be signed before the end of FY 2020-

21, but will be managed throughout FY2021-22. Four projects have been completed as of early November 2020.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personnel Services	**$** 31,825	Metro Direct	**$** 51,696
Interfund Transfer	**$** 19,871	Contribution	
TOTAL	**$ 51,696**	**TOTAL**	**$ 51,696**

State Transportation Planning of Regional Significance

ODOT Development Review

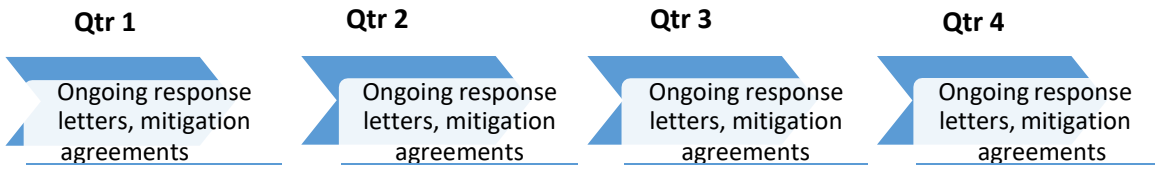
Staff Contact: Jon Makler, jon.makler@odot.state.or.us

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, ODOT Region 1 staff review more than 2,000 land use actions, with approximately 150 written responses and 100 mitigation agreements. In FY 2020-21, Region 1 staff reviewed just roughly 1,940 land use actions, with approximately 210 written responses and 200 mitigation agreements.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.

Requirements:		**Resources:**	
Personal Services	$ 287,500	Federal grant	$ 248,295
Materials & Services	$ 0	Local Match	$ 39,205
TOTAL	**$ 287,500**	**TOTAL**	**$ 287,500**

ODOT – Transportation and Growth Management

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

Description

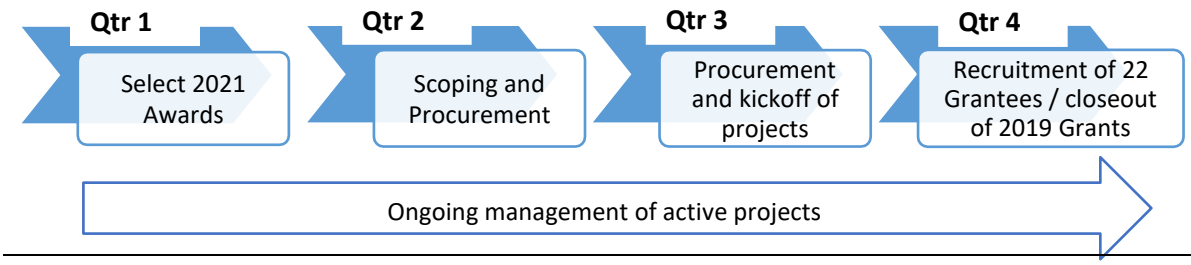
The Transportation and Growth Management (TGM) program is a partnership of the Oregon Department of Land Conservation and Development (DLCD) and Oregon Department of Transportation (ODOT). The program helps governments across Oregon with skills and resources to plan long-term, sustainable growth in their 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 accessible transportation
3. Support economic vitality and growth 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 $600 - $900 Thousand annually to cities, counties and special districts within Hood River and Multnomah counties plus the urban portions of Clackamas and Washington County. Grants typically range from $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 2021-22 Cost and Funding Sources

Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.

Requirements: (Est.)		**Resources:**	
Personal Services	**$** 200,000	Federal grant	**$** 604,545
Materials & Services	**$** 500,000	Local Match	**$** 95,455
TOTAL	**$ 700,000**	**TOTAL**	**$ 700,000**

ODOT Region 1 Active Transportation Strategy

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

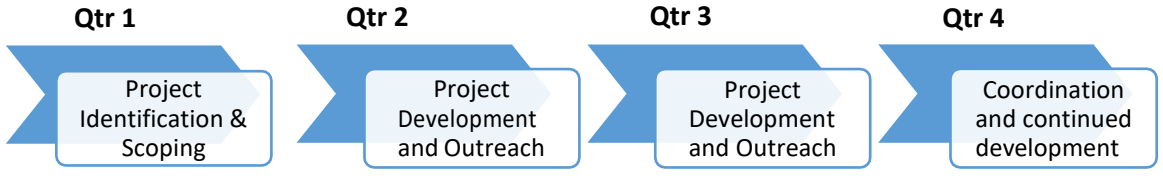
Description

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

Education and outreach efforts in coordination with ODOT Region 1 Planning & Development, ODOT Office of Civil Rights, ODOT's Ped Bike Program, ODOT Traffic Safety and Safe Routes to School, will engage partner agencies and community members in identifying needs and solutions sooner in the planning and project delivery timeline.

The Oregon Transportation Plan sets 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 2021-22 Cost and Funding Sources

Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.

Requirements:		**Resources:**	
Personal Services	$ 150,000	Federal grant	$ 150,000
Materials & Services	$	Local Match	$
TOTAL	**$ 150,000**	**TOTAL**	**$ 150,000**

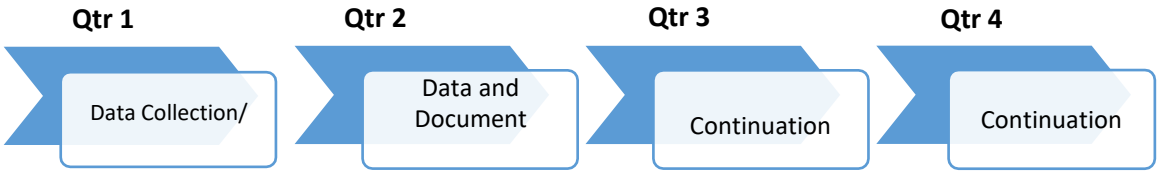
ODOT- Region 1 Transportation Data, Tools and Reports

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

Description

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

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Disclaimer: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.

Requirements:			**Resources:**		
Personal Services	$	137,500	Federal grant	$	200,000
Materials & Services	$	62,500	Local Match	$	
TOTAL		**200,000**	**TOTAL**	$	**200,000**

ODOT Region 1 Planning for Operations

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

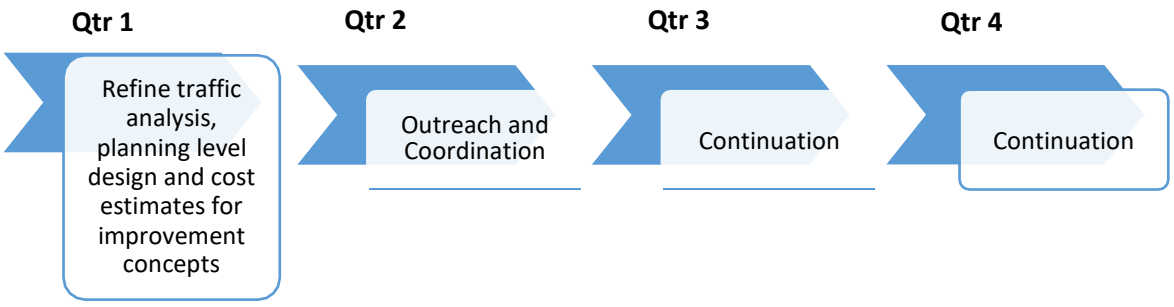
Description

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 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 2021-22 work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts, as well as associated outreach and communications. Please contact ODOT staff listed above to learn more detail.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

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Requirements:		**Resources:**	
Personal Services	**$** 135,180	Federal grant	**$** 410,048
Materials & Services	**$** 300,000	State Match	**$** 24,132
TOTAL	**$ 435,180**	**TOTAL**	**$ 435,180**

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

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

Description

The ODOT Toll Program is advancing 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 Toll Program is part of the Statewide Transportation Improvement Program and includes two planning projects: Interstate 205 in Clackamas County (OR213 to Stafford Road) and a separate Comprehensive Congestion Management and Mobility tolling study considering the full corridor length of Interstate 5 in the Portland metro area plus on I-205 extending to the north from OR213 to the Glenn Jackson Bridge and to the south from Stafford Road to I-5. The planning/environmental analysis phase is expected to continue into 2023 for these toll projects.

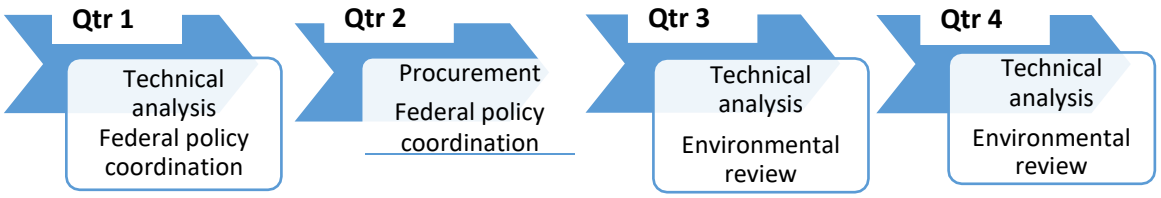
I-205 Tolling: During the period of July 2020 to June 2021, work has been focused on coordination with the Federal Highway Administration and partners, planning for the toll back office system, and coordination with the planned I-205 bridge reconstruction, seismic improvements, and widening on I-205. ODOT initiated an Environmental Assessment for I-205 tolling under the federal National Environmental Policy Act during this period with modeling analysis and public engagement activities.

Comprehensive Congestion Management and Mobility Tolling: From July 2020 to June 2021, ODOT initiated a federal Planning and Environmental Linkage (PEL) process under NEPA along I-5 in the Portland metro area. In December 2020, the Oregon Transportation Commission, under the direction of HB 2017, extended the toll corridor for this study to the full length of I-5 and I-205.

The Oregon Transportation Commission has tolling authority for Oregon's highway system. 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 RTP Goal 4: Reliability and Efficiency, Objective 4.6 Pricing – Expand the use of pricing strategies to manage vehicle congestion and encourage shared trips and use of transit. It also is consistent with the RTP's Transportation System Policies: Transportation System Management and Operations Policy 1: Expand use of pricing strategies to manage travel demand on the transportation system; and Regional Motor Vehicle Network Policy 6: In combination with increased transit service, consider use of value pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Note: Funding listed in this narrative is draft, and subject to change. ODOT operates on a biennial budget basis. Final budget numbers for the 2021-23 budget will be approved June 30, 2021.

Requirements:			**Resources:**		
Personal Services	**$**	18,897,890	Federal grant	**$**	18,027,064.16
Materials & Services	**$**	$650,000	Local Match	**$**	1,520,825.84
TOTAL	**$**	**19,547,890**	**TOTAL**	**$**	**19,547,890**

ODOT – Interstate 5 Boone Bridge Seismic Enhancement and Interchange Improvement Study

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

Disclaimer: This is a potential planning effort ODOT is considering for fiscal year 2021-22. Due to the timing of the Agency's budget development and approval it is subject to change.

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

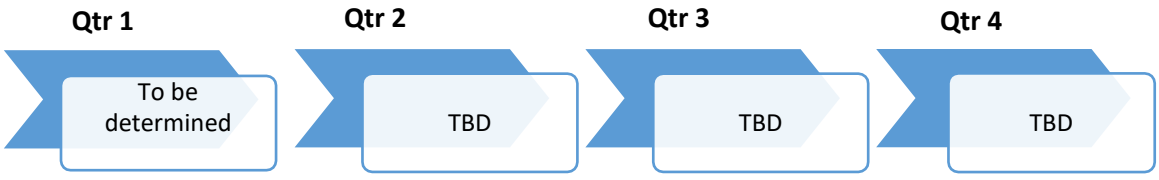
As directed by the 2019 Legislature, ODOT hired a contractor to evaluate the I-5 Boone Bridge widening and interchange improvements between Wilsonville Road and the Canby-Hubbard Highway. The report will be completed during Quarter 3 of FY 2020-21.

Along with the engineering analysis of the Bridge, ODOT worked with Metro to analyze the effects bridge widening on travel patterns in the region.

ODOT will consider recommendations from the report as it develops the agency work program for the 2021 – 2023 biennium. This narrative is included in the UPWP to relay the potential for continued planning and analysis during FY 2021-22.

Key Project Deliverables / Milestones

No deliverable or milestones are known at this time.



FY 2021-22 Cost and Funding Sources
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Requirements:		**Resources:**	
Personal Services	$ TBD	Federal grant	$ TBD
Materials & Services	$ TBD	Local Match	$ TBD
TOTAl	**$ Total Amount**	**TOTAL**	**$ Total Amount**

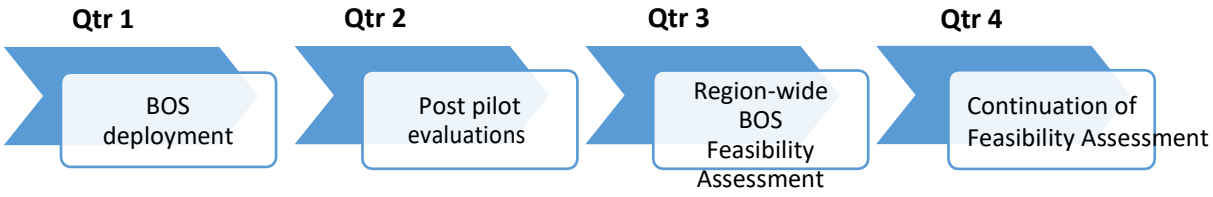
ODOT Region 1 Bus on Shoulder Pilots and Feasibility Assessment

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

Description

Demonstrating its commitment to testing innovative multi-modal tools, the Oregon Department of Transportation (ODOT) will 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 assess multiple pilot projects that were deployed in 2020. This effort will be 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 2021-22 Cost and Funding Sources

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Requirements:		**Resources:**	
Personal Services	$ 50,000	Federal grant	$ 150,000
Materials & Services	$ 100,000	Local Match	$
TOTAL	**150,000**	**TOTAL**	**$ 150,000**

ODOT – Oregon City - West Linn Ped-Bike Bridge Concept Plan

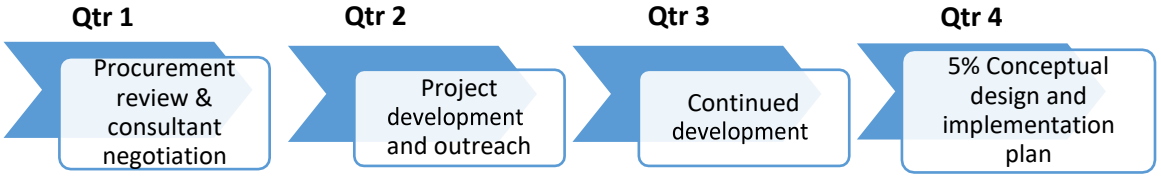
Staff Contact: Kristen Stallman, Kristen.Stallman@odot.state.or.us

Description

ODOT Region 1 is initiating a planning effort with agency partners to assess the need for a pedestrian and bicycle bridge over the Willamette River connecting Oregon City and West Linn, and to identify a preferred bridge alignment. This planning effort supports community desires to connect the regional active transportation network in this area. The existing Arch Bridge (OR 43) does not adequately serve bicycle and pedestrian connectivity within the vicinity. The planned I-205 Abernethy bridge will not allow bicycle and pedestrian use. Further, agency partners are interested in identifying a new option for a low stress connection between the two cities. ODOT, with partner agencies has initiated this planning study in pursuit of providing bicycle and pedestrian travel options between Oregon City and West Linn. The work will rely on ODOT's *I-205: Stafford Road to OR 99E (Abernethy Bridge) Bicycle and Pedestrian Assessment (2016)* and existing local and regional plans, to the greatest extent possible. Today, no existing local or regional plans call for the construction of a new pedestrian and bicycle bridge of the Willamette River between Oregon City and West Linn. There are planned facilities at various stages of development (planned but unfunded, designed but unfunded, funded awaiting construction) within the identified study area on each side of the river. Assessing the need and preferred alignment for a pedestrian and bike bridge will require local agency partnership and community involvement.

