

Council meeting agenda

Thursday, April 17, 2025

10:30 AM

**Metro Regional Center, Council chamber,
<https://zoom.us/j/615079992> (Webinar ID:
615079992) or 253-205-0468 (toll free)**

This Council meeting will adjourn into a work session.

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber. You can join the meeting on your computer or other device by using this link:
<https://zoom.us/j/615079992> (Webinar ID: 615 079 992)

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber. Those requesting to comment virtually during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Consent Agenda

- 3.1 Resolution No. 25-5466 For the Purpose of Adopting the Fiscal Year 2025-26 Unified Planning Work Program and Certifying That the Portland Metropolitan Area Is In Compliance With Federal Transportation Planning Requirements [RES 25-5466](#)
- Attachments: [Resolution No. 25-5466](#)
[Exhibit A to Resolution No. 25-5466](#)
[Exhibit B to Resolution No. 25-5466](#)
[Staff Report](#)
- 3.2 Resolution No. 25-5485 For the Purpose of Confirming the [RES 25-5485](#)
-

Appointment One New Member to the Regional Waste
Advisory Committee

Attachments: [Resolution No. 25-5485](#)
[Staff Report](#)

3.3 Consideration of the March 6, 2025 Council Meeting [25-6248](#)
Minutes

Attachments: [March 6, 2025 Council Meeting Minutes](#)

3.4 Consideration of the March 13, 2025 Council Meeting [25-6249](#)
Minutes

Attachments: [March 13, 2025 Council Meeting Minutes](#)

3.5 Consideration of the March 20, 2025 Council Meeting [25-6250](#)
Minutes

Attachments: [March 20, 2025 Council Meeting Minutes](#)

4. Adjourn to work session

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and other statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1890. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. Individuals with service animals are welcome at Metro facilities, even where pets are generally prohibited. For up-to-date public transportation information, visit TriMet's website at trimet.org

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បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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**3.1 Resolution No. 25-5466 For the Purpose of
Adopting the Fiscal Year 2025-26 Unified Planning
Work Program and Certifying That the Portland
Metropolitan Area Is In Compliance With Federal
Transportation Planning Requirements**
Consent Agenda

Metro Council Meeting
Thursday, April 17, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 25-5466
FISCAL YEAR 2025-26 UNIFIED PLANNING	)	Introduced by Chief Operating Officer
WORK PROGRAM AND CERTIFYING THAT	)	Marissa Madrigal with the concurrence
THE PORTLAND METROPOLITAN AREA IS IN	)	of Council President Lynn Peterson
COMPLIANCE WITH FEDERAL	)	
TRANSPORTATION PLANNING REQUIREMENTS	)	

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area for the Fiscal Year (FY) 2025-26; and

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

WHEREAS, the FY 2025-26 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, Metro Council approval of the FY 2025-26 UPWP is required to receive federal transportation planning funds; and

WHEREAS, the FY 2025-26 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 2025-26 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, the UPWP is approved by USDOT and must be consistent with all federal regulations and administrative rules; and

WHEREAS, on April 4, 2025, TPAC recommended approval of the FY 2025-26 UPWP and forwarded their recommended action to JPACT; and

WHEREAS, on April 17, 2025, JPACT recommended approval of the FY 2025-26 UPWP; and

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

BE IT RESOLVED that:

1. The Metro Council adopts JPACT's April 17, 2025 recommendation to adopt the FY 2025-26 UPWP.
2. The Metro Council finds that the FY 2025-26 UPWP is consistent with the continuing, cooperative, and comprehensive planning process.

3. The Metro Council authorizes Metro's Chief Operating Officer to apply for, accept, and execute grants and agreements specified in the UPWP and to submit the final UPWP and self-certification findings to the Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).
4. Staff are directed to make additional technical edits required to ensure federal consistency.

ADOPTED by the Metro Council this 17th day of April 2025.

Lynn Peterson, Council President

Juan Carlos Gonzalez, Chair of JPACT

Approved as to Form:

Carrie MacLaren, Metro Attorney



2025-2026 Unified Planning Work Program

Transportation planning in the
Portland/Vancouver metropolitan area

March 2025

oregonmetro.gov

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Unified Planning Work Program (UPWP) overview

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PORTLAND METROPOLITAN AREA UNIFIED PLANNING WORK PROGRAM (UPWP) OVERVIEW

Introduction

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

This UPWP documents the metropolitan planning requirements, planning priorities facing the Portland metropolitan area and transportation planning activities and related tasks to be accomplished during Fiscal Year 2025-2026 (from July 1, 2025 to June 30, 2026).

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

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

Transportation planning and project development activities

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

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

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

Agencies using federal transportation funds or working on regionally significant planning and/or project development activities, should coordinate with Metro on their description of work activities and budgets for how to include a description of those activities in the appropriate UPWP or 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 clearance and design. Often referred to as scoping, project planning can include:

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

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

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

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

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

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

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

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

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

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

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

Transportation project development work occurs on a specific project or a small bundle of aligned and/or similar projects. Transportation project development activities implement a project that emerges from a local transportation system plan (TSP), corridor plan, or facility plan by determining the precise location, alignment, and preliminary design of improvements based on site-specific engineering and environmental studies. Project development addresses how a transportation facility or improvement authorized in a TSP, corridor plan, or facility plan is designed and constructed. This may require a land use decision under Oregon's statewide planning program. *See Table 1 for a description of how Metro's various Federal, State, Regional and local planning documents interrelate.*

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

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

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

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

Organization of UPWP

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

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

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

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

Development of UPWP

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

The UPWP is developed by Metro with input from local governments, Tri-County Metropolitan Transportation District (TriMet), South Metro Area 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 the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with the adoption of the UPWP.

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, 2025 through June 30, 2026. During the consultation, public review and adoption process for the 2025-2026 UPWP, draft versions of the document were made available to the public through Metro's website and distributed to Metro's advisory committees and the Metro Council.

Amending the UPWP

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

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

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

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

Administrative amendments to the UPWP can occur for the following:

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

Administrative amendments will be reported to TPAC, ODOT and TriMet as they occur and can be submitted at any time during the fiscal year for the current UPWP. All UPWP amendments require USDOT approval.

Federal Requirements for Transportation Planning

The \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA), approved in 2021, includes \$550 billion for new programs and \$650 billion for the continuation of core programs, which have been previously authorized under the [Fixing America's Surface Transportation \(FAST\) Act](#) and other authorizations. This approval represents a significant amount of new funding and programs and largely protects the priorities of the Biden administration through and beyond his initial term of office (the transportation funding incorporated in this bill extends through federal FY 2026). While the bill covers a 10-year period, much of the funding is spread over five years.

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

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

IIJA greatly expands the amount of federal funding that will be allocated to states and metropolitan areas, and this increase in funding is accompanied by new federal guidance on outcomes that will eventually be promulgated in federal regulations. These new regulations are expected to address, resiliency, safety, and other concerns broadly identified in the legislation. The regulations and national goal areas have been incorporated into Metro's planning processes and will be implemented through RTP and MTIP.

A. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key participants 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.

B. 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.

C. 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.

D. 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.

E. Air Quality Conformity Process

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

Table 2. Status of Metro's federally required planning documents

Plan Name	Last Update	Next Update
Unified Planning Work Program (UPWP)	Adopted in May 2025	Scheduled for adoption in May 2026
Regional Transportation Plan (RTP)	Adopted in November 2023	Scheduled for adoption in November 2028
Metropolitan Transportation Improvement Program (MTIP)	Adopted in July 2023	Scheduled for adoption in July, 2026
Annual Listing of Obligated Projects Report	Completed at the end of each calendar year	Scheduled for December 31, 2025
Title VI Plan	Updated in December 2022	Scheduled for August 2025
Public Participation Plan	Updated in March 2024	Scheduled for March 2029
ADA Self-Evaluation & Facilities Update Plan	Updated in June 2024	Scheduled for June 2025

Metro Overview

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

Federal and state law requires several metropolitan planning boundaries be defined in the region for different purposes, see map on the following page. The multiple boundaries for which Metro has a transportation and growth management planning role are:

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

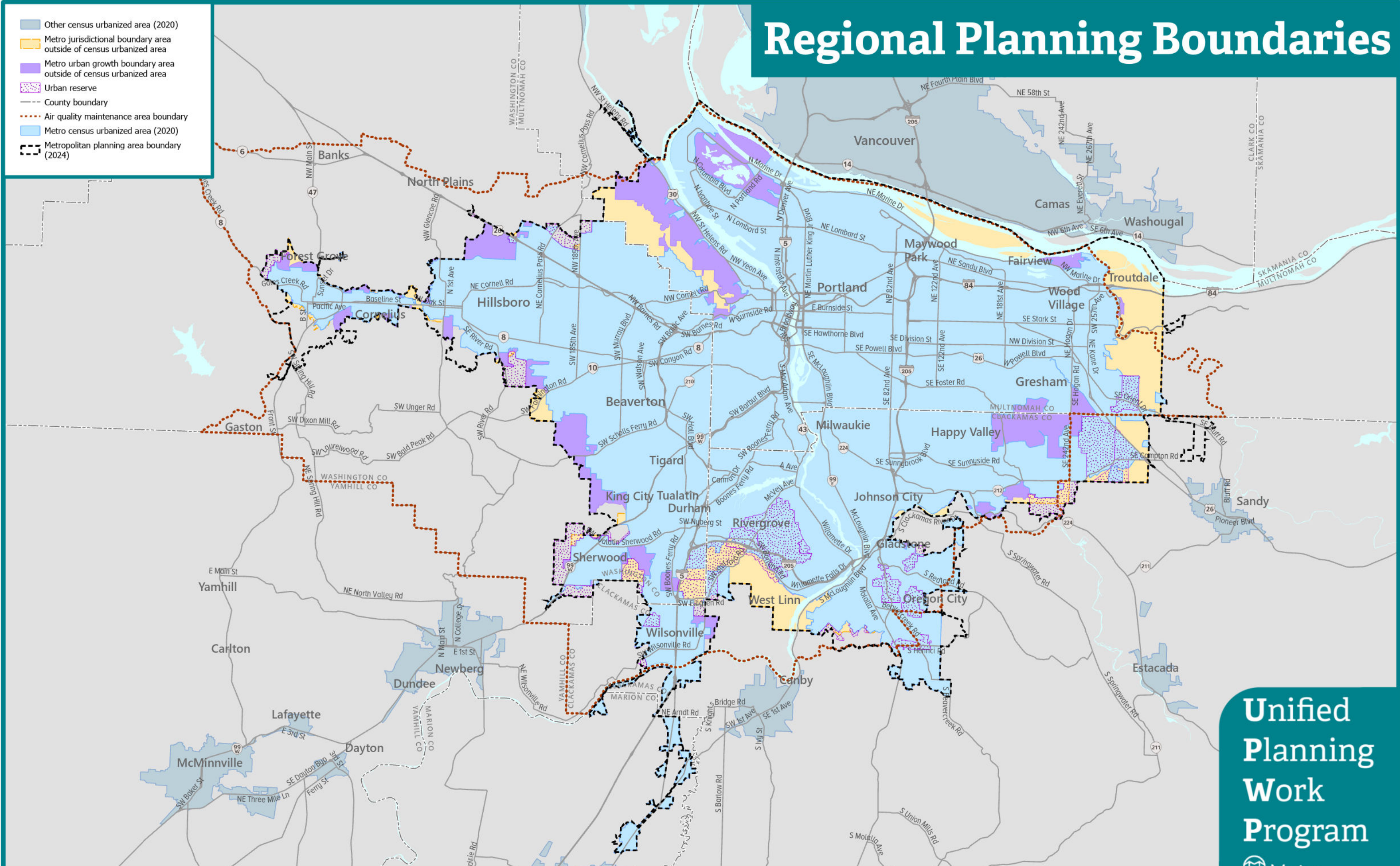
First, Metro's jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. This boundary represents the Metro district as established by the voters in the region.

Second, under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region's urban growth boundary that encompasses 24 cities and portions of the 3 counties that make up our region.

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

Regional Planning Boundaries

- Other census urbanized area (2020)
- Metro jurisdictional boundary area outside of census urbanized area
- Metro urban growth boundary area outside of census urbanized area
- Urban reserve
- County boundary
- Air quality maintenance area boundary
- Metro census urbanized area (2020)
- Metropolitan planning area boundary (2024)



Unified
Planning
Work
Program



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

A fifth boundary is the federally designated AQMA, which includes former nonattainment areas in the metropolitan region that are subject to federal air quality regulations. As a former carbon monoxide and ozone nonattainment 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 nonattainment. However, Metro continues to comply with the State Implementation Plan for air quality, including Transportation Conformity Measures.

Regional Policy Framework

The 2023 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.

While these broad outcomes establish a long-term direction for the plan, the near-term investment strategy contained in the 2023 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.

The planning activities described in this UPWP were prioritized and guided by the RTP goals and policies as a way to make progress toward the desired outcomes. Regional planning projects included in the UPWP are also described in detail within the 2023 RTP, itself, in terms of their connection to the broader outcomes envisioned in the plan. These descriptions are included in Chapter 8 of the 2023 RTP, which serves as the starting point for Metro's annual work plan for transportation planning.

Metro Governance and Committees

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

committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

Joint Policy Advisory Committee on Transportation (JPACT)

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

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

Metro Policy Advisory Committee (MPAC)

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

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

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

In accordance with these requirements, the transportation plan is developed to meet not only federal requirements in the FAST Act, but also the Oregon Transportation Planning Rule (OAR Division 12), OAR Division 44, 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 Committees

The [Metro Public Engagement Committees](#) advise 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.

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 Transportation Planning Rule, the Oregon Transportation Plan and modal/topic plans, OAR Division 44, 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 just, 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 82nd Avenue Transit Project, Tualatin Valley Highway Transit and Development Project

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 2023 RTP update continues to use an 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 federal requirements for performance base planning.
 - The Regional Freight Delay and Commodities Movement Study was developed in 2023 to address rapidly changing port conditions in our region, including the effects of COVID on goods movement and emerging role of e-commerce.
 - The 2018 Regional Safety Strategy responds to strong public demand for immediate action to improve multimodal safety on our major streets while also helping establish measures to help track safety to meet state and federal performance monitoring.
 - The 2018 Regional Transit Strategy not only expands on our vision for a strong transit system to help shape growth in our region, but will also help ensure that we continue to meet state and federal clean air requirements through the transition to a Zero Emissions transit fleet and goals for ridership growth. The High-Capacity Transit element of the strategy was further updated in 2023.
 - 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 region's Carbon Reduction Strategy was adopted in December 2014, as required by OAR Division 44 , and is currently being implemented through the 2023 RTP.
- The Congestion Management Process (CMP) was adopted as part of 2023 RTP. 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's annual development of the UPWP and self-certification of compliance with federal transportation planning regulations are part of the core MPO function. The core MPO functions are contained within the MPO Management and Services section of the work program. Other MPO activities that fall under this work program are air quality compliance, quarterly reports for FHWA, FTA and other funding agencies, management of Metro's advisory committees, management of grants, contracts and agreements and development of the Metro budget.

Quadrennial certification review took place in February 2025 and is covered under this work program.

Glossary of Resource Funding Types

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

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

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

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

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

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

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



Metro-Led Regionwide Planning

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Transportation Planning

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Description

As the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, Metro is responsible for meeting all federal planning mandates for MPOs. These include major mandates described elsewhere in this Unified Planning Work Program (UPWP), such as the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Plan (MTIP) that follow this section. In addition to these major mandates, Metro also provides a series of ongoing transportation planning services that support other transportation planning in the region, including:

- Periodic amendments to the RTP and UPWP
- Periodic updates to the regional growth forecast
- Periodic updates to the regional revenue forecasts
- Policy support for regional corridor and investment area planning
- Ongoing transportation model updates and enhancements
- Policy support for regional Mobility and CMP programs
- Compliance with federal performance measures

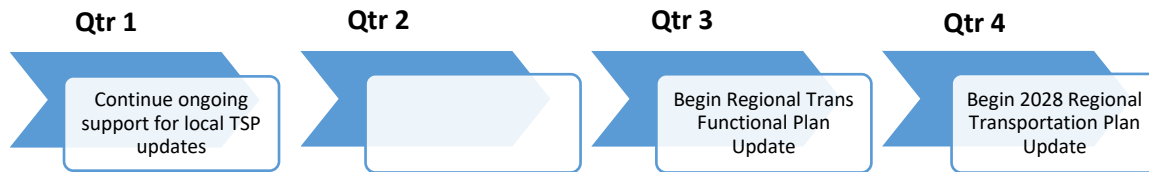
Metro also brings supplementary federal funds and regional funds to this program to provide general planning support to the following regional and state-oriented transportation planning efforts:

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

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

In 2025-26, major efforts within this program include implementation of the 2023 Regional Transportation Plan (RTP), including an update to the Regional Transportation Functional Plan, the regulatory document that implements the RTP through local city and county transportation system plans. Implementation work will also include support for local jurisdictions required to update comprehensive plans to be consistent with state requirements and other ongoing transportation policy support for major planning projects across the region. An update to the 2023 RTP could begin as early as the fourth quarter of FY 2025-26.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 1,704,143
Materials & Services ¹	\$ 213,400
Indirect Costs	\$ 1,167,338

Resources:

PL	\$ 251,283
PL Match (ODOT)	\$ 14,380
PL Match (Metro)	\$ 14,380
5303	\$ 235,299
5303 Match (Metro)	\$ 26,931
STBG	\$ 608,041 69,593
STBG Match (Metro)	\$ 1,864,973
Metro Direct	\$

TOTAL \$ 3,084,881

TOTAL \$ 3,084,881

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

Carbon Reduction Program

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

Description

This program is an ongoing activity to support regional and local action to meet state-mandated carbon pollution reduction targets, including implementation of the region's [Carbon Reduction Strategy](#) (first adopted in 2014). This includes monitoring and reporting on the region's progress in achieving the policies and actions adopted in the strategy through scheduled updates to the [Regional Transportation Plan \(RTP\)](#), and ensuring implementation activities and updates to the strategy and RTP meet the OAR Division 44 and the Oregon [Transportation Planning Rule](#) (OAR Division 12). The program supports implementation of state requirements and Oregon's [Carbon Reduction Strategy](#). This program supports RTP goals and policies.

Typical program activities include maintaining a public web page; providing technical and policy support; working with state, regional and local partners; coordination with other Metro work; and reporting on local and regional implementation and monitoring activities.

Key FY 24-25 deliverables and milestones included:

- Provided technical and policy support for carbon reduction and monitoring at the local, regional and state levels, including:
 - o participation in DLCD review of OAR Division 44;
 - o coordination with the statewide CFEC Program implementation;
 - o development of the EPA Comprehensive Action Plan; and
 - o submission of annual CFEC implementation report to DLCD.
- Conducted research on resilience and adaptation planning best practices.
- Began update to region's Carbon Reduction Strategy in coordination with planning work being funded through the EPA Carbon Pollution Reduction grant program.
- Coordination with Metro Research Center and State of Oregon data partners to improve regional data and analysis tools and capabilities to inform policy and investment decisions that have carbon impacts and future monitoring and evaluation efforts.
- Provided technical and policy support for allocation of federal Regional Flexible Funds Allocation (RFFA) and federal Carbon Reduction Program (CRP) funding, using the region's Carbon Reduction Strategy as a policy framework in coordination with ODOT and in alignment with Oregon's Statewide Transportation Strategy and supporting Oregon Carbon Reduction Strategy.
- Provided planning and legislative support to the Metro Council and agency leadership.

Anticipated work in FY 25-26 includes:

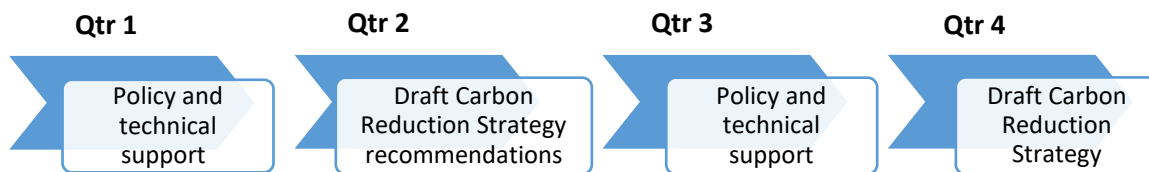
- Update to the region's Carbon Reduction Strategy in coordination with development of EPA Comprehensive Action Plan.
- Coordination with Metro Research Center and State of Oregon data partners to improve regional data and analysis tools and capabilities to inform policy and investment decisions.
- Ongoing and expanded communication and engagement with local partners on carbon reduction, including planning work to further implement RTP resilience policies through the Regional Transportation Functional Plan update.

- Submission of annual CFEC implementation report to DLCD.
- Tracking and evaluation of the effectiveness of the federal Carbon Reduction Program funding investments on reducing carbon.

Other UPWP projects that will support implementation of the Carbon Reduction Strategy include: Regional EPA Carbon Reduction planning grant, Transportation Planning (particularly local transportation system plan updates), Regional Transit Program, Better Bus Program, Community Connector Transit Study, Complete Streets Program, Regional Travel Options Program, Safe Routes to School Program, Transportation System Management and Operations (TSMO) Program, Regional Emergency Transportation Routes (Phase 2), Southwest Corridor Transit Project, Tualatin Valley Highway Transit and Development Project, 82nd Avenue Transit Project, TriMet Comprehensive Service Planning, TriMet Park and Ride Optimization Plan, TriMet FX System Plan, local and regional TOD and Station Area Planning, ODOT Region 1 Active Transportation Strategy.

More information can be found on [Metro's website](#).

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 409,794
Materials & Services ¹	\$ 260,000
Indirect Costs	\$ 280,709

TOTAL \$ 950,503

Resources:

STBG	\$ 619,588
STBG Match (Metro)	\$ 70,915
Metro Direct	\$ 260,000

TOTAL \$ 950,503

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

Metropolitan Transportation Improvement Program (MTIP)

Staff Contact: Resource Development Manager, jean.senechalbiggs@oregonmetro.gov

Description

The MTIP represents the 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 on 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 ensure 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, although 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.

When undergoing a major update, the MTIP verifies the region's compliance with federal requirements, demonstrates fiscal constraint over the updated MTIP's first four-year period and informs the region on progress in implementation of the RTP investment priorities and performance targets. Between major MTIP updates, the MPO manages and amends the MTIP as needed to ensure project funding can be obligated based on the project implementation schedule.

The MTIP program also administers the allocation of the urban Surface Transportation Block Grant (STBG)/Transportation Alternatives (TA) federal funding program, the Congestion Mitigation Air Quality (CMAQ) federal funding program, and the Carbon Reduction Program (CRP) 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. In addition, Metro also administers local projects that were awarded federal funds, but where those

funds were exchanged for local dollars. These local projects tend to be those in need of initial project development prior to seeking funds through construction or small-scale capital projects not conducive to the federal aid process. The process to select projects and programs for funding follow federal guidelines, including consideration of the Congestion Management Process. Projects are evaluated and rated relative to their performance in implementing the adopted RTP investment priority outcomes to inform their prioritization for funding.