ODOT's planning effort aligns with efforts by regional partners to reimagine access to the Willamette River in Oregon City and West Linn. A new pedestrian and bicycle bridge will enhance access for people walking and biking and provide the region opportunities to reconnect with the river and identify a key missing connection in the regional bikeway and pedestrian system. Completing the active transportation network with a bridge creates essential access to and along the Willamette River between Gladstone, Oregon City, and West Linn.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personal Services	**$** 50,000	Federal	**$** 50000
Materials & Services	**$** 300,00,000	Federal	**$** 300000
TOTAL	**$ 350,000**	**TOTAL**	**$ 350,000**

ODOT – Region 1 Truck Network Barrier Analysis

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

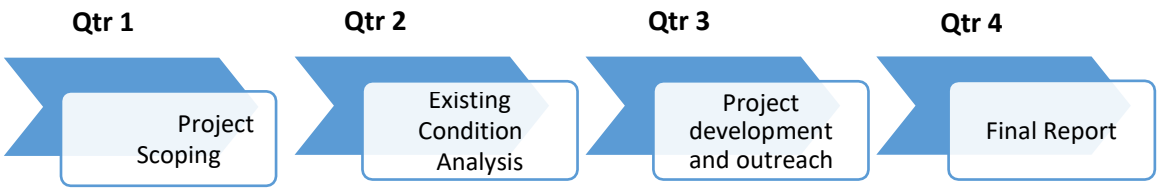
Disclaimer: This is a new planning effort ODOT is considering for fiscal year 2021-22. Due to the timing of the Agency's budget development and approval it is subject to change.

Description

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

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

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

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Requirements:		**Resources:**	
Personal Services	$ 75,000	Federal grant	$ 225,000
Materials & Services	$ 150,000	Local Match	$ 0
TOTAL	**225,000**	**TOTAL**	**$ 225,000**

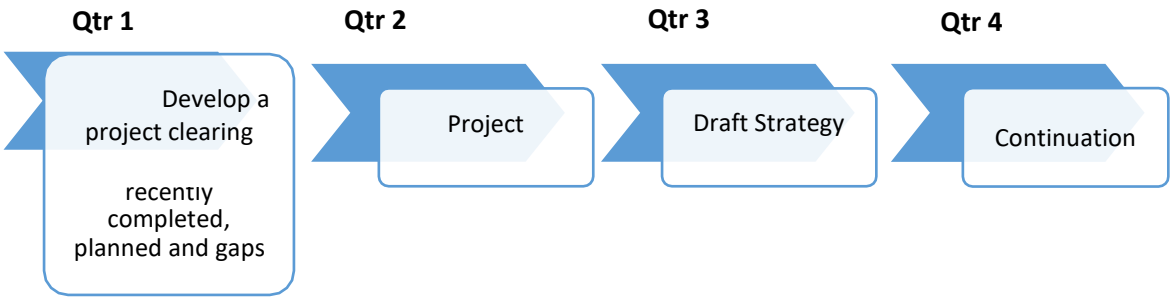
ODOT Region 1 Urban Arterials Assessment Strategy

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

Disclaimer: This is a new planning effort ODOT is considering for fiscal year 2021-22. Due to the timing of the Agency's budget development and approval it is subject to change.
Description

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

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources
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Requirements:		**Resources:**	
Personal Services	$ 100,000	Federal grant	$ 300,000
Materials & Services	$ 200,000	State Match	$
		Local Match	$
TOTAL	**$ 300,000**	**TOTAL**	**$ 300,000**

ODOT – Interstate 5 Columbia River (Interstate) Bridge Replacement

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

Description

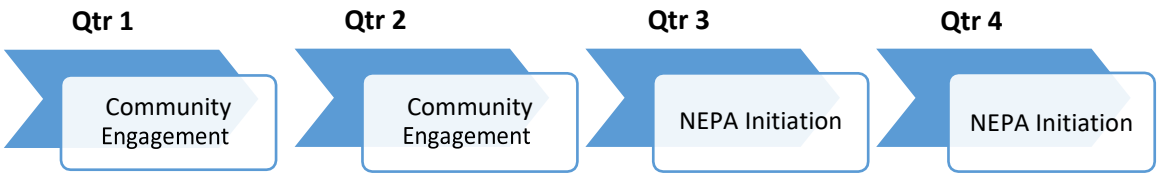
The Interstate 5 Bridge over the Columbia River is a major bottleneck for freight and the public traveling across the river. Replacing the aging Interstate Bridge across the Columbia River with a seismically resilient, multimodal structure that provides improved mobility for people, goods, and services is a high priority for Oregon and Washington. In 2019, governors and legislative leadership in both states directed the Washington Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) to launch the bi-state Interstate Bridge Replacement (IBR) program to continue this work.

Key Project Deliverables / Milestones

The IBR program team is actively engaging with the public, legislators, stakeholders, and partner agencies from both states to build consensus in an open and public process. Key to this process is updating the Purpose and Need Statement and establishing the community Vision and Values Statement, which are the transportation problems that need to be addressed and regional perspectives on values that should be considered in identifying a replacement alternative. The range of alternatives that meet the Purpose and Need Statement will be measured against the Vision and Values Statement to determine the best performing alternative.

The next phase of the IBR program will emphasize community engagement and technical analysis, which is some of the initial work needed to identify possible bridge replacement solutions that resolve the unaddressed needs in the current bridge. Upcoming work will focus on:

- Launching two program Advisory Groups, the Community Advisory Group and Equity Advisory Group, to support program development
- Launching a broad range of public engagement tools
- Updating the IBR program Purpose and Need
- Establishing the Community Vision and Values for the IBR program
- Begin to identify a potential range of alternatives for the IBR program
- Coordination with Federal Partners (FHWA/FTA) to begin NEPA documentation



FY 2021-22 Cost and Funding Sources
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Requirements:			**Resources:**		
Personal Services	$	TBD	Federal grant	$	TBD
Materials & Services	$	TBD	Local Match	$	TBD
TOTAL	$	**Total Amount**	**TOTAL**	$	**Total Amount**

Local Planning of Regional Significance

Clackamas Connections Integrated Corridor Management

Staff Contact: Bikram Raghubansh, BikramRag@clackamas.us

Description

Clackamas Connections Integrated Corridor Management (ICM) project will develop the Concept of Operations based on Transportation System Management and Operations (TSMO) strategies around better traveler information, smarter traffic signals and efficient incident response to increase reliability. ICM results in a shared Concept of Operations that integrates agencies operationally, institutionally and technologically. This project is funded through Metro's regional TSMO program and relates to the 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 safety, equity and climate policies.

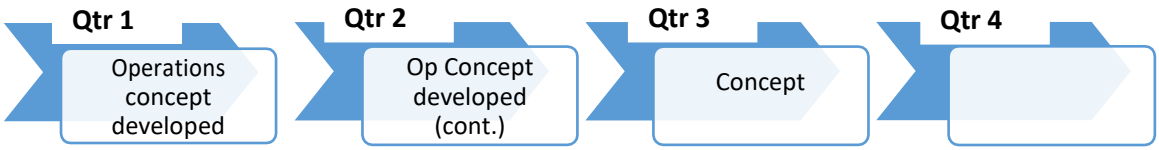
Corridors subject to the initial phase of needs analysis will be sections of Interstate 5 and along Interstate 205, Wilsonville Road, Elligsen Road, Stafford Road, 65th Avenue, Boreland Road, Willamette Falls Drive, 82nd Drive/Avenue, McLoughlin Boulevard (99E) and Highway 224 in Clackamas County. The 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 begin during the second quarter of FY 2020-21 and will extend to the third quarter of FY 2021-22. The project will engage a broad group of stakeholders starting with operator agencies such as TriMet, ODOT, cities within Clackamas County and others.

The following are list of Deliverables/Milestones that are scheduled to completed in FY 2020-21

- Project intergovernmental agreement signed with ODOT for project delivery FY 2020-21 Q1
- Request for Proposal (RFP) for consultant support FY 2020-21 Q2/Q3
- Project kick-off and Stakeholders engagement FY 2020-21 Q3
- Needs assessed FY 2020-21 Q4

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personal Services	$ 50,000	Federal grant	$ 179,460
Materials & Services	$ 150,000	Local Match	$ 20,540
TOTAL	**200,000**	**TOTAL**	**$ 200,000**

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

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

Description

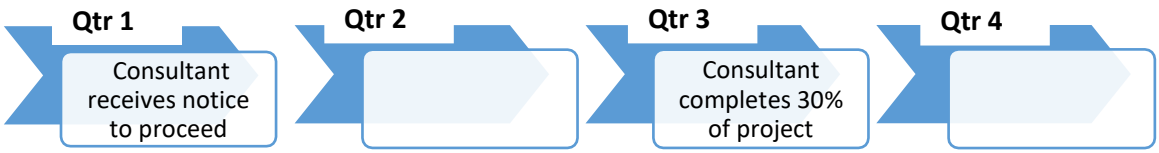
The Oak, Baseline and 10th Avenue study will evaluate design alternatives and select a preferred design that creates an environment supporting business investment and comfortable, safe travel for all users in Downtown Hillsboro.

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 non-signalized intersections, which would allow the City of Hillsboro 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 2020-2021, Hillsboro and ODOT selected a consultant for the work. The consultant submitted draft statement of work and breakdown of costs and then those were finalized. ODOT sent the finalized statement of work and breakdown of costs to OPO and DOJ for review. Regional partners include ODOT, Metro, TriMet, and neighboring cities: Forest Grove and Cornelius and non-governmental groups will provide input throughout the planning process.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personal Services	$ 550,000	Federal grant	$ 500,000
Materials & Services	$ 7,227	Local Match	$ 57,227
TOTAL	**557,227**	**TOTAL**	**$ 557,227**

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

Staff Contact: René Brucker, rbrucker@thprd.org

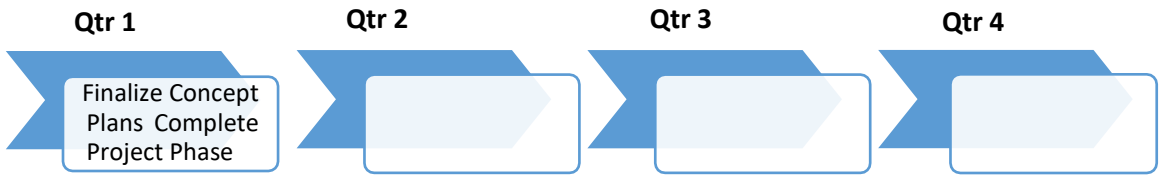
Description

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 2020-2021, this project work phase will have completed the Trail Design Alternatives, the Trail Alternatives Evaluation Report, the Preferred Alternative Development and the start of the 30% Concept Plans. The proposed project, located in a high-density employment area with higher density residential to the south and east, will improve walkability and safety in four Metro-identified pedestrian corridors and will lead to an increase in non-auto trips through improved user experience. The BCT Project meets objectives identified in THPRD's Comprehensive Plan and Trail's Master Plan, the City of Beaverton's transportation Plan, the Oregon State Comprehensive Outdoor Recreation Plan that was in place at the time the project was approved, and the Oregon Statewide Planning Goals and Objectives for Recreation.

This is an ongoing project and we anticipate this phase of the project will be completed in early FY 2021-22.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personal Services	$ 91,564	Federal grant	$ 800,000
Materials & Services	$ 800,000	Local Match	$ 91,564
TOTAL	**$ 891,564**	**TOTAL**	**$ 891,564**

Willamette River Crossing – Feasibility Study

Staff Contact: Karen Buehrig, karenb@clackamas.us

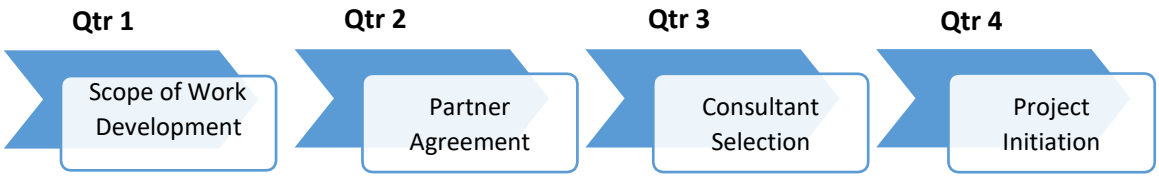
Description

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 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.

- No work was completed between July 2020- June 2021 to eliminate confusion with the Oregon City-West Linn Pedestrian/Bikeway project.
- The project will support the work of the Clackamas County Walk Bike Plan.
- The project full cost of the project is anticipated to be $490,000 (Metro funding) and will continue into the FY 2021-22.
- The project supports the 2018 RTP policy guidance on Equity, Safety, Climate, and Congestion.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personal Services	$ 10,000	Federal grant	$ 0
Materials & Services	$ 240,000	Metro Match	$ 250,000
TOTAl	**$ 250,000**	**TOTAL**	**$ 250,000**

Red Rock Creek Trail- Alignment Study

Staff Contact: Gary Pagenstecher, garyp@tigard-or.gov

Description

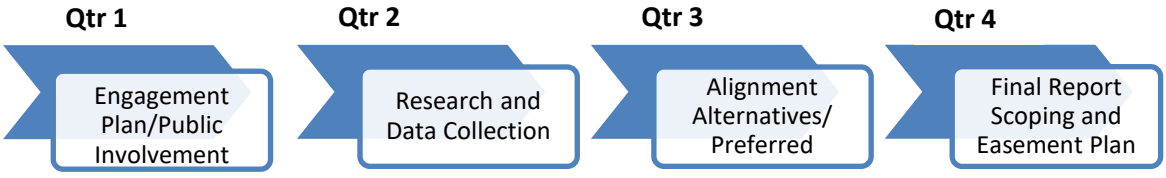
The purpose of the RRCT-Alignment Study project development grant is to fund predesign level of work so that the preferred alignment, section, preliminary design and easement requirements of the trail are available for implementation by the city and its partners during the planning and construction of future capital improvement and private development projects.

The proposed two-mile long Red Rock Creek Trail from Fanno Creek Trail to SW 64th Street will provide active transportation options in an urbanizing Metro-designated Town Center area of Tigard and overcome significant barriers to connectivity within the area. The trail is comprised of four distinct trail segments including (1) the Rail Road Crossing MUP Bridge, (2) Hunziker Core Industrial Area, (3) Hwy 217 MUP Bridge, and (4) MUP Bridge, and (4) Tigard Triangle Plan District.

Development of the Study will build on the Metro-funded Tigard Triangle Urban Renewal Equitable Development Plan, TriMet's SW Corridor LRT, and CWS's Tigard Triangle Stormwater ImplementationPlan.The project is identified in the Metro Bicycle as a future proposed trail, but is located in a defined Employment/Industrial area which makes it a regionally significant UPWP study. The Study is consistent with 2018 RTP policy direction including increasing safety, transportation equity, travel options, and reducing vehicle miles traveled/GHG emissions addressing congestion and climate change.

The project is expected to run one year in FY 2021-22. A project work plan will be available this summer. For more information, please email the staff contact, above.

Key Project Deliverables / Milestones



FY 2021-22 Cost and Funding Sources

Requirements:		**Resources:**	
Personal Services	$ $290,000	Federal grant	$ $314,055
ODOT Delivery	$ $58,000	Local Match	$ $35,945
TOTAL	**$ $350,000**	**TOTAL**	**$ $350,000**

Appendices

METRO

		Requirements	Resources										
		Total Direct and Indirect Costs	PL	PL Match (ODOT)	5303	5303 Match (Metro)	STBG	STBG Match (Metro)	FTA, FHWA, ODOT Discretionary Grants	FTA, FHWA, ODOT Grants Match (Metro)	Metro Direct Contribution	Local Support	Total
Regional Transportation Planning													
1	Transportation Planning	$ 1,109,920	$ 890,692	$ 101,944	$ 105,239	$ 12,045							$ 1,109,920
2	Climate Smart Implementation	$ 13,569			$ 12,175	$ 1,393							$ 13,569
3	Regional Transportation Plan Update (2023)	$ 605,697	$ 65,028	$ 7,443	$ 478,464	$ 54,762							$ 605,697
4	Metropolitan Transporation Improvement Plan	$ 1,100,073			$ 364,130	$ 41,676	$ 502,211	$ 57,480			$ 134,576		$ 1,100,073
5	Air Quality Program	$ 25,848			$ 23,193	$ 2,655							$ 25,848
6	Regional Transit Program	$ 54,274			$ 48,700	$ 5,574							$ 54,274
7	Regional Mobility Policy Update	$ 306,778			$ 275,272	$ 31,506							$ 306,778
8	Regional Freight Program	$ 159,345					$ 142,980	$ 16,365					$ 159,345
9	Regional Freight Delay and Commodities Movement	$ 222,891					$ 200,000	$ 22,891					$ 222,891
10	Complete Streets Program	$ 96,081			$ 86,213	$ 9,867							$ 96,081
11	Regional Travel Options (RTO) and Safe Routes to School Program	$ 3,852,228							$ 3,656,869	$ 195,359			$ 3,852,228
12	Transportation System Management and Operations (TSMO) - Regional Mobility Program	$ 246,642					$ 221,312	$ 25,330					$ 246,642
13	Enhanced Transit Concepts Pilot Program	$ 115,759									$ 115,759		$ 115,759
14	Economic Value Atlas (EVA) Implementation	$ 287,222									$ 287,222		$ 287,222
	Regional Transportation Planning Total:	$ 8,196,326	$ 955,720	$ 109,387	$ 1,393,386	$ 159,479	$ 1,066,503	$ 122,066	$ 3,656,869	$ 195,359	$ 537,557	$ -	$ 8,196,326
Regional Corridor/Area Planning													
1	Corridor Refinement and Project Development (Investment Areas)	$ 340,988					$ 12,175	$ 1,393			$ 327,420		$ 340,988
2	Southwest Corridor Transit Project	$ 396,695							$ 343,048	$ 39,263		$ 14,384	$ 396,695
3	Columbia Connects	$ 258,857					$ 232,273	$ 26,585					$ 258,857
4	MAX tunnel study	$ 40,000									$ 40,000		$ 40,000
5	City of Portland Transit and Equitable Development Assessment	$ 203,696							$ 182,776	$ 20,920			$ 203,696
6	Tualatin Valley Highway Transit and Development Project	$ 848,488					$ 326,622	$ 37,383	$ 434,727	$ 49,756			$ 848,488
	Regional Corridor/Area Planning Total:	$ 2,088,725	$ -	$ -	$ -	$ -	$ 571,070	$ 65,361	$ 960,551	$ 109,939	$ 367,420	$ 14,384	$ 2,088,725
Administration & Support													
1	MPO Management and Services	$ 470,145			$ 421,861	$ 48,284							$ 470,145
2	Civil Rights and Environmental Justice	$ 98,235			$ 88,146	$ 10,089							$ 98,235
3	Data Management and Visualization	$ 1,346,982	$ 720,939	$ 82,515							$ 543,528		$ 1,346,982
4	Economic, Demographic and Land Use Forecasting Program	$ 377,616	$ 163,434	$ 18,706							$ 118,591	$ 76,885	$ 377,616
5	Travel Forecast Maintenance, Development and Application	$ 1,476,176	$ 786,277	$ 89,993							$ 206,791	$ 393,115	$ 1,476,176
6	Oregon Household Travel Survey	$ 92,072	$ 82,616	$ 9,456									$ 92,072
7	Technical Assistance Program	$ 105,479					$ 94,646	$ 10,833					$ 105,479
8	Intergovernmental Agreement Fund Program	$ 51,696									$ 51,696		$ 51,696
	Administration & Support Total:	$ 4,018,401	$ 1,753,267	$ 200,669	$ 510,007	$ 58,373	$ 94,646	$ 10,833	$ -	$ -	$ 920,606	$ 470,000	$ 4,018,401
GRAND TOTAL		**$ 14,303,452**	$ 2,708,987	$ 310,056	$ 1,903,393	$ 217,852	$ 1,732,219	$ 198,261	$ 4,617,420	$ 305,298	$ 1,825,583	$ 484,384	**$ 14,303,452**

As of 3/17/2021

2020 Federal Certification Review
2017 USDOT Findings and 2020 Metro Response

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 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.	Metro continues to convene an MPO management group within the agency on a bi-monthly basis to ensure ongoing consistency with federal and state regulations and compliance with corrective actions identified through the federal certification process. This group is led by MPO managers within the Planning & Development Department and includes management staff from Metro's Research Center and Communications Department who are responsible for core MPO functions. Metro tracks and annually updates our progress on both corrective actions and recommendations as part of our self-certification process. This self-assessment is documented in Appendix A of the 2020-21 UPWP, found here: https://www.oregonmetro.gov/unified-planning-work-program		

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2017 USDOT Findings and 2020 Metro Response

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
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 operations and maintenance costs, the cooperative revenue estimation process, and a clear demonstration of financial constraint.	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. 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. 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. Finally, we are cooperating with ODOT and are leading development within the region on implementation of	12/31/2018	Metro completed a forecast of reasonably expected transportation revenues and systems level costs for adequately maintaining the transportation system for the time period of the 2018 RTP in collaboration with our city, county, regional and state agency partners. This work formed the basis for demonstration of financial constraint in the RTP project solicitation. Metro staff participated in and utilized the cooperative statewide long-range transportation revenue forecast of federal and state generated revenues by the ODOT Long-Range Funding Workgroup. This periodic cooperative process develops statewide revenue control totals and served as the basis for Metro's 2018 regional transportation plan. The LRFA operates in a cooperative fashion among ODOT, the MPOs, and transit agencies. The group develops expected federal and state revenues, develops and agrees upon revenue growth factors, determines annual inflation rates, and general future revenue expectations (e.g. economic stability, possible impacts from macro-economic impacts (population shifts, population growth, changing funding priorities, etc.), along with a detailed analysis and forecast of future state revenues. Metro staff is also participating in the current update to the cooperative statewide long-range transportation revenue forecast for future plan updates.

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Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
		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. 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. 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. The 2018 RTP will demonstrate financial constraint by showing that project costs do not exceed forecasted revenues.		Local transportation revenues were derived from local agency Transportation System Plans (TSPs). A Regional Transportation Plan Finance work group worked with Metro staff to review funding methodologies and served as conduits to facilitate any updates to local revenue forecasts from TSP data. To determine transportation system maintenance and operations costs, the RTP process utilized Oregon DOT data on system conditions and forecasted maintenance costs for the National Highway System and TriMet/SMART data on transit system operations and maintenance costs. Local agency data on systems conditions and forecasted maintenance costs for the locally-owned transportation system assets was derived from local TSPs, updated by local agency staff as needed. The ability to update this data was augmented by new state requirements for local agencies to report on asset conditions in order to be eligible for new state funding provided by HB2017. This data on revenue forecasts and costs to maintain and operate the existing transportation system provided the basis for revenues forecasted as reasonably available for new capital projects and transportation programs. Project and program costs were forecasted in year-of-expenditure dollars by time periods and balanced to the reasonably expected revenue forecast. Tables demonstrating

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2017 USDOT Findings and 2020 Metro Response

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
				financial constraint are provided in RTP Section 5.3. More detailed information about the forecasting assumptions, sources of funding accounted for, and process used to develop the financially constrained revenue forecast can be found in Appendix H, found here: https://www.oregonmetro.gov/regional-transportation-plan
	Recommendation 2: To help the public understand Metro's long-range planning processes and outcomes, the Federal review team recommends Metro: • Consider the audience and purpose of the MTP when determining structure, format, and content, • Use plain language and visualization	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. 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		

2020 Federal Certification Review 2017 USDOT Findings and 2020 Metro Response				
Planning Topic	**2017 USDOT Findings**	**2020 Metro Response**	**Corrective Actions Due Date**	**Certification Status (December 20, 2020)**
	techniques to present complex information in an easy to understand format, • Document the MTP's purpose in the introduction of the MTP, and • Describe 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 planning process is understandable to the public.	public engaged on a continuous basis and connect the community to new web content. 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. Metro formatted the 2018 RTP and 2021-2024 MTIP for increased readability and accessibility. For the RTP, a high level and graphic summary is available on the webpage. Graphics are used throughout the document. The 2018 RTP was significantly reformatted as part of this update, and includes a clear purpose statement of its federal, state and regional purpose in the introduction. Our 2018 RTP adoption also includes a summary document aimed at the broader public (RTP summary).		

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Planning Topic	**2017 USDOT Findings**	**2020 Metro Response**	**Corrective Actions Due Date**	**Certification Status (December 20, 2020)**
		Similarly, the Executive Summary for the 2021-2024 MTIP uses accessible language and graphics to summarize the purpose and findings of the MTIP. Chapter 1 of the 2021-24 MTIP uses plain language to explain the role of the MTIP. Sidebars and visuals are used throughout the document to highlight information. 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. Our 2018 RTP adoption (including the associated transit, freight and safety modal plans) will include summary documents aimed at the broader public. The RTP will be significantly reformatted as part of this update,		

2020 Federal Certification Review 2017 USDOT Findings and 2020 Metro Response				
Planning Topic	**2017 USDOT Findings**	**2020 Metro Response**	**Corrective Actions Due Date**	**Certification Status (December 20, 2020)**
		and will also include a clear purpose statement of its federal, state and regional purpose in the introduction.		
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 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	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 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.	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 is documented in the 2021-24 MTIP. See Chapter 5 pages 104-108, found here: https://tinyurl.com/y57a22ew Metro was also able to work with transit agency staff on the forecast of reasonably expected local transit revenues, which are also documented in the 2021-24 MTIP. The detailed fiscal constraint demonstration tables, sorted by fund and by agency, can be found in Appendix IV, pages 1-34, found here: https://tinyurl.com/y6fotnbs MPOs are still struggling to effectively participate in a cooperative process under the current construct for ODOT-administered funding. When ODOT defines its

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Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	identified in 23 CFR 450.326 are met.			funding allocation programs (Fix-It, Non-Highway Enhance, etc.) and distributes forecasted revenues to those allocation programs, the needs of the ODOT-owned system and the ODOT policy objectives are considered, but it is not clear how ODOT actively considers the policy objectives and comprehensive transportation needs of the metropolitan transportation systems or findings from prior MTIP cycle analyses during this process. MPOs request briefings and are given the opportunity to provide public comments. Consideration of MPO comments does not rise to the federal definition of a cooperative process in this important step of determining how ODOT-administered revenues will be distributed to their various funding allocation programs. Active engagement by ODOT regarding both the revenue distribution to funding allocation programs and in the selection of projects within those funding allocations is reserved for their Area Commissions on Transportation (ACTs). ACTs provide a forum for which ODOT staff proactively reach out to gather local agency and stakeholder input on various ODOT activities including the STIP, major projects, and planning activities being undertaken by ODOT. However, ACTs are not planning entities but are public input bodies that are not subject to federal

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Planning Topic	**2017 USDOT Findings**	**2020 Metro Response**	**Corrective Actions Due Date**	**Certification Status (December 20, 2020)**
				planning or state planning rules. Furthermore, ACT and MPO geographic boundaries overlap, creating confusion among stakeholders, particularly policy/decision-makers who are active members on both the MPO and ACT committees, as to the role of the MPO in the cooperative development of the STIP/MTIP with ODOT. Despite these challenges, some areas of progress were made in the cooperative revenue estimation process during the 2021-2024 MTIP development. In Spring 2018, Metro worked with ODOT and the transit agencies to develop a Portland metropolitan region financial forecast as a starting point to frame the selection and funding allocation to take place between 2018 and 2019. While still constrained with the challenges of the ODOT construct of distributing forecasted revenues to those allocation programs, ODOT and Metro were able to come to an agreement on a forecast with a number of caveats, most significantly that the forecast did not constrain ODOT in its distribution of funds to or within the region. This information was shared at TPAC and JPACT. JPACT took action to formally acknowledge receipt of the forecast. See appendix 2021-2024 MTIP Appendix IV for the spring 2018 forecast materials. https://tinyurl.com/y6fotnbs

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Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
				Throughout the OTC discussion of the revenue estimates and allocation of revenues to ODOT-administered funding allocation programs (Fix-It, Non-Highway Enhance, etc.) between summer 2017 to early 2018, the MPO actively commented to the OTC on the various decisions the Commission would make in shaping the STIP, about how those decisions impact the MPO areas. As part of those comment letters, Metro reiterated federal responsibilities related to cooperative development of the STIP and MTIP. Metro will continue to communicate to ODOT staff and the OTC on the need to actively engage with MPOs to consider the needs of the holistic transportation system within the MPO areas before defining the policy direction of their fund allocation programs and the amount and type of revenues distributed to those ODOT funding allocation programs. Additionally, MPOs have requested to participate in the ODOT funding allocation programs administered at the statewide level. If MPOs were provided a better understanding of an order of magnitude forecast of potentially available funds in an MPO area from these statewide funding allocation programs, MPOs could more effectively analyze and communicate MPO area priorities for those ODOT

2020 Federal Certification Review 2017 USDOT Findings and 2020 Metro Response				
Planning Topic	**2017 USDOT Findings**	**2020 Metro Response**	**Corrective Actions Due Date**	**Certification Status (December 20, 2020)**
				fund allocation programs. A more proactive engagement by ODOT statewide allocation programs to solicit cooperative development of their spending and communicate how they could consider MPO long-range planning goals and performance targets that are relevant to their program purpose would be helpful. Within Region 1, the cooperative process with ODOT in the selection of projects from ODOT allocation programs administered at the Region level was successful in that 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 during the FFY 2022-2024 allocation process. The Metro MPO 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. Metro worked with ODOT Region 1 staff to engage at MPO committees on its development and prioritization of the Fix-It and Leverage priorities, by having ODOT staff provide regular updates on process and progress at TPAC and JPACT and to allow for regional discussion. Through this effort, ODOT Region 1 staff were able to be proactive in engaging local agency staff in the project scoping refinement process as a

2020 Federal Certification Review 2017 USDOT Findings and 2020 Metro Response				
Planning Topic	**2017 USDOT Findings**	**2020 Metro Response**	**Corrective Actions Due Date**	**Certification Status (December 20, 2020)**
				part of the process to define and select priority projects for funding from these allocation programs. All TIP amendments are checked and documented to maintain financial constraint. For ongoing financial constraint of ODOT-led projects and ODOT-administered funding, Metro has instituted a new tool. Metro is now using an Advance Construction fund code programming translation matrix approach. Instead of just programming Advanced Construction to a project, Metro has created multiple Advance Construction fund type codes that contain the expected federal conversion code. Example: If the expected conversion code for Advance Construction is NHPP, then the Advance Construction fund code programmed in the MTIP is "AC-NHPP". The Advance Construction funding is committed against NHPP, enabling a more accurate fiscal constraint of major fund types to be developed and maintained. When the actual conversion code is received, a simple administrative modification occurs to identify the final fund code. Finally, the requirements of the FAST Act and of Oregon HB 2017 have greatly improved the understanding and documentation of adequately

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				operating and maintaining the transportation system by ODOT, transit agencies, and local jurisdictions. ODOT Headquarters has begun to undertake the cooperative revenue forecast for long-range metropolitan planning. We expect this process to not only serve the needs of the long-range forecast but to provide a foundation for a better understanding of how revenues are forecasted, distributed to ODOT fund allocation programs, and then programmed in the TIP on projects. At this time, however, it is not yet clear how these two processes are coordinated.
	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 those happen via a full amendment per 23 CFR 450.328.	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 notification and comment period and adoption by Metro Council resolution prior to submission for inclusion in the STIP.	5/27/2018	Compliance with this corrective action, as described in the Metro Response, continues. In addition, Chapter 8 of the 2021-2024 MTIP outlines the administration and implementation of the MTIP. The statewide matrix is included on page 203.
	Recommendation 3: The Federal review team recommends	The description of the purpose of the STIP, its relationship to the MTIP, how ODOT projects meet the needs of the		

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2017 USDOT Findings and 2020 Metro Response

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	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.	Metro area, and how ODOT projects get programmed in the TIP has been updated in the 2021-24 MTIP. The 2021-2024 MTIP focused more on providing a more clear-cut explanation on the role of the MTIP and how the content of the MTIP must be included in the STIP without change. This discussion is spread throughout Chapters 4 and 5 of the 2021-2024 MTIP, in efforts to organize content by partner agency in a consistent predictable manner for the reader. Descriptions of how ODOT projects meet the needs of the Metro area are shown as part of the results of the 2021-2024 MTIP evaluation (see Chapter 3), the discussion of the policy direction to guide the prioritization of ODOT administered funds (see Chapter 4), and in the discussion of the 2021-2024 MTIP policy direction (see Chapter 5). At certain times in the development of the 2021-2024 MTIP, the nature of how the MPO areas needs or the RTP goals were considered in the selection		

2020 Federal Certification Review 2017 USDOT Findings and 2020 Metro Response				
Planning Topic	**2017 USDOT Findings**	**2020 Metro Response**	**Corrective Actions Due Date**	**Certification Status (December 20, 2020)**
		of projects and programs by ODOT Region 1 is clear and direct. An example is with the ODOT Region 1 ARTS funding selection, Metro staff participated in the evaluation committee as a means of coordinating the region's safety policy priorities in the allocation. At other times in the development of the 2021-2024 MTIP, the consideration of the region's transportation needs and goals was implicit, such as with the Fix-It Leverage, where asset management drove the identification of initial priorities and the Metro region provides comments on how the metropolitan region's goals should get factored into final selection. Additionally, the development of the 2021-2024 MTIP had an interesting challenge as every partner agency – ODOT, SMART, and TriMet had significant staffing changes during its development. The key person working with Metro on MTIP coordination was changed and replaced with a person new to		