In the 2025-26 State Fiscal Year, the MTIP is expected to implement the following work program elements:

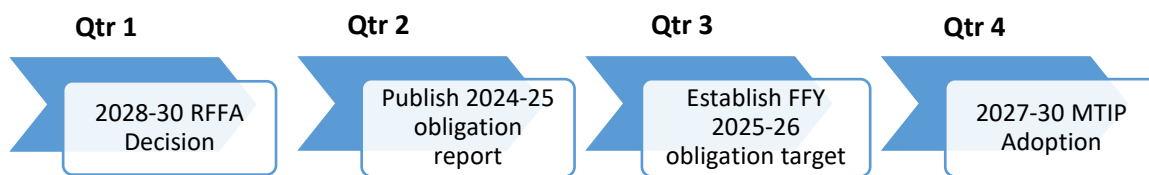
- *Completion of the 2028-30 RFFA process.* Metro is scheduled to complete the allocation of federal fiscal year revenues for 2028-30 in the first quarter of state fiscal year 2025-26. This allocation process will include a call for projects, project evaluation, public comment period and MPO decision process. These RFFA process elements will be updated from the previous allocation cycle to incorporate new policy direction from the 2023 RTP. (Quarter 1 of FY25-26)
- *Development of the 2027-30 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 will include coordination with the 2028-30 RFFA process, regional investment policy input to the funding allocation processes of ODOT and the region's transit agencies, and documentation of this cooperative development. Development of the MTIP performance analysis methodologies will also occur during this fiscal year. (On-going through end of FY 25-26)
- *Implementation of transportation projects and programs from the regional flexible fund allocation.* The transportation projects and programs previously awarded regional flexible funds will be supported for implementation. Metro staff will work with ODOT Region 1 staff and lead local agency staff to ensure the selected projects complete the steps necessary to obligate their funds and proceed to implementation. Additionally, Metro staff will administer and monitor those transportation projects previously awarded regional flexible funds but then had federal funds exchanged for local funding. (On-going)
- *Publish the Federal Fiscal Year (FFY) 2024-25 Obligation report.* All project obligations for federal fiscal year 2024-25 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. (Quarter 2 in FY2025-26)
- *Report on FFY 2025-26 Funding Obligation Targets, Adjust Programming.* Metro is monitoring and actively managing an obligation target for MPO allocated funds (STBG/TAP and CMAQ) each fiscal year. This is a cooperative effort with the Oregon DOT and the other Oregon TMA MPOs. If the region meets its obligation targets for the year, it will be eligible for additional funding from the Oregon portion of federal redistribution of transportation funds. If the region does not meet obligation targets for the year, it is subject to funds being re-allocated to other projects. MTIP staff will report on the region's performance in obligating funds in FFY 2024-25 relative to the schedule of project funds scheduled to obligate and work with ODOT to adjust revenue projections and project programming. (October 2025 report on FFY 2024-25 performance, January 2026 report to establish FFY 2025-26 target amount)

- *Refinement of the new Project Tracker data management system.* As a part of a broad transportation project tracking system, MTIP staff are working in cooperation with other MPOs in the state, ODOT and transit agencies to implement a data management system to improve MTIP administrative capabilities. Metro expects to be actively utilizing the MTIP module of the new database, populating it with project and programming data and utilizing its reporting capabilities. Metro also expects to consider development of additional modules of the database, such as a long-range planning project module. (On-going)

There are several additional 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 with local funding
- Coordination with ODOT, transit agencies, and local lead agencies for project delivery of MTIP projects
- Coordination with financial agreements and UPWP budget for purposes of MTIP programming

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 1,039,431	PL	\$ 1,599,385
Materials & Services ¹	\$ 40,000	PL Match (ODOT)	\$ 91,528
Indirect Costs	\$ 712,010	PL Match (Metro)	\$ 91,528
		STBG	\$ 8,076
		STBG Match (Metro)	\$ 924
TOTAL \$ 1,791,441		TOTAL \$ 1,791,441	

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

Air Quality Program

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

Description

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

This is an ongoing program. Typical program activities include:

- Stay up-to-date on the region's air pollution levels, with an emphasis on regulated criteria pollutants, particularly ozone, because of the region's history
- Stay up-to-date on regulations pertaining to the Clean Air Act and inform partners on its applicability to the Portland region
- Stay up-to-date on technical tools and resources to assess emissions of air pollutants with a focus on emissions generated from transportation sources
- Monitor vehicle miles traveled (VMT) per capita and if key thresholds are triggered (as outlined in the SIP) then undertake the contingency provisions outlined in the SIP
- Facilitate interagency consultation with federal, state, regional, and local partners
- Continue to implement the Transportation Control Measures as outlined, unless a specific date or completion point has been identified in the SIP
- Continue to participate in U.S. Environmental Protection Agency (EPA) transportation conformity and air quality meetings; continue to participate in the statewide transportation conformity annual meetings
- Collaborate with DEQ as issues emerge related to federal air quality standards, mobile source pollution, and transportation
- Collaborate and coordinate with regional partners on other air quality, air pollution reduction related efforts, including the implementation of legislative mandates or voluntary initiatives

As part of Metro's on-going responsibilities to the State Implementation Plan (SIP), Metro continues to work closely with DEQ on monitoring the national ambient air quality standard (NAAQS) update, the region's ozone pollution levels as well as other criteria pollutant levels, and report on vehicle miles traveled. Air quality monitoring and implementation activities are consistent with 2023 RTP policy.

Work completed FY 2024-25 included:

- Participation in quarterly U.S. EPA region 10 transportation conformity meetings.
- Implementation of MOVES4.
- Providing Oregon DEQ an update on the region's vehicle miles traveled per capita per the required monitoring from the SIP.

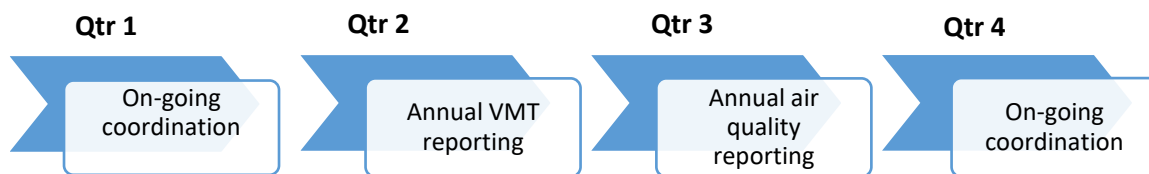
- Participating as a NEPA reviewer for the air quality section for several major projects in development in the region (i.e. Interstate Bridge Replacement, etc.)

Anticipated work to be completed in FY 2025-26 includes, but not limited to:

- Participation in quarterly U.S. EPA region 10 transportation conformity meetings and the annual Oregon statewide transportation conformity meeting.
- Providing Oregon DEQ an update on the region's vehicle miles traveled per capita per the required monitoring from the SIP.
- Update to the MOVES5 emissions model.
- Continued coordination efforts as they emerge.

-

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 10,231	STBG	\$ 15,469
Indirect Costs	\$ 7,008	STBG Match (Metro)	\$ 1,770
TOTAL	\$ 17,239	TOTAL	\$ 17,239

Regional Transit Program

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

Description

Metro's Regional Transit Program conducts long-range transit planning for the Portland Metro region. Providing high quality transit is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding accessibility, frequency and reliability of transit in our region is also key to achieving RTP goals and policies, and maintaining compliance with state and federal air quality standards and (OAR Division 44). In 2018 Metro adopted a comprehensive Regional Transit Strategy (RTS) to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes. The Regional Transit Strategy provides a roadmap for making transit investments over time in collaboration with our transit providers and local government partners in the region.

During FY 2025-26, work will include:

- Work on the Community Connector Transit (CCT) Study, which is building from the high-capacity transit network re-envisioned in 2023 to consider how micro-transit could be used to further expand its reach and as a solution for underserved suburban and new growth areas in particular.
- Reconciling the RTS and Regional Transportation Functional Plan with updates from both the CCT Study and the High Capacity Transit Strategy updated as part of the 2023 Regional Transportation Plan (RTP).

The vision outlined in the RTP and RTS also includes high speed rail along the I-5 Corridor from Vancouver, BC to Portland, supporting travel to/from our region through a more environmentally-friendly and potentially more equitable alternative than driving or flying. The Cascadia Ultra-High-Speed Rail Project led by the Washington Department of Transportation includes the pre-NEPA technical and advisory study planning requirements to advance the project to feasibility-level planning decisions which Metro will co-lead with ODOT for Oregon. Metro is currently participating on the technical and policy advisory committees to support the creation of a formal, legal entity to continue project development while seeking community engagement and input, gaining critical support from decision makers, and positioning the corridor for future funding opportunities and an efficient environmental process.

Metro's Regional Transit Program work also 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
- Coordination with state transit planning officials.

During FY 2024-25, the program supported:

- Development of a monthly transit highlight report for Metro committees
- Concepts seeking funding for future transit planning work
- Transit planning for local Transportation System Plans (i.e., Cornelius, Tualatin)

- TriMet's Forward Together Phase II and FX Implementation plans and HB 2017 Transit Advisory Committee

During FY 2025-26, the program is expected to continue to support:

- A monthly transit highlight report for Metro committees
- Transit planning for local Transportation System Plans
- TriMet's Forward Together (Phase I and II) and FX Implementation plans and HB 2017 Transit Advisory Committee

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 19,593

Indirect Costs \$ 13,421

TOTAL \$ 33,014

Resources:

STBG \$ 29,624

STBG Match (Metro) \$ 3,391

TOTAL \$ 33,014

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 address the policy guidance in the 2023 RTP.

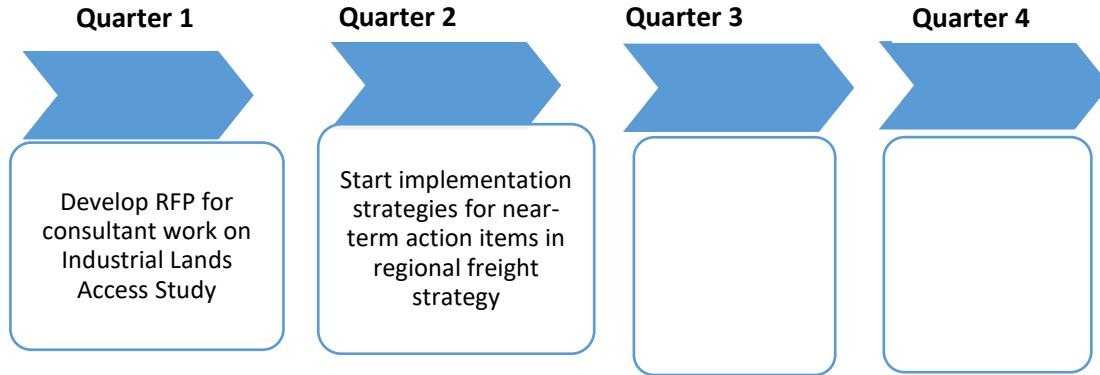
Work completed in FY 2024-25:

- Developed a 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 2025-26.
- Completed needed updates to the 2018 Regional Freight Strategy.
- Finalize work plan for Regional Industrial Lands Access Study

Key Project Deliverables / Milestones

Throughout the 2025-26 FY, near-term action items within the regional freight action plan will be addressed. A request for proposals (RFP) of consultant work and the hiring process for the Industrial Lands Access Study will be completed.

The following project deliverables and milestone are either ongoing or will be addressed as time becomes available:



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 58,777
Indirect Costs	\$ 40,262

Resources:

STBG	\$ 60,857
STBG Match (Metro)	\$ 6,965
Metro Direct	\$ 31,217

TOTAL \$ 99,039

TOTAL \$ 99,039

Complete Streets Program

Staff Contact: André Lightsey-Walker, andre.lightsey-walker@oregonmetro.gov

Description

Metro's Complete Streets Program activities implement 2023 Regional Transportation Plan (RTP) and the 2040 Vision of safe walkable, bikeable and transit friendly centers, neighborhoods, and corridors. Staff develop and use complete streets design tools to support local agencies designing and constructing the transportation system. Outcomes supported through complete streets design include improved safety and mobility for all users, positive economic impacts such as increased retail sales, job growth and private investment, affordable travel options and reduced pollution and stormwater runoff.

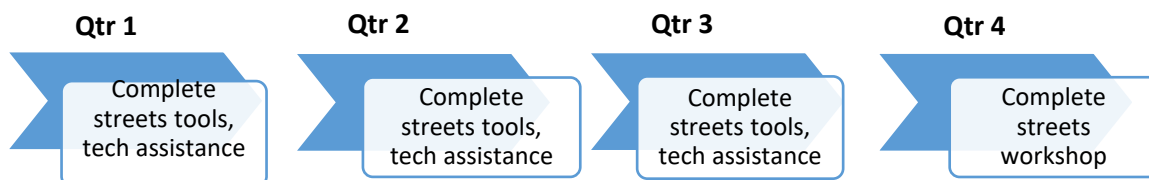
Staff completed the following in FY 2024-25:

- Provided workshop on complete streets, regional design guidance and tools.
- Supported the 2028-30 Regional Flexible Funds application process and allocation, including providing one-on-one technical assistance for applications.
- Provided technical support for Transportation System Plans, corridor plans, and projects.
- Maintained the Designing Livable Streets webpage and materials and expanded the publicly accessible complete streets photo library.

In FY 2025-26 the Complete Streets Program will:

- Develop tools to support understanding, access and application of the Designing Livable Streets and Trails Guide and complete streets policies.
- Maintain Designing Livable Streets webpage and materials and continue to expand the publicly accessible complete streets photo library.
- Provide technical support for Transportation System Plans, corridor plans, and projects.
- Provided at least one workshop on complete streets, regional design guidance and tools.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 78,481	PL Set Aside ¹	\$ 90,428
Materials & Services	\$ 4,000	STBG	\$ 41,108
Indirect Costs	\$ 53,759	STBG Match (Metro)	\$ 4,705
TOTAL \$ 136,240		TOTAL \$ 136,240	

¹ The IJJAL § 11206 (Increasing Safe and Accessible Transportation Options) requires MPOs to expend not less than 2.5 percent of PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The Complete Streets Program meets these requirements. There is no match requirement for this PL Set Aside.

Regional Travel Options/Safe Routes to School

Staff Contact: Grace Stainback, grace.stainback@oregonmetro.gov

Description

The Regional Travel Options (RTO) Program implements RTP policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces air pollution by carrying out the travel demand management (TDM) components of the RTP. The RTO program is also the demand management element of the region's Congestion Management Process and the Transportation System Management and Operations strategy. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand. The RTO Program focuses on three program areas: Commute trip reduction, community-based travel options, and Safe Routes to School. Approximately two-thirds of the RTO funding is awarded through grants to the region's government, educational and non-profit partners working to reduce auto trips.

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. The 2023 RTP includes new policy direction regarding TDM, containing more specific policy language directing a higher level of TDM strategic direction, investment and coordination than previously seen. These RTP policy elements include a new section specific to TDM as well as updates to the Regional Mobility Policy. Responding to the 2023 RTP will drive the RTO Program's work direction in the 2025-2026 fiscal year. In January 2024 RTO staff kicked off the Regional TDM Assessment and Strategy, a 2-year project. This project is an implementation action identified in Chapter 8 of the RTP, approved by JPACT and Metro Council. This project comprises of two phases:

- Phase I Assessment: RTO Program Evaluation and Regional TDM Needs Assessment
- Phase II Strategy Development: Regional TDM Strategy and RTO Program Strategy Update

The project will be completed by December 2025. Please reach out to RTO program staff and/or visit the project webpage to learn more about the Regional TDM Strategy, and view project updates:

www.oregonmetro.gov/traveloptionsplan

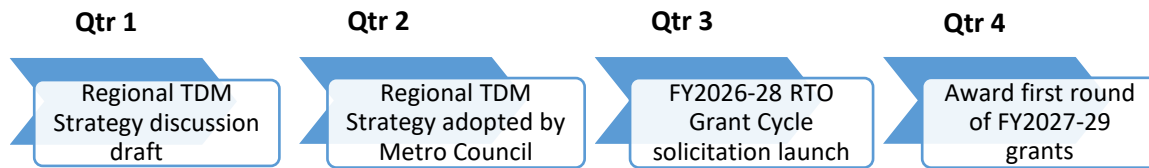
Highlights of work completed in FY2024-2025 (July 2024-June 2025):

- Evaluation and planning: Phase I (Assessment) of the Regional TDM Assessment and Strategy project was completed during the first quarter of 2025. Phase II (Strategy Development) began in January 2025, including the formation of a technical working group comprised of local TDM practitioners, RTO partners, local jurisdiction staff, and state level staff who support TDM work in the region.
- Grants: The annual grant solicitation for the FY2024-2026 RTO Grant cycle became available January 2025. Projects funded through this opportunity will begin on or after July 1, 2025, and will be one year in duration.

Anticipated work in FY2025-26 (July 2025 - June 2026):

- The Regional TDM Strategy, and an accompanying update to the RTO program-specific Strategy, are expected to be completed in Fall 2025. The plans will be brought to TPAC, JPACT and Metro Council for adoption. Implementation will occur directly following adoption, with integration of recommendations informing the next RTO competitive grant solicitation that will open in January 2026.
- Grants: The first, and primary round of funding for the FY2027-2029 RTO Grant Cycle will open in January 2026. Projects to be funded through this opportunity will begin on or after July 1, 2026, and will be one to three years in duration.
- Work will begin on July 1, 2025 for the three-year FHWA Safe Streets for All Demonstration grant, that focuses on Safe Routes to School work at 7 schools in North Portland.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 816,687	RTO/Safe Routes (FTA Grant)	\$ 5,324,905
Materials & Services ¹	\$ 5,262,000	RTO/Safe Routes (FTA Grant) Match (Metro)	\$ 184,032 ²
Indirect Costs	\$ 559,431	RTO (ODOT/FHWA Grant)	\$ 602,976
		RTO (ODOT/FHWA Grant) Match (Metro)	\$ 39,598 ³
		Portland TDM (FTA Grant)	\$ 155,000 ⁴
		Safe Routes SS4A (NHTSA Grant)	\$ 285,607 ⁵
		Metro Direct	\$ 46,000
TOTAL \$ 6,638,118		TOTAL \$ 6,638,118	

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

² In addition to the above Metro provided match, an additional \$425,427 of match is provided by Metro's grantees.

³ Only a portion of this grant has a match requirement.

⁴ Match requirement is met by the City of Portland.

⁵ Match requirement is met by Metro's partners.

Transportation System Management and Operations – Regional Mobility Program

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

Description

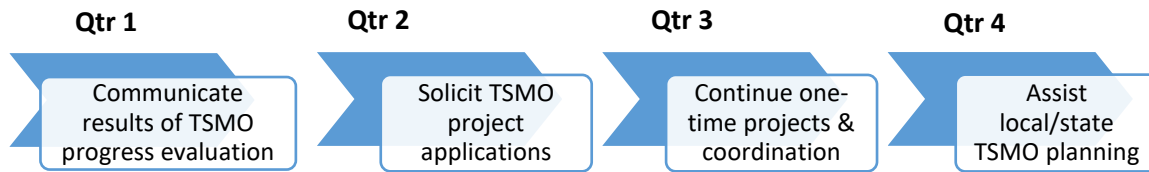
The Transportation System Management and Operations (TSMO) Program provides a demand and system management response to Regional Transportation Plan policies. TSMO involves partnerships to make better use of road and transit investments and promote travel options in real-time. In FY 2024-25, TSMO partners began work on ten (10) regionally prioritized, Metro-funded TSMO projects. Several bring capabilities to all regional TSMO partners including multimodal data services from Portland State University, Metro coordination for better sidewalk data and City of Portland data network for traffic signals. TransPort, Subcommittee of the Transportation Policy Alternatives Committee (TPAC) meets monthly to share expertise on all TSMO-related projects. Policy Update. Planning work in FY 2025-2026 will include:

- TSMO Program support by engaging operators through TransPort; project management for TSMO-funded partner-led projects (e.g., PSU PORTAL); facilitating system monitoring, performance measurement (i.e., Congestion Management Process (CMP) and Regional Mobility Policy Update TSMO System Completeness); tracking implementation of the 21 Actions in the 2021 TSMO Strategy (e.g., deploying Intelligent Transportation Systems (ITS), Mobility on Demand); providing coordination and leadership for related efforts (e.g., research).
- TSMO Program Plus (one-time funds) to assist local transportation system planning, participation in state TSMO planning, policy development supportive of operator agreements, research to fill justice gaps, training for TSMO partners and support for communicating TSMO to more audiences.
- Accessible, routable sidewalk data, region-wide (one-time funds) will involve residents and partners to improve data sets used for planning trips to be customized by people with disabilities to support their access needs.
- TSMO Program Investment (one-time funds) for three tasks: update the region's Intelligent Transportation System (ITS) Architecture document and data files; coordinate transit signal priority projects; and, evaluate progress on the 2021 TSMO Strategy.

The TSMO Program is ongoing and the one-time funds support planning described above that will continue into the next fiscal year. Consultant services will be used to support some of the one-time funded tasks. Metro is certified to deliver planning projects with Federal Funds and will procure these services.

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, City of Gresham (along with many other city partners), Port of Portland, Portland State University and Southwest Washington State partners. Metro staff request anyone working in parallel efforts to the 21 actions in the TSMO Strategy to join regional coordination. Information and updates can be found at www.oregonmetro.gov/tsmo including monthly TransPort meetings.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 342,892
Materials & Services ²	\$ 105,150
Indirect Costs	\$ 234,881

Resources¹:

STBG	\$ 454,177
STBG Match (Metro)	\$ 51,983
TSMO Program Plus (ODOT/FHWA Grant)	\$ 103,543
TSMO Program Plus (ODOT/FHWA Grant) Match (Metro)	\$ 11,851
TSMO Accessible Sidewalk (ODOT/FHWA Grant)	\$ 30,935
TSMO Accessible Sidewalk (ODOT/FHWA Grant) Match (Metro)	\$ 3,541
TSMO Program Investment (ODOT/FHWA Grant)	\$ 24,132
TSMO Program Investment (ODOT/FHWA Grant) Match (Metro)	\$ 2,762

TOTAL \$ 682,923

TOTAL \$ 682,923

¹ The amounts listed under the various direct TSMO grants may be provided via a single award.

² The budgeted amount for Materials & Services includes potential costs for consultant activities.

Better Bus

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

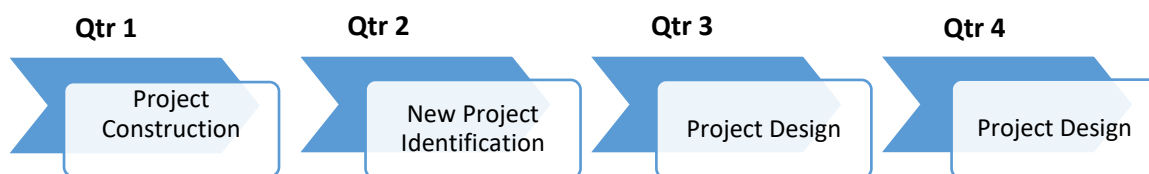
Description

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

In FY 2024-2025, Metro and TriMet continued to advance design work on the first round of selected projects and identified candidate projects for construction funding. These projects were identified when the program assessed transit delay across the entire TriMet service area, and looked at currently planned transportation projects in the region for their capacity to include Better Bus treatments to leverage already-planned work, reduce construction costs, and to distribute projects across a larger geography. The program also investigated opportunities to implement Better Bus projects benefiting areas where TriMet-identified justice transit lines and Metro-identified justice focus areas overlap.

In FY 2025-2026, the Better Bus program will finalize designs and provide construction funding for identified projects, and local agency partners will construct the Better Bus improvements. The program will also initiate a second round of evaluation and a call for partnerships with local agencies on candidate projects in areas of high transit delay.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 248,995
Materials & Services ¹	\$ 4,610,000
Indirect Costs	\$ 170,562

Resources:

Metro Direct	\$ 5,029,557
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¹ The budgeted amount for Materials & Services includes potential costs for consultant activities.

TOTAL \$ 5,029,557

TOTAL \$ 5,029,557

Community Connector Transit Study

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

Description

Providing high quality transit service across the region is a defining element of the 2040 Growth Concept, the long-range blueprint for shaping growth in our region. Expanding transit access is also key to meeting all RTP goals, including improving safety and mobility and connecting people to jobs, schools and services. In 2018 Metro adopted a comprehensive Regional Transit Strategy to help guide investment decisions to ensure that we deliver the transit service needed to achieve these outcomes. The high-capacity transit element of the strategy was updated as part of the 2023 Regional Transportation Plan (RTP) update, and additional work to complement that study to better plan for improved local access to the regional transit network was identified by local stakeholders as part of the update.

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

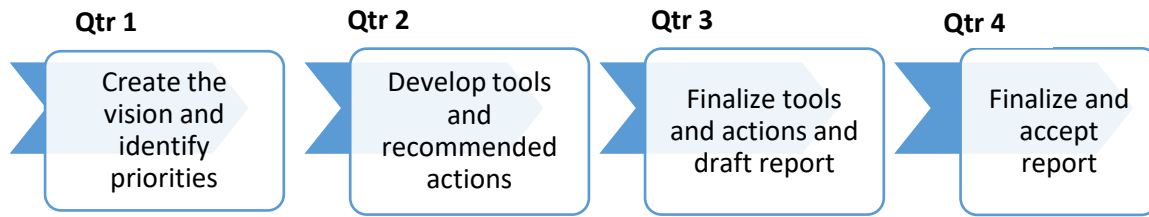
This study is working to identify local service and coordination gaps specific to the Metro region, especially for areas of the region and regional parks not currently served by or with limited transit service, document the range of potential solutions and explore innovative ways to improve transit access and convenience for users (e.g., microtransit), particularly for the first and last mile. This work is using consultant services in building upon local planning efforts (e.g., Transit Development Plans, Statewide Transportation Improvement Fund Plans) and being completed in close coordination with public transit service providers in the region.

Key deliverables and milestones for the study completed in FY 2024-25 included:

- identifying the regional inventory and planning context to build from,
- establishing the policy framework and role of community connectors in the regional network,
- developing criteria and methods and largely completing work to assess community connector and mobility hub opportunities toward re-envisioning the future transit network, and
- standing up the study working group and engaging staff and community advisory committees and business and community groups in major study milestones.

By the end of FY 25-26, the study will complete its final milestones to update the future transit vision and define priorities, develop and finalize tools and recommended regional actions for supporting the updated transit vision, and describing the study work and outcomes in a final report, as summarized below. One other key outcome of the Community Connector Transit study is that it will make recommendations for consideration in the 2028 RTP update also beginning in FY 25-26.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 130,567
Materials & Services ¹	\$ 255,286
Indirect Costs	\$ 89,438

TOTAL \$ 475,291

Resources:

STBG	\$ 197,411
STBG Match (Metro)	\$ 22,595
Metro Direct	\$ 255,286

TOTAL \$ 475,291

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

Regional Rail Futures Study

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

Description

The RTP establishes a strong vision for transit to help the Portland metropolitan region meet its transportation goals and provide communities with a safe, efficient, sustainable and resilient transportation system that serves everyone. However, gaps remain in the transit system. While the region's long-term target is 36% of jobs accessible by transit (*within 45 minutes during peak travel periods*), our 2045 RTP constrained investments would only provide access to 8% of jobs. Reuse of existing freight rail lines is a potential solution to improve access already leveraged in the region (e.g., WES, Council Creek).