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2017 USDOT Findings and 2020 Metro Response

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
	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 updated both the 2018-21 MTIP and the 2021-24 MTIP descriptions of the Regional Flexible Funding Allocation process of the metropolitan STBG, TAP, and CMAQ funds. It is clear from the descriptions that Metro is not sub-allocating Federal funding to individual modes or jurisdictions. There are no geographical or agency/jurisdictional references in the policies or process to distribute funding, other than one policy goal of "funding projects throughout the region" (with a clarifying statement quoting the CFR that sub-allocation of funds is not allowed) that is considered and balanced against other policy goals to achieve desired outcomes by decision makers. Funding targets designated for Active Transportation/Complete Streets and the Freight and Economic Development project categories are guidance to help achieve desired policy outcomes of equity, safety, climate emission reductions, and		

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
		congestion relief. Enhancements and modifications to facilities serving all modes are eligible in both categories and as evidenced by the projects funded in the most recent cycle, most projects are multi-modal and include demand and system management elements.		
	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	The 2021-24 MTIP utilized more plain language and incorporated more graphic and visual elements to more clearly and easily communicate the TIP purpose, process and content. It also consolidated 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. An executive summary brochure was also created and utilized this cycle for the public comment and MTIP adoption process, to further clarify the purpose and projected impacts of the MTIP, whose link can be found here:		

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	format. This will help the reader understand the processes and outcomes as they read through the document.	https://tinyurl.com/y5z9ezmz This complemented other efforts to make MTIP materials more public friendly, such as updated content on the website and how the public comment process was structured and approached. For example, the public comment survey for the 2021-2024 MTIP focused on communicating the results and outcomes of the MTIP investment package and asked respondents to rate the region's performance by different outcome areas.		
	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		

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Planning Topic	**2017 USDOT Findings**	**2020 Metro Response**	**Corrective Actions Due Date**	**Certification Status (December 20, 2020)**
		obligation targets and a certification process that incentivize on-time delivery of local federal-aid projects to further address this concern. Metro is also in the process of obtaining ODOT certification for procurement of planning services and delivery of planning products to improve our capabilities for on schedule delivery of planning activities.		
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	Adopted by JPACT and the Metro Council as part of adoption of the 2018 Regional Transportation Plan, Appendix L to the 2018 RTP documents the region's approach to addressing the federal transportation performance-based planning and congestion management requirements contained in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. Appendix L also constitutes the region's official Congestion Management Process (CMP). The CMP has been updated to address recommendations from the		

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Planning Topic	**2017 USDOT Findings**	**2020 Metro Response**	**Corrective Actions Due Date**	**Certification Status (December 20, 2020)**
	the basic requirements.	2017 Federal Certification Review and to incorporate federal transportation performance measures and targets identified through MAP-21-related rulemaking. The appendix can be found here: Federal performance-based planning and congestion management process documentation Key updates to the CMP include: • The addition of: Table 2 (pg. 11) documenting key elements of the region's congestion management process. • Scaling back the CMP network to a more manageable scope for data collection, management and reporting purposes, focusing on multimodal transportation facilities and services located on the National Highway System (NHS) and the region's high capacity transit network. The NHS includes the region's interstates and some state-owned arterials and frequent and enhanced transit corridors. See Figure 4 and text on pg. 16 documenting the Congestion Management Network, and Table 4		

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		(pg. 24) documenting transportation data to support on-going CMP monitoring and reporting. • The addition of Table 5 (pg. 24) documenting the toolbox of strategies to address congestion in the region and Table 6 (pg. 25) documenting RTP performance measures used to forecast potential effectiveness of strategies. These measures are also used in evaluation of future MTIPs. • The addition of Federal MAP-21/FAST Act transportation performance measures and targets in Tables 7 to 14 (pgs. 31-34). • Together, the federal performance targets defined in Appendix L and regional performance targets defined in Chapter 2 of RTP reflect a comprehensive and multimodal performance-based planning approach to address growing congestion and improve mobility options for people and goods movement, while achieving a broader set of land use, economic, equity and environmental		

Planning Topic	2017 USDOT Findings	2020 Metro Response	Corrective Actions Due Date	Certification Status (December 20, 2020)
		outcomes. This approach includes modeling tools, analysis and research combined with meaningful public engagement to help quantify and better understand the potential outcomes of policy decisions and investment actions. The framework also guides data collection, tool development and monitoring/reporting activities identified in Chapter 8 (Section 8.5) of the 2018 RTP. The updated CMP continues the region's transition to using observed data for performance monitoring consistent with federal requirements, and can be expanded in the future as data collection and resources allow. The CMP will be re-evaluated as part of scheduled updates to the RTP to respond to new requirements, information learned through monitoring activities and changes in the availability of data and tools so that they can be refined as necessary. As part of the TIP process, RFFA funding application questions provide		

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		links to relevant CMP data so the applicant can use that data in providing information about their candidate project. As part of the development of the 2021-2024 MTIP, Metro reported on the monitoring data and performance of the federal performance measures and targets. (See Chapter 3 and 5) The MTIP also discussed, in a qualitative manner, how the package of investments is expected to move the region towards established performance targets. This information is expected to assist with other existing conditions data as part of the CMP and inform the prioritization and allocation of funding.		
	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	*(This is addressed in response to Recommendation 6)*		

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	and TIP to help the public and decision-makers understand how the CMP informs Metro's processes. This plan could 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: • 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.	Metro is committed to updating the PPP to meet all requirements of 23 CFR 450.316 and 326(b). 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.	3/16/2018	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 to incorporate this information and update other engagement practices. Metro also worked to diversify membership in its standing advisory committees during this period, introducing new community leaders as members of MPAC, and most recently to TPAC where a new stipend policy has removed financial barriers that previously limited the socioeconomic diversity in membership. Three new TPAC members and three alternates were appointed in 2020 through a application process. Metro's current Public Engagement Guide includes evaluation criteria for measuring the effectiveness of

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Planning Topic	**2017 USDOT Findings**	**2020 Metro Response**	**Corrective Actions Due Date**	**Certification Status (December 20, 2020)**
	• Specific outreach strategies to engage traditionally underserved populations. • Criteria or process to evaluate the effectiveness of outreach processes • In 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.			outreach processes. The evaluation criteria can be found on pages 36 – 38. The two most recent planning documents, 2018 RTP update and the 2000-20 MTIP demonstrate how the explicit procedures identified in Metro's Public Engagement Guide and the new "Be involved in building a better system for get around greater Portland" document were followed. Each plan includes a summary of engagement which explains specific activities, including those to engage traditionally underserved populations. For the 2018 RTP, there were nearly 19,000 touch points with community members through discussion groups, community and regional leadership forums, online surveys, committee and organization briefings and workshops—all tools prescribed in Metro's Public Engagement Guide. (2018 RTP Appendix D Recognizing that communities of color and other historically marginalized communities are typically under-represented among online survey respondents, Metro's engagement strategy included discussion groups with members of Russian/Slavic, youth, African Immigrant, Asian Pacific Islander, Native American, Latinx, and African American communities. In addition, community leaders were invited to participate in regional leadership forums and community leader's forums at key points to further inform the RTP.

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				The projects and programs in the MTIP continue to implement feedback received through these various means. Following the adoption of the 2018 RTP, the region adopted the policy direction for the 2021-2024 MTIP, which reaffirmed the regional priorities of safety, equity, climate and congestion established in the RTP through extensive public comment. The regional policy direction was taken into account for the different funding allocations processes undertaken by each MTIP partner and Metro through its RFFA process. For the 2021-24 MTIP, Metro conducted a performance evaluation to understand if and how the MTIP package of investments are making progress toward the regional priorities defined by the RTP. Public comments received on the 2021-24 MTIP are summarized in Chapter 7 (2021-24 MTIP) together with an explanation of the engagement process (a public hearing and online survey) as prescribed by Metro's Engagement Guide. The same chapter summarizes major themes from the comments and how they influenced plan development. More detail is available in MTIP Appendix V, p. 54.
	Recommendation 8: The Federal review team recommends Metro identify ways to make Metro's	Metro is following a protocol for removing outdated draft documents and clearly labeling document status (discussion draft, public review draft, final, etc.)		

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	website navigation easier, taking special consideration for populations that have limited skills using the Internet, and ensure all outdated draft documents are removed after final adoption occurs.	Metro is currently scoping and budgeting for an upgrade to its website server, with the project anticipated to start in early 2021. 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	Metro will complete this work in tandem with the current UPWP process and self-certification for 2018.	6/30/2018	Metro has continued to use the annual UPWP process as the hub for consultation across the many transportation planning projects and programs across our region.

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	formal consultation process for the MPO to meet all requirements in 23 CFR 450.316(b-e).	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 for the UPWP. Under our proposed process, larger projects would require separate consultation from the UPWP and would be subject to a legislative amendment. 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.		The role of consultation in developing the UPWP is described on page 6 of the document and referenced in many of the individual project narratives: https://www.oregonmetro.gov/unified-planning-work-program Consultation in the UPWP process is also set forth in the statewide protocols for all Oregon MPOs developed by ODOT. Metro's consultation with ODOT and the major transit providers in the region is more specifically set forth in a planning agreement that is updated regularly and enacted as a rolling intergovernmental agreement. Planning projects described in the UPWP must also conduct consultation consistent with the general framework required by the UPWP and statewide protocols. This work must be documented as part of this projects. Most notable are updates to the RTP and MTIP. Consultation in the development of the 2018 RTP can be found on page Chapter 1 (page 1-18) and referenced throughout the plan and Appendix D (Public and stakeholder engagement and consultation summary) and documented in the final public comment report

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				(pages 44-49), located here: https://www.oregonmetro.gov/regional-transportation-plan Consultation done in the development of the 2021-24 Metropolitan Transportation Improvement Program is described in Chapter 7 (page 196) of the final public review draft of the document, located here: https://www.oregonmetro.gov/metropolitan-transportation-improvement-program This most recent update to the MTIP followed the same consultation practices with tribes and agencies that was piloted with the 2018 RTP. In this process, participants are asked to identify process stages of MTIP and RTP updates where and how they would like information or consultation. This information is used to continually improve the consultation process in periodic updates to MTIP and RTP. In early 2020, Metro hired a full-time Tribal Liaison to expand our coordination and consultation with tribes across a range of Metro's activities in the region. This includes ensuring the tribes are consulted early and often in our regional transportation planning activities.

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Civil Rights and Environmental Justice	**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: • Designate an employee who will serve as coordinator for Section 504 and ADA matters. • 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 nondiscriminatio n	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: • designating an employee who serves as coordinator for Section 504 and ADA Titles II and III (the Director of Human Resources will continue to be responsible for Title I) (July 2018). • conducting an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines was completed in July 2018. Work continues on the programs evaluation and engagement. Metro expects to publish the ADA Self-Evaluation & Facilities Update Plan for Metro Regional Center in spring 2021. • 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	10/1/2018	An employee for Section 504 and ADA matters was designated before Oct. 1, 2018 (Mary Rowe, HR director). The new HR Director, Julio Garcia, holds the designation currently. An ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers was completed in July 2018. Many improvements are slated as part of the building's maintenance schedule; a full specified timeline and budget forecast was also completed. The development of the self-assessment and transition plan for the Metro Regional Center building included engagement of staff and the public. The evaluation of programs is underway, the self-evaluation and transition plan is expected to conclude in spring 2021. This process also includes engagement with staff and the public. A Section 504/ADA nondiscrimination notice was developed and posted to the Metro website and included in federal documents.

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	notice, to be posted internally and externally (for employees' and the public's information).	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 American Community Survey data analysis to assess shifting demographics for communities of color and communities with lower income since the 2010 Census (January 2019). 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)		
	Recommendation 9: The Federal review team recommends Metro ensure they are addressing the	Currently, Metro prepares a biennial summary of community representative demographics for our MPO committees as part of its annual Title VI report to ODOT. Additionally,		

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	needs of underserved populations, particularly when the demographics of the region are changing and to continue to identify how projects and 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	Metro has proposed 2-year reviews of all Metro committees as part of our Diversity Action Plan. 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 conducted a pilot processes for collecting demographic information from committee members in 2019, the next survey will occur in 2021. To address benefits and burdens for EJ and non-EJ populations, the 2018 RTP included a transportation equity evaluation of the financially constrained 2018 RTP investment strategy (Appendix E - Transportation equity evaluation). To ensure that recent input from historically marginalized communities informed the equity assessment, and were ultimately reflected in the RTP,		

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Planning Topic	**2017 USDOT Findings**	**2020 Metro Response**	**Corrective Actions Due Date**	**Certification Status (December 20, 2020)**
	representative of community.	project staff analyzed six public engagement results from transportation-related planning efforts since 2014, focusing on what was heard from people of color and people with lower incomes. The transportation-related planning efforts included the 2014 RTP, the Southwest Corridor Plan, the Powell-Division transit and development strategy, and the early phases of the 2018 RTP development. A civil rights analysis of the 2021-2024 MTIP was undertaken as part of the broader 2021-2024 MTIP performance assessment. The civil rights analysis focused on the outcomes defined in the 2018 RTP transportation equity analysis, which focused on the transportation priorities identified by historically marginalized communities, namely communities of color, people with limited English proficiency, and lower-income households. The discussions of the results and formal determination of findings can be		

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		found in Chapter 5 of the 2021-2024 MTIP.		
	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.			
	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.	Metro completed a review of changing demographics in the region as part of the 2015-18 MTIP and as part of the 2018 RTP. Metro uses ACS Data analysis to see if communities of color have shifted geographically since the 2010 Census (January 2019). Metro tracks participation in public comment periods for the RTP, MTIP and RFFA as well as other community engagement initiatives. The RTP process involved community members and stakeholders through a		

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		variety of activities (see the Public and Stakeholder Engagement and Consultation summary, p. 3) Participants were asked to provide demographic information during the following activities related to the RTP, MTIP and RFFA to help Metro know if we are hearing from a representative group of people that reflects our diverse communities and a broad range of experiences in our region: • 2018 Regional Transportation Plan Update Online Quick Poll 1 Report (October 2015) • 2018 Regional Transportation Plan Comment summary Winter 2016 comment opportunity • 2017 Public Comment Report: Priorities For our Transportation Future (May 2017) • 2018 Public Comment Report: Building a Shared Strategy: Priorities For our Transportation Future (April 2018) • 2018 Public Comment Report: Adopting a Plan of Action • 2021-24 MTIP Appendix 5.3 2021-2024 MTIP Public Comment Report		

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Planning Topic	**2017 USDOT Findings**	**2020 Metro Response**	**Corrective Actions Due Date**	**Certification Status (December 20, 2020)**
		• Public comments on proposed projects for 2022-24 regional flexible funds (October 2019) (p. 66) Metro uses ACS Data analysis to see if communities of color have shifted geographically since the 2010 Census. 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 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.		
Performance-Based Planning and Programming	**Recommendation 11:** The Federal review team recommends Metro continue to work with ODOT and TriMet to implement Federal planning requirements for	Metro adopted our first outcomes-based Regional Transportation Plan (RTP) that relies on targets and performance measures to ensure progress toward plan goals. While the range of outcomes and correlating performance measures in the RTP are much more		

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	performance-based planning and programming, including: • Discussing the new requirements, identify which processes need updating to meet new requirements and a plan for updates, data collection and sharing requirements to be ready for PBPP. • Making necessary connections to other performance-based plans, including Statewide Plans. • Further develop data needs to ensure that future MTP and TIP updates implement an	comprehensive than required under new federal regulations, the framework in our RTP closely matches federal requirements where they overlap. In late 2018, Metro will adopt our third performance-based RTP and as part of this major update to the plan, we are conducting a significant overhaul of the plan's targets and performance measures. This work is partly driven by capacity constraints within our agency, and our ability to sustainably monitor, model and report data for performance measures, and the need to align our measures with federal requirements for efficiency. We are still working through our approach to meeting some federal measures, and have been coordinating with ODOT and TriMet to ensure that we can collectively meet these new requirements. Because of our capacity constraints, we expect to rely heavily on ODOT		

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	objective-driven, performance-based planning process • Updating Planning Agreements that describe how transportation planning efforts will be coordinated between the agencies and document specific roles and responsibilities each agency has in the performance of transportation planning for the region. • Reviewing MTP and TIP project prioritization and decision-making processes and how they support a performance-based process.	data in the near term to meet the new requirements. Currently, we expect to have an initial approach and agreement on responsibilities with our agency partners this year, and on schedule to meet minimum federal requirements. As discussed previously, Metro and ODOT plan to follow the 2018 RTP adoption with an update to our regional mobility policy (which regulates both the RTP and the Oregon Highway Plan for the Metro region). Our goal is to continue linking our mobility policy to the 24 mobility corridors that make up our Regional Mobility Atlas, and we believe this approach strongly meets the intent of federal regulations for tailoring our performance-based planning and programming to conditions on the ground. As part of this work, we will likely fine-tune our performance targets and measures as they relate to federal requirements.		

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	• Identifying a way to categorize MTP and TIP projects in a way that will assist the MPO in meeting the new performance-based planning and programming requirements. • Reviewing publications, tools, and resources available on FHWA and FTA's websites for good practices and assistance in implementing Transportation Performance Management and PBPP.	This work will be completed prior to the next update to the RTP, and will either result in an amendment to the plan or will be incorporated into the 2023 update. Once the new policy has been adopted into the RTP (either through amendment or a scheduled update), it will then apply to subsequent MTIP updates.		

Southwest Washington Regional Transportation Council

Unified Planning Work Program
for
Fiscal Year 2022
July 1, 2021 to June 30, 2022

May 04, 2021

Southwest Washington Regional Transportation Council
1300 Franklin Street
Vancouver WA 98660

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Southwest Washington Regional Transportation Council

Unified Planning Work Program
for
Fiscal Year 2022
July 1, 2021 to June 30, 2022

May 04, 2021

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

Agenda V
Resolution 05-21-16

STAFF REPORT/RESOLUTION

TO:	Southwest Washington Regional Transportation Council Board of Directors
FROM:	Matt Ransom, Executive Director
DATE:	April 27, 2021
SUBJECT:	**Unified Planning Work Program for Fiscal Year 2022, Resolution 05-21-16**

AT A GLANCE - *ACTION*

To adopt RTC's Fiscal Year 2022 Unified Planning Work Program (UPWP). RTC's UPWP is prepared annually as a requirement for the receipt of federal and state transportation planning funds. The UPWP presents the transportation planning activities carried out to comply with federal and state requirements and provides a coordination function among jurisdictions planning within the metropolitan area.

INTRODUCTION

The Unified Planning Work Program (UPWP) is prepared annually and documents the transportation planning activities to be carried out by RTC as the Metropolitan Planning Organization (MPO) for Clark County (within the Portland-Vancouver metropolitan area). Transportation planning activities are performed in response to the requirements of all MPOs outlined in federal regulations; United States Code (USC) Titles 23 and 49. RTC's Fiscal Year 2022 UPWP covers a one year period from July 1, 2021 to June 30, 2022. The UPWP is consistent with RTC's calendar year 2021 Work Plan and Budget adopted by the RTC Board of Directors in December 2020 (RTC Board Resolution 12-20-32). In addition to describing upcoming and potential transportation planning activities, the UPWP also details the assignment of RTC grant and other funding resources for implementation of the transportation planning program.

The FY 2022 UPWP document outlines regional transportation planning activities focused in four major sections: (1) Regional Transportation Planning Program, (2) Data Management, Travel Forecasting, Air Quality, and Technical Services, (3) Regional Transportation Program Coordination and Management, and (4) Transportation Planning Activities of State and Local Agencies.

To comply with the federal transportation act [Metropolitan Planning Rule § 450.308(c)], the MPO develops the UPWP in cooperation with transportation planning partners to address the transportation planning priorities facing the region. The UPWP identifies work proposed for the next 1- or 2-year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of federal and matching funds. RTC's UPWP outlines funding sources available for the transportation planning program to address the major transportation planning issues of the upcoming year (see UPWP, page xiii). A Revenue Summary table is provided on page 58 of the document.

POLICY IMPLICATION

The UPWP is expected to set in place a program to implement federal, state, and local transportation planning emphasis areas (PEAs). The Federal Highway Administration, the Federal Transit Administration, and Washington State Department of Transportation annually identify transportation PEAs to be addressed in the metropolitan and statewide transportation planning processes. The PEAs are outlined on pages x through xiii of RTC's FY 2022 UPWP. The primary federal emphasis area for FY 2022 is continuation of the required performance-based planning efforts. The state emphasizes the need for MPO/RTPOs to collaborate with WSDOT on development of statewide transportation plans. Performance based planning requires establishing performance measures, performance monitoring and setting of transportation performance targets as established under the previous federal transportation act, MAP-21. Carrying out a metropolitan transportation planning program that meets the requirements of 23 CFR 450.308 and 23 CFR 420.111; 49 USC § 5303, 49 USC § 5305 and FTA Circular 8100.1C will continue with adoption of RTC's FY 2022 UPWP. This includes addressing the federal transportation planning factors outlined on page xii of RTC's FY 2022 UPWP.

Stakeholder Review

The Regional Transportation Advisory Committee (RTAC) helps to develop the UPWP and has opportunity to review drafts throughout the development process. The RTC Board of Directors had the opportunity to review the draft document at its April 6, 2021 meeting.

The Portland-Vancouver metropolitan area is served by two MPOs; RTC serves the Washington portion of the region and Metro serves the Oregon portion. In a bi-state region, the MPOs must cooperate and coordinate development of their respective UPWPs. Metro's draft FY 2021-2022 UPWP is made available for RTC Board's review as part of Metro's April 15 Joint Policy Advisory Committee on Transportation (JPACT) meeting packet.

RTC and Metro staff participated in the Federal and State UPWP review meetings held at both MPOs; on February 18 at Metro and March 4 at RTC. Public notice of the draft FY 2022 UPWP has been published on the RTC's website.

The RTC's Regional Transportation Advisory Committee (RTAC) reviewed the proposed FY 2022 UPWP at its April 16 meeting and recommended RTC Board of Directors adoption.

BUDGET IMPLICATION

The FY 2022 UPWP budget is consistent with and extends from RTC's 2021 Work Plan and Budget adopted by the RTC Board of Directors in December 2020. Federal, state, special study contract, and member assessment revenue sources assumed in the FY 2022 UPWP have been committed by agreement, authorized for future assessment, or are planned to be committed in the coming months. A Revenue Summary table is presented on page 58 of the FY 2022 UPWP document. Should the assumed funding allocations change significantly during the FY 2022 UPWP, the Work Program will be amended accordingly.

ASSOCIATE ACTIONS

Adoption of the FY 2022 Unified Planning Work Program authorizes the Executive Director to file applications for regional transportation funding, to execute grant agreements, and to file any assurances or required documentation relating to implementation of the FY 2022 UPWP.

ACTION REQUESTED

Adoption of Resolution 05-21-16 which adopts the Unified Planning Work Program for Fiscal Year 2022.

ADOPTED this 4th day of May 2021, by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

DocuSigned by:
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Signed On Behalf Of

Scott Hughes
Chair of the Board

ATTEST:

DocuSigned by:
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Matt Ransom
Executive Director

Attachments:

- RTC's FY 2022 UPWP
- Metro's Draft FY 2021-2022 UPWP available for review as part of the April 15, 2021 JPACT meeting packet

20210504RTCB-Res052116-UPWP2022.docx

FY 2022 UPWP for Clark County: Contents

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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FISCAL YEAR 2022 UPWP: INTRODUCTION

UPWP PURPOSE

The Unified Planning Work Program is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The financial year 2022 (FY 2022) UPWP runs from July 1, 2021 through June 30, 2022. 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 federal transportation Act, The Fixing America's Surface Transportation Act (FAST Act), was due for reauthorization in 2020 but continues as the current transportation act providing 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.

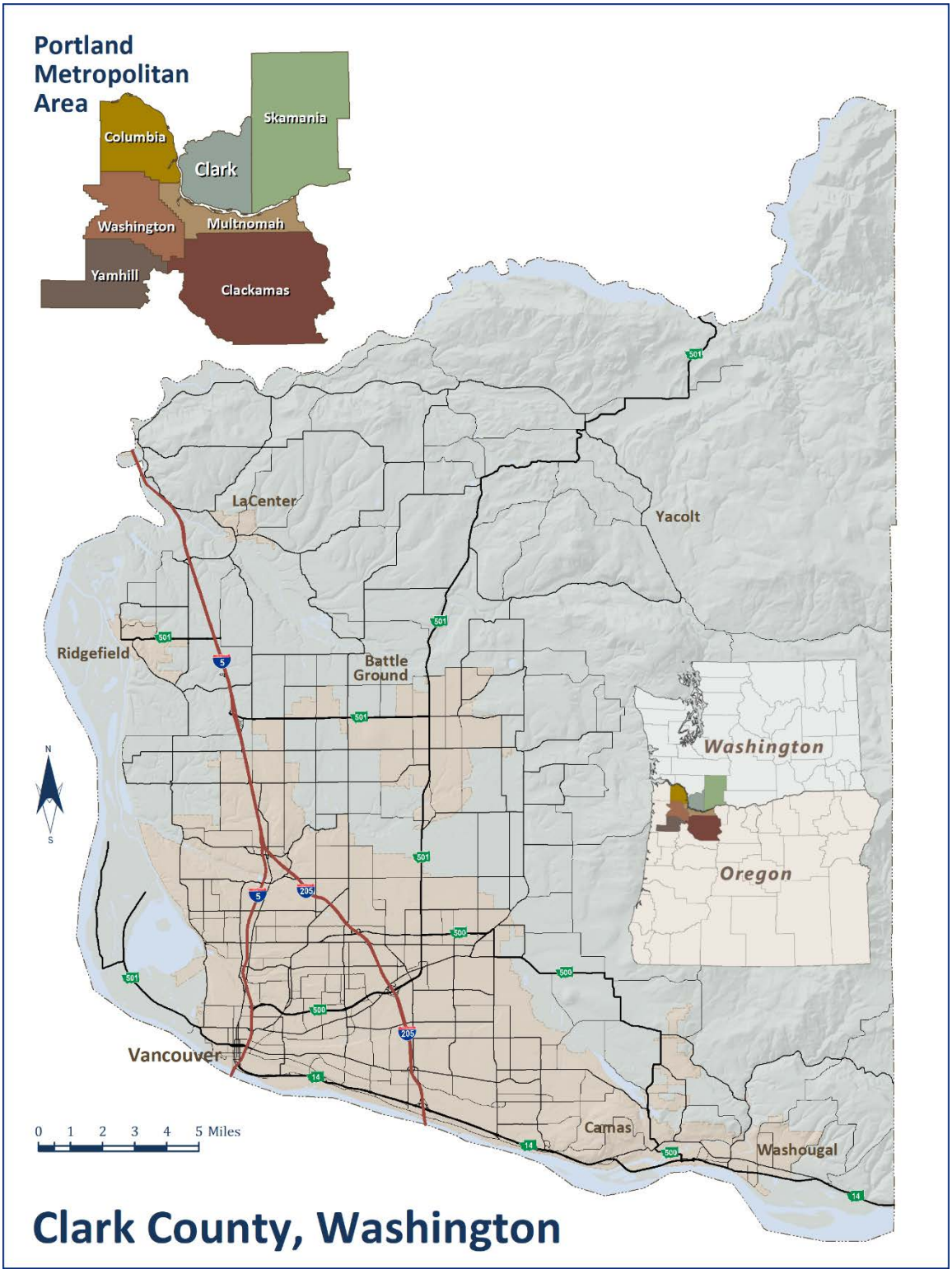


Figure 1: RTC, Metropolitan Planning Organization (MPO)
The Metropolitan Planning Area (MPA)/MPO region includes the whole of Clark County

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.

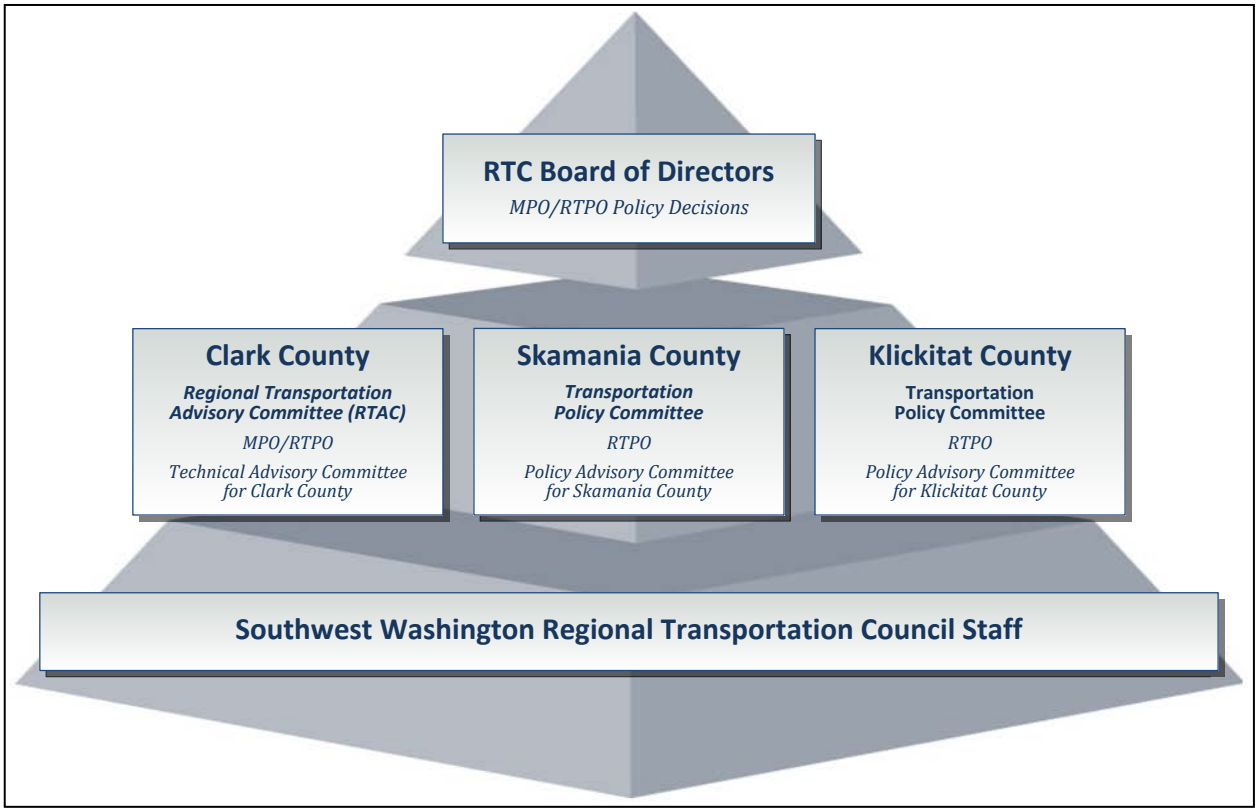
RTC is also the Washington State-designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat (Figure 2, map). RTPO requirements are specified in RCW47.80.010 through RCW47.80.070 and WAC 468-86.

RTC's three-county population of Clark, Klickitat and Skamania stands at 534,190 in 2020 with Clark County having the largest population of 499,200. 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 2019 population of 2,492,412.

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 ix.

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 was last reviewed in 2018 and adopted by RTC in September 2018 (RTC Board Resolution 08-18-14, September 4, 2018). The Metro/RTC MOU is currently reviewed triennially with adoption of the UPWP and is due for update in 2021.

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: MEMBERSHIP 2021

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	*Legislators from the following Washington State Districts:*
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	49th District
City of Goldendale	
C-TRAN	
Washington State Department of Transportation	

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: BOARD OF DIRECTORS

RTC Board of Directors 2021

Jurisdiction/Agency	**Represented By:**
City of Vancouver	Mayor Anne McEnerny-Ogle (RTC Chair) Council Member Ty Stober
Clark County	Council Chair Eileen J. Quiring O'Brien 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	Councilor Ron Onslow, Ridgefield
Skamania County: Skamania County City of North Bonneville City of Stevenson Port of Skamania County	Commissioner Tom Lannen, Skamania County
Klickitat County: Klickitat County City of Bingen City of Goldendale City of White Salmon Port of Klickitat	Commissioner David Sauter, Klickitat County
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 Delegate Bill Iyall
ODOT	Rian Windsheimer, Region One Manager
Metro	Councilor Shirley Craddick, Metro
14th District	Senator Curtis King Representative Chris Corry Representative Gina Mosbrucker
17th District	Senator Lynda Wilson Representative Paul Harris Representative Vicki Kraft

RTC Board of Directors 2021

Jurisdiction/Agency	Represented By:
18th District	Senator Ann Rivers Representative Larry Hoff Representative Brandon Vick
20th District	Senator John Braun Representative Peter Abbarno Representative Ed Orcutt
49th District	Senator Annette Cleveland Representative Monica Jurado 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	Taylor Eidt
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
Town of Yacolt	Tom Esteb
Port of Vancouver	Jim Hagar
Port of Camas-Washougal	Dave Ripp
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	Jennifer Baker

B. SKAMANIA COUNTY

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

SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

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

C. KLICKITAT COUNTY

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

KLICKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

Jurisdiction/Agency	Representative
Klickitat County	Commissioner David Sauter
City of White Salmon	Ross Lambert, Public Works
City of Bingen	David Spratt, Public Works 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 as the Bi-State Coordination Committee, per the Bi-State Coordination Charter, to address transportation issues of bi-state significance as well as bi-state land use issues that impact economic development, environmental, and environmental justice issues. On issues of bi-state transportation significance, the Committee's discussions and recommendations are advisory to RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro. On issues of bi-state land use and economic significance, the Committee's advisory recommendations are to the appropriate local and regional governments.