In April 2024, the Oregon State Legislature passed Senate Bill 5701, calling on Metro to study the use of existing heavy freight rail assets in the Portland metropolitan area for passenger rail alternatives to augment existing transportation modes. Metro, with the help of a consultant team, will assess heavy rail corridors for their ability to serve travel markets. In addition, staff anticipate organizing a technical advisory group that will provide feedback on the findings. The end result will be a memorandum to the Oregon legislature. The Regional Rail Futures memo will document findings, assess corridor readiness- barriers and opportunities, and make recommendations to inform the region's vision for passenger rail priorities. It will recommend next steps (near and longer term), as well as identify areas that need more analysis, corridors that are likely to serve the most riders, and opportunities and barriers to implementation.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 132,558	Metro Direct	\$ 173,360
Materials & Services ¹	\$ 200,000	State of Oregon Grant	\$ 250,000
Indirect Costs	\$ 90,802		
TOTAL \$ 423,360		TOTAL \$ 423,360	

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

Safe Streets for All Project

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

Description

Metro was awarded Federal discretionary Safe Streets and Roads for All (SS4A) funds in 2023 for regional safety planning activities, and funds to suballocate to the City of Tigard, Multnomah County and Washington County to develop safety action plans. The funding provides an opportunity for Metro to update the Regional Safety Strategy and establish the regional safety program services and tools. Supporting cities and counties with safety data, strategies and tools is a key focus of the project.

The Safe Streets for All project implements regional safety policies and goals in the 2023 Regional Transportation Plan (RTP) and the Regional Transportation Safety Strategy. The project will wrap up at the end of 2025, so halfway through FY 2025-26.

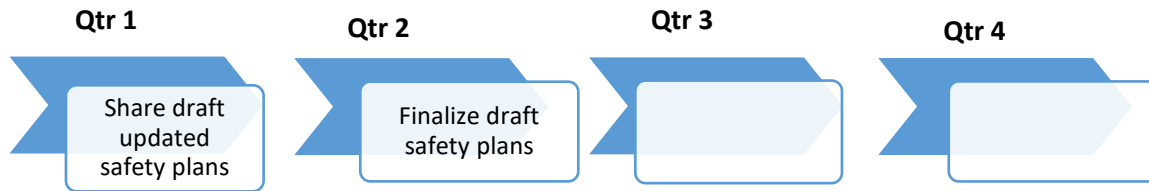
The following notable activities were completed in FY 2024-25:

- Identified local high injury corridors (HIC), created and HIC Explorer tool and StoryMap & downloadable data layers for cities/counties, and held an HIC workshop for partners
- Developed a Safe Streets for All Communication Plan, Talking Points, and social media posts
- Created a safety data warehouse, scripted safety data output worksheets for regional partners, and developed a Power Bi safety data platform
- Provided annual updates to technical and policy committees
- Developed a Safe Streets for All webpage
- Developed recommended policy and strategic action updates
- Convened regional partners to identify pedestrian safety quick-build projects
- Developed annual safety analysis report
- Convened bi-monthly Safety Practitioners Roundtable

In FY 2025-26 the Safe Streets for All project will:

- Support development of Safety Action Plans for the City of Tigard, Multnomah County and Washington County, and other local partners
- Develop and finalize update to the Regional Transportation Safety Strategy
- Assess RTP safety projects for alignment with the Safe System approach
- Test use of a Regional Crash Prediction Model for the RTP
- Review recommended safety strategies and policies with regional partners
- Provide annual safety analysis report to track progress
- Provide annual updates to technical and policy committees
- Convene bi-monthly Safety Practitioners Roundtable

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 398,661	SS4A (FHWA Grant)	\$ 1,062,048
Materials & Services	\$ 524,653	SS4A (FHWA Grant)	\$ 134,349 ¹
Indirect Costs	\$ 273,083	Match (Metro)	
TOTAL	\$ 1,196,397	TOTAL	\$ 1,196,397

¹ In addition to the above Metro provided match, an additional \$131,164 of match is provided by Metro's grantees.

EPA Carbon Reduction Grant

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

Description

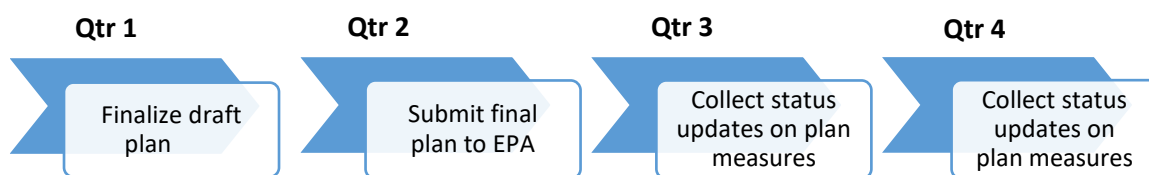
Metro is leading an EPA Carbon Reduction planning grant for the Portland-Vancouver Metropolitan Statistical Area (Clackamas, Clark, Columbia, Multnomah, Skamania, Washington, and Yamhill Counties). Under this grant, Metro inventories and forecasts regional carbon pollution; and identifies measures that reduces this pollution based on factors such as potential carbon pollution, implementation readiness, and other co-benefits. In addition to aligning with the authority of agency partners within the region, the plans created under the grant are expected to prioritize measures that advance justice and workforce development. Planning grant funds support the technical analysis and engagement needed to identify the actions that best meet these criteria.

This work involves three deliverables:

- A Priority Action Plan, submitted in March 2024, that is focused on identifying high-impact carbon reduction measures that can readily be implemented by agency partners within the MSA during 2025-30.
- A Comprehensive Action Plan, due in December 2025, that accounts for all sectors in the region and recommends a broader and potentially longer-term set of carbon reduction measures.
- A status report, due late summer 2027, that provides an update on the reduction measures and identifies any changes to the measures or results of implementing these plans.

During FY 2024-25, the majority of work involved completing a carbon inventory, identifying carbon reduction measures, and analyzing the carbon reductions and other co-benefits of each action. During FY 2025-26, Metro will finalize the plan based on feedback from partner organizations across the Metro area, submit the plan to EPA, and begin collecting status updates on carbon reduction measures. This work will support agencies across the Metro region (and beyond) in identifying and funding strategies to reduce carbon pollution, which will in turn help to meet the regional goals and targets in the Regional Transportation Plan that aim to meet state requirements.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 261,630	STBG	\$ 221,894
Materials & Services ¹	\$ 44,851	STBG Match (Metro)	\$ 25,397
Indirect Costs	\$ 179,217	CPRG (EPA Grant)	\$ 238,407
TOTAL \$ 485,698		TOTAL \$ 485,698	

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

Regional Industrial Lands Access Study

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

Study Description

The purpose of this study would be to further work on data collection, transportation impacts, and land use and transportation policy issues around the growth of larger distribution centers and fulfillment centers in the region and near the region. This study was identified as part of the key findings and recommendations of the Regional Freight Delay and Commodities Movement Study, which looked at the need for improved access and mobility to and from regional industrial lands and intermodal facilities.

The scope of the 2024 Regional Freight Delay and Commodities Movement Study did not allow for studying the future location of large industrial sites and distribution centers and fulfillment centers that meet customer demand for e-commerce deliveries and other industrial products. The 2024 study did not address the potential localized and regional transportation impacts of the growth in fulfillment centers and large disruption centers. The Regional Industrial Lands Availability and Intermodal Facilities Access Study is needed to address these transportation issues, and further study the need for new regional freight policy.

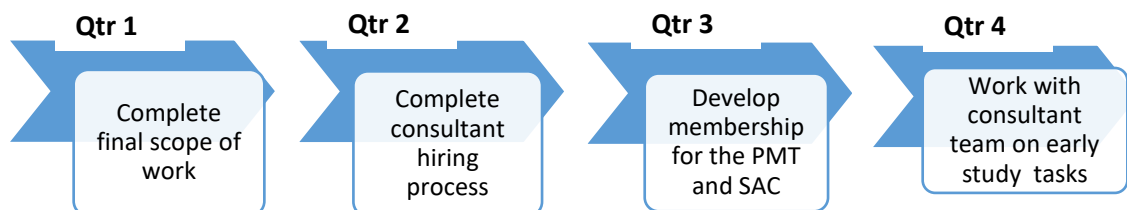
The Regional Industrial Lands Access Study will provide a transportation impacts analysis and other impacts from the introduction of recently built fulfillment centers and large disruption centers. The Regional Industrial Lands Access Study will inform the the next Urban Growth Report, and the 'Future Vision' work that Metro will be commencing in FY 2024-25; and is outlined in Chapter 8 of the 2023 Regional Transportation Plan.

In FY 2024-25, a draft scope of work for this study is under way. In FY 2025-26 the following activities are expected:

- Consultant hiring process will be completed.
- Formation of a Project Management Team (PMT) and a Stakeholder Advisory Committee (SAC) for the study
- Early study tasks in the work plan will be completed.

The study will address the 2023 RTP goals and policies.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Materials & Services \$ 75,000

TOTAL \$ 75,000**Resources:**

Metro Direct \$ 75,000

TOTAL \$ 75,000

Economic Value Atlas (EVA) Implementation

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

Description

Metro's Economic Value Atlas (EVA) established tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. The EVA entered an implementation phase in FY 2019-2020 that included test applications among partner organizations and jurisdictions, refinements to the tool, and integration into agency-wide activities.

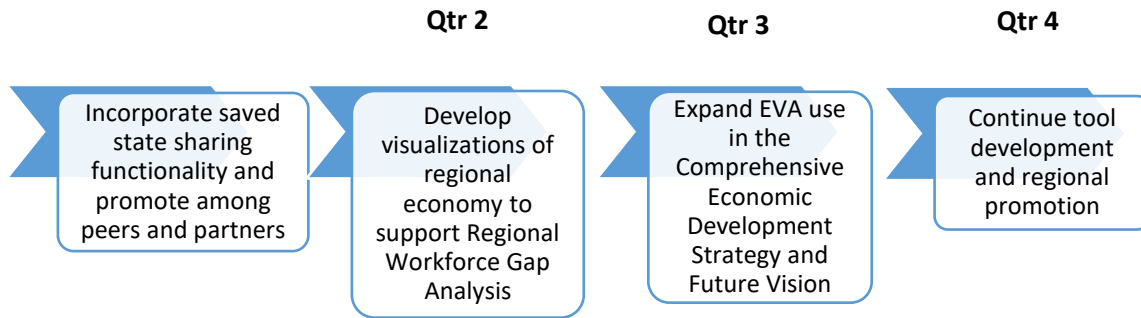
This is an ongoing program. In FY 2019-2020, the EVA tool provided new mapping and discoveries about our regional economic landscape, linked investments to local and regional economic conditions and outcomes and was actively used to inform policy and investment – it provides a foundation for decision-makers to understand the impacts of investment choices to support growing industries and create access to family-wage jobs and opportunities for all.

In FY 2020-2021, there were final tool refinements and the data platform was actively used to help visualize equitable development conditions for the SW Corridor High Capacity Transit project and elsewhere in the region. These aligned with agency-wide data and planning projects, including the Columbia Connects and Planning for Our Future Economy projects. In FY 2020-2021, Metro participated in a group of peer regions organized by The Brookings Institution for other regions to benefit from the EVA as a model for their applications and to share best practices. The EVA has informed the conditions assessment and data benchmarking of the Comprehensive Economic Development Strategy, continues to support the Columbia Connects project, and was integrated into the Comprehensive Recovery Data dashboard by Metro research and data staff.

The EVA tool informed the Emerging Growth Trends report, Regional Transportation Plan (Economy Policy Guidance), and Industrial Site Readiness Toolkit in FY 2023-2024, and in FY 2024-2025 informed Metro's Urban Growth Report. The tool supports policy decisions on an ongoing basis and was improved in this role with new saved state sharing functionality in FY 2024-2025.

In FY 2025-26, the EVA will support the Regional Workforce Gap Analysis project to address current and future workforce development needs to support growing our regional economy and Oregon Metro's Future Vision project, a 50-year planning vision for the region. The Comprehensive Economic Development Strategy will also be updated in FY 2025-26 and the EVA will be actively used to visualize our regional economy and devise strategies to grow our traded sector and local-serving businesses.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 37,944
Indirect Costs	\$ 25,992

Resources:

STBG	\$ 57,369
STBG Match (Metro)	\$ 6,566

TOTAL \$ 63,936

TOTAL \$ 63,936

Regional Emergency Transportation Routes

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

Description

Identified in Chapter 8 of the [2023 Regional Transportation Plan](#), this project is a collaborative effort between public, private and non-profit stakeholders, co-led by the five-county, bi-state [Regional Disaster Preparedness Organization \(RDPO\)](#) and Metro to improve the safety and resiliency of the region's transportation system to natural disasters, and extreme weather events.

From 2019 - 2021 the RDPO and Metro partnered to complete phase 1 of the project - updating the designated Regional Emergency Transportation Routes (RETRs) for the five-county Portland-Vancouver metropolitan region, which includes Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington. The routes had not been updated since 2006.

A second phase of follow-on work is underway (2024-2026) to prioritize/tier the routes in the updated network. For more information on RETRs, please visit <https://rdpo.net/emergency-transportation-routes>.

In FY 2024-25, Metro and RDPO completed scoping activities, recruited a project workgroup, developed an RFP and hired a consultant team. The consultants researched best practices and assisted with project workgroup meetings and stakeholder workshops to develop a tiering methodology with subject matter experts as well as community-based organizations.

In FY 2025-26, the tiering methodology will be applied and refined; the final report will be developed and brought to regional decision-making bodies for endorsement.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding

Requirements:

Personnel Services	\$ 95,552
Indirect Costs	\$ 65,453

Resources:

STBG	\$ 88,872
STBG Match (Metro)	\$ 10,172
RDPO Grant	\$ 61,961

TOTAL \$ 161,005

TOTAL \$ 161,005



Metro-Led Corridor/Area Planning

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Investment Areas (Corridor Refinement and Project Development)

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

Description

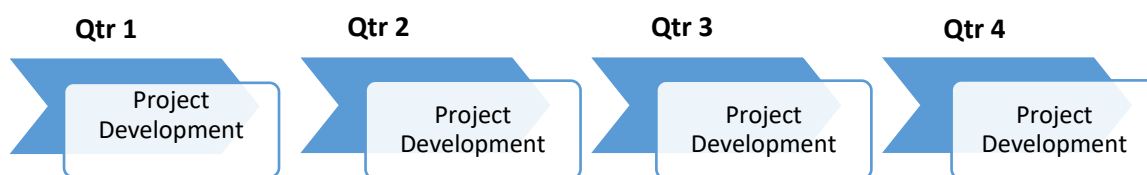
Metro's Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit-oriented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

The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional, and state investments in economic investment areas that support the region's growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro aids local jurisdictions with 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 2024-2025, Investment Areas staff have supported partner work on TV Highway, Better Bus, Columbia Connects, 82nd Ave, the Interstate Bridge Replacement Program, additional support for the Development Strategy for the Southwest Corridor, Sunrise Corridor visioning, and 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 2025-26 Cost and Funding Sources

Requirements:

Personnel Services

\$ 489,596

Resources:

STBG

\$ 487,312

Materials & Services	\$ 31,920	STBG Match (Metro)	\$ 55,775
Indirect Costs	\$ 335,373	Metro Direct	\$ 165,233
		Montgomery Park (City of Portland IGA)	\$ 148,570
TOTAL \$ 856,889		TOTAL \$ 856,889	

Southwest Corridor Transit Project

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

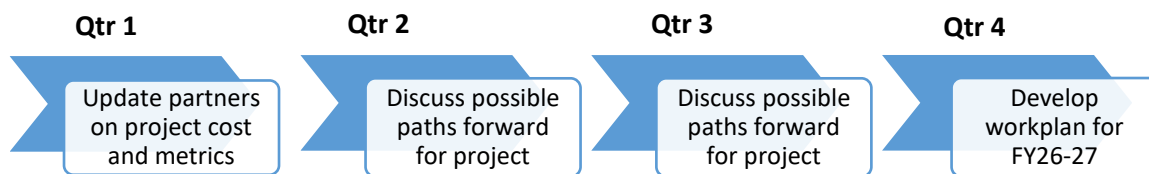
Description

The Southwest Corridor Transit Project would extend the MAX light rail system to connect downtown Portland with southwest Portland, Tigard and Tualatin. The identified project is 11 miles long and includes 13 stations, new connections to regional destinations, and major enhancements to roadway, sidewalk, bike, transit and stormwater infrastructure. The project advances 2023 RTP goals and policies.

Project partners include TriMet, ODOT, Metro, Washington County, Portland, Tigard, Tualatin and Durham, whose staff collaborated on project planning and design. Project planning and design (including the steering committee) were put on pause in late 2020 after the regional transportation funding measure did not pass. The project, as defined in 2020, has completed environmental review and has a Record of Decision from FTA issued in 2022. In FY 25-26 Metro and TriMet will continue to work with partners to identify potential paths forward for the project. This is an ongoing program. Please contact staff for more detail.

Metro is also continuing to work with the Southwest Corridor Coalitions (SWEC) to support the goals of the Development Strategy for the Southwest Corridor. This work seeks to implement community-identified priorities that ensure resident and business stability in the face of corridor investment. Metro will work to find opportunities to continue advancing this work.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 114,210
Materials & Services	\$ 226,000
Indirect Costs	\$ 78,234
TOTAL	\$ 418,444

Resources:

SWEDS (FTA Grant)	\$ 246,557
SWEDS (FTA Grant)	\$ 61,639
Match (Metro)	
Metro Direct	\$ 110,248
TOTAL	\$ 418,444

TV Highway Transit and Development Project

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

Description

The Tualatin Valley (TV) Highway Transit and Development Project creates a collaborative process with the surrounding communities and relevant jurisdictions to advance a bus rapid transit project on the TV Highway corridor between Beaverton and Forest Grove. The project also brings together community to create a development Strategy that identifies actions to stabilize and support community when future transportation investments occur. It is a partnership between Metro and TriMet, ODOT, Washington County, Beaverton, Hillsboro, Cornelius and Forest Grove. Metro was recently selected to receive \$2 Million from the Reconnecting Communities grant program for additional community engagement and planning for workforce development and housing needs to support implementation of the EDS. Example community engagement strategies include:

- Providing inclusive community engagement and education that supports navigating transit and programs available to low-income individuals and community members with limited English proficiency.
- Developing new methods to engage community members and residents, especially hard-to-access community members who do not typically engage in planning meetings.
- Supporting community civic engagement and advocacy by involving them throughout the planning process, planning for community placemaking, programming and events.

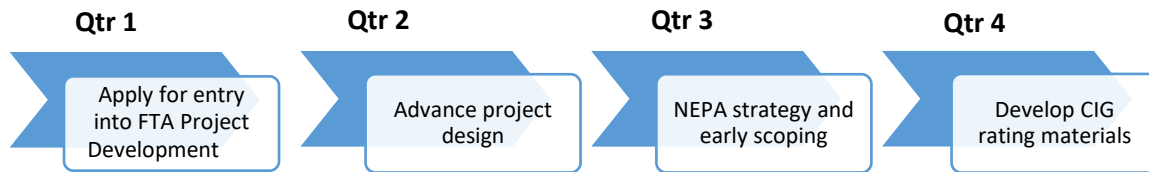
In FY 24-25, project partners developed a transit and safety concept for the corridor and reached agreement on a Locally Preferred Alternative (LPA). Metro supported the process of LPA approval and adoption into local plans, JPACT and Metro Council endorsement of the LPA, and then codifying the LPA into the 2023 Regional Transportation Plan via amendment. During FY 25-26, the project team will apply for entry into FTA CIG Small Starts Project Development, and success willing, begin early scoping in the NEPA process, advance design, and work on materials for the FTA funding process. Key milestones will include:

- Apply for entry into FTA CIG Small Starts Project Development phase
- Continue supporting EDS community partners with project implementation
- Determine NEPA strategy and begin process of early scoping
- Advance project design to approximately 30%
- Develop materials for FTA CIG Small Starts project rating to be submitted in subsequent year

This project advances the 2023 Regional Transportation Plan goals and policies. It also advances the 2023 High Capacity Transit Strategy, which identifies TV Highway as a priority corridor for transportation investments.

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources¹

Requirements:

Personnel Services	\$ 506,337
Materials & Services ²	\$ 600,000
Indirect Costs	\$ 346,841

Resources:

STBG	\$ 379,581
STBG Match (Metro)	\$ 43,445
TV Highway (FTA Grant – Flex Transfer)	\$ 924,355
TV Highway (FTA Grant – Flex Transfer) Match (Metro)	\$ 105,797

TOTAL \$ 1,453,178

TOTAL \$ 1,453,178

¹ This table will be updated to reflect the USDOT Reconnecting Communities Grant once the grant is executed.

² The budgeted amount for Materials & Services includes potential costs for consultant activities.

82nd Avenue Transit Project

Staff Contact: Melissa Ashbaugh, melissa.ashbaugh@oregonmetro.gov

Description

Metro Regional Government, in partnership with the City of Portland, TriMet, Clackamas County, ODOT, Multnomah County, and the Port of Portland is leading a collaborative process to advance a bus rapid transit (BRT) project on the 82nd Avenue Corridor. The purpose of the project is to improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue. The project seeks to address the needs of people who live, work, learn, shop, and travel within the corridor both today and in the future through context-sensitive transit improvements in a constrained corridor. The 82nd Avenue Transit project advances the Regional Transportation (RTP) 2023 goals and policies. The project will be delivered in close coordination with the City of Portland's Building a Better 82nd work and will undergo a shared National Environmental Policy Act (NEPA) process.

In FY2024-25, the 82nd Avenue Transit Project:

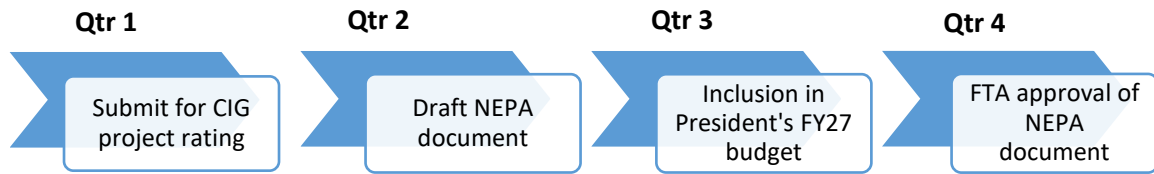
- Selected the Locally Preferred Alternative (LPA), which was endorsed by the Steering Committee, local jurisdictions, and Metro Council, and begin the process for adoption into the fiscally-constrained Regional Transportation Plan
- Entered FTA CIG Small Starts Project Development on July 23, 2024, and developed materials for a Small Starts project rating
- Determined NEPA strategy and began process of early scoping, including coordination with City of Portland's Building a Better 82nd project
- Supported community partners in creation of a community development strategy.

In FY2025-26 Metro will lead the environmental analysis required under NEPA and support the continued design, engagement, and FTA CIG Small Starts funding processes. Key work includes:

- Submitting for FTA CIG Small Starts Project Rating
- Developing materials for CIG Small Starts Grant Agreement
- Developing environmental analysis and NEPA documentation
- Supporting EDS community partners with project implementation. To support the implementation of the EDS, Metro was recently selected to receive \$2 Million from the U.S. DOT Reconnecting Communities grant program to provide additional community engagement and planning for workforce development and housing needs. The 82nd Avenue Coalition will develop and implement community-led solutions for meaningful engagement. This includes developing community leadership cohorts and funding for placemaking and community events that contribute to the engagement of harder-to-reach disadvantaged communities.

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources¹

Requirements:		Resources:	
Personnel Services	\$ 667,794	82nd Ave (FTA Grant – Flex Transfer)	\$ 2,656,281
Materials & Services ²	\$ 1,825,000	Metro Direct	\$ 293,952
Indirect Costs	\$ 457,439		
TOTAL	\$ 2,950,233	TOTAL	\$ 2,950,233

¹ This table will be updated to reflect the USDOT Reconnecting Communities Grant once the grant is executed.

² The budgeted amount for Materials & Services includes potential costs for consultant activities.



Metro Administration & Support

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MPO Management and Services

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

Description

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

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

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

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

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

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

- DOT/Metro Annual Unified Planning Work Program funding agreement (*updated annually*)
- 4-Way Planning IGA with ODOT, TriMet and SMART (*extended through November 30, 2025*)
- SW Regional Transportation Council (RTC) MOU (*effective through June 30, 2027*)
- 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.

In 2025-26, Metro will work with our federal partners to implement actions required in our 2025 onsite federal certification review, including responding to any recommendations and actions with a work program to guide our subsequent, annual self-certifications.

Key Project Deliverables / Milestones

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



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 303,461
Materials & Services	\$ 49,600
Indirect Costs	\$ 207,871

Resources:

PL	\$ 487,855
PL Match (Metro)	\$ 27,919
PL Match (ODOT)	\$ 27,919
Metro Direct	\$ 17,239

TOTAL \$ 560,932

TOTAL \$ 560,932

Title VI Program

Staff Contact: Alfredo Haro, alfredo.haro@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 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 Title VI program works to continuously improve practices and 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; conducting focused engagement 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.

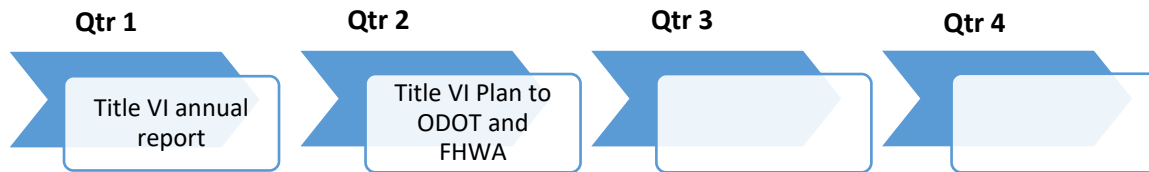
In FY2024-25, Metro:

- Updated its Title VI Program, including its Limited English Proficiency Plan, and submit to FTA
- Updated its Title VI Program and submitted to FTA
- Submitted its Title VI annual report to ODOT
- Participated in FHWA and FTA's TMA certification process
- Conducted focused engagement to plan for transit investments on 82nd Avenue and Tualatin Valley (TV) Highway.
- Started assessment of potential impacts of the 82nd Avenue Transit project on communities as part of the NEPA process.