E. TRIBAL PARTICIPATION

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

F.RTC STAFF

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

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, Air Quality
Sr. Transportation Planner	Regional Transportation Plan, Unified Planning Work Program, Human Services Transportation Plan, Active Transportation Plan, Transportation Demand Management, Freight Planning
Sr. Transportation Planner	Transportation Improvement Program (TIP), Project Programming, RTPO: Klickitat and Skamania Counties, Congestion Management Process, Traffic Counts, Freight Traffic Data, Safety
Sr. Transportation Planner	Geographic Information System (GIS), Mapping, Data Graphics, Webmaster
Sr. Transportation Planner	Regional Travel Forecast Model, Data, Demographics, Title VI, ADA
Staff Assistant	RTC Board of Directors' Meetings, Bi-State Coordination Committee Meetings, Appointment Scheduling
Office Assistant	General Administration, Reception, Regional Transportation Advisory Committee (RTAC) Meetings, Website
Accountant	Accounts Payable, Grant Billings

Figure 4: RTC Staff

PLANNING EMPHASIS AREAS

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

In FY 2022, 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 continuing current Federal Transportation Act signed into law by President Obama on December 4, 2015. Federal reauthorization of the Act is due. In FY 2022, 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
- Coordination with Other Planning Organizations
- Title VI Plan and Reporting
- Coordinated Public Transportation – Human Services Transportation Plan (CPT-HSTP)
- Comprehensive Plan Certification
- Self-certification
- Transportation Performance Management
- Congestion Management Process
- Federal Certification Review (on a 4-year cycle)
- Work identified to address corrective actions/recommendations from certification reviews

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

- Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

STATE

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 2022 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

Federal Functional Classification

All states are required to maintain a Federal Functional Classification (FFC) network (23 CFR 470). MPOs and RTPOs are to periodically review their respective Functional Classification Networks to ensure that system continuity, accessibility, and mobility needs are met. Review should be based on the Guidelines for Amending Functional Classification in Washington State. Any unbuilt proposed routes that have been on the system for six years or more should be reviewed and if construction of these projects is not reasonably expected to begin within the STIP's 4-year timeframe, they should be considered for removal from the network for now. This work will aid WSDOT's efforts leading up to the Urban Boundary Review/Adjustment process resulting from the 2020 Census.

Administration, Accounting and Budget

MPO/RTPOs are to consider transitioning to a 2-year UPWP update to align with the state's biennial budget, need to ensure its website is kept current and governing documents, such as Interlocal Agreements, bylaws and policies, are accessible on the website. In the UPWP, MPO/RTPOs need to identify all funds to be used in delivering the transportation planning program, expected revenues and planning expenditures by fund type, including rollover funds from previous years. Tasks to be supported by consultants should also be identified.

LOCAL

RTC's FY 2022 UPWP will continue its fundamental metropolitan transportation planning program activities and advance project-related activities. RTC completed the Clark Regional Urban Freeway Corridors Operations Study and the Smart Communities Assessment in FY 2021 and further advanced the TIP database of projects made available on RTC's website. In FY 2022, the Regional Active Transportation Plan for Clark County is scheduled for completion as well as Local Road Safety Plans. RTC will be continue to be engaged in providing technical and policy input for ongoing and emerging bi-state studies including: the Hood River Bridge replacement EIS; and development of the I-5 Bridge Replacement Program Supplemental EIS, 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.

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

Key transportation issues for the region include:

- **Support Growth and Development:** The region's transportation system needs to support both existing needs and growth in the region. Washington Office of Financial Management estimated Clark County population at 499,200 in 2020, up by 10,700 people from the 2019 population of 488,500; a 2.2% 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.
- **Post-COVID Transportation:** Pandemic effects on transportation demand initially resulted in less traffic volumes and lower transit ridership with many working from home, schools online and jobs loss. As the region recovers from the pandemic, RTC will track how this may have longer-term consequences on travel demand and transportation modes used.
- **Regional Project Funding**: Transportation projects and strategies are identified in the Congestion Management Process and Regional Transportation Plan and programmed for funding in the Transportation Improvement Program. RTC recognizes the need for timely transportation system investments. In this region, need for transportation improvement exceeds available funding. The region's current 4-Year Transportation Improvement Program forecasts over $422 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 2022 Work Program and budget continues support for the regional collaboration needed to develop studies, strategies, and projects which will shape the region's transportation investment strategy for years to come, working with WSDOT and planning partners to identify Practical Solutions to transportation needs.
- **2040 Regional Transportation Plan - Implementation and Development**: A 2040 update to the Regional Transportation Plan for Clark County was adopted in March 2019. Work on the RTP in FY 2022 will focus on both implementation of the current RTP and scoping of the next RTP update tentatively schedule for adoption in late 2023. Focus will be on development of modal components of the Plan and safety of the transportation system.
- **Regional Studies**: A number of regional studies will be continued in FY 2022 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. RTC continues to participate 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 is also developing 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 federal Transportation Act, the FAST Act (December 2015) continues as the current federal transportation act pending reauthorization. The FAST Act focuses on the performance management structure established by its predecessor Act, MAP-21. 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 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).*

- **Regional Travel Demand Model Tools**: Research and application development for the regional travel demand modeling process. The purpose of this research and application development is to enhance RTC travel demand model tool application for use in countywide and sub-area model applications, particularly in the application of dynamic traffic assignment tools. Cost estimate: $25,000 - $35,000 *(scope dependent)*.

- **Transportation Data Study**: RTC will conduct a study with partner agencies to analyze both local and regional transportation data needs and identify best sources for needed transportation data. The study will include: 1) Identification of transportation data needs, 2) Analysis of existing data collection, 3) Identification of transportation data gaps, and 4) Plan for filling transportation data gaps. The recommendation of the study should result in both future deployment of data collection technology and purchase of transportation data. Cost estimate: $25,000 - $40,000 *(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 Congestion Management Process activities. Cost estimate: $75,000-$100,000 *(scope dependent).*

- **Research Partnership**: Partner with Portland State University Transportation Research and Education Center - Portal Data Archive, for utilization of the comprehensive PORTAL traffic data program and academic researchers in an update to RTC's Congestion Management Process. Cost estimate: $15,000 to $25,000 *(scope dependent)*.

- **Regional Transportation Demand Management (TDM) Strategy**: Research study for a comprehensive RTC region TDM strategy for in update to the regional Commute Trip Reduction Plan which implements RCW 70.94.527. Study strategies would be evaluated and paired with corridor operations strategies and capital investment plans to promote corridor specific management strategies. The intent of the TDM strategy is to optimize existing and future transportation corridor network performance and multi-modal systems. Study findings would support regional implementation of Commute Trip Reduction plan(s). Cost Estimate: $35,000-$50,000 *(scope dependent)*.

- **Transportation Equity Needs Assessment**: Conduct a transportation equity needs assessment through public outreach and data analyses to better identify the needs of historically under-represented and underserved populations in Clark County. The assessment findings would inform equity issues across the Regional Transportation Plan's (RTP) vision and goals; and recommendations to address identified needs. The findings would also shape how equity is considered in project selection and performance analysis in the RTP and Transportation Improvement Program (TIP). Cost estimate: $25,000-$40,000 *(scope dependent)*

- **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 Corridor Planning**: Provide technical support to partner with agencies within Clark county 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. RTC may provide technical support 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 and having 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 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 2022, work will continue to focus on implementing the Clark County RTP update, with work on modal elements and work will begin on scoping the next RTP update scheduled for adoption in late 2023.

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 and synchronized with Metro's RTP update. The RTP update process will address federal transportation policy interests and reflect the latest versions of statewide plans such as Washington's Transportation Plan (WTP), Highway System Plan (HSP), State modal plans and corridor planning initiatives. At each RTP update, the results of recent transportation planning studies are incorporated and new or revised regional transportation system needs are identified and documented. RTP development relies on analysis of results from the 20-year regional travel forecast model as well as results from a six-year highway capacity needs analysis and 20-year transit planning. The Plan addresses the transportation priorities of the region.
- 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 help guide the RTP's development.
- Reflect updated results from the Congestion Management Process. The latest monitoring report on the region's transportation congestion management is the 2019 Congestion Management Report (RTC Board adoption, July 2020); 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.
- Evaluate the environmental impacts and mitigation strategies related to the regional transportation system as required by FAST, the Clean Air Act and State laws in consultation with environmental resource agencies.
- 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. A Certification Process Guide and accompanying checklist adopted by the RTC Board in March 2016 guides this process.
- 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 2022 Tasks and Products: Regional Transportation Plan

2021/22 will see RTC work to implement the updated RTP with focus on the Plan's modal elements and the beginning of scoping of the next RTP update.

- Amendments to the RTP consistent with RTC's RTP Amendments Policies and Process (RTC Board adopted April 2020). RTP amendments can be requested by member agencies and jurisdictions to maintain consistency between state, regional and local plans. (As needed)
- Federal Functional Classification – work with local jurisdictions and WSDOT to update the federal functional classification system and reflect any changes in the next RTP update. (As needed)
- System Performance – Report on transportation system performance measures, monitoring and updates to targets set to guide transportation investment decisions, project and strategies identified in the RTP 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 or set regional targets. (Ongoing)
- Practical Solutions – RTC will continue to work with WSDOT to identify practical solutions to transportation issues in an effort to maximize benefits. This approach to identifying transportation solutions, including projects and strategies, will impact the list of transportation projects identified in next RTP update. (Ongoing)
- Project Priorities – project and transportation strategy priorities identified in the RTP will be reviewed annually with possible re-evaluation of RTP 10 year project priorities.
- Safety – An update to the Safety Assessment for Clark County will be completed using crash data compiled by the State and used in the performance monitoring and target setting process. RTC will work with local agencies to develop and implement Complete Streets/Safe Streets to ensure streets are designed for all users dependent on the context of the transportation facility. (Ongoing)
- Transit – The RTP includes recommendations and guidance provided by the region's transit development plans, notably C-TRAN's Transit Development Program and 20-Year Transit

Development Plan, C-TRAN 2030, (C-TRAN, June 2010; updated December 2016) and the Clark County High Capacity Transit System Study (RTC, December 2008). C-TRAN opened its first Bus Rapid Transit corridor, The Vine, in the Fourth Plain corridor in January 2017, is working on a second BRT corridor on Mill Plain and will then move to consider BRT plans for the Hwy 99 corridor. 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. (Ongoing)
- 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. (As needed)
- 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 complete a regional Active Transportation Plan. See separate Active Transportation Plan UPWP element description. (RTP integration – ongoing)
- 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 2021/2022, RTC will continue to monitor demographic trends and work with local agencies and institutions, such as the Clark County Commission on Aging and Accessible Transportation Coalition Initiative, to implement transportation recommendations to meet transportation needs. (Ongoing and as new data allows)
- Human Services Transportation Planning - The process to develop the region's Human Services Transportation Plan and human services transportation project priorities is led by RTC 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. 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).
- Economic Development – RTC will continue to work with the Columbia River Economic Development Council (CREDC) to support implementation of its Clark County Comprehensive Economic Development Plan and to determine transportation needs at a regional level that can support economic development. RTC coordinated with CREDC on an update to the Employment Land Study in 2019 and will continue to participate in regular Economic Development Partners meetings. RTC will compile data relating to economic analysis including GDP, employment by industry, unemployment rates, wages and salary changes, household income, commuting patterns, development permits, housing construction, to inform the transportation planning process and to support transportation funding applications. (Ongoing)
- Emerging Transportation Technologies - Regional transportation system development is at an evolutionary point where emerging transportation technologies that can impact transportation networks and performance are developing rapidly. RTC will continue to be aware of emerging technologies and their use to serve transportation mobility, access and equity for passenger, freight and goods movement. (Ongoing)
- Air Quality and Climate Change – Strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions 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. 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. RTC will provide local jurisdictions with GMA Plan certifications as requested. (Ongoing)
- Consultation between RTC, state and federal environmental agencies to address environmental mitigation strategies as part of the RTP process will continue as well as coordination with tribal governments. Resource agencies include the State Historic Preservation Office and local jurisdictions' environmental departments. (Ongoing)
- The RTP development and implementation process involves the Regional Transportation Advisory Committee whose members provide technical review and recommendations for 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 and their input is considered in RTP update development (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 update and develop elements of the RTP. (Ongoing)

FY 2022 Funding: Regional Transportation Plan Work Element

FY 2022 Revenues:		**FY 2022 Expenses:**	
	$		**$**
• Federal FHWA PL	$142,006	• RTC	$354,473
• Federal FTA	$52,897		
• State RTPO	$32,713		
• FY21 Carry Over Funds (STBG)	$82,750		
• FY21 Carry Over Match	$12,915		
• RTC Local MPO Funds	$31,192		
	$354,473		**$354,473**

Federal $ are matched by State and local MPO Funds.

1B.TRANSPORTATION IMPROVEMENT PROGRAM

The metropolitan Transportation Improvement Program (TIP) is a multi-year program of federally funded and regionally significant transportation projects within the Clark County, Washington region. The TIP includes a priority list of projects to be carried out in the next four years and a financial plan that demonstrates how it can be implemented. The projects programmed in the TIP originate from project recommendations made in the Regional Transportation Plan (RTP) or are developed into projects from a series of program recommendations such as preservation, maintenance, and safety. The TIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, C-TRAN and the Washington State Department of Transportation (WSDOT). The development process includes public outreach and participation. RTC's TIP and Public Participation Plan satisfy the public participation requirements for 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 2022 Tasks and Products: Transportation Improvement Program

- Development of the RTC's 2022-2025 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 2021)*
- Update the Transportation Programming Guidebook; TIP Policies and Procedures, if warranted.
- TIP amendments as necessary. *(Ongoing)*
- Coordination of regional transportation projects for federal and statewide competitive programs. *(Ongoing)*
- Reports on tracking of TIP project implementation and obligation of funding of TIP-programmed projects. *(Ongoing)*
- Maintain a project database to help project tracking efforts. . More information on development of a project database to help project tracking efforts is found in the Data/Forecast work element. *(Ongoing)*
- Provide input to update the State Transportation Improvement Program (STIP). *(Ongoing)*
- Public participation in TIP development including providing information and ability to comment online. *(Ongoing)*

FY 2022 Funding: Transportation Improvement Program

FY 2022 Revenues:	**$**	**FY 2022 Expenses:**	**$**
• Federal FHWA PL	$85,203	• RTC	$212,683
• Federal FTA	$31,738		
• State RTPO	$19,628		
• FY21 Carry Over Funds (STBG)	$49,650		
• FY21 Carry Over Match	$7,749		
• RTC Local MPO Funds	$18,715		
	$212,683		**$212,683**

Federal $ are matched by State and local MPO Funds.

1C.CONGESTION MANAGEMENT PROCESS

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

Work Element Objectives and Activities: Congestion Management Process

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

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

- Provide CMP data and system performance indicators to inform state and local transportation plan updates.
- The CMP database and system monitoring will be integrated with metropolitan planning efforts related to the Regional Transportation Plan's update, federal performance measures, the Transportation Improvement Program, and the VAST/Transportation System Management and Operations process.

Relationship to Other Work: Congestion Management Process

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

FY 2022 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 support future regional travel forecast model enhancement and update. *(Ongoing)*
- Update other CMP corridor data including auto occupancy, roadway lane density, vehicle classification (truck counts), transit ridership, transit capacity, travel time and speed. Data should support the CMP, concurrency and/or other regional transportation planning programs. *(Ongoing)*
- Compare the most recent data with data from prior years (dating back to 1999) to support identifying system needs and transportation solutions as well as monitoring of impacts of implemented improvements. (Summer 2021)
- An updated annual Congestion Management Report (Summer 2021).
- 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 2022 Funding: Congestion Management Process

FY 2022 Revenues:		**FY 2022 Expenses:**	
	$		**$**
• Federal FHWA PL	$39,762	• RTC	$74,253
• Federal FTA	$14,811	• Consultant	$25,000
• State RTPO	$9,160		
• FY21 Carry Over Funds (STBG)	$23,170		
• FY21 Carry Over Match	$3,616		
• RTC Local MPO Funds	$8,734		
	$99,253		**$99,253**

Federal $ are matched by State and local MPO Funds.

*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.
- 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.
- Review recommendations of the Smart Community Assessment project and with VAST agency partners to define implementation strategies to advance smart technology deployment in the region.
- 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.
- Continue collaboration on OSPInSight, the new cloud-based mapping software tool, as the shared approach for management of VAST fiber and communication assets.
- Expand areas of communications infrastructure sharing and integration authorized under the executed Regional Communication Interoperability and Fiber Interlocal Agreement.
- Develop rules, procedures and process, and security issues among VAST partners and agree on a common protocol for VAST to receive detailed communications infrastructure information from agency construction projects.
- Identify additional areas for coordination and improvement of the communications infrastructure, including coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.
- Initiate discussion with the VAST Steering Committee to scope an update of the 2016 TSMO Plan.
- Prepare the VAST annual report to summarize key 2021 accomplishments and recurring, recent and upcoming activities of the program.
- 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 2021/2022 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.
- 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.
- Publication of the 2021 VAST Annual Report.
- 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 2021/2022 Funding:

1D.(I)VAST PROGRAM FUNDING

FY 2021/22 Revenues:		**FY 2021/22 Expenses:**	
	$		**$**
• FY 2021 Carry-Over Funds (STBG)	$453,730	• RTC	$384,543
• RTC Local MPO Funds (13.5%)	$70,813	• Consultants*	$140,000
	$524,543		**$524,543**

Federal $ are matched by State and local MPO Funds.

* Consultantsestimated $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 2021/22 Revenues:	**$**	**FY 2021/22 Expenses:**	**$**
• FY 2021 Carry-Over Funds (STBG)	$23,000	• RTC/Consultant	$26,590
• FY 2021 Carry-Over Match	2,171		
• RTC Local MPO Funds	$1,419		
	$26,590		**$26,590**

Federal $ are matched by State and local MPO Funds.

1E.SKAMANIA AND KLICKITAT RTPO

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

Work Element Objectives and Activities: Skamania and Klickitat RTPO

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

Relationship to Other Work Elements: Skamania and Klickitat County RTPO

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

FY 2022 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 2022-2025 Regional Transportation Improvement Program. *(Fall 2021)*
- Review of Regional Transportation Plans. *(Fall 2021)*
- 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 2022 Funding: Skamania and Klickitat RTPO

FY 2022 Revenues:		**FY 2022 Expenses:**	
	$		**$**
• State RTPO	$45,310	• RTC	$45,310
	$45,310		**$45,310**

1F. REGIONAL ACTIVE TRANSPORTATION PLAN

In 2020-2021 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. The RATP is due for completion in early FY 2022 and will be integrated into the Regional Transportation Plan for Clark County.

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 has developed Phase I of a statewide ATP scheduled for completion in FY 2021. Several local jurisdictions in Clark County, including the City of Vancouver, are working to update local Transportation System Plans which will address active transportation.

FY 2020/21/22 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 2020/21/22 Funding: Active Transportation Plan

FY 2020/21/22 Revenues:		**FY 2020/21/22 Expenses:**	
	$		$
• FY 2021 Carry-Over Funds (STBG)	$25,154	• RTC/Consultant	$29,080
• FY 2021 Carry-Over Match	$3,926		
Total	**$29,080**		**$29,080**

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

1G. SHARED CENTRAL SIGNAL SYSTEM STUDY

The purpose of the Shared Central Signal System Study project is to clearly outline the goals and objectives for the Vancouver Area Smart Trek (VAST) partners and provide a path to improve operations of the region's traffic signal systems. An improved signal system will help minimize delay, balance congestion, smooth traffic flow, and further enhance the region's capability to implement operations and maintenance strategies that maximize safety, efficiency, and reliability of the traffic signal system. The Study is scheduled for completion in fall 2021.

Work Element Objectives and Activities: Shared Central Signal System Study

- The purpose of the Study is to document existing and future centralized traffic signal systems for transportation agencies in the Clark County/Vancouver region.
- Evaluate corridor operations, develop guidelines for implementing a regional centralized traffic signal management system, and outline an implementation strategy for future operations and maintenance.
- Provide the initial systems engineering documents of the future Shared Regional Signals System project.

Relationship to Other Work: Shared Central Signal System Study

- The Shared Central Signal System Study is an integral part of the Vancouver Area Smart Trek (VAST) work program.

FY 2021/2022 Tasks and Products: Shared Central Signal System Study

- **Project Management and Coordination**. This task includes budget, scope and schedule. It also includes project management team meetings, technical advisory committee meetings and agency stakeholder meetings.
- **Shared System Existing Use Cases**. The Consultant will research two existing shared operation signal systems currently in operation and develop a deliverable listing benefits, advantages/disadvantages, challenges and governance structure of shared operations. Preferably, one of the two use cases will include a group of agencies operating on the Trafficware ATMS.NOW platform similar to the VAST agencies.
- **Systems Engineering**. Consultant will produce Systems Engineering documents in accordance with all Federal Highway Administration (FHWA) Guidelines regarding systems engineering process. Consultant shall coordinate with FHWA Washington Division ITS Engineer to confirm Systems Engineering document deliverables are in compliance with FHWA expectations for procurement using federal dollars. The task includes working with regional stakeholders to assess user needs. The needs will be based on the signal system operational objectives and strategies indicated by the regional users of the central signal system. The user needs assessment will summarize what the users require of the centralized signal system to meet operational goals. Prior to conducting the User Needs assessment, WSDOT, Clark County, City of Vancouver and other regional stakeholders, including City of Battle Ground, City of Camas, and City of Washougal, will provide the Consultant with a field inventory of communications and controller information. The consultant will consolidate the results of the needs assessment into one document. Based on the user needs identified as part of this task, three use cases will be developed that describe how

the regional partners will use the shared signal system and will be used to evaluate and compare the different signal system solutions. The use cases will also be included in the Concept of Operations. Example use cases could include: 1) Freeway incident, traffic is diverting to arterial and the parallel route; 2) Coordination across agency boundaries; and 3) After hours operation.

- **Evaluate Shared Signal System Options**. Consultant will evaluate the purpose, need, and architecture options for a regional shared signal system. The outcome of the evaluation will be a unified multi agency regional operational system. The evaluation will:
    - Document and evaluate shared signal system architecture options
    - Document evaluation criteria with stakeholder input
    - Compare advantages and disadvantages for each option including how well each option meets the goals and user needs, the technical and institutional feasibility, and the costs.
    - Consider needs for a successful deployment including the potential for a joint operations center
    - Provide a recommended alternative
- **Shared Signal System Concept of Operations**. Consultant shall develop a draft and final Concept of Operations for the shared regional central traffic signal system. The Concept of Operations will address the goals and objectives of regional stakeholders, architecture of the shared central traffic signal system solution, and operation and maintenance of the shared central traffic signal system.
    - The concept of operations will include the following elements:
    - Purpose and background of the system
    - Roles and responsibilities
    - Goals and objectives
    - User needs
    - System operational needs
    - Integration requirements with existing hardware
    - System support (resources) and operating environment
    - Overview of the system
    - Operation and maintenance of the system, including resources
    - Discussion on location and staffing of a joint signal operations center, including assessment of benefits and drawbacks of a joint signal operations center and recommended high-level operating procedures such as operations during after hours, probable lead agency, operations during incidents that result in diversion.

Consultant shall develop a list of recommended system requirements that can be used for enhancements of the shared system. The Consultant shall also develop a System Verification Plan that will be used by WSDOT to verify system enhancements meet the system requirements.

- **RTC Consultant Management**. RTC is responsible for reviewing and approving consultant billings and progress reports, and ensuring that the consultant carries out tasks defined in the scope of work, and the successful completion of the contract. The Study is being coordinated closely with the WSDOT, who leads day to day consultant management, setting agendas and

scheduling meetings with support from RTC. RTC is also providing advice and other assistance to WSDOT.

FY 2022 Funding: Shared Central Signal System Study

FY 2022 Revenues:	$	**FY 2022 Expenses:**	$
• FY 2021 Carry-Over Funds (WSDOT)	$50,000	• RTC/Consultant	$57,803
• FY 2021 Carry-Over Match	$7,803		
	$57,803		$57,803

1H. SAFETY PLANS

As a product of the regional transportation planning process, safety has been identified as a priority regional goal. To help meet this goal, the development of Local Road Safety Plans by cities within Clark County has been prioritized and funded. The Safety Plans are scheduled for completion in mid-FY 2022.

Work Element Objectives and Activities

- This project will fund the development of individual Local Road Safety Plan for the cities of Battle ground, Camas, La Center, Ridgefield, and Washougal.
- While Target Zero is used as a statewide approach for improving roadway safety, the development of Local Road Safety Plans can be a means for providing local agencies with an opportunity to address unique highway safety needs in their jurisdictions while contributing to the success of Target Zero.
- The proposed Safety Plans are intended to create a framework to systematically identify and analyze safety problems and recommend safety improvements. The development of Local Road Safety Plans offers a proactive approach to address safety needs and demonstrate a responsiveness to safety challenges by local cities.

Relationship to Other Work Elements:

Safety Plans connect to both the Regional Transportation Plan for Clark County and programming of projects in the Transportation Improvement Program.

FY 2021/2022 Tasks and Products

- This project will include developing safety plans within Clark County, Washington, for the cities of Battle Ground, Camas, La Center, Ridgefield, and Washougal.

FY 2022 Funding: Safety Plans

FY 2022 Revenues:		**FY 2022 Expenses:**	
	$		**$**
• FY 2021 Carry-Over Funds (STBG)	$80,000	• RTC/Consultant	$92,486
• FY 2021 Carry-Over Match (Local Funds – 5 small cities)	$12,486		
Total	**$92,486**		**$92,486**

1I. INTERSTATE BRIDGE REPLACEMENT PROJECT: TECHNICAL SUPPORT

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

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

RTC has collaborated with WSDOT and the IBR Project team to define those areas where support for the project is needed and have developed a scope of work for technical analysis, travel forecasting and other support services for the project up through alternatives analysis and the initiation of the final SEIS. The proposed agreement with WSDOT for technical assistance and policy support to the IBR project is scheduled to go through the end of 2022.

Work Element Objectives and Activities: Interstate Bridge Replacement Project: Technical Support

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

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

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

FY 2021/22 Tasks and Products: Interstate Bridge Replacement Project: Technical Support

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

as appropriate. Discipline related technical work groups such as transportation or transit work groups will be conducted under the associated task. Work under this task will include support for related IBR efforts including any needed assistance of expert review panels and intergovernmental relations.

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

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

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

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

- **Environmental**: RTC IBR Lead will coordinate IBR participation in the IBR environmental process to include attendance at and contribution to Agency Coordination Group (ACG) meetings. Participation in ACG includes assisting in the development and/or review of the following activities: Purpose and Need and Vision and Values; Methods and Data Report; Alternatives Screening Report; Existing Conditions Report; Permitting Plan.
- **Transit Planning/Engineering:** The purpose of this task is to advance the Interstate Bridge Replacement Project (IBR) multi-modal transit alternatives. Major elements include: satisfying the requirements of the FTA Capital Investment Grant (CIG) process, and developing and screening multi-modal transit alternatives down to approximately 3-5 to advance of detailed analysis, and providing collaborative technical support to other tasks. Key activities include:

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

  Transit Service *Planning: A*ssisting C-TRAN and the project team to develop the transit background and feeder networks for the transit alternatives. Elements will include transit routing, headways, transfer locations, bus speeds and dwell times for transit alternatives to be modeled and collaboration with METRO to conduct travel forecasting using the regional model and will also collaborate with METRO to correct any issues raised by the FTA in the evaluation of the model.

  Transit Conceptual Engineering: Assist in the development and review of the purpose and need, evaluation methodology and screening criteria for the transit alternatives; in the development of the initial range of transit options; review and input on the transit engineering work including capital costs and assumptions through the Project Development Team and the Design and Transit Working Groups.
- **Design Engineering:** RTC staff will participate with IBR staff in the development and review of conceptual alternative plans. RTC staff will review and provide input on the conceptual alternative plan development and screening, applying local and regional knowledge to provide feedback on elements to include highway, fixed guideway and structures.

FY 2021/22 Funding: Interstate Bridge Replacement Project Technical Support

FY 2021/2022 Revenues:		**FY 2021/2022 Expenses:**	
	$		$
• FY 2021 Carry-Over Funds (WSDOT funds)	$180,000	• RTC	$180,000
		•	
	$180,000		$180,000

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

2A. DATA MANAGEMENT, 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.
- 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 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 2022 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)
- Use 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 RTPO 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 2022 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 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 2022, 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 relate 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)
- Track proposed Washington State Legislative House Bill 1099 regarding updates to the Growth Management Act and potential changes to MPO/RTPO planning requirements for state climate change goals, and greenhouse gas emissions reduction and state vehicle miles traveled goals.
- Coordinate with Southwest Clean Air Agency (SWCAA) depending on current air quality laws and air quality status. RTC's responsibilities include, if needed, transportation emissions estimates, and conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and TIP.
- 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 2022 Tasks and Products

- Consult with local agencies, WSDOT, DOE, EPA, SWCAA, Metro and Oregon Department of Environmental Quality on emerging issues related to air quality and transportation, including any new regulatory requirements regarding air quality or conformity.
- Work to support RCW 80.80 relating to climate change and greenhouse gas reduction including Vehicle Miles Traveled (VMT) and VMT per capita in the region. Also address Governor's Executive Order 14-04. (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 2022 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 2022 Funding: Regional Transportation Data and Travel Forecasting

FY 2022 Revenues:	**$**	**FY 2022 Expenses:**	**$**
• Federal FHWA PL	$187,447	• RTC	$431,902
• Federal FTA	$69,824	• Interlocal agreement with Metro for model development	30,000
• State RTPO	$43,181	• Computer Equipment *Purchase with RTPO funds*	$6,000
• FY 2021 Carry-Over Funds	$109,230		
• FY 2021 Carry-Over Match	$17,047		
• RTC Local MPO Funds	$41,173		
	$467,902		**$467,902**

Federal $ are matched by State and local MPO Funds.

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 an updated household travel survey. RTC staff will be working closely with member jurisdictions during this project.

Work Element Objectives

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

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

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

Relationship To Other Work Elements

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

FY 2020/22 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. (summer 2021).
- Preparation for the travel behavior study likely to be fielded in 2022.
- 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 (2022).
- 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 2022 Funding: Household Travel Survey

FY 2022 Revenues:		**FY 2022 Expenses:**	
	$		$
• FY 2021 Carry-Over Funds (STBG)	$498,800	• RTC and Consultant	$660,866
• FY 2021 Carry-Over Match	$77,847		
• Other Local Funds	$84,219		
Total	**$660,866**		**$660,866**

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

3.TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A.TRANSPORTATION COORDINATION AND MANAGEMENT

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

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 committees and advisory boards such as the Statewide MPO/RTPO Coordinating Committee, and specific modal plan studies as commissioned by WSDOT and other state agency partners.
- Provide leadership, coordination and represent RTC Board positions on policy and technical issues at Committee meetings within the Portland-Vancouver region. Specifically, the key committees include: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Alternatives Committee (TPAC) 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.
- 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. 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.
- 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 2022 Tasks and Products

- Meeting minutes and presentation materials. (Ongoing)
- Year 2022 Budget and Indirect Cost Proposal. (Fall 2021)
- Coordination and support efforts for transportation entities, agencies and jurisdictions. In FY 2022, RTC anticipates continued coordination with the Washington State Joint Transportation Committee on transportation needs and with WSDOT on effective transportation investments.
- 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

- 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.
- Coordination with Metro, ODOT and Oregon Department of Environmental Quality on performance-based planning and on air quality planning issues.
- RTC and Metro jointly staff the Bi-State Coordination Committee which at times has served as the communication forum to address transportation and land use issues of bi-state significance. The Committee will meet as needed for topical discussions relevant to the committee's charter.
- 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.
- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement. There is bi-state interest in Portland/Vancouver population and employment forecasts, transportation plans, freight mobility, and priority projects for federal consideration. The two existing interstate highways now serve business, commercial, freight and personal travel needs, including around 60,000 daily commuters from Clark County to Portland. 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 BNSF rail lines also cross the Columbia river between the two states and the feasibility of establishing a ferry service on the Columbia and Willamette rivers between Portland and Vancouver has recently been investigated.
- Metro is completing a Regional Mobility Corridor policy, in development of a comprehensive update to their Congestion Management Process and is continuing work on a Regional Congestion Pricing Study.