In FY2025-26, Metro will:

- Submit its Title VI annual report to ODOT
- Submit its Title VI Plan to ODOT and FHWA
- Continue to conduct focused engagement to plan for transit investments on 82nd Avenue and TV Highway
- Continue assessment of potential impacts of the 82nd Avenue Transit project on communities as part of the NEPA process
- Assess potential impacts of the TV Highway Transit project on communities as part of the NEPA process

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Note: Title VI costs are allocated through Metro's overhead rate, which is allocated across all projects.

Data Management and Visualization

Staff Contact: Madeline Steele, madeline.steele@oregonmetro.gov

Description

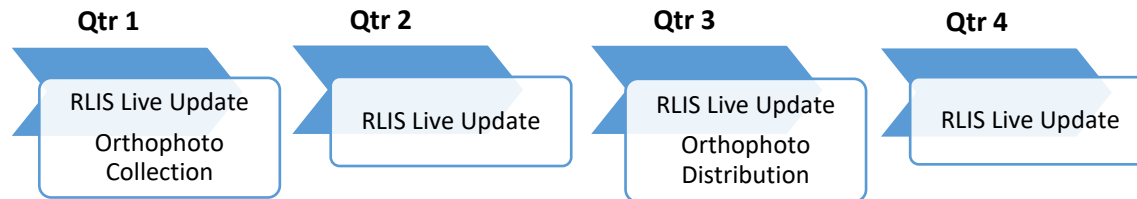
Metro's Data Resource Center (DRC) provides Metro and the region with technical services including data management, visualization, analysis, application development and systems administration. The DRC collaborates with Metro programs to support planning, modeling, forecasting, policymaking, resiliency and performance measurement activities. The DRC also coordinates joint purchase of digital aerial orthophotography and lidar by local governments and nonprofit groups in the greater Portland region. Consortium purchase reduces each member's cost of obtaining photography through cost sharing.

In FY2024-25, The DRC continued supporting Metro's MPO functions via the Regional Land Information System (RLIS) by maintaining and publishing data on a continual basis. RLIS Live includes quarterly updates to transportation datasets such as street centerlines, sidewalks, trails, and public transit routes; annual updates to crash data, vehicle miles traveled; and continued work on emergency transportation routes and their incorporation into online applications. Demographic and land use data included in RLIS, such as the American Community Survey, zoning plans, and vacant land inventory, also inform transportation planning. RLIS is an on-going program with a 30+ year history of regional GIS leadership and providing quality data and analysis in support of Metro's MPO responsibilities. In addition, the Data Management and Visualization program continued to provide GIS and BI governance and developed new tools such as the "Quick Facts Viewer," which provides easy access to commonly requested demographic summaries for areas of interest like the MPA boundary. DRC staff also provided on-demand analytics support for MPO projects, and made enhancements to MetroMap, Metro's flagship mapping application, such as adding printing. The DRC also completed a rebuild of the RLIS API, which provides programmatic access to RLIS data and receives millions of hits per year. The old version of the API was dependent on obsolete technology and at risk of failure. This was also an active year for the Regional Photo Consortium: the 6-year Strategic Plan was renewed with stakeholder input, a leaf-off orthophoto flight was collected in March followed by a leaf-on flight in June, and the Consortium partnered with the USGS to collect lidar for the region.

In FY2025-26, the DRC will complete necessary server upgrades to support the entire geospatial technology platform. The Photo Consortium project manager will again coordinate collection and distribution of summer orthophotos, and the DRC will continue to support the MPO through RLIS. Strategic improvements will be made to RLIS based on the results of a formal project prioritization process completed in FY2024-25. In addition, the DRC will work towards making all of its public-facing content and applications fully accessible to ensure compliance with the DOJ's ruling on web accessibility prior to the April 2027 deadline. The DRC will also collaborate with the IT department in developing an agency-wide data governance and AI policy.

For additional information about the Data Resource Center's data management and visualization projects, email madeline.steele@oregonmetro.gov.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 1,277,711	STBG	\$ 1,011,893
Materials & Services ¹	\$ 402,999	STBG Match (Metro)	\$ 92,708
Indirect Costs	\$ 875,232	STBG Match (ODOT)	\$ 23,108
		Metro Direct	\$ 1,428,234
TOTAL \$ 2,555,942		TOTAL \$ 2,555,942	

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

Land Use Modeling Program

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

Description

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

Previously this entry also included long-range economic and demographic modeling tasks. Metro now has a centralized department that conducts economic forecasting. These forecasts continue to inform transportation corridor studies, regional transportation plans, and land use planning alternatives. The work creates the key inputs (i.e., population, housing, jobs) for the analytical tools (e.g., travel demand model) that are used to carry out federal and state transportation planning requirements and support regional transportation planning process and project needs.

The resources devoted to the development and maintenance of the Metro's core forecast toolkits are critical to Metro's jurisdictional and agency partners to do transportation planning and transportation project development. Local jurisdictions across the region rely on the forecast products to inform their comprehensive plan and transportation 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 the Regional transportation Plan goals. This is an ongoing program.

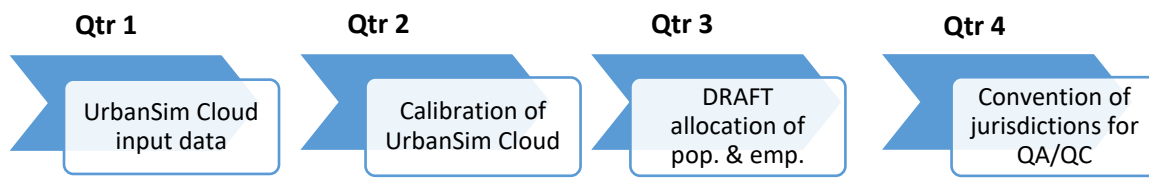
Work completed (July 2024 – June 2025):

- Revision of draft urban growth report, buildable land inventory, and construction demand and capacity forecasts in support of final sexennial urban growth management decision
- Initial implementation of UrbanSim cloud-based land use modeling platform, including:
 - Assembly, quality control, and importation of input data
 - Modification of defaults for employment categories, housing types, and demographics
 - Minimum necessary integration with transportation model(s)
- Calibration and validation of UrbanSim Cloud model over 2010 to 2020
- Sensitivity testing of UrbanSim Cloud model on select alternative scenarios
- Short-term application of UrbanSim Cloud model for update of decennial census to 2024 base year data and delivery to activity-based transportation model development team
- DRAFT long-term application of UrbanSim Cloud model to allocation of regional population and employment forecast adopted in council's sexennial growth management decision, also known as the "distributed forecast"
- Outreach with cities & counties to reconcile distributed forecast with local knowledge

Work to be initiated/continued/completed (July 2025 – June 2026):

- Completion of reconciliation of distributed forecast with local jurisdictions
- Finalization of distributed forecast
- Review of UrbanSim Cloud model for possible feature additions and areas of improvement
- Collaboration with LCOG in Lane County, Oregon in attempt to rebuild their open-source UrbanSim Classic version and transfer the model to the Portland Metro area
- Incorporation of UrbanSim Classic features into UrbanSim Cloud model or vice versa
- Incorporation of Metro’s Developer Supply Preprocessor (DSP), a custom pro-forma construction supply model, into UrbanSim platform, if feasible
- Final selection of UrbanSim Classic or Cloud version
- Development of new UrbanSim features, add-ins, or post processors, which may include methods to analyze
 - Housing and transportation affordability,
 - Carbon pollution
 - Non-transportation public infrastructure investments

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 222,370
Materials & Services ¹	\$ 156,000
Indirect Costs	\$ 152,323

TOTAL \$ 530,693

Resources:

5303	\$ 338,904
5303 Match (Metro)	\$ 38,789
Metro Direct	\$ 153,000

TOTAL \$ 530,693

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

Travel Model Program

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

Description

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

- Trip-based Travel Demand Model
- Activity-based Travel Demand Model (CT-RAMP, ActivitySim)
- Freight Travel Demand Model
- Bicycle Route Choice Assignment Model
- Multi-Criterion Evaluation Tool (Benefit/Cost Calculator)
- Housing and Transportation Cost Calculator
- FTA Simplified Trips On Project Software (STOPS)
- Dynamic Traffic Assignment Model
- VisionEval Scenario Planning Tool

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

Work completed (July 2024 – June 2025):

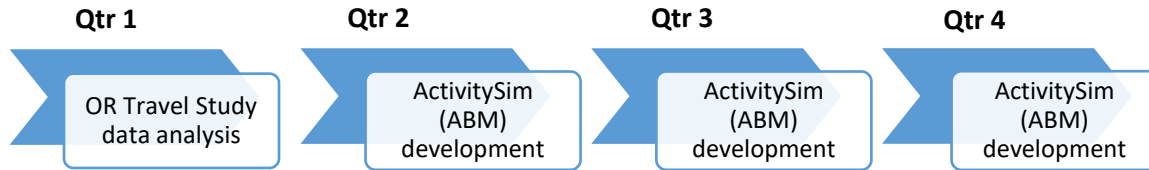
- Activity-based Travel Demand Model (i.e., ActivitySim) Development
 - Updated Population Synthesizer (i.e., PopulationSim)
 - Refined Micro-Analysis Zones (MAZ), Transportation Analysis Zones (TAZ), and networks
 - Completed initial calibration, reasonableness checks, and region-specific customization
- DTA model development and application in support of regional pricing studies
- Implementation and application of FTA's STOPS model in support of regional transit studies
- Freight Model Dashboard validation and application
- Regional Mobility Policy metric application update
- Oregon Travel Study survey completion

Work to be initiated/continued/completed (July 2025– June 2026):

- Completion of Oregon Travel Study survey data delivery, analysis, and implementation
- Activity-based Travel Demand Model (i.e., ActivitySim) development
 - Initial statewide estimation of ActivitySim model using Oregon Travel Study survey results

- Porting of statewide estimation of ActivitySim model to Portland region
- Further refinement of networks, land use, and other inputs to ActivitySim model

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 612,681	5303	\$ 716,639
Materials & Services ¹	\$ 238,850	5303 Match (Metro)	\$ 82,023
Indirect Costs	\$ 419,686	Metro Direct	\$ 207,331
		Local Support (TriMet)	\$ 265,225
TOTAL \$ 1,271,217		TOTAL \$ 1,271,217	

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

Technical Assistance Program

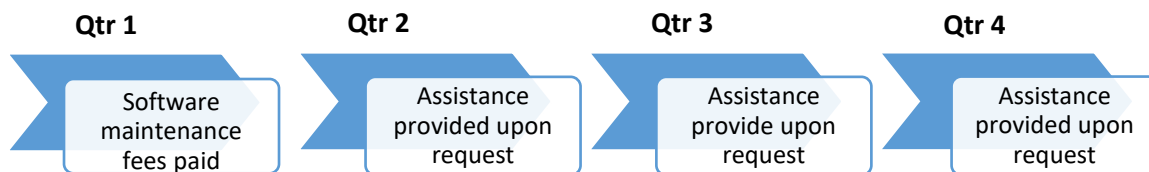
Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

Description

US Department of Transportation protocols and procedures require the preparation of future year regional travel forecasts to analyze project alternatives. The Technical Assistance Program provides transportation data and travel modeling services for projects that are of interest to local partner jurisdictions. Clients of this program include regional cities and counties, TriMet, the Oregon Department of Transportation, the Port of Portland, private sector businesses, and the general public.

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 117,986
Materials & Services	\$ 40,000
Indirect Costs	\$ 80,820

TOTAL \$ 238,806

Resources:

STBG	\$ 214,281
STBG Match (Metro)	\$ 24,525

TOTAL \$ 238,806



State-Led Transportation Planning of Regional Significance

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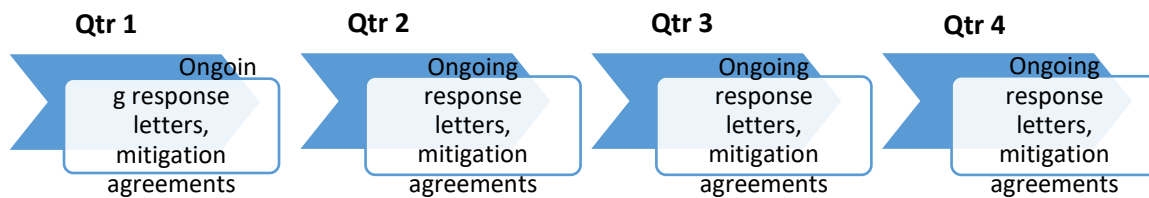
ODOT Development Review

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

Description

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Source

Requirements:

Personnel Services \$ 573,750

Materials & Services \$ 0

TOTAL \$ 573,750

Resources:

Federal grant \$ 514,826

Local Match \$ 58,924

TOTAL \$ 573,750

ODOT – Transportation and Growth Management

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

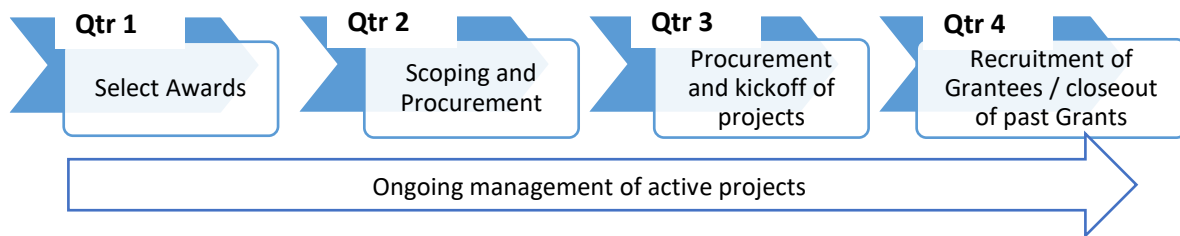
Description

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

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

TGM is primarily funded by federal transportation funds, with additional staff support and funding provided by the State of Oregon. ODOT Region 1 distributes approximately \$650 - \$900 Thousand annually to cities, counties and special districts within Hood River and Multnomah counties plus the urban portions of Clackamas and Washington County. Grants typically range from \$150,000 to \$300,000 and can be used for any combination of staff and consulting services. ODOT staff administer the grants alongside a local agency project manager.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements: (Est.)

Personnel Services	\$ 100,000
Materials & Services	\$ 850,000

TOTAL \$ 950,000

Resources:

Federal grant	\$ 852,435
Local Match	\$ 97,565

TOTAL \$ 950,000

Region 1 System Analysis and Technical Assistance

Staff Contact: Chris Ford, Chris.Ford@ODOT.oregon.gov

Description

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 115,000
Materials & Services	\$ 110,000

TOTAL \$ 225,000

Resources:

Federal grant	\$ 201,893
Local Match	\$ 23,108

TOTAL \$ 225,000

Region 1 Planning for Operations

Staff Contact: Chris Ford, Chris.Ford@ODOT.oregon.gov

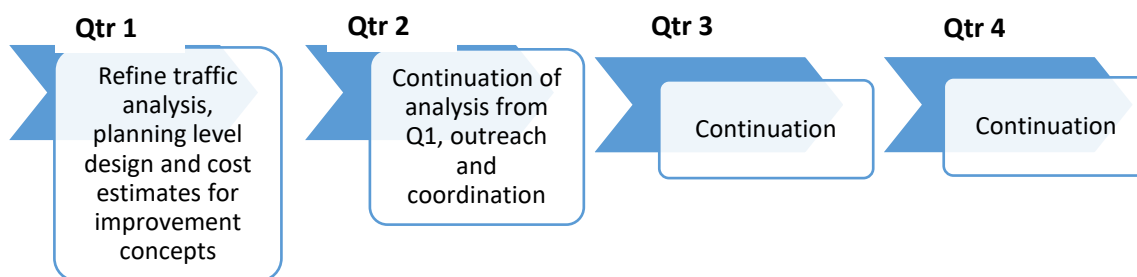
Description

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

ODOT also works to identify and prioritize investment opportunities where 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, consistent the 2023 RTP goals and policies. In FY 2025-26 work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 40,000

Materials & Services \$ 60,000

TOTAL \$ 100,000

Resources:

Federal grant \$ 89,730

Local Match \$ 10,270

TOTAL \$ 100,000



Locally Led Transportation Planning of Regional Significance

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I-205 Multi-Use Path Gap Alternatives Analysis

Staff Contacts: Scott Hoelscher; scotthoe@clackamas.us

Description

The I-205 Multiuse Path (205 MUP) provides a near continuous off-street pedestrian and bicycle facility from Vancouver, Washington to Gladstone with the exception of a one-mile gap between Hwy. 212 and Hwy. 224 in Clackamas County. The *I-205 Multi-Use Path Gap Alternatives Analysis* project will develop a community-backed design solution for a preferred route within the one-mile gap in order to facilitate non-vehicle transportation and improve safety and accessibility. Currently, cyclists use substandard bike lanes on SE 82nd Dr. that frequently contain depressed storm grates, often leaving only 1-2' of smooth pavement, placing riders near high-speed vehicle and truck traffic. Most sidewalks lack ADA compliant curb ramps, and many have buckled and/or cracked, creating barriers to walking and wheelchair access. In addition, several areas lack appropriate access management controls, creating conflicts points for all modes. The project is needed to address these system deficiencies.

Clackamas County and the Oregon Department of Transportation (ODOT) will partner to assess up to four route alternatives and engage the local community throughout the planning process. The project will result in a preferred alignment through the 205 MUP “gap” and a design solution for the alignment, setting the stage for future construction funding. The project will fill a gap in the regional active transportation network and provide connections to the Springwater Corridor; Marine Drive MUP; Trolley Trail; Sunnyside Road cycle track and Sunrise Multiuse Path.

In the previous fiscal year, it is anticipated the *I-205 Multi-Use Path Gap Alternatives Analysis* will have:

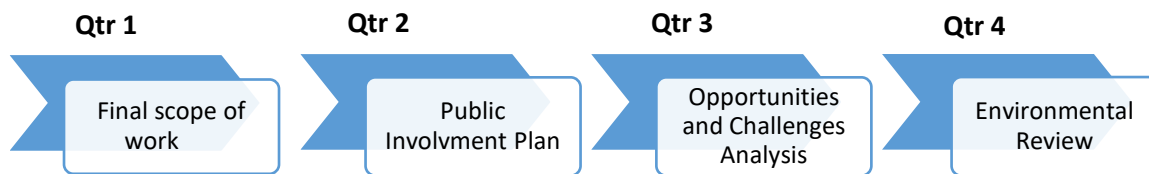
- Entered into an Intergovernmental Agreement (IGA) with ODOT to deliver the project.
- Developed a scope of work for the project.
- Contracted with a private consultant to assist in project delivery.

The project is consistent with the Regional Transportation Plan (RTP) goals, including supporting a healthy economy by providing transportation options to the Clackamas County industrial regional center; improved transportation connectivity and resiliency by providing a viable alternative to travel on Interstate 205.

The *I-205 Multi-Use Path Gap Alternatives Analysis* project complements and is within the Sunrise Corridor Community Visioning (Sunrise) project area. The Sunrise project is a joint Clackamas County, ODOT, Metro and Happy Valley planning effort to develop a shared vision for the future Sunrise Corridor. Sunrise will recommend actions for land use housing and

transportation. These multimodal improvements will connect and complement the I-205 MUP work.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ \$350,000	Federal grant	\$ \$450,000
Materials & Services	\$ 146,215	Local Match	\$ \$46,215
TOTAL	\$ 496,215	TOTAL	\$ 496,215

Clackamas County Consolidated Safe System Planning

Staff Contact: Rob Sadowsky, rsadowsky@clackamas.us

Description

Clackamas County is undertaking a two-year comprehensive planning project centered on integrating the Safe Systems approach to traffic safety and justice into its transportation planning and engineering work. The work is funded by the Oregon Department of Transportation and the Safe Streets and Roads for All Program of the USDOT.

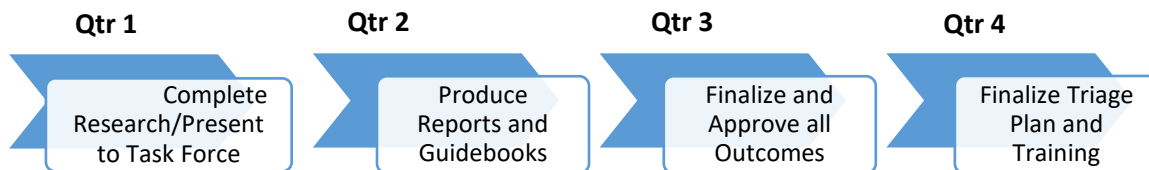
The project is broken down into six distinct outcomes or tasks:

1. Develop a Post-Crash Evaluation and Trauma Support Framework
2. Evaluate and Integrate Justice into Planning Processes
3. Perform a Safe Systems Approach Readiness Assessment
4. Maintain Crash and Data and Produce Regular Reports
5. Update the 2019 Transportation Safety Action Plan
6. Integrate the Safe Systems Approach into county policies and plans.

Work began in November 2024 and will be completed by December 31, 2026. Work anticipated to be completed in FY 2024-25 includes: a kick-off meeting for an external advisory task force, peer practice interviews and research, visioning and data collection and analysis. This project connects with the County's Transportation System Plan and the Walk/Bike Plan.

Work to be completed in FY 2025-26 includes: complete all assessments and plans, publish guides for other communities, adopt plans and begin integrated safe systems into county plans and policies.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 139,750
Materials & Services	\$ 651,250

TOTAL \$ 791,000

Resources:

Federal grant	\$ 139,750
Local Match	\$ 651,250

TOTAL \$ 791,000

City of Milwaukie – Safety Assessment of Harrison Street Corridor

Staff Contact: Jen Garbely, GarbelyJ@MilwaukieOregon.gov

Description

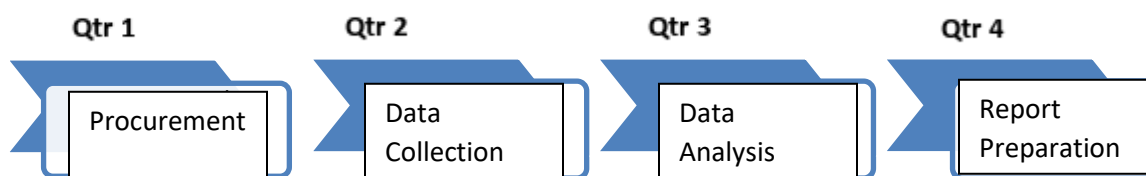
The goal of this project is to identify crash hotspots and contributing factors along the Harrison Street corridor. The study area includes Harrison Street from 42nd Avenue to McLoughlin Boulevard in Milwaukie Oregon, one of the most crash prone corridors in the City of Milwaukie. The study will evaluate countermeasures to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

In FY2024-25, the City of Milwaukie solicited for and procured engineering services through competitive bid process. The team kicked off the project in Spring of 2025. Survey efforts, traffic modeling, safety analysis and report preparation will be conducted during FY2025-26.

This project considers many facilities managed by agencies outside of Milwaukie such as ODOT (OR-224, and OR-99), railroad (Union Pacific Railroad and Portland & Western Railroad), and Trimet (Bus and Max services). In addition, the project will support transportation functionality for local police (City of Milwaukie) and fire (Clackamas Fire District #1) agencies.

This project will also support Metro’s 2023 RTP policy guidance by considering safety improvements for all users (Safety), bike and pedestrian access and connectivity (Mobility), and improving efficiency for freight and delivery services (Economy)

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 0
Materials & Services ¹	\$ 400,000
TOTAL	\$ 400,000

Resources:

Federal grant	\$ 320,000
Local Match	\$ 80,000
TOTAL	\$ 400,000

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

TriMet Comprehensive Service Planning

Staff Contacts: Kate Lyman, lymank@trimet.org; Grant O’Connell, oconnelg@trimet.org; Alex Page, pagej@trimet.org

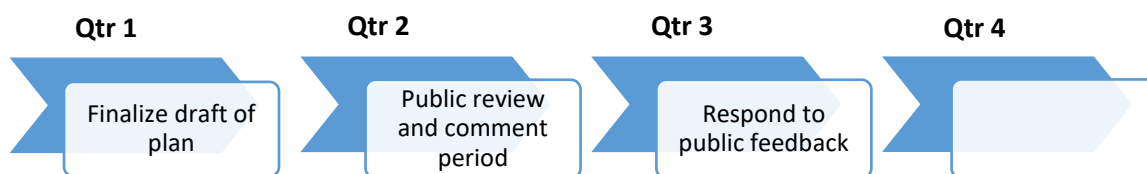
Description

In FY25-26, TriMet will complete its medium-term and long-term service planning efforts. In FY22, TriMet began a Comprehensive Service Analysis – Forward Together – a 9-month project to recommend near-term changes to address the changing transit needs of our region as a result of the pandemic. These plans were communicated with the public in fall 2022 and began implementation in spring 2023. They continued to be implemented in FY24-25 and will also be implemented in FY25-26. More information on this plan is available at trimet.org/forward.

During FY23-24, TriMet began development of a long-range strategic plan for service upgrades for both bus and MAX light rail beyond the Forward Together timeline, referred to as Forward Together 2.0. This long-range plan will incorporate stakeholder interests in additional TriMet service and will include a financial analysis to determine resources needed to allow implementation of those services. This plan was drafted in FY24-25 and is expected to be complete in FY25-26, following a public outreach period.

This work will be coordinated with the FX system plan so that the region has a comprehensive, long-range bus network vision that includes local bus and FX. This work supports the 2023 RTP goals and policies.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 0
Materials & Services	\$ 100,000

TOTAL \$ 100,000

Resources:

Federal grant	\$ 100,000
Local Match	\$ 0

TOTAL \$ 100,000

TriMet Park & Ride Optimization Plan

Staff Contact: Guy Benn, benng@trimet.org

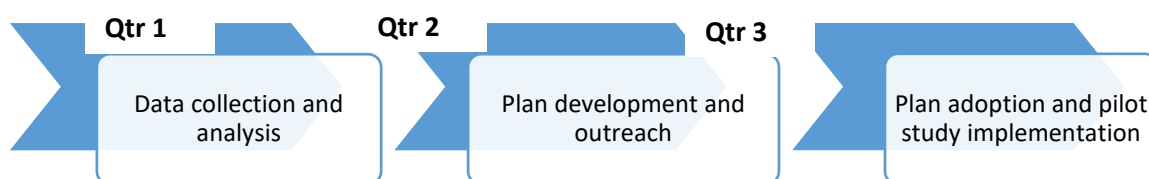
Description

Through an ODOT & DLCD Transport and Growth Management (TGM) grant, this planning work will develop a roadmap for TriMet park & ride operations. Specifically, it will assess the performance of TriMet's managed park & ride facilities, and how they meet customer and community needs. The Park & Ride Optimization Plan (PROP) will complement TriMet's Regional TOD Plan by in-depth analysis of park & ride demand and usage across the region, and thus reinforce the TOD site prioritization framework in the TOD plan. The PROP study will assess the impact of changing work trends on park & ride usage, and how anticipated road pricing, or other events might further influence usage. Measures that promote efficiency (including P&R consolidation, densification, and redevelopment) will be assessed, as well as shared/district parking models that can catalyze development close to park & ride sites. A pilot study will test key conclusions,

Notification of grant award occurred at the end of September 2023. Working with ODOT and DLCD, TriMet developed project scope and solicited for consultant participation in early 2024. In FY 24-25, TriMet selected a consultant and began data collection and planning work. Completion and adoption of the PROP study is forecast for late 2025.

Key Project Deliverables / Milestones

The Park & Ride Optimization Plan will provide a data-driven and clear plan for the future strategy and operations of TriMet's managed park & ride portfolio. Efficient and streamlined park & ride operations will assist TriMet as it pushes to drive ridership, improve customer experience, and support communities across the region. By optimizing its managed park & ride portfolio, TriMet can bring activation and economic opportunity to the spaces and communities around its transit infrastructure.



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 29,400	State Transportation & Growth Management Grant	\$ 210,000
Materials & Services	\$ 210,000	Local Match	\$ 29,400
TOTAL	\$ 239,400	TOTAL	\$ 239,400

Frequent Express System Plan

Staff Contact: Dave Aulwes, aulwesd@trimet.org

Description

TriMet, in coordination with Metro, is developing a Frequent Express System Plan (FX Plan) to guide the development of a network of FX bus service connecting the region. FX is TriMet's premier bus service, and is currently operated on one line, the FX2-Division. It features all-door boarding on high-capacity vehicles, transit signal priority that speeds buses through intersections, optimized station spacing, bus-only lanes, and other enhancements. The result for transit riders is faster, more reliable, safer and more comfortable service. In its first years of operation, this service has significantly increased transit ridership, demonstrating its potent capacity to advance the Portland region's goals.

The FX Plan will contain Standards detailing what defines FX service; a System Map showing the preferred future network of FX service; and Project Prioritization outlining the recommended order of FX service implementation.

Work completed in FY 2024-25: In FY 2024-25, draft FX Standards were completed; corridors in the System Map were refined and analyzed for FX suitability, ridership and cost risk; and Project Prioritization was begun.

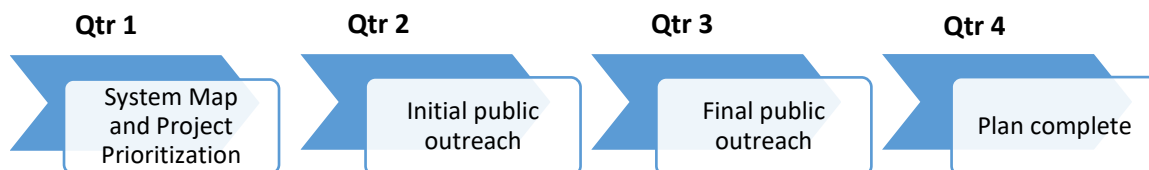
Anticipated work in FY 2025-26: In FY 2025-26, we anticipate finalizing the System Map and Project Prioritization, and opening public feedback on the FX Plan.

Relationship of the project to other agencies' work: The FX service envisioned in the FX Plan will be delivered by TriMet in partnership with Metro, local road authorities, and where applicable, the Oregon Department of Transportation. This work will be presented to the public in coordination with the work described under project 37- Comprehensive System Planning, also referred to as "Forward Together 2.0."

Relationship of the project to the 2023 RTP:

The transit service envisioned in the FX Plan supports RTP goals and policies.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 325,000

Materials & Services¹ \$ 250,000**TOTAL \$ 575,000****Resources:**

Federal grant \$ 0

Local Match \$ 575,000

TOTAL \$ Total Amount

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

City of Portland - Reconnecting Albina Planning Project

Staff Contact: Mike Serritella, Mike.Serritella@portlandoregon.gov

Description

Reconnecting Albina (formerly known as Lower Albina Reconnecting Communities) is a collaboration between the City of Portland and Albina Vision Trust to align the community vision and aspiration to revive the historic Black neighborhood in Lower Albina with city policy. The City of Portland received an \$800,000 grant award from the FHWA Reconnecting Communities Pilot program in February 2023, matched by \$200,000 of local funds, to perform this work. The main project deliverable is a transportation and land use development framework plan for the Lower Albina area. The project seeks to advance the years of engagement lead by Albina Vision Trust in developing a vision for the future of the Lower Albina area. This effort will translate that vision into a series of policy changes, actions, and projects that advance that vision and are aligned with other transportation projects in Albina and with local and regional policy.

In FY 2024-25, the Reconnecting Communities project:

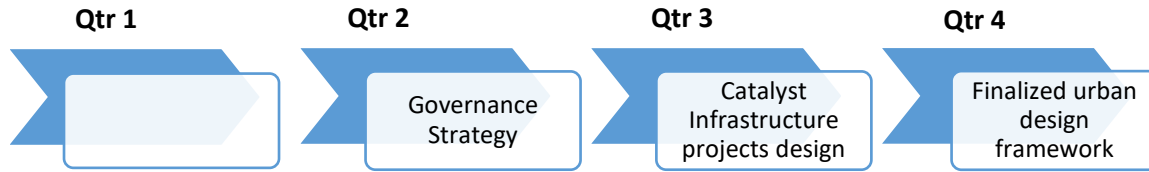
- Established a grant agreement between the City of Portland and FHWA
- Performed a scan of city policy to identify areas of consonance and conflict with the Albina Vision Community Investment Plan
- Completed an existing conditions for the project area
- Identified a menu of appropriate governance models for further consideration
- Developed public realm and programming concepts
- Completed a preliminary Urban Design Framework Development

In FY 2025-26, the project will refine a street framework plan, develop the resultant transportation projects, create scenarios for land use and development, and develop recommendations for city policy amendments in partnership with community.

The Lower Albina Reconnecting Communities project supports ODOT's I-5 Rose Quarter Improvement Project (RQIP) by improving surface streets that connect to the improved streets and highway covers that will be created through RQIP. The project is also consistent with the 2040 Vision, which calls for the continued development of Rose Quarter and the surrounding area into a regional center; and with prior area planning completed by the City of Portland, including the North/Northeast Quadrant Plan and Central City Plan. The project is separate and complementary to the RQIP, which is an ODOT-led project included in the RTP.

For more info about Albina Vision Community Investment Plan, visit <https://albinavision.org/our-work/>

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 375,000
 Materials & Services \$ 0

TOTAL \$ 375,000

Resources:

Federal grant \$ 300,000
 Local Match \$ 75,000

TOTAL \$ 375,000

City of Portland – Central Eastside Railroad Crossings Study

Staff Contact: Bryan Graveline, Bryan.Graveline@portlandoregon.gov

Description

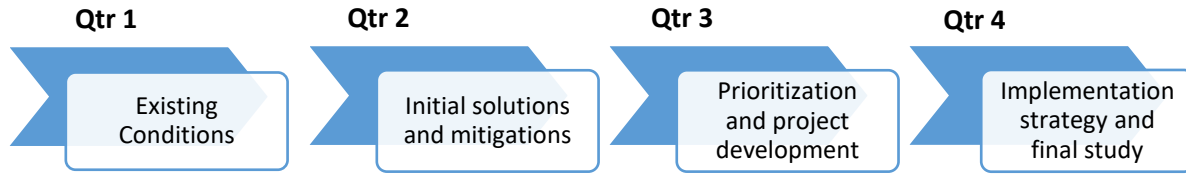
The Central Eastside Railroad Crossings Study will examine 15 at-grade railroad crossings in the Central Eastside district of Portland to investigate whether and how these crossings could be closed, improved, supplemented with grade-separated crossings, and/or replaced with grade separated crossings. These at-grade railroad crossings stretch from SE Stark Street at the north end of the study area to SE 12th Avenue at the south end of the study area, and all the crossings are located on the mainline of the Union Pacific Railroad (UPRR) between UPRR's Albina Yard and Brooklyn Yard. The at-grade railroad crossings in this area have been subject to increased blockages in recent years with growing frequency and length of time per blockage, and these blockages in turn create significant delays and safety concerns for pedestrians, people bicycling, and people driving due to unsafe behaviors resulting from delays. The delays also impact public transit (including the new FX2 Division Bus Rapid Transit Line and the existing Amtrak passenger rail service) and driving, as well as delays for goods movement by truck in the Central Eastside Industrial District surrounding these crossings. By identifying and developing at-grade crossing solutions such as advisories, traffic control device upgrades, closures and grade separations, this planning study will result in a list of safety improvement projects and operational strategies that are well-scoped and ready for future funding opportunities.

This planning study is funded through a grant from the federal Railroad Crossing Elimination Program and is expected to take roughly 12 months to complete and will primarily take place in FY 2025-2026. The scope includes:

- Developing a public involvement plan
- Documenting existing conditions
- Developing initial ideas for potential solutions and mitigations
- Prioritizing solutions and mitigations
- Developing more detailed strategies and concepts for the highest priorities
- Developing an implementation strategy
- Finalizing the study.

The project advances 2023 RTP goals and policies.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 150,000

Materials & Services¹ \$ 500,000

TOTAL \$ 650,000

Resources:

Federal Railroad \$ 500,000

Crossing Elimination
Program

Local Match \$ 150,000

TOTAL \$ 650,000

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



Appendices

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METRO

Requirements	Resources ¹												
Total Direct and Indirect Costs	PL	PL Set Aside ²	PL Match (Metro/ODOT) 10.27%	5303	5303 Match (Metro) 10.27%	STBG	STBG Match (Metro/ODOT) 10.27%	Federal Grants (Direct and Pass-Through: FTA, FHWA, ODOT, EPA and others)	Federal Grants (Direct and Pass-Through: FTA, FHWA, ODOT, EPA and others) Match (Metro) Match % Varies ³	Metro Direct Contribution	Local Support	Total	
3,084,881	251,283		28,760	235,299	26,931	608,041	69,593			1,864,973		3,084,881	
950,503						619,588	70,915			260,000		950,503	
1,791,441	1,599,365		183,057			8,076	924					1,791,441	
17,239						15,469	1,770					17,239	
33,014						29,624	3,391					33,014	
99,039						60,857	6,965			31,217		99,039	
136,240		90,428				41,108	4,705					136,240	
6,638,118								6,368,487	223,630	46,000		6,638,118	
682,923						454,177	51,983	158,610	18,154			682,923	
5,029,557										5,029,557		5,029,557	
475,291						197,411	22,595			255,286		475,291	
423,360										173,360	250,000	423,360	
1,196,397								1,062,048	134,349			1,196,397	
485,698						221,894	25,397	238,407				485,698	
75,000										75,000		75,000	
63,936						57,369	6,566					63,936	
161,005						88,872	10,172	61,961				161,005	
21,343,642	1,850,667	90,428	211,817	235,299	26,931	2,402,485	274,975	7,889,513	376,133	7,735,393	250,000	21,343,642	
856,889						487,312	55,775			165,233	148,570	856,889	
418,444								246,557	61,639	110,248		418,444	
1,453,178						379,581	43,445	924,355	105,797			1,453,178	
2,950,233								2,656,281		293,952		2,950,233	
5,678,744	-	-	-	-	-	866,893	99,220	3,827,193	167,436	569,432	148,570	5,678,744	
560,932	487,855		55,837							17,239		560,932	
2,555,942						1,011,893	115,816			1,428,234		2,555,942	
530,693				338,904	38,789					153,000		530,693	
1,271,217				716,639	82,023					207,331	265,225	1,271,217	
238,806						214,281	24,525					238,806	
5,157,591	487,855		55,837	1,055,543	120,812	1,226,173	140,341	-	-	1,805,804	265,225	5,157,591	
32,179,977	2,338,523	90,428	267,654	1,290,843	147,743	4,495,551	514,536	11,716,706	543,569	10,110,630	663,795	32,179,977	

As of 3/13/25

¹Please refer to the Overview section of the UPWP for a Glossary of Resource Funding Types.

²The IIJA/BIL § 11206 (Increasing Safe and Accessible Transportation Options) requires MPOs to expend not less than 2.5 percent of PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The Complete Streets Program meets these requirements. There is no match requirement for this PL Set Aside.

³The match amounts vary based on the requirements of each individual grant. Summaries of match requirements are provided below. Additional details can be found in the budget footnotes of the project narratives.

Regional Travel Options/Safe Routes to School Program: FTA Grants: 10.27% (some of which is provided by Metro's grantees); ODOT/FHWA Grant: 10.27% (except for the Rideshare and Innovative Mobility portions of the grant's scope which have no match requirement).

Portland Transportation Demand Management: FTA Grant: 10.27% (which is provided by Metro's grantee)

Safe Streets for All Demonstration/Safe Routes to School: NHTSA Grant: 20% (which is provided by Metro's partners)

Transportation System Management & Operations - Regional Mobility Program: ODOT/FHWA Grants: 10.27%

Safe Streets for All: FHWA Grant: 20% (some of which is provided by Metro's grantees)

EPA Carbon Reduction Grant: No match requirement

Regional Emergency Transportation Routes: City of Portland Grant under DHS: No match requirement

Southwest Corridor Transit Project: FTA Grant: typically a 20% match rate, however Metro committed to overmatch by \$200k for an effective match rate of 31.43% some of which is provided by a Metro partner

TV Highway Transit and Development Project: FTA Grant: 10.27%

82nd Ave Transit Project: FTA Grant: 10.27% (which is provided by Metro's grantee)

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Placeholder for Findings and Recommendations for Metro's February 2025 Quadrennial Review

Metro completed its quadrennial review in February 2025, we expect to have findings and recommendations from USDOT prior to final action on the 2025-26 UPWP, a summary of those findings will be included in this appendix.

Southwest Washington Regional Transportation Council

Unified Planning Work Program

for

State Fiscal Year 2026

July 1, 2025, to June 30, 2026

*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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第六章 非歧视通知

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Tiêu đề VI Thông báo không phân biệt đối xử

RTC điều hành các chương trình của mình mà không phân biệt chủng tộc, màu da và nguồn gốc quốc gia theo luật hiện hành, bao gồm cả Đề Mục VI của Đạo Luật Dân Quyền năm 1964 và các luật có liên quan. Để yêu cầu thông tin bổ sung về các quy định không phân biệt đối xử theo Đề Mục VI của RTC hoặc nếu bất kỳ người nào cho rằng mình bị ngược đãi bởi hành vi phân biệt đối xử trái pháp luật theo Đề Mục VI hoặc luật hiện hành khác và muốn nộp đơn than phiền, hãy liên hệ với RTC theo số 564-397-6067 (TTY 711) hoặc email TitleVI@rtc.wa.gov.

Những người không nói hoặc đọc Tiếng Anh trôi chảy có thể yêu cầu dịch vụ hỗ trợ ngôn ngữ, thông dịch và/hoặc biên dịch miễn phí. Hãy liên hệ với RTC theo số 564-397-6067 (TTY 711) hoặc email info@rtc.wa.gov.

Thông báo về Đạo luật Người khuyết tật Hoa Kỳ (ADA)

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Những cá nhân yêu cầu chỗ ở hợp lý có thể yêu cầu tài liệu bằng văn bản miễn phí, ở các định dạng thay thế, thông dịch viên ngôn ngữ ký hiệu, chỗ ở dành cho người khuyết tật hoặc chỗ ở hợp lý khác bằng cách liên hệ với RTC theo số 564-397-6067 (TTY 711) hoặc gửi email tới info@rtc.wa.gov, báo trước hai ngày.

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Introduction

The Unified Planning Work Program (UPWP) is the tool used by regional planning agencies to direct continuous, cooperative, and comprehensive transportation planning efforts. RTC's UPWP is developed in coordination with Federal Highway Administration, Federal Transit Authority, Washington State Department of Transportation, C-TRAN, and local jurisdictions within the counties of Clark, Skamania, and Klickitat.

The UPWP focuses on transportation planning tasks that are priorities for federal and state transportation agencies, as well as local jurisdictions. The tasks identified in the UPWP are consistent with the regional transportation goals and objectives. The development and implementation of the UPWP is one of several transportation planning requirements that must be fulfilled in order for regional transportation projects to be eligible for federal funding.

The UPWP is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The state fiscal year 2026 (SFY 2026) UPWP runs from July 1, 2025, through June 30, 2026.

Southwest Washington Regional Transportation Council

The Southwest Washington Regional Transportation Council (RTC) is the federally designated Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area (See Figure 1).

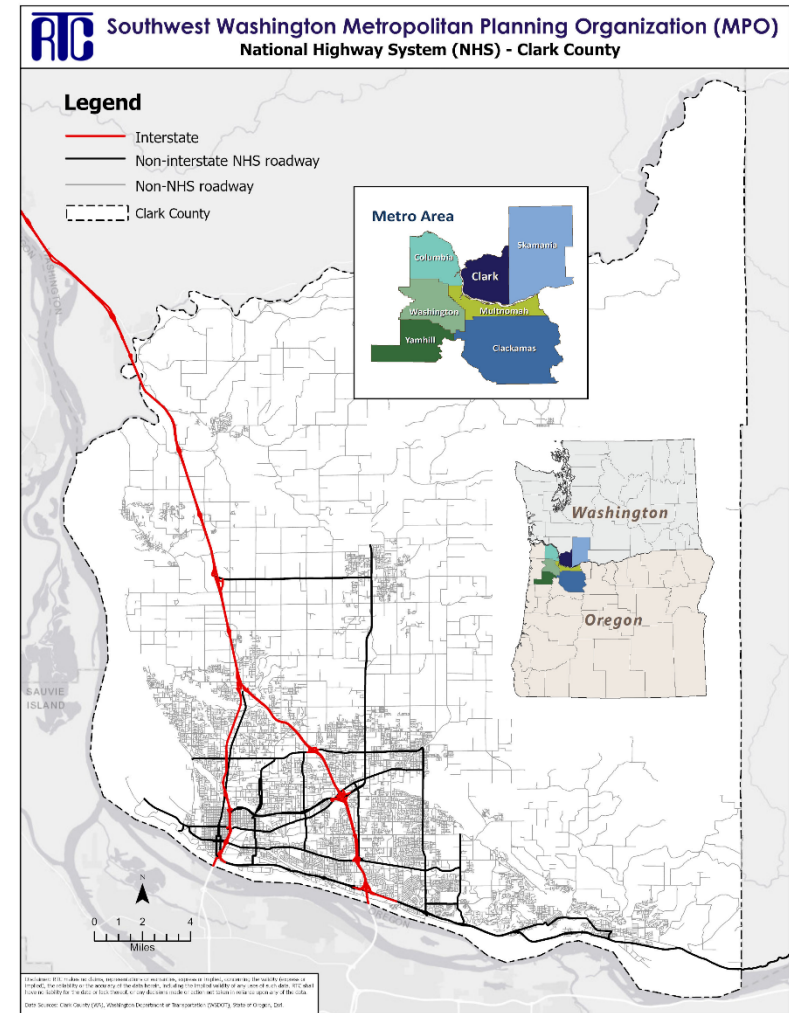


Figure 1. RTC, Metropolitan Planning Organization

As the [MPO](#), RTC conducts the federally required transportation planning process that is a condition for the receipt of federal transportation funds. The MPO carries out the following duties:

- Maintains a continuing, cooperative and comprehensive transportation planning process for developing plans and programs that consider all modes of transportation.
- Ensures that interstate transportation issues are coordinated between Washington and Oregon.
- Certifies the transportation elements of comprehensive plans adopted by counties, cities, and towns within the region to conform with the requirements of the Growth Management Act ([RCW 36.70A.070](#)).
- Provides citizens, affected public agencies, and other interested parties with opportunities to comment and participate in the regional transportation program.
- Develops a [Regional Transportation Plan](#) that serves as the region's long-range transportation planning document.
- Develops a [Transportation Improvement Program](#) that includes a four-year project list of all federally funded and regionally significant state and local transportation projects within Clark County.
- Conducts a continuing [Congestion Management Process](#) as defined in federal regulation and serves as a systematic process that provides for safe and effective integrated management and operation of the multimodal transportation system.
- Develops a [Unified Planning Work Program](#) that identifies the transportation planning activities in compliance with federal and state transportation planning requirements.
- Prepares a [Human Services Transportation Plan](#) to identify the special transportation needs of people with disabilities, vulnerable populations, the young and elderly, and those residing in rural locations.

RTC also serves as the Regional Transportation Organization ([RTPO](#)), as required by the state Growth Management Act, for our three-county area of Clark, Skamania and Klickitat (Figure 2).



Figure 2. RTC, Regional Transportation Organization

Transportation issues cross the boundaries and responsibilities of individual jurisdictions and organizations. Each member agency of RTC brings unique perspectives and jurisdictional responsibilities to the transportation planning process. However, when these members come together as RTC, they collectively pursue their shared vision for regional mobility and its relationship to future growth and development of the Clark County region. To carry their shared vision, the RTC has a decision-making board of directors that is assisted by a technical advisory committee.

A. RTC BOARD OF DIRECTORS

A three-county [RTC Board of Directors](#) provides a forum for local governments to work together on issues that affect residents on a regional level. The RTC Board is the governing body that acts to adopt the Regional Transportation Plan (RTP).

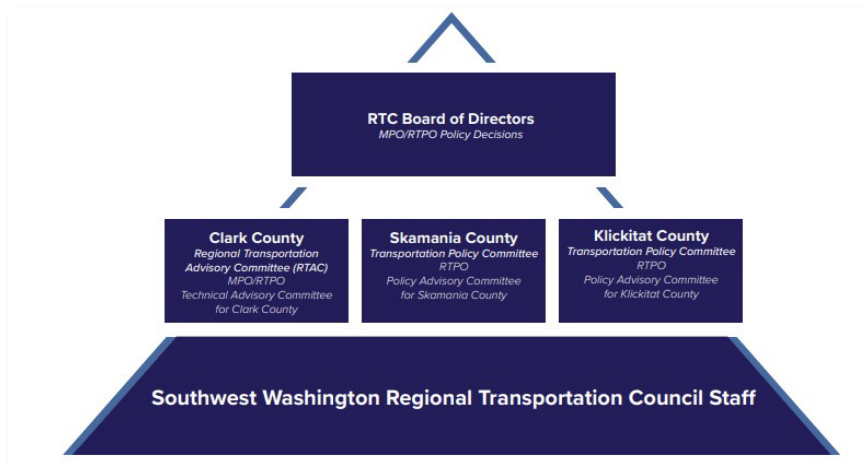


Figure 3. Southwest Washington Regional Transportation Council

The RTC Board currently includes three representatives from Clark County, one from Skamania County, one from Klickitat County, two from the City of Vancouver; one from the smaller cities in eastern Clark County (Camas and Washougal); one from the smaller cities in north Clark County; one from C-TRAN; one representative for the ports of Clark County; one from Washington State Department of Transportation; bistate representation from Oregon Department of Transportation and Metro; and state legislators from Washington's 14th, 17th, 18th, 20th, and 49th districts.

B. REGIONAL TRANSPORTATION ADVISORY COMMITTEE

The Regional Transportation Advisory Committee ([RTAC](#)) provides technical advice and assistance to the RTC Board. RTAC coordinates and guides the regional transportation planning program in accordance with RTC Board policy.



Figure 4. Southwest Washington RTC Members

C. SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

The Skamania County Transportation Policy Committee (TPC) was set up to provide a nexus for Skamania County regional transportation issues and policies to inform the Regional Transportation Planning Organization's (RTPO's) policy decisions for the region. It is composed of representatives of Washington

State Department of Transportation, Skamania County, City Stevenson, City of North Bonneville, and the Port of Skamania.



D. KLICKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

The Klickitat County TPC was set up to provide a nexus for Klickitat County regional transportation issues and policies to inform the RTPO's policy decisions for the region. It is composed of representatives of WSDOT, Klickitat County, City of Goldendale, City of White Salmon, City of Bingen, and the Port of Klickitat. The Klickitat County TPC carries out the regional transportation planning activities within Klickitat County.

E. BISTATE COORDINATION COMMITTEE

The Bistate Transportation Committee provides RTC, the [Metro Council](#), and the Joint Policy Advisory Committee on Transportation ([JPACT](#)) a forum to facilitate regional dialogue, review bistate transportation issues, and collaborate with stakeholders from Washington and Oregon.

F. TRIBAL PARTICIPATION

House Bill 1584 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. 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. The Yakama Nation opted to participate in the Klickitat County Transportation Policy Committee.

The Region's Key Emergent Issues

The RTC Board recognizes that regional transportation system development is at an evolutionary point where emerging issues, and programs can impact transportation networks. RTC provides the multi-jurisdictional forum for the region's collaborative transportation decision making process.

MAINTENANCE AND PRESERVATION

Maintenance work ensures a safe, reliable, and efficient transportation system on a day-to-day basis. Maintenance activities include pothole filling, repairing damaged bridges, incident response, maximizing operational efficiency by signal timing, snow clearing, vegetation planting and clearing, drainage, fence maintenance, and litter removal. Preservation projects ensure that investment in the regional transportation system is protected. Specific projects include highway repaving, refurbishing rest areas, and bridge rehabilitation. Needs and projects are identified by local agencies and WSDOT through such programs as the Highway Performance Monitoring System, Washington State Pavement Management System, and Bridge Management System.

SAFETY

RTC instituted an annual reporting of fatality and serious injury collisions within the RTC region. The report is provided to the Board of Directors. In addition, RTC has begun prototyping the use of a web-dashboard tool designed to improve traffic safety data analysis and reporting. The dashboard will be maintained by RTC using state datasets. Member agencies can use the dashboard to further enhance the region's analytical capabilities and response strategies.

AGING READINESS

Clark County is anticipating rapid growth in its population of older residents. By 2040, 25 percent of county residents will be 65 and older, up from 16.4 percent in 2020.

Clark County developed an Aging Readiness Plan that recognizes that people are working to create communities that are good places to live, work, grow up, and age in. Recommendations within this plan focus on connectivity of missing public infrastructure, support for social services, and zoning and planning standards that encourage age-friendly communities that older adults can thrive in.



ENVIRONMENTAL JUSTICE

Environmental justice in Washington, as defined in the 2021 [Healthy Environment for All \(HEAL\) Act](#), addresses disproportionate environmental and health impacts in all laws, rules, and policies by prioritizing vulnerable populations, providing equitable distribution of resources and benefits, and eliminating harm.

COMPLETE STREETS

"Complete streets" describes an approach to transportation planning, design, and construction that considers the needs of all potential users. In practice, it is not always possible to accommodate all modes on a single street due to right-of-way constraints; so, a practical approach to Complete Streets also focuses broadly on building complete networks to provide

connectivity for different modes of travel. Local jurisdictions within Clark County are focusing on nonmotorized projects to provide a balanced transportation system that safely accommodates all users by developing Complete Streets Plans for their jurisdictions and implementing Complete Street projects. RTC will be developing and adopting a Regional Complete Streets Policy in 2025.

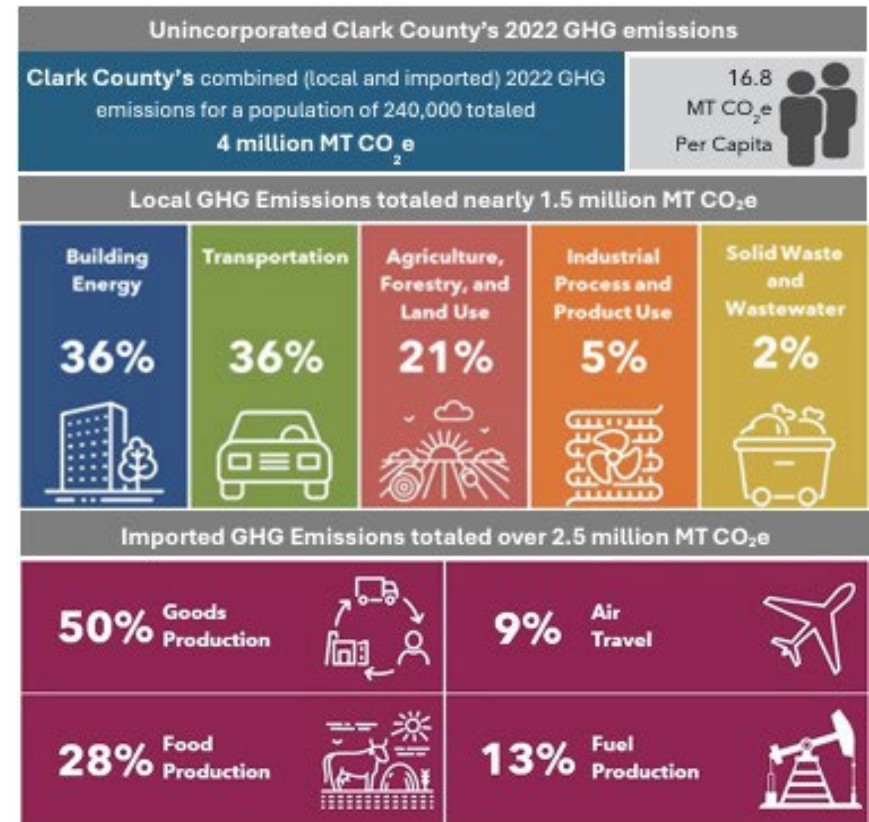
CLIMATE CHANGE

Climate-related severe weather events pose an immediate and long-term threat to the reliability and capacity of the transportation network. Continued and enhanced system maintenance, repairs, and preservation will increase the resiliency of regional infrastructure. [HB 1181](#) adds a climate goal to the GMA and requires local comprehensive plans to have a climate element with resilience and GHG mitigation sub-elements. Climate elements must maximize economic, environmental, and social co-benefits in order to avoid worsening environmental health disparities. The GHG sub-element must include goals and policies to reduce emissions and VMT. Clark County and the jurisdictions within will develop GHG goals and VMT reduction targets as part of their 2025 Comprehensive Plans.

CARBON REDUCTION

The [Washington State Transportation Carbon Reduction Strategy](#) (TCRS) describes the policy framework Washington State is using to reduce transportation emissions and identifies the types of strategic actions Washington is investing in to work toward achieving state statutory GHG emissions limits. The TCRS provides a roadmap for meeting the State's GHG emission limits. The law commits Washington to limits of 45 percent below 1990 levels by 2030 and 70 percent below 1990 levels by 2040. To achieve these statutory limits, the Washington State Legislature

has policies and programs to reduce GHG emissions across every aspect of Washington's economy.



Unified Planning Work Program

The UPWP delineates transportation planning activities for a fiscal year in sufficient detail to indicate who will perform the work, the schedule for completing it, expected results from the activity, and a proposed funding estimate for each task. Work tasks listed in the document are based on the policies and strategies set by the region through the Regional Transportation Plan (RTP), by guidelines established in federal (23 USC 134) and state (RCW 47.80) laws, and Washington Administrative Code (WAC) 486. The UPWP is prepared annually by RTC. The state fiscal year 2026 (SFY 2026) UPWP runs from July 1, 2025, through June 30, 2026. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN, and local jurisdictions.

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 Clark County RTP and the RTPs for Skamania and Klickitat counties.

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 metropolitan area and the RTPO region with a useful basis for coordination.

Federal Planning Factors

The regulations guiding MPOs ([see RTP's Appendix A](#)) define the factors they must consider throughout the planning process. These factors orient transportation funding for projects towards community-based outcomes, ensuring that projects benefit the communities in which they are built and make the most effective use of limited funds. The federal planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized 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.

Planning Emphasis Areas

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.

WASHINGTON STATE EMPHASIS AREAS

Washington State's Growth Management Act established Regional Transportation Planning Organizations (RTPOs) as the institutions for identifying regional transportation priorities and coordinating transportation planning with local comprehensive plans at all jurisdictional levels. WSDOT has identified the following planning emphasis areas on which MPOs and RTPOs should focus:

Administrative

- Update RTPO duties ([RCW 47.80](#))
- Make public documents accessible
 - Post governing documents online
- Make planning processes more inclusive to members of historically underrepresented groups.
 - Conduct environmental justice assessment of regional transportation plans and regional transportation improvement programs

Planning Collaboration

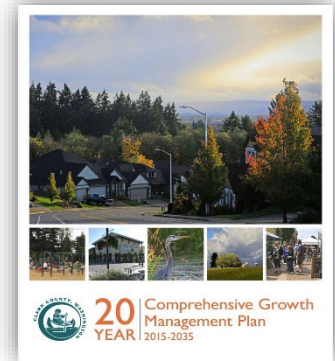
MPOs and RTPOs are to collaborate with WSDOT in developing and reviewing statewide plans and the following planning efforts:

- Comprehensive Growth Management Plan Updates
 - RTC's role as the RTPO for the region includes the following responsibilities:
 - Establish guidelines and principles for development/evaluation of the transportation elements of comprehensive plans and ensure

that state, regional and local transportation system goals are met.

- Certify that the transportation elements of comprehensive plans are consistent with the RTP and specified GMA and RCW transportation planning requirements.
- Certify that Countywide Planning Policies (CPPs) are consistent with the Regional Transportation Plan.
- Document regional Multimodal Level of Service (MMLOS) standards for facilities in the designated regional transportation system.

- Multimodal Planning and Data Division Planning Activities:
 - Statewide Multimodal Transportation Plan
 - Update vehicle miles of travel reduction, land use/housing, and multimodal level of service planning efforts
- Active Transportation Division Planning Activities:
 - Complete Streets
 - Cycle highways
 - Sandy Williams Connecting Communities program
 - Active transportation plans
 - Active transportation data collection
 - Resiliency and emergency response planning



- Public Transportation Division Planning Activities:
 - Statewide Public Transportation Plan
- Rail, Freight, and Ports Division Planning Activities:
 - Incorporate truck parking needs into Regional Transportation Plans
 - State Rail Plan and State Freight Plan

Federal Functional Classification Update

Collaborate with WSDOT in updating federal functional classification designations for qualifying roadways.



Transportation Asset Management Plan Reporting

Collaborate with local agencies to develop cost estimates (% by lane mile) for preservation and maintenance needs of roadway pavements and bridges on the locally managed National Highway System.

UPWP Adoption Process

The UPWP is the tool used to direct the continuous, cooperative, and comprehensive transportation planning efforts. In the UPWP, RTC describes tasks necessary to meet both MPO and RTPO transportation planning requirements. Created in cooperation with member entities, the tasks identified in the UPWP are consistent with the regional transportation goals and objectives identified in the [Regional Transportation Plan](#).

The RTC UPWP is usually adopted in May of the calendar year by the RTC Board of Directors. RTAC has the opportunity to review the document three times: scoping, draft document, and final document. Prior to the document adoption the draft UPWP is review by planning partners from FHWA, FTA, C-TRAN, Metro, and WSDOT HQ and SWR. Their suggested edits are discussed at a formal consultation meeting. The input from RTAC and the regional, state, and federal planning partners is incorporated into a final draft which is presented to the RTC Board in April of each calendar year.

This timeline meets the federal and WSDOT required timeline to have UPWPs submitted annually by June 13, with FHWA and FTA approval by June 30 thus allowing the UPWP to take effect on July 1, 2025.

UPWP Amendments

As staff availability fluctuates and regional priorities change, it may become necessary to amend the UPWP. As necessary, the UPWP is kept current during the course of the fiscal year by UPWP amendments carried through an RTC Board resolution adoption process.

State Fiscal Year 2026 Work Elements

SFY 2026 UPWP Work Elements Deliverables

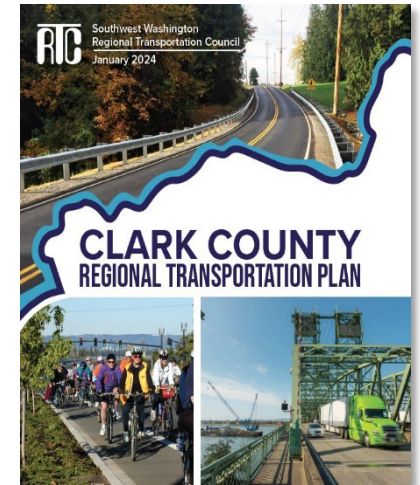
	Due
Transportation Improvement Program	October 2025
Regional Signal Timing Plans	December 2025
Performance Measures Dashboard	April 2026
Congestion Management Program - Update	May 2026
Regional Active Transportation Plan	June 2026
Regional Resiliency Plan	June 2026
Safety Action Plan (SS4A) – Skamania and Klickitat Counties	June 2026
Regional Transportation Plan - Amendment	September 2026

1. Regional Transportation Planning Program

A. REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan ([RTP](#)) for Clark County is the region's long-range transportation plan. The Plan's purpose is to promote and guide development of a multimodal transportation system for the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. To meet planning requirements, the RTP has a planning horizon of at least 20 years. The most recent update to the Regional Transportation Plan was adopted in February 2024, with a horizon year of 2045.

The RTP maintains consistency between federal, state, and local plans. The RTP is consistent with local land uses outlined in local Comprehensive Growth Management Plans and addresses performance-based planning and programming requirements, with listings 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.



Amendments to the RTP must be consistent with RTC's [RTP Amendments Process Guidebook](#). RTP amendments can be requested by member agencies and jurisdictions to maintain consistency between state, regional, and local plans.

An amendment to the RTP will occur in 2026 in order to incorporate projects and policies developed as part of the Comprehensive Growth Management Plan Updates in 2025.

Relationship to Other Work Elements: RTP

The RTP considers the reciprocal connections between land use growth and multimodal transportation system needs and development. It also identifies the mix of transportation strategies to address future transportation system needs. The RTP for Clark County is interrelated with all other RTC transportation planning work elements.

SFY 2026 Funding: RTP

Revenues		Expenses	
Federal CPG	\$420,040	RTC	\$841,075
Federal STBG	\$306,805		
State RTPO	\$34,095		
Local Funds	\$80,135		
	\$841,075		\$841,075

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

SFY 2026 Tasks and Products: RTP

- 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. (December 2025)
- Transportation Performance Measures Dashboard - RTC will develop a transportation performance measures dashboard to track metrics identified on the 2024 RTP. This dashboard will implement related RTP goals and objectives. The dashboard will have a presence online (on RTC's webpage) and on the RTP. (April 2026)
- Regional Resiliency Plan – RTC will develop a plan to establish a baseline for RTC to assess, prepare, and respond to long-term risks to transportation infrastructure from natural and human-caused stressors. The plan will inform the 2029 RTP. (June 2026)
- System Performance – RTC staff will continue to work with WSDOT and regional and local planning partners to monitor transportation system performance and report on transportation system performance measures and updates to targets in compliance with the federal transportation act. (Ongoing)

- Transit – The RTP includes recommendations and guidance provided by the long range transportation plan. RTC attends C-TRAN board meetings. (Monthly)
- Human Services Transportation Planning – The *Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) for Clark, Skamania and Klickitat Counties* update was adopted in November 2022, supporting funding applications for WSDOT's consolidated public transportation grant program. The plan must be updated every four years.
- RTC will begin to work to develop a 2026 update to the Coordinated Public Transit-Human Service Transportation for Clark, Skamania, and Klickitat Counties (Spring 2026)
- 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. (Monthly)





- Freight Transportation – RTC will continue to work with local partners on opportunities to compete for freight grant funds. (Ongoing)
- RTC will also coordinate with WSDOT to inform of freight needs in the region and with the Freight Mobility Strategic Investment Board. (Ongoing)
- Regional Freight Coordination: Strengthen collaboration between Clark County, cities, WSDOT, Metro, and private-sector freight stakeholders. Develop action strategies to be included the next Clark County Regional Transportation Plan update. (2026)
- Identify and address freight truck parking issues. (Fall 2026)
- Develop Phase 2 of the Freight Mobility Study (2027)
- Regional Emergency Transportation Routes (RETR) – RTC will coordinate with Metro on a second phase for RETRs to prioritize/tier the updated routes and develop operational guidance for route owners/operators. RTC will collaborate with Metro in the identification of opportunity to integrate active transportation in emergency response and disaster relief plans. (Winter 2026)
- Safety – RTC will work with local agencies to implement Complete Streets/Safe Streets Approach to ensure streets are designed for all users. Staff will develop an annual collision data reports for the Clark County region, addressing safety as part of performance management, ensuring safety needs are programmed for funding in the TIP, and coordinating with local planning partners, WSDOT, and Washington Traffic Safety Commission in efforts to improve safety. (Monthly)
- Efficiencies – RTC will continue to coordinate with planning partners in developing the Congestion Management Process, Transportation System Management (TSM) and Operations (TSMO) through RTC's VAST program and Commute Trip Reduction plans. The solutions identified in these TDM and TSMO Plans are an important part of RTP transportation strategies to meet travel demands. (Ongoing)
- Columbia Connects – RTC will continue to collaborate with Metro and CREDC to further develop recommended projects and strategies. (As needed)
- Economic Development – RTC will continue to work with the Columbia River Economic Development Council (CREDC) to support implementation of the Economic Development Plan and regional transportation needs. RTC will compile data relating to economic analysis, including employment by industry, unemployment rates, wages and salary changes, household income, and commuting patterns to inform the transportation planning process and to support transportation funding applications. (Monthly)
- Emerging Transportation Technologies – RTC will continue to research emerging technologies and their use to serve

transportation mobility and access for passenger, freight, and goods movement. (Ongoing)

- Air Quality and Climate Change – Staff will work with Metro, WSDOT, and local agencies to develop strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions to meet Washington State targets. (As needed)
- Corridor Planning – RTC will coordinate with WSDOT in corridor planning and Transportation System Management and Operations implementation. (As needed)
- Project Priorities – Criteria for project priority decision-making will be reviewed and revised as needed to ensure that project investments will help the region meet transportation system performance expectations and to support the RTP goals and objectives. (Ongoing)
- Stakeholder and Public Outreach – RTC involves the public in development of the 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. Consultation with interested resource agencies and tribes with interests in the transportation system in the Clark County region continues. At monthly Board meetings, time is set aside for citizen comments on transportation planning issues, and their input is considered in the development of our work products. (Ongoing)
- The RTP implementation process involves RTAC, whose members provide technical review and recommendations with RTC staff providing informational briefings. The RTC Board is also updated, as needed, on the RTP implementation. (Ongoing)

B. TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is a multi-year program of federally funded and regionally significant transportation projects within the region. The MPO 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 RTPO TIP includes projects to be carried out in the next six years. The projects programmed in the TIP originate from project recommendations made in the RTP or are developed into projects from a series of program recommendations, such as preservation, maintenance, and safety. The MPO TIP is developed 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. The RTPO TIP is developed in cooperation with local agencies from Skamania and Klickitat counties.



Relationship to Other Work Elements: TIP

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 CMP, and regional travel forecasting model output. The TIP program requires coordination with local jurisdictions and implementing agencies in the region.

SFY 2026 Funding: TIP

Revenues		Expenses	
Federal CPG	\$240,025	RTC	\$382,815
Federal STBG	\$90,925		
State RTPO	\$19,140		
Local Funds	\$32,725		
	\$382,815		\$382,815

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

SFY 2026 Tasks and Products: TIP

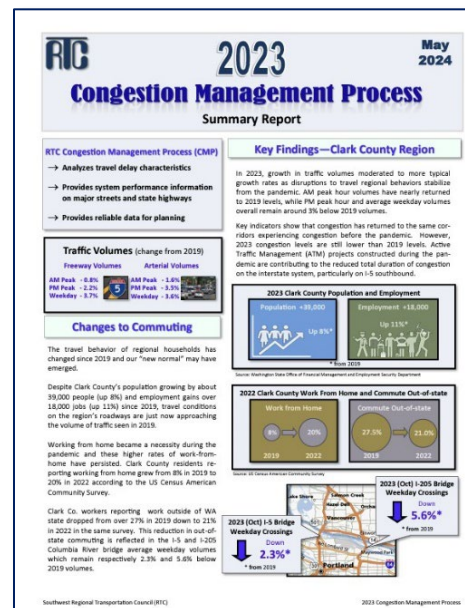
- Review and update the Transportation Programming Guidebook: TIP Policies and Procedures. (Winter 2026)
- Development of the RTC's 2026-2029 Transportation Improvement Program will be coordinated with planning partners, and the public will be given an opportunity to comment on TIP process and projects. (Fall 2025)
- Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs. (Ongoing)
- TIP amendments as necessary. (Monthly)

- Coordinate the grant application process for federal, state, and regionally competitive funding programs, such as federal Surface Transportation Block Grant program, federal Transportation Alternatives, Congestion Mitigation and Air Quality, and Carbon Reduction Program funds, state Transportation Improvement Board programs, Safe Routes to School programs, etc. (As needed)
- Reports on tracking of TIP project implementation and obligation of funding of TIP-programmed projects. (Monthly)
- 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. (Monthly)
- Ensure TIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the STIP. (Monthly)
- Provide input to the STIP update. (November 2025)
- Public participation in TIP development, including providing information and ability to comment online. (Ongoing)

C. CONGESTION MANAGEMENT PROCESS

The Congestion Management Process (CMP) focuses on transportation performance within transportation 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 CMP is used to identify system improvements, to guide investments, and to track the effectiveness, over time, of system improvements that are made.

The Congestion Management Process includes all six CMP elements. 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.



Relationship to Other Work Elements: CMP

The CMP 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. Data and information compiled for the CMP relates to the Regional Transportation Data and Travel Forecast work element and the region's Transportation Data Study, which will include decision on data acquisition to support the regional transportation planning process.

SFY 2026 Funding: CMP

Revenues		Expenses	
Federal CPG	\$34,290	RTC	\$54,865
Federal STBG	\$34,090	Consultant*	\$25,000
State RTPO	\$2,395		
Local Funds	\$9,090		
	\$79,865		\$79,865

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

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

SFY 2026 Tasks and Products: CMP

- Updated traffic counts, turning movement counts, vehicle classification (truck) counts, travel delay, and other key data for numerous locations of transportation corridors throughout Clark County. (Yearly)

- Coordinate with local agencies to ensure consistency of data collection, data factoring, and ease of data storage/retrieval. Traffic count data is collected, validated, factored, and incorporated into the existing count program. (Ongoing)
- Update other CMP corridor data including auto occupancy, roadway lane density, vehicle classification (truck counts), transit ridership, transit capacity, bike and pedestrian Level of Service Stress, travel time and speed. (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 2025)
- 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. (Ongoing)
- Develop an updated annual CMP Report. (Summer 2025)
- Provide information to Federal Highway Administration to help in FHWA's assessment of the Congestion Management Process. (As needed)
- Communicate with bistate partners (Metro) on RTC's Congestion Management Process and keep informed on development of Metro's CMP. (As needed)
- Plan for regional freight and commercial needs, including data collection and reporting. (Ongoing)

D. ACTIVE TRANSPORTATION

IIJA requires MPOs to use at least 2.5 percent of funds apportioned for Metropolitan Planning on one or more activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.



Active Transportation is an important component of RTC's SFY 2026 transportation Planning portfolio. RTC staff will be integrating the Regional Complete Street Policy and the Regional Designated Transportation System Atlas into the Regional Active Transportation Plan, Phase 2. The goal is to develop a plan to guide us in the implementation of a safe, accessible, and cohesive regional active transportation network that provides access to the communities within Clark County and their local active transportation networks. The regional active transportation network will provide individuals with a choice of transportation options when moving from origin to destination, and will enhance a safe and convenient access for all users and foster healthy lifestyles and vibrant communities.

SFY 2026 Tasks and Products: Active Transportation

- During SFY2026 RTC will be working on the development of a Regional Active Transportation Plan. (December 2025)
- Integrate the regional designated system atlas into the Regional Active Transportation Plan. (August 2025)
- Integrate the Regional Complete Streets Policy into the 2026 Regional Active Transportation Plan. (August 2025)
- Integrate safety and accessibility in the development of the 2026 RTP amendment and 2029 RTP update.
- Coordinate and collaborate with regional, state and federal partners to achieve a more walkable, movable, bikeable Clark County through the development and implementation of Walkability Action Institute (WAI) Action Plan. (Monthly)
- RTC will continue to work with federal, state and local partners to plan for active transportation needs to support transportation options, community quality and health. (Monthly)
- To advance active transportation, RTC staff will continue to represent RTC at monthly meetings of the Clark communities' bicycle and pedestrian advisory committee and will continue to participate in the Clark county walkability action institute team to maintain close working partnerships between transportation and public health staff at national, state, and local levels. (Monthly)
- RTC will work with local partners to collect data, review policies and suggest projects to improve nonmotorized transportation modes in the region. (As needed)

SFY 2026 Funding: Active Transportation

Revenues		Expenses	
Federal CPG	\$50,790	RTC	\$63,333
Federal STBG	\$9,549		
State RTPO	\$2,995		
	\$63,333		\$63,333

Relationship to Other Work Elements: Active Transportation

The Active Transportation work program sets the foundation for transportation options in Clark County. This is accomplished throughout all the different programs and deliverables that RTC staff is involved when engaged in active transportation activities. The Active Transportation Plan one of the main components of this work element will be integrated into the Regional Transportation Plan. The Active Transportation program requires coordination with local jurisdictions and implementing agencies in the Clark County region.



E. 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 is a coalition of state, regional, and local agencies working together to implement ITS active traffic management 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 TSMO Plan guides the implementation of operational strategies and supporting ITS technologies in Clark County and presents a strategic framework for accomplishing transportation system management objectives. It also supports future ITS technology investments and capital improvements necessary to accomplish those objectives.

Currently TSMO efforts in the region include: (1) the continued implementation of the TSMO Plan, (2) ensuring ITS and TSMO project consistency with the Regional ITS Architecture, and (3) enhancement and utilization of Portland State University's Portal



data element that monitors congestion and supports the Congestion Management Process using TSMO performance metrics for recurring and nonrecurring congestion.

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 CMP. The CMP identifies regional transportation needs that can be addressed through application of TSMO strategies.

SFY 2026 Funding: VAST

Revenues		Expenses	
Federal CPG	\$68,575	RTC	\$109,720
Federal STBG	\$141,600	Consultant	\$137,000
State RTPO	\$4,785		
Local Funds	\$31,760		
	\$246,720		\$246,720

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

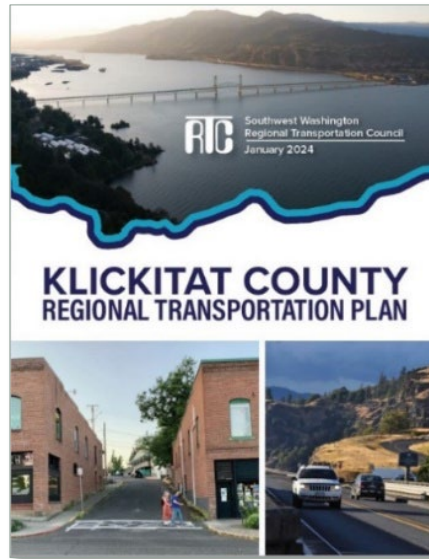
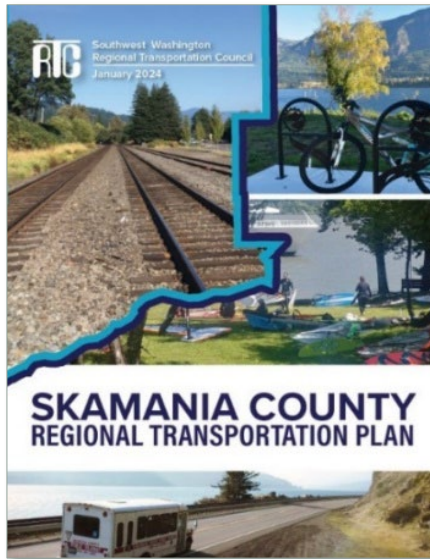
SFY 2026 Tasks and Products: VAST

- Coordinate all VAST activities within Clark County and with Oregon. Provide a forum to host periodic VAST program events to promote regional discussion and education on TSMO and transportation technology issues. (Ongoing)
- Address regional ITS goals and policies for the Clark County region and for bistate ITS issues, including continuing development of policies for operational requirements, acceptable use, security, and other policies for the shared ITS network. (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. Technical support for ITS, communications and network development will be provided by a consultant (DKS & Associates) procured thru the VAST team. (Ongoing)
- Prepare and publish the 2025 VAST Annual Report to summarize key accomplishments and recurring, recent, and upcoming activities of the program. (Ongoing)
- VAST Committee Meetings – RTC organizes and convenes meetings of the TSMO Steering Committee, the VAST Steering Committee, and the Communications Infrastructure Committee to support the VAST program. (Ongoing)
- Update the Clark County TSMO Plan, which provides a strategic framework to guide transportation system management objectives, informs future ITS technology investments and capital improvements necessary to support the Plan's objectives. (September 2026)
- Implement the TSMO Plan (ongoing)
- Maintain the Regional ITS Architecture for the VAST program. (Ongoing)
- Update, maintain, and utilize the database as new fiber projects are completed. (Ongoing)
- Adopt and implement standards for fiber optic communications, equipment, and infrastructure through the VAST Communications Infrastructure Committee. 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. (Ongoing)
- Update and expand the Portland State University's (PSU) Portal database. Collaboration with partner agencies will also address ongoing refinement of Portal to improve data quality, visual interface, usability, and transmission of real-time data to the data archive. (Ongoing)
- Manage consultant technical support activities. (Ongoing)



F. SKAMANIA AND KLICKITAT COUNTIES 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. RTC provides transportation planning technical assistance for each county and monitors transportation system performance. The most recent updates of the Regional Transportation Plans were adopted in February 2024.



Relationship to Other Work Elements: 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 bistate partners in Oregon.

SFY 2026 Funding: RTPO

Revenues		Expenses	
State RTPO	\$50,000	RTC	\$50,000
\$50,000		\$50,000	

SFY 2026 Tasks and Products: RTPO

- Continued development of a coordinated, technically sound regional transportation planning process. (Ongoing)
- Review plans of local jurisdictions for consistency with the Regional Transportation Plans and Washington's Transportation Plan. (As needed)
- Ensure that Regional Transportation Plans are reviewed regularly. (Yearly)
- Development of the 2026-2029 Regional Transportation Improvement Program. (Fall 2025)
- Provide technical support needed for the Hood River-White Salmon Bridge Replacement Project. (Monthly)
- Gather data and update the regional transportation database. (Ongoing)
- Continue coordination with the Gorge TransLink Alliance partners and work toward the further identification of public transportation needs. (Bi-Monthly)

G. INTERSTATE BRIDGE REPLACEMENT PROGRAM

In its role as the MPO, RTC provides project support services and assists in key tasks for the Interstate Bridge Replacement (IBR) program. RTC staff serves on advisory committees and provides general input to the IBR project. RTC was invited by the federal lead agencies (Federal Highway Administration and Federal Transit Administration) to remain a Sponsor Agency to the IBR program Supplemental Environmental Impact Study. WSDOT (through the IBR program) has entered into an intergovernmental agreement with participant government agencies to recompense the agencies for staff time committed to project activities. RTC is committed to providing staff time and resources to the IBR program-led planning, financing, and related preliminary engineering studies.

Relationship to Other Work Elements: IBR

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

SFY 2026 Funding: IBR

Revenues		Expenses	
WSDOT Funds	\$100,000	RTC	\$100,000
\$100,000		\$100,000	

RTC and WSDOT entered into a Special Transportation Planning Study Agreement (GCB 3482) in April 2021. The Agreement was amended in December 2022 to extend the Agreement through June 2025, with a total reimbursement budget of up to \$620,000. RTC assumes an extension of \$100k through June 2026.



SFY 2026 Tasks and Products: IBR

- **Project Management/Administration:** This task includes budget, scope and schedule. It also includes RTC's participation in IBR meetings, including Staff Level Group meetings, Executive Steering Group meetings and Community Advisory Group meetings. RTC staff will regularly brief RTC executives in preparation for Executive Steering Group meetings and will participate in IBR Working Groups. RTC staff will prepare meeting materials as needed and provide consolidated comments on documents and memos. (Monthly)
- **Financial Structures:** RTC will assist in developing project methodologies, analysis approaches, and criteria in the discussion and resolution of policy issues, which could include Finance Plan updates, Tolling; Funding and Financing Opportunities, Bistate Ownership Structures and Agreement, Construction Economic Impact Analysis, and Toll Traffic & Revenue Studies. RTC staff will research and provide

comments on technical reports and participate in working group meetings. (Ongoing)

- Communications: RTC staff will coordinate with communications staff to align on program activities and milestones. RTC staff will provide support and staffing for public meetings and public outreach activities as applicable, including meetings with neighborhoods and interest groups as needed and appropriate. RTC staff will lead communications efforts with RTC boards and committees and promote IBR program communications through existing RTC communications channels such as its website and RTC-sponsored meetings. (Ongoing)
- Transportation Planning: RTC staff will be a key participant in the transportation planning process. RTC will assist in developing project methodologies, analysis approach, and criteria in the discussion and resolution of policy issues with emphasis in the following areas-(Ongoing):
 - Participate in the transit analysis by providing input into transit design and impacts. This will include assisting in the analysis of modeling results.
 - Coordinate the review of the transportation planning element with the RTC Board and RTAC as appropriate.
 - Assist as needed on transportation analyses to support design engineering, financial structures, environmental, and other tasks.
- Environmental (NEPA): RTC will coordinate in the IBR environmental process, including meetings, and the review of materials.

H. REGIONAL SIGNAL TIMING PLANS

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

The scope of work includes tasks to develop regional signal timing plans for major multimodal corridors in urban Clark County. Corridors will be evaluated and prioritized to develop the list of locations to be included in the final project limits.

Relationship to Other Work Elements: Signal Timing Plans

Signal timing plans support the CMP and the VAST work program. The project is consistent with the CMP and air quality requirements. The project meets the goals of the RTP by improving the regional transportation system.

SFY 2026 Funding: Signal Timing Plans

Revenues		Expenses	
Federal CRP	\$275,000	Consultant	\$225,000
		RTC	\$50,000
	\$275,000		\$275,000

Federal Program Funds matched using Toll Credits.

SFY 2026 Tasks and Products: Signal Timing Plans

- Coordinate all project tasks with the consultant and the VAST Steering Committee. (*Monthly*)
- Work with consultant to develop internal and an external communication plans throughout the project. (Ongoing)
- Work with consultants to develop signal timing plans and before/after reports. (December 2025)



I. SAFE STREETS AND ROADS FOR ALL – KLICKITAT AND SKAMANIA COUNTIES

Safe Streets and Roads for All (SS4A) is a federal discretionary grant program established under the Infrastructure Investment and Jobs Act (IIJA) to prevent roadway deaths and serious injuries. SS4A funds the creation and implementation of safety plans related to engineering, education, and enforcement. RTC was awarded a grant to develop safety action plans for Klickitat and Skamania counties. Once action plans are developed, SS4A funding can be used for the planning, design, development, and construction of projects and strategies.

Relationship to Other Work Elements: SS4A Klickitat and Skamania Counties

Development of SS4A Action Plans for Klickitat and Skamania counties relates directly to regional transportation planning in the region, with safety planning relating to the development of the RTPs; and once safety improvement projects are identified, then projects can be funded and programmed in the region's TIP.

SFY 2026 Funding: SS4A Klickitat and Skamania

Revenues		Expenses	
Federal SS4A	\$225,000	Consultant	\$175,000
Local Funds	\$35,120	RTC	\$85,120
\$260,120		\$260,120	

Federal Program Funds matched by local funds

FY 2026 Tasks and Products: SS4A Klickitat and Skamania Counties

- Develop a Comprehensive Safety Action Plan for the Klickitat and Skamania Counties' RTPO region. Completion of an Action Plan would also make the region and jurisdictions eligible to apply for SS4A implementation funds. (June 2026)
- RTC will work collaboratively with local agencies to develop a regionwide approach for improving safety for all transportation system users. (Spring-Fall 2026)



J. REGIONAL ACTIVE TRANSPORTATION PLAN – CLARK COUNTY

RTC will work with local agencies to develop a regional active transportation plan to establish a framework to better understand active transportation in the MPO region. The proposed plan will:

- Promote and improve bicycling and walking as viable transportation options and as a means to improve public health and maintain environmental quality by identifying and addressing multimodal system gaps, such as sidewalks, bicycle facilities, or trails.
- Implement Level of Traffic Stress guidelines for active transportation
- Ensure consistency and system connectivity across jurisdictional boundaries.

Relationship to Other Work Elements: Regional Active Transportation Plan

Development of the Regional Active Transportation Plan will support the RTP and TIP.

SFY 2026 Funding: Regional Active Transportation Plan

Revenues		Expenses	
Federal STBG	\$100,000	Consultant	\$75,000
		RTC	\$25,000
	\$100,000		\$100,000

Federal Program Funds matched using Toll Credits

FY 2026 Tasks and Products: Regional Active Transportation Plan

- Develop a guiding document to establish regional principles and best practices for active transportation.
 - Identify designated regional active transportation network
 - Integrate local agencies active transportation networks (December 2025)
 - Develop strategic actions and recommendations (June 2026)



2. Data Management, Travel Forecasting, and Technical Services

A. REGIONAL TRANSPORTATION DATA 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.



SFY 2026 Funding: Regional Transportation Data and Technical Services

Revenues		Expenses	
Federal CPG	\$411,465	RTC	\$744,590
Federal STBG	\$243,370		
State RTPO	\$31,100		
Local Funds	\$58,655		
	\$744,590		\$744,590

Federal Program Funds matched by State RTPO and/or local funds

A1. Regional Transportation Data

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

SFY 2026 Tasks and Products: Regional Transportation Data

- Update the regional transportation database and mapping with data from sources such as the U.S. Census, including Census Transportation Planning Products and the American Community Survey, as well as the National Household Travel Survey. (Ongoing)
- Compile crash data for use in development of safety management plans and project priorities. (Ongoing)
- Analysis of Clark County transportation data. The main elements include transportation performance measures, use of highway by travel length, peak spread, transit related data

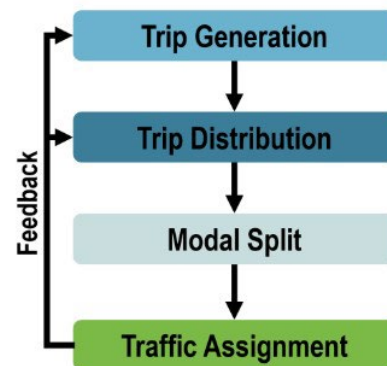
and information, and work trip analysis. Trip analysis and travel time calculations are used to address environmental justice issues. (Ongoing)

- Assist local jurisdictions in analyzing data and information from the regional transportation database in updating and implementing comprehensive plans required under the State's Growth Management Act, capital facilities plan development, and transportation concurrency. (December 2025)
- Continue to coordinate with Clark County jurisdictions on the creation, updating, and implementation of GIS data layers (i.e. zoning, land use, service district boundaries, and geophysical and environmental elements) in the RTP planning process. (Ongoing)
- Continue to work with regional bistate 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)
- Regularly update the content of RTC's website as the region's primary public participation, information, and outreach platform, allowing public access to the regional transportation planning program. The RTC website is a valuable tool for both disseminating information and receiving feedback from the public, as well as the RTC Board and its member jurisdictions. RTC will continue to maintain the RTC website, providing current data and information in order to inform and engage the public in the transportation planning process. (Ongoing)
- Maintain and update RTC's computer equipment and software. Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to allow for the regional transportation planning

program to be carried out efficiently. Provide computer training opportunities for MPO/RTPO staff. (As needed)

A2. Regional Travel Forecasting Model

Coordinate with local jurisdictions, state agencies and Metro to continue developing and improving the regional travel forecast model. The travel forecast model is used as a tool to help analyze the transportation system in the region; its output is 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. RTC will provide a forum for local model developers and users to meet and discuss model development and enhancement.



SFY 2026 Tasks and Products: Regional Travel Forecasting Model

- Continue to coordinate with Metro in updating the regional travel forecast model. RTC will work with Metro to refine travel forecast methodology using EMME and will continue to work with Metro to assess the most useful modeling tools for use in the region. (Ongoing)
- Assist WSDOT, C-TRAN, and local agencies by supplying regional travel model data for use in planning studies, environmental analyses, development reviews, sub-area plans, capital facilities planning, and transportation impact fee program updates. (Ongoing)
- Analysis of Commute Trip Reduction (CTR), congestion pricing, and Transportation System Management/Intelligent Transportation System (ITS) impacts. (As needed)
- Participate in the Oregon Modeling Steering Committee to keep informed about model development in Oregon and the Portland region. (As needed)
- Review and update future model transportation system networks, including highway and transit. (Ongoing)
- Document regional travel forecasting model procedures. (Ongoing)
- Continue implementation of interlocal agreements relating to use of RTC's model and implementation of sub-area modeling. (As needed)
- Host Transportation Model Users' Group (TMUG) meetings. (As needed)

A3. Air Quality Planning

The tasks under this sub element will address air quality and greenhouse gases to meet state and federal policy directives. RTC's region is now in attainment status for both ozone and carbon monoxide. Under the Ozone National Ambient Air Quality Standards (NAAQS), the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated as in "attainment" for ozone. As of October 2016, the Vancouver AQMA successfully completed the 20-year "maintenance" period and is no longer required to make a conformity determination.



SFY 2026 Tasks and Products: Air Quality Planning

- Monitor federal guidance on the federal Clean Air Act and state Clean Air Act legislation and implementation of requirements. (Ongoing)
- Consult with local agencies, WSDOT, DOE, EPA, SWCAA, Metro, and Oregon Department of Environmental Quality on emerging air quality and transportation issues. (Ongoing)
- Work to support RCW 80.80 relating to greenhouse gas reduction, including Vehicle Miles Traveled (VMT) and VMT per capita in the region. (Ongoing)
- Coordinate with Metro to ensure collaboration on possible future conformity requirements and consistency of mobile emissions estimation procedures and air quality methodology that uses the travel forecasting model in the bistate region. (As needed)

A4. Transportation Technical Services

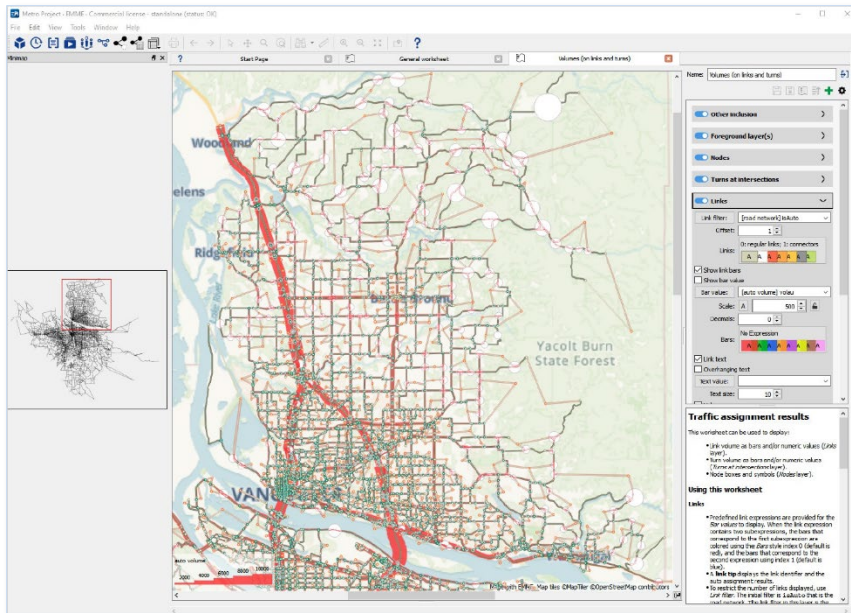
RTC will provide technical transportation planning and analysis services for member agencies and provide a common and consistent regional basis for traffic analysis. Technical service activities are intended to support micro traffic simulation models, the input of population, employment and household forecasts, and the translation of land use and growth forecasts into the travel demand model.



SFY 2026 Tasks and Products: Transportation Technical Services

- Fulfill local jurisdictions' needs for travel modeling and analysis. (Ongoing)
- Use output from the regional travel forecast model in local transportation GMA/development concurrency analyses. As part of the process, the travel model is used and applied in the defined transportation concurrency corridors to determine available traffic capacity and 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 workshops help to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region. (As needed or requested)

- Use of model results for local development review purposes. (Ongoing)
- RTC staff will continue to provide requested transportation technical services for the cities' and County's Comprehensive Growth Management Plans, transportation elements, and transportation capital facilities plans. (As needed or requested)



B. TRANSPORTATION DATA STUDY AND DATA ACQUISITION

RTC collects and maintains transportation datasets to assist in transportation analysis of the regional transportation system. Traditionally this data was based on limited manual or stationary data collection methods. Data vendors can now provide

transportation data that is collected from connected vehicles, cell phones, fleet GPS units, and other mobile sources. With this new wave of data-rich transportation data, RTC initiated a pilot project to test and evaluate probe data to better understand transportation system performance and trip-making behavior in the region.

Relationship to Other Work Elements: Transportation Data Study and Data Acquisition

The MPO process is designed to improve transportation policymaking and investment decisions across the MPO region. RTC and member agencies use performance analysis to inform decision-making and monitor progress toward meeting policy goals, which is informed by regional transportation data. The data will support development of the Congestion Management Process and other metropolitan transportation planning uses.



FY 2026 Tasks and Products: Transportation Data Study and Data Acquisition

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

- TomTom Traffic Stats and O/D Analysis products are web-based tools utilizing vehicle travel patterns. They provide insights into traffic situations on the road network for select time periods.
- Cambridge Systematics' LOCUS is a web-based tool that provides behaviorally based multimodal origin and destination flows. This tool is valuable for understanding how people move within the region.
- Training will be provided on licensed tools and products to ensure partners can get the most out of these products. (As needed or requested).

3. Transportation Program Coordination and Management

A. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

This element provides for overall coordination and management required of the regional transportation planning program. Ongoing coordination includes holding regular RTC Board and RTAC meetings. It also provides for bistate coordination with Metro and ODOT to address both transportation and land use issues of bistate significance. In addition, this coordination and

management work element provides for public participation activities, as well as federal and state transportation planning compliance.



SFY 2026 Funding: Transportation Program Coordination and Management

Revenues		Expenses	
Federal CPG	\$308,600	RTC	\$504,205
Federal STBG	\$116,905		
State RTPO	\$33,810		
Local Funds	\$44,885		
\$504,205		\$504,205	

Federal Program Funds matched by State RTPO and/or local funds

A1. Coordination and 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.

SFY 2026 Tasks and Products: Coordination and Management

- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, RTAC, Skamania County Transportation Policy Committee, and Klickitat County Transportation Policy Committee. (Monthly)
- Report to the Board on key transportation issues. These may include Federal Transportation Act implementation, livability, performance measures, legislation and planning regulations, and funding programs. (Monthly)
- 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. (Quarterly)
- Coordinate and support efforts for transportation entities, agencies, and jurisdictions. In SFY 2026, RTC anticipates continued coordination with the Washington State Joint Transportation Committee, with the Washington State Transportation Commission, and with WSDOT on statewide transportation plans as listed on page xii of this document. RTC staff will also represent RTC's interests when working with organizations such as the Greater Vancouver Chamber

of Commerce and the Columbia River Economic Development Council. (Monthly)

- Consult with, communicate with, and outreach to tribes with interests in the three-county region regarding transportation issues. (Ongoing)
- Year 2026 Budget and Indirect Cost Proposal. (Fall 2025)
- Develop the Annual Performance and Expenditure Report. (Fall 2025)
- Work with planning partners in the development of SFY2027 UPWP
- RTC staff will participate in training opportunities, including transportation webinars and workshops. (As needed)

A2. Bistate Coordination

Coordination with bistate transportation planning partners, including Metro and ODOT. Metro and RTC will continue to implement the bistate Memorandum of Understanding between Metro and RTC, both acting as Metropolitan Planning Organizations in the Portland metropolitan region but in two separate states: Oregon and Washington.

RTC and Metro jointly staff the Bi-State Coordination Committee, which at times has served as the communication forum to address transportation and land use issues of bistate significance. The committee will meet as needed for topical discussions relevant to the committee's charter.



SFY 2026 Tasks and Products: Bistate Coordination

- Provide leadership and coordination and represent RTC on policy and technical issues at committee meetings within the Portland-Vancouver region, specifically participate in Metro's regional transportation planning process and ODOT's transportation planning activities, including participation at Metro's and ODOT's transportation committees; JPACT, TPAC, and joint MTAC/TPAC meetings (Monthly)
- Continue to address bistate transportation strategies and participate in any bistate transportation studies, such as the Interstate Bridge Replacement (IBR), Columbia Connects study to unlock the potential for equitable development and programs made more difficult by infrastructure barriers, and

state and jurisdictional separation in a subdistrict of the region near the Columbia River. (Ongoing)

- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement. There is bistate interest in Portland/Vancouver population and employment forecasts, transportation plans, freight mobility, and priority projects for federal consideration. RTC has particular interest in Metro/ODOT's update to regional mobility corridor policy, tolling, and congestion pricing efforts. There is also bistate interest in rail and marine modes: BNSF rail lines cross the Columbia River between the two states, and there has been expressed interest in establishing a ferry service on the Columbia and Willamette rivers between Portland and Vancouver. (Ongoing)

A3. Public Participation

The tasks under this sub element include the involvement with and provision of information to all sectors of the public, including the traditionally underserved and underrepresented populations, in development of regional transportation plans, programs, and projects; to incorporate public participation at every stage of the planning process and actively recruit public input and consider public comment during the development of the RTP and TIP. In addition, RTC will conduct public outreach and solicit public participation in the regional transportation planning process,

allowing for the earliest public involvement in the transportation planning program.



SFY 2026 Tasks and Products: Public Participation

- Participate in public outreach activities related to regional transportation planning programs and projects to increase public awareness of and provide information on regional and transportation issues. (Ongoing)
- Hold public outreach activities relating to RTC's transportation planning activities, including the RTP and regional TIP, in coordination with outreach events and activities hosted by local jurisdictions, 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. (As needed)

- Regularly update RTC's website <http://www.rtc.wa.gov>, providing public access to monthly RTC Board agenda materials, the Board's CVTV coverage, as well as information on planning studies being developed by RTC. The website allows public access to RTC's regularly updated traffic count database, as well as RTC published reports. (Ongoing)
- Review the Public Participation Process for effectiveness and Public Participation Plan to determine when it should be updated. (As needed)
- Media communication through press releases and interviews, as well as through regular updates to RTC's website on significant issues and outcomes relating to the regional transportation planning process. (As needed)
- Respond to requests from various groups, agencies, and organizations to provide information and give presentations on regional transportation topics. Such groups include the C-TRAN Citizens' Advisory Committee, Vancouver's Neighborhood Traffic Safety Alliance, Clark County's Commission on Aging, the Accessible Transportation Coalition Initiative and Clark Communities Bicycle and Pedestrian Advisory Committee. (Monthly)
- Support Identity Clark County's efforts to raise awareness and solicit feedback from the public on transportation issues. development. RTC will collaborate with Identity Clark County to publish an annual Transportation Alliance Policy statement to publicize transportation priorities for the region. (Ongoing)
- Maintain a mailing list of interested citizens, stakeholders, agencies, and businesses. (Ongoing)
- Respond to public records requests. (As needed)

A4. Federal Compliance

Tasks under this sub-element include conducting consultation, coordination, and collaboration with resource agencies to address environmental considerations in regional transportation planning documents. Consultation may address local and state conservation plans or maps and inventories of natural or historic resources, as available. In addition, through the tasks under this sub element, RTC will comply with federal laws that require development of an RTP, a TIP, an UPWP, a CMP, and certification of the regional transportation planning program.



SFY 2026 Tasks and Products: Federal Compliance

- Implement the current federal transportation act and monitor new legislative activities as they relate to regional transportation planning requirements. (Ongoing)
- Ensure that required governing documents, Memoranda of Understanding, or Memorandum of Agreement are in place and are regularly reviewed for currency. Currently MOAs/MOUs are in place among RTC, WSDOT, and C-TRAN (314 Agreement) and between RTC and Metro. (As needed)
- Update MPO self-certification documentation, including a certification statement in the regional TIP to self-certify that the regional transportation planning process meets federal laws.(Yearly)
- Adopt the SFY 2026 UPWP; prepare an annual report on the FY 2025 UPWP; and, if needed, provide amendments to the SFY 2026 UPWP. Monthly UPWP progress reports with elements and subtasks described will be submitted to WSDOT together with monthly invoices. (As needed)
- RTC will periodically conduct an ADA self-evaluation to identify access barriers and method and timeline to remove any identified barriers. (As needed)
- Incorporate recommendations from the 2025 Certification Review into 2026 Metropolitan Transportation Plan Amendment. (June 2026)
- Incorporate recommendations from the 2025 Certification Review into Public Participation Plan (Fall 2026)
- Establish internal/external Title VI review process per the 2025 Certification Review (Fall 2026)
- Per 2025 Certification Review RTC to include language access statement on its webpage and ensure all public facing documents are accessible. (Fall 2026)

Appendix A. Financial Tables

Consultant Assistance on RTC's SFY 2026 Work Elements

During SFY 2026 RTC will engage with qualified, competitively selected consultant(s) to support implementation of RTC's regional transportation planning programs and planned activities. Agreements expected between RTC and other parties related to SFY 2026 UPWP work task are included in the following tables. Descriptions of the work tasks are included in their respective UPWP elements. Estimated costs are for SFY 2026 only.

	Work Element	Total RTC Budget for Work Element	Consultant Assistance (estimate)	Consultant Assistance - Notes	Consultant(s) Identified or Project Status
I.C.	Congestion Management Process	\$79,865	\$25,000	estimated base amount per year	Quality Counts
I.E.	Vancouver Area Smart Trek	\$246,720	\$137,000	for 1 year	TBD
I.H.	Regional Signal Timing Plans	\$275,000	\$225,000	Multi-year Contract	DKS Associates
II.	Safe Streets and Roads for All (Klickitat and Skamania Counties)	\$260,120	\$175,000	Multi-year Contract	DKS Associates
I.J.	Regional Active Transportation Plan	\$100,000	\$75,000	for 1 year	TBD
II.B.	Transportation Data Study and Data Acquisition	\$87,500	\$87,500	Multi-year Contract	Cambridge Systematics/TomTom
I A-B, I-D, II-A, III-A	On-call consultant assistance - planning assistance to RTC on UPWP work elements may be provided by selected consultants from the On-Call Consultant agreement(s)	Amount not to exceed \$100,000 annually for each on-call consultant for the next three years			On-Call Transportation Planning Consultant Roster

SFY 2026 Summary of Expenditures by Funding Source

SFY 2026 UPWP - SUMMARY OF PROGRAMS and EXPENDITURE ESTIMATES BY FUNDING SOURCE									
Work Element and Agreement #		SFY 2026 Federal CPG	Federal FHWA STBG	Federal SS4A (FHWA)	Federal Carbon Reduction Program (CRP)	State RTPO	State WSDOT IBR	Local Match	RTC TOTAL Estimated Expenditures
I REGIONAL TRANSPORTATION PLANNING PROGRAM									
A	Regional Transportation Plan (New GCB)	\$420,040	\$306,805			\$34,095		\$80,135	\$841,075
B	Transportation Improvement Program (New GCB)	\$240,025	\$90,925			\$19,140		\$32,725	\$382,815
C	Congestion Management Process (New GCB)	\$34,290	\$34,090			\$2,395		\$9,090	\$79,865
D	Active Transportation- 2.5% Set-Aside (New GCB)	\$50,790	\$9,549			\$2,995		\$0	\$63,333
E	Vancouver Area Smart Trek Program ((New GCB)	\$68,575	\$141,600			\$4,785		\$31,760	\$246,720
F	Skamania and Klickitat RTPO (New GCB)					\$50,000		\$0	\$50,000
G	Interstate Bridge Replacement Project (GCB 3482)						\$100,000	\$0	\$100,000
H	Regional Signal Timing Plans (GCB 3851)				\$275,000			\$0	\$275,000
I	Safe Streets and Roads for All (SS4A - Skamania and Klickitat) (FHWA 693JJ32440278)			\$225,000				\$35,120	\$260,120
J	Regional Active Transportation Plan (New GCB)		\$100,000					\$0	\$100,000
	Subtotal	\$813,720	\$582,969	\$225,000	\$275,000	\$113,410	\$100,000	\$188,829	\$2,398,933
II DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES									
A	Regional Data, Travel Forecasting & Technical Services (New GCB)	\$411,465	\$155,870			\$31,100		\$58,655	\$657,090
B	Transportation Data Study and Data Acquisition (GCB 3760)		\$87,500					\$0	\$87,500
	Subtotal	\$411,465	\$243,370			\$31,100	\$0	\$58,655	\$744,590
III TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT									
A	Transportation Program Coordination & Management (New GCB)	\$308,600	\$116,905			\$33,810		\$44,885	\$504,205
	Subtotal	\$308,600	\$116,905			\$33,810		\$44,885	\$504,205
TOTALS		\$1,533,785	\$943,248	\$225,000	\$275,000	\$178,320	\$100,000	\$292,370	\$3,647,728

Notes:

- Minimum local match for federal CPG and STBG funds is provided from state RTPO and local funds except where otherwise noted.
- Work elements ID, IH and IIB show use of 100% federal funds; toll credits are used as the match.
- Transportation planning assistance to RTC on UPWP work elements may be provided by on-call consultant(s).

SFY 2026 Expenditures and Revenues by Fund Type

FEDERAL FUNDS

Funding Source	Regional Transportation Planning Program	Data Management, Travel Model Forecasting & Technical Services	Transportation Program Coordination & Management	Total Estimated SFY 2026 Expenditures	New Grant Revenue for SFY 2026	Estimated Carry-Forward from SFY 2025	Total Grant Revenue Available	Est. Carry Forward to SFY 2027
FHWA CPG SFY 2026	\$813,720	\$411,465	\$308,600	\$1,533,785	\$1,031,520	\$1,000,000	\$2,031,520	\$497,735
Local Match 13.5%	\$141,110	\$76,100	\$57,075	\$274,285				
FHWA STBG Planning	\$582,974	\$155,870	\$116,905	\$855,753	\$942,500	\$0	\$942,500	\$86,747
Local Match 13.5%	\$107,807	\$28,825	\$21,620	\$158,251				
FHWA CRP (I-G)	\$275,000			\$275,000	\$0	\$275,000	\$275,000	\$0
Local Match: Toll Credits	\$0			\$0				
FHWA SS4A - S/K (I-I)	\$260,120			\$260,120	\$0	\$260,120	\$260,120	\$0
Local Match 13.5%	\$35,120			\$35,120				
FHWA STBG Planning (I-J)	\$100,000			\$100,000	\$100,000	\$0	\$100,000	\$0
Local Match: Toll Credits	\$0			\$0				
FHWA STBG Planning (II-B)		\$87,500		\$87,500	\$0	\$87,500	\$87,500	\$0
Local Match: Toll Credits				\$0				

STATE FUNDS

Funding Source	Regional Transportation Planning Program	Data Management, Travel Model Forecasting & Technical Services	Transportation Program Coordination & Management	Total Estimated SFY 2026 Expenditures	Estimated New Revenue for SFY 2026	Carry-Forward from SFY 2025	Total Revenue Available	Est. Carry Forward to SFY 2027
RTPO	\$113,090	\$31,100	\$33,810	\$178,000	\$178,000		\$178,000	\$0
WSDOT IBR	\$100,000	\$0	\$0	\$100,000	\$100,000		\$100,000	\$0

SFY 2026 UPWP Funding Agreements

Agreements expected between RTC and other parties are depicted on this table by work element.

Existing Agreements for SFY 2026

Agreement #	Work Element(s)
GCB 3482	I-G: IBR Project
GCB 3851	I-H: Regional Signal Timing Plans
FHWA 693JJ32440278	I-I: SS4A (Klickitat and Skamania)
GCB 3760	II-B: Transportation Data Study and Data Acquisition

New GCB for SFY 2026

Agreement #	Work Element(s)
GCB XXXX	I-A: Regional Transportation
	I-B: Transportation Improvement Program
	I-C: Congestion Management Process
	I-D: Active Transportation
	I-E: Vancouver Area Smart Trek Program
	I-F: Skamania and Klickitat RTPO
	II-A: Regional Data, Travel Forecasting & Technical Services
	III-A: Transportation Program Coordination & Management
CBG XXXX	I-J: Regional Active Transportation Plan

Appendix B. 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 includes:

SAFETY ACTION PLAN IMPLEMENTATION – CLARK COUNTY

Safe Streets and Roads for All is a federal discretionary grant program established under the Infrastructure Investment and Jobs Act (IIJA) to prevent roadway deaths and serious injuries. Safety Action Plans were developed for the Clark County region. The next step is for RTC to prepare an application for a SS4A implementation grant and to implement top priorities identified on the Safety Action Plan.

- Cost Estimate: \$5,000,000 (scope dependent).

STRATEGIC REGIONAL PLANNING: CLARK COUNTY FREIGHT PLAN UPDATE

The purpose of to update is to integrate the efforts of the Freight [Freight Mobility Study Update](#) and set the foundation for the update of the 2009 Regional Freight Plan for Clark County region.

- Cost Estimate: \$150,000 (scope dependent).

REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGY

Develop a comprehensive TDM strategy to optimize existing and future transportation corridor network performance and multimodal systems. Study strategies would be evaluated and paired with corridor operations strategies and capital investment plans to promote corridor specific management strategies.

- Cost Estimate: \$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 subarea model applications, particularly in the application of dynamic traffic assignment tools.

- Cost estimate: \$75,000 (scope dependent).

REGIONAL SMART MOBILITY PLAN

Research the impacts of emerging technologies in the region and develop action strategies to advance transportation innovation to inform the 2029 RTP.

- Cost estimate: \$75,000 (scope dependent).

RESEARCH PARTNERSHIP

Partner with the University Transportation Research and Education Center to study specific topics or provide data analysis of regional interest.

- Cost estimate: \$25,000 (scope dependent)

TRANSPORTATION CORRIDOR VISIONING STUDY, PHASE II

The purpose of this study is to identify and assess potential new regional transportation corridors in Clark County to address congestion, safety and mobility concerns, optimizing regional mobility.

- Cost Estimate: \$1,000,000 - \$1,500,000 (scope dependent)

C-TRAN FISHER'S LANDING TRANSIT CENTER TOD MASTER PLAN UPDATE

Fisher's Landing Transit Center Transit-Oriented Development Master Plan Update - The study will update and refresh the FLTC TOD Master Plan to current market conditions and prepare the project to proceed into development phases.

- Cost Estimate: \$150,000 (scope dependent)

C-TRAN ACCESSIBLE WAYFINDING DESIGN STUDY

The study will engage community stakeholders and incorporate best practices to design and implement Braille, raised lettering, and other assistive wayfinding techniques to improve accessibility of bus stops and stations for blind and low-vision users.

- Cost Estimate: \$200,000 (scope dependent)

CITY OF CAMAS DOWNTOWN SUBAREA PLAN

Develop subarea plan to establish a more detailed vision and action plan for downtown Camas. Scope includes an evaluation

of bike/ped safety and traffic analysis of future land use and development scenarios for some specific sites downtown.

- Cost Estimate: \$300,000 - \$400,000 (scope dependent)

CITY OF RIDGEFIELD I-5 SOUTH CONNECTION STUDY

Stage 2 of a planning study and alternatives analysis of a potential new connection south of Ridgefield between I-5 and Hillhurst Road. Stage 2 involves a Tier I environmental study and identification of a preferred alternative.

The I-5 South Connection project will improve regional mobility and accommodate existing and planned population and employment growth in the project area.

- Cost Estimate: \$310,000 (scope dependent)

Appendix C. State, Regional, and Local Agencies Planning Studies

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. Appendix C provides a description of identified planning studies provided by local, regional and state agencies in Clark County.

BATTLE GROUND

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.

CAMAS

- Comprehensive Plan update, including Transportation Element (Transportation System Plan, Transportation Impact Fee & Capital Improvement Plan) - Update of the 20-year vision for the community and the plan's corresponding elements.
- Downtown Subarea Plan - Study to establish a more detailed vision and action plan for downtown. Scope includes an evaluation of bike/ped safety and traffic analysis of future land use and development scenarios for some specific sites downtown.

CLARK COUNTY

- Comprehensive plan update, including: Transportation Element (Transportation Systems Plan), Capital Facilities Plan, and Arterial Atlas - Update of the 20-year vision for the community and the plan's corresponding elements
- ADA Plan and incorporation into Transportation System Plan

C-TRAN

- C-TRAN 2045: Long Range Transit Plan - C-TRAN will complete a comprehensive update to its long-range plan in collaboration with the public and regional partners. The

update will include and update to agency Service Performance and Design Standards and prioritized phasing of service and capital improvement project delivery through 2045.

- Transit Development Plan - Annual update to C-TRAN's 6-year mid-term planning document, identifying upcoming capital projects and service improvements
- Service Performance and Design Standards - Analysis and update of C-TRAN's existing standards for service design and performance management of Fixed-Route, Micro transit, and Paratransit. The study will Update and identify new metrics and best practices for how C-TRAN designs and changes new services, measures effectiveness of existing services, and analyzes Title VI and environmental justice impacts.
- Bus Stop Guidelines Update - Analyses, engagement, and update to C-TRAN Bus Stop Design Guidelines, last updated in 2007. The study will identify and incorporate best practice transit station, stop, and amenity design into a standardized format.
- Fisher's Landing Transit Center Transit-Oriented Development Master Plan Update - The study will update and refresh the TOD Master Plan to current market conditions and prepare the project to proceed into development phases.
- Accessible Wayfinding Design Study - The study will engage community stakeholders and incorporate best practices to design and implement Braille, raised lettering, and other assistive wayfinding techniques to improve accessibility of bus stops and stations for blind and low-vision users.

LA CENTER

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.

RIDGEFIELD

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements
- Ridgefield I-5 South Connection Study - Stage 2 of a planning study and alternatives analysis of a potential new connection south of Ridgefield between I-5 and Hillhurst Road. Stage 2 involves a Tier I environmental study and identification of a preferred alternative. S 35th Avenue extension project Environmental Impact Statement and Preliminary Engineering – Based on build alternatives approved by Council to carry into an EIS, conduct environmental analysis and preliminary engineering to connect S 35th Avenue between Pioneer Street and S. 10th Way vicinity in the Gee Creek Plateau.
- Hillhurst Safety Corridor: study of measures to improve pedestrian and bicyclist safety along the Hillhurst Corridor between Pioneer Street and the south City Limits at NW 229th Street. Identify a program of projects and funding strategies.

VANCOUVER

- Comprehensive Plan Update - Update of the 20-year vision for the community and the plan's corresponding elements. Include any needed refinements to the Transportation

Element (the City of Vancouver 2024-2044 Transportation System Plan) to align with Comprehensive Plan updates.

- NE 86th/ 87th Safety and Mobility Project. Evaluate corridors for potential complete streets investments and improvement in alignment with planned pavement work between Fourth Plain Blvd and Mill Plain Blvd.
- NE 72nd Avenue Safety and Mobility. Evaluate corridors for potential complete streets investments and improvement in alignment with planned pavement work between NE 78th Street and NE 40th Street.
- NE 97th/ 98th Safety and Mobility. Evaluate corridors for potential complete streets investments and improvement in alignment with planned pavement work between Mill Plain and Burton Road.
- Citywide Electrification Strategy. Study the ownership models and feasibility of building out a public charging network. Develop a 3-year Planning Strategy for advancing electric charging for public use in Vancouver.

WASHOUGAL

- Comprehensive Plan update, including the Transportation Capital Facilities Plan, the Transportation Element, and the plan's corresponding elements.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

- Cascadia: High-Speed Rail and I-5 Program – Develop master plan for high speed rail in Washington and for the I-5 Corridor.
- Updates to the Statewide Public Transportation Plan, Statewide Multimodal Transportation Plan, State Rail Plan, and State Freight Plan.

Appendix D. Metro's 2025-2026 Unified Planning Work Program

As the Metropolitan Planning Organization for the Oregon portion of the Portland-Vancouver Metropolitan Area , Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The UPWP is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30).

Metro's UPWP includes:

- planning priorities for the region
- projects of regional significance: description, objectives, previous work, methodology, products expected, responsible entities, costs, funding sources and schedules
- transportation planning, programs, projects, research and modeling: participating entities, tasks and products for the coming year along with costs, funding sources and schedules.

Metro's 2025-2026 Unified Planning Work Program can be found [here](#).

EXHIBIT B TO RESOLUTION NO.25-5466

2025 Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet the requirements of federal planning rules as defined in Title 23 of U.S. Code Part 450 Subpart C and Title 49 of U.S. Code Part 613 Subpart A, the Oregon Transportation Planning Rule, which implements Statewide Planning Goal 12, and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with and supports the region's land use plans and meets federal and state planning requirements.

Metro is governed by an elected regional council, in accordance with a charter approved by the voters in 1979. The Metro Council is comprised of representatives from six districts and a Council President elected regionwide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro, including MPO administration.

2. Geographic Scope

The Metropolitan Planning Area (MPA) boundary establishes the area in which the Metropolitan Planning Organization conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan, the Metropolitan Transportation Improvement Program for capital improvements identified for a four-year construction period, a Unified Planning Work Program, a congestion management process, and conformity to the state implementation plan for air quality for transportation related emissions.

The MPA is established by the governor and individual Metropolitan Planning Organizations within the state, in accordance with federal metropolitan planning regulations, and updated following each federal census. The MPA boundary must encompass the existing urbanized area and the contiguous areas expected to be urbanized within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary. The boundary may be expanded to encompass the entire metropolitan statistical area or combined as defined by the federal Office of Management and Budget.

The current MPA boundary was updated and approved by the Governor of Oregon in July 2015 following the 2010 census and release of the new urbanized area definitions by the Census Bureau. The MPA boundary is currently under review in response to the 2020 Census and will be adjusted based upon a final determination by the Governor to extend into Marion County along the Interstate-5/Highway 99E Corridor to the communities of Aurora and Hubbard. Metro has coordinated this expansion with the Oregon Department of Transportation (ODOT) and the affected local jurisdictions, and made a final recommendation to the Governor on the new boundary as part of adopting the 2023 Regional Transportation Plan (RTP) in November 2023. The Governor's determination is expected in 2025.

3. Responsibilities, Cooperation and Coordination

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).

While MPAC serves in a policy advisory role to the Council under Metro's charter, JPACT is a full partner with the Council in jointly acting as the MPO policy board. Under this format, agreement of both the Council and JPACT is required when making policy decisions as the MPO.

Joint Policy Advisory Committee on Transportation

JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). Together, JPACT and the Metro Council serve as the MPO board for the region in a partnership that requires joint action on all MPO decisions.

All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration until both bodies have reached agreement on a decision. 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.

To ensure ongoing bi-state coordination, JPACT also includes representation from the Southwest Washington Regional Transportation Council (SWRTC), our sister MPO covering the Clark County portion of the greater Portland-Vancouver metropolitan region. JPACT and the Metro Council are also represented by members of the SWRTC's policy board. Both policy boards are supported by technical advisory committees that also include bi-state membership and representation.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing and coordinating all issues of bi-state significance for transportation and land use.

Metro Policy Advisory Committee

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

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

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

In accordance with these requirements, the Regional Transportation Plan is developed to meet Federal transportation planning guidelines, the Oregon Transportation Planning Rule, and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation, land use, and environmental concerns.

4. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

An annual, coordinated Unified Planning Work Program (UPWP) is adopted jointly by Metro as the MPO for the Oregon portion of the metropolitan area and the SWRTC for the Clark County portion of the greater bi-state region. It is a federally required document that serves as a tool for coordinating all federally funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of each planning program or project, including the major transportation planning tasks and milestones and a summary of the amount and source of state and federal funds to be used for planning activities. Some regionally or locally funded planning projects are also included in the UPWP when they related to other, federally-funded work or are of a scale that has regional implications.

The UPWP is developed by Metro and the SWRTC with input from local governments, TriMet, C-Tran, ODOT, WashDOT, Port of Portland, FHWA and FTA, including a formal consultation meeting with state and federal agencies. Additionally, Metro conducts its annual self-certification process for demonstrating the region's compliance with applicable federal transportation planning requirements as part of the UPWP adoption process.

b. Regional Transportation Plan (RTP)

The RTP must be prepared and updated every 5 years and cover a minimum 20-year planning horizon from the date of adoption. The RTP is the primary tool for implementing federal, state and regional policy and identifies transportation projects that are eligible for federal funding.

Scope of the planning process

The metropolitan planning process shall provide for consideration of projects and strategies that will:

- a. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b. increase the safety of the transportation system for motorized and non-motorized users;
- c. increase the security of the transportation system for motorized and non-motorized users;
- d. increase the accessibility and mobility of people and for freight;
- e. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- f. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- g. promote efficient system management and operation; and
- h. emphasize the preservation of the existing transportation system.

Metropolitan planning organizations (MPOs) must establish and use a performance-based approach to transportation decision making and development of transportation plans to support the national goal areas:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Elements of the RTP

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A description of the performance measures and performance targets used in assessing the performance of the transportation system and how their development was coordinated with state and public transportation providers
- A system performance report and subsequent updates evaluating the condition and

- performance of the transportation system with respect to the performance targets
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- A financial plan that demonstrates how the adopted transportation plan can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and recommends any additional financing strategies for needed projects and programs.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities

c. Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing and monitoring progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding for all regionally significant projects in the metropolitan area. Additionally, the program administers the allocation of urban Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funding through the regional flexible fund process. Projects are allocated funding based upon technical and policy considerations that weigh the ability of individual projects to implement federal, state, regional and local goals. Funding for projects in the program are constrained by expected revenue as defined in the Financial Plan.

The 2024-27 MTIP was adopted in July 2023 and was incorporated into the 2024-27 STIP. Amendments to the MTIP and development of the 2027-30 MTIP are included as part of the Metropolitan Transportation Improvement Program work program.

The 2024-27 metropolitan TIP includes the following required elements:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented.
- Descriptions of each project in the TIP.
- Programming of funds in year of expenditure dollars.
- Documentation of how the TIP meets other federal requirements such as addressing the federal planning factors and making progress toward adopted transportation system performance targets.
- The MTIP also includes publication of the annual list of obligated projects. The most recent publication was provided in December 2023. All prior year obligation reports are available on the Metro website.

d. Congestion Management Process (CMP)

The 2007 SAFETEA-LU federal transportation legislation updated requirement for a Congestion Management Process (CMP) for metropolitan planning organizations (MPOs) in Transportation Management Areas (TMAs – urban areas with a population exceeding 200,000), placing a greater emphasis on management and operations and enhancing the linkage between the CMP and the long-range regional transportation plan (RTP) through an objective-driven, performance-based approach. MAP-21 and FAST Act retained the CMP requirement while enhancing requirements for congestion and reliability monitoring and reporting. The most recent federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), retained the CMP requirement set forth in MAP-21.

A CMP is a systematic approach for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The region’s CMP will continue to advance the goals of the 2023 RTP and strengthen the connection between the RTP and the Metropolitan Transportation Improvement Program (MTIP).

A goal of the CMP is to provide for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies. As part of federal transportation performance and congestion management monitoring and reporting, Metro continues to address federal MAP-21 and IIJA transportation performance monitoring and management requirements that were adopted as part of the 2023 Regional Transportation Plan (RTP). The performance targets are for federal monitoring and reporting purposes and are 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 2023 policy guidance on safety, congestion and air quality, and complements other performance measures and targets contained in Chapter 2 of the 2023 RTP.

The table below summarizes key elements of Metro’s CMP. For more detail, please refer to 2023 RTP Appendix L- Federal Performance-Based Planning and Congestion Management Processes.

Key Elements of the Region’s Congestion Management Process (CMP)

Regional Congestion Management Process	Associated RTP/MTIP Activities
Develop congestion management objectives and policies	RTP Goals and Objectives (Chapter 2), RTP Policies (Chapter 3)

Regional Congestion Management Process	Associated RTP/MTIP Activities
Define