(b.2.) Bi-State Coordination: FY 2022 Tasks and Products

- Coordination with and participation in Metro's regional transportation planning process and ODOT's transportation planning activities. (Ongoing)
- Meeting materials for the Bi-State Coordination Committee produced by RTC in partnership with Metro. (As needed)
- 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 Congestion Pricing studies, and the Columbia Connects study (see separate FY22 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 December 2020, 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, virtual meetings and website updates 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 with outreach tailored to the specific plan or project.
- 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 CVTV coverage, as well as information on planning studies being developed by RTC. The website allows public access to RTC's regularly updated traffic count database as well as RTC published reports. Links are also provided to other transportation agencies and local jurisdictions.
- 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.
- 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 2022 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)
- 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 overdue.

- 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 TMA 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. A TMA planning certification review was carried out in the region in December 2020 and the next would be anticipated in December 2024.
- 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. RTC will

participate in the 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 2022 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 2021)
- Address recommendations resulting from the December 2020 federal certification review of RTC as TMA for the Clark County region. (from spring 2021 to 2023)
- Adopt the FY 2023 UPWP, prepare an annual report on the FY 2021 UPWP and, if needed, provide amendments to the FY 2022 UPWP. The FY 2021 Annual Report is to be published by September 30, 2021 per UPWP guidance and MPO Agreement GCB 1771. The FY 2023 UPWP will be developed in Winter 2021/22 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 2022 Funding: Regional Transportation Program Coordination & Management

FY 2022 Revenues:	**$**	**FY 2022 Expenses:**	**$**
• Federal FHWA PL	$113,604	• RTC	$277,330
• Federal FTA	$42,318		
• State RTPO	$26,170		
• FY 2021 Carry-Over Funds	$66,200		
• FY 2021 Carry-Over Match	$4,084		
• RTC Local MPO Funds	$24,954		
	$277,330		**$277,330**

Federal $ are matched by State and local MPO Funds.

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 2022. 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 2021-22:

- 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 2021/22 Funding: Columbia Connects Bi-State Study, Washington's Funding

FY 2021/22 Revenues:		**FY 2021/22 Expenses:**	
	$		$
• FY 2021 Carry-Over Match (Local Funds from Port of Vancouver and City of Vancouver)	$50,000	• Metro/RTC	$50,000
Total	**$50,000**		**$50,000**

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

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

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

FY 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.
  - Assist with the preparation of applications for various grant programs. Activities might include providing technical assistance on reviewing applications for regional processes, provide educational opportunities to local jurisdictions regarding how to apply for WSDOT grants such as webinars or grant checklists.

Regional and Local Planning Coordination

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

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

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

Multimodal Transportation Planning

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

- Statewide Transportation Modal Plans
  - The Highway System Plan – WSDOT headquarters will be leading an effort in SFY 2021/22 to update the Highway System Plan. Participation from RTC members on the steering committee and assistance with the community engagement effort will be encouraged. Multimodal Investment Strategy: WSDOT is leading an exploration of how to improve the state's system for making transportation investment decisions which began in 2020. WSDOT had reached out to RTC staff who has played an active role in this effort. This process will conclude in 2021. Products of this process will include development of a shared problem statement, a vision statement and principles of collaboration.
  - 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 Active Transportation Plan – Solicitation of public comment will occur during SFY 2021and implementation will ensue.

- Transportation Demand Management (TDM)
- Corridor Analysis Planning
  - Corridor Plans and Studies
    - WSDOT Southwest Region Planning will be initiating a corridor plan for SR 503 in Clark County. WSDOT will partner with SW RTC, Clark County, and the cities of Battle Ground and Vancouver.
    - WSDOT is developing a plan in the community of Klickitat for SR-142 to address multimodal accessibility.
- 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 2022 (July 2021 through June 2022):

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 2022:

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. Local System Planning: C-TRAN will continue to work with local partners to update local transportation system plans and coordinate with local plans and project implementation.
4. Continue participation in regional Transportation System Management and Operations planning led by RTC.
5. C-TRAN will work with both ODOT and WSDOT on Before-and-After studies of the I-205 Bus on Shoulder (BOS) Pilot and I-5 Southbound BOS Project, respectively.

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 completing environmental review late 2020, C-TRAN will complete final design and engineering, receive FTA Small Starts grant and look to begin construction in Summer 2021.
- Mobility On Demand (MOD) – C-TRAN will look to redesign the Connector program and implement technology based solutions to improve customer experience. efficiency, and responsiveness.
- Restore service to pre-COVID-19 levels.

Short-Range Planning: Following public review and input in 2021, the 2021-2026 Transit Development Plan will identify capital and operational changes planned over the six-year period.

Service Performance Analysis and Evaluation: C-TRAN will continue ongoing service evaluation and planning to ensure service that meets the agency mission to provide safe, efficient, reliable mobility options. This will include all modes: fixed route, demand response, and vanpool.

Service Performance Analysis and Evaluation: C-TRAN will continue ongoing service evaluation and planning to ensure service that meets the agency mission to provide safe, efficient, reliable mobility options. This will include all modes: fixed route, demand response, and vanpool.

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.

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. TSP in the Mill Plain Blvd corridor will be built out with the Mill Plain BRT Project, while C-TRAN is working with Clark County and others to implement TSP on Highway 99.
- Electric Bus Infrastructure: C-TRAN will begin procurement of electric bus charging infrastructure in preparation for acceptance of its battery-electric buses.
- Vancouver Area Smart Trek (VAST): C-TRAN will continue working with regional partners on the planning and implementation of Intelligent Transportation System technology. Projects include video sharing, data sharing through PSU Portal, and a fiber-sharing plan.
- Improved Bus Technology: C-TRAN will continue to improve the quality and scope of real-time GTFS data availability. C-TRAN is also exploring ways to provide riders with real-time trip planning and service alerts capabilities.

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following transportation planning activities:

- Develop a Transportation System Plan.
- 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.
- Participate in C-TRAN's project and planning processes including but not limited to the Mill Plain BRT project, Fisher's Landing TOD, and system plan update.
- Serve on WSDOT project-specific technical advisory committees, such as those for the SR-501 Freight Corridor project and SR-14 widening project, and participate in regional planning coordination efforts.
- Serve on Metro's TPAC, JPACT, and other technical advisory committees in the Portland metro region.
- Coordinate transportation planning with other local agencies including Clark County, Camas, and Washougal.
- Participate in Interstate Bridge Replacement Project (IBRP) and I-5 and I-205 Toll Projects regional planning efforts with WSDOT and ODOT.

Transportation Planning

- Continue the update of the City's Transportation System Plan.
- Implement the Westside Bike Mobility Project.
- Continue to evaluate the McLoughlin Boulevard Safety Improvement Project and implement recommendations.
- Continue to implement the Tech Center Drive Safety Improvement Project.
- Study Fourth Plain Boulevard for potential safety improvements.
- Support the Columbia Connects Regional Study.
- Support the development of the Commercial Corridor Strategy.

- Continue implementation of Fourth Plan Forward.
- Implement the Heights District and Subarea Plans.
- Continue development and implementation of the Complete Streets Program.
- Continue to seek grant funding for projects, programs, and plans.
- Continue to support capital and safety improvement projects led by other City work groups.
- Continue management and implementation of the Neighborhood Traffic Calming Program.
- Support the Transportation and Mobility Commission.

Transportation Demand Management

- Administration of countywide Commute Trip Reduction (CTR) Program and provision of direct services to affected CTR employers.
- Participate in the WSDOT statewide TDM technical advisory committee.
- 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 design and NEPA for a grade separated underpass at 32nd Street under the BNSF rai line. Design will start in the 1st quarter of 2021.
- Seek grant funding and direct appropriations (state and federal) for 32nd Street grade separation under BNSF mainline, 32nd Street/Stiles Road Improvements, and A-Addy Extension and 27th/Index Street improvements in the town center area.
- 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.
- Complete a city-wide ADA Transition Plan.

CITY OF RIDGEFIELD has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Complete revisions to the City's Transportation Capital Facilities Plan as necessary to remain consistent with yearly updates to the City's Comprehensive Plan.
- Complete reviews of the City's Transportation Impact Fee Program as necessary to support revisions to the Transportation Capital Facilities Plan.
- Continue to work with WSDOT on the improvement of the SR-501 corridor and future access points onto the highway, including the remaining intersection improvement project (roundabouts) at the intersection of SR 501 with 51st Avenue and adjacent frontage improvements and widening.
- Work with the Port of Ridgefield on construction of the extension of Pioneer Street over the BNSF railroad tracks into the Port.
- Complete design and begin construction of the extension of Pioneer Street east from 65th Avenue to Union Ridge Parkway.
- Complete planning study of the 219th Street extension west of I-5 in conjunction with the County and WSDOT.
- Work with WSDOT to complete the Discovery Corridor planning study.

CITY OF LA CENTER has identified the following planning studies:

- Continued design of Brezee Creek Culvert Replacement and 4th Street widening project funded by Legislative appropriation.
- Shoreline Master Plan update.
- Timmens Landing Subarea Master Plan.
- Town Center Subarea Master Plan.
- Update La Center Junction Plan Zoning District Ordinance.
- Update Comprehensive Plan.

PORT OF VANCOUVER:

- Complete assessment of the Ports marine structures (docks) to determine what improvements/repairs need to be made in upcoming years.
- Partner with City of Vancouver to finalize engineering and seek grant funding for extension of 32nd Avenue to 78th Street.
- I-5 Improvements: Support any improvements to the I-5 Corridor that facilitates freight mobility
- Advance development of Terminal 1 waterfront blocks for commercial and residential uses.
- Bidding and construction of Port of Vancouver Renaissance Trail extension.
- 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 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.
- SR-14/Camas Slough Bridge was re-scoped to address the even more critical SR-14 / I-205 to 164th Avenue widening, to address acute corridor congestion thus benefiting the cities of Washougal, Camas and Vancouver.
- Funds were re-allocated from the SR-14/Camas Slough Bridge ($45M) 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. (According to CWCOG's draft FY 2022 UPWP).

FY 2022 SUMMARY OF EXPENDITURES AND REVENUES: RTC

NOTE: Of special consideration is the current COVID-19 pandemic. The financial effects of the outbreak are not yet fully determined and we would be remiss in not bringing it to the reader's attention.

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2022 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element	NOTES	1. FY 2022 Federal FHWA PL	1. FY 2022 Federal FTA	1. Federal FHWA STBG	State RTPO	WSDOT Funds	5. FY 2021 Carry Over Funds	5. FY 2021 Carry Over Match	Other Local Funds	6. RTC Local MPO Funds	RTC TOTAL
I	**REGIONAL TRANSPORTATION PLANNING PROGRAM**												
	A	Regional Transportation Plan		142,006	52,897	*	32,713		82,750	12,915		31,192	354,473
	B	Transportation Improvement Program		85,203	31,738	*	19,628		49,650	7,749		18,715	212,683
	C	Congestion Management Process		39,762	14,811	*	9,160		23,170	3,616		8,734	99,253
	D(i)	Vancouver Area Smart Trek Program (STPUL 9906-056)	2.			*			453,730			70,813	524,543
	D(ii)	ITS Regional Architecture Study (STPUL 2006-076)	2.			*			23,000	2,171		1,419	26,590
	E	Skamania and Klickitat RTPO					45,310						45,310
	F	Regional Active Transportation Plan (STPUL 9906-074)	2.			*			25,154	3,926			29,080
	G	Shared Central Signal System Study (GCB 3369)	2./ 3.					*	50,000	7,803			57,803
	H	2021 Safety Plans (STPUL 9906-059)	2.			*			80,000	12,486			92,486
	I	Interstate Bridge Replacement Project: Tech Support	2.					*	180,000				180,000
		Sub-Total		266,971	99,446	0	106,810	0	967,454	50,665	0	**130,873**	**1,622,219**
II	**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**												
	A	Data Management, Travel Forecasting, AQ & Tech. Services		187,447	69,824	*	43,181		109,230	17,047		41,173	467,903
	B	Household Travel Survey (STPUL 2006-075)	2.			*			498,800	77,847	84,219		660,866
		Sub-Total		187,447	69,824	0	43,181	0	608,030	94,895	84,219	**41,173**	**1,128,769**
III	**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**												
	A	Transportation Program Coordination & Management		113,604	42,318	*	26,170		66,200	4,084		24,954	277,330
	B	Columbia Connects Bi-State Study (STPUL 9906-055)	2./4.					*		50,000	*		50,000
		Sub-Total		113,604	42,318	0	26,170	0	66,200	54,084	0	**24,954**	**327,330**
		TOTALS		**568,022**	**211,588**	**0**	**176,161**	**0**	**1,641,684**	**199,644**	**84,219**	**197,000**	**3,078,318**

4/27/21

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. Multi-year studies.
3. WSDOT Funds: Note that $50,000 is flow-down federal STBG funds. These are 20.509 Funds expected to be expended by 6/30/21.
4. This represents the Washington portion of the bi-state study. Grant funds expected to be expended by 6/30/21.
5. Carry over funds as projected at 6/30/21. Note that all PL Funds will be expended however multiple year STBG projects are listed here.
6. Additional match available for other funding as needed.

* Indicates original funding source.

Consultant Assistance on RTC'S FY 2022 UPWP Work Elements

	Work Element	Total RTC Budget for Work Element	Consultant Assistance	Consultant Assistance - Notes	Consultant(s) Identified or Project Status
IC.	Congestion Management Process	$106,009	$25,000	estimated base amount per year	Quality Counts
ID(i)	Vancouver Area Smart Trek	$404,624	$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		DKS with assistance from IBI Group
IF.	Regional Active Transportation Plan	$115,607	$83,237	for FY 20/21/22	Alta Planning + Design
IG.	Shared Signal System Study	$100,000	$95,000		DKS Associates
IH.	Safety Plans	$115,607			*RFQ Released 3/1/2021*
II B.	Household Travel Survey	$584,219	$584,219	For FY 21/22	A collaborative Survey with Oregon MPOs. Split between RTC and consultant not yet decided. Consultant contract to be awarded by Oregon agencies.

FY 2022 Expenditures and Revenues by Fund Type

Federal Funds

Funding Source	Transportation Planning (Work Elements: RTP, CMP, VAST, RITIS, RATP, Safety Plans and Skamania & Klickitat RTPO)	Transportation Improvement Program	Data Collection and Analysis (Work Elements: Data Mgt., Travel Forecasting, AQ & Tech. Services and HH Travel Survey)	Program Administration (Work Elements: Transp. Program Coord. & Mgt and Columbia Connects)	Total Estimated SFY 2022 Expenditures	Carry-Forward from SFY 2021	Total Estimated Revenue	Est. Carry Forward to 2023
FHWA PL	$181,768	$85,203	$187,447	$113,604	$568,022	$0	$568,022	$0
Local Match 13.5%	$28,368		$29,255	$17,730	$88,651	$0	$88,651	$0
FTA 5303	$67,708	$31,738	$69,824	$42,318	$211,588	$0	$211,588	$0
Local Match 13.5%	$10,567	$4,953	$10,897	$6,604	$33,022	$0	$33,022	$0
FHWA STBG Planing Federal Funds [1]	$0	$0	$0	$0	$0	$331,000	$331,000	$0
Local Match 13.5% [1]	$0	$0	$0	$0	$0	$30,731	$30,731	$0

State Funds

Funding Source	Transportation Planning	Transportation Improvement Program	Data Collection and Analysis	Program Administration	Total Estimated SFY 2022 Expenditures	Carry-Forward from SFY 2021	Total Estimated Revenue	Est. Carry Forward to 2023
RTPO	$87,182	$19,628	$43,181	$26,170	$176,161	$0	$176,161	$0

1) See also FY 2022 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE Elements IA, IB & IC, IIA and IIIA.

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.

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If you have a disability and need accommodations, call 503-220-2781, or call Metro's TDD line at 503-797-1804. If you require a sign language interpreter, call at least 48 hours in advance.

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May 20, 2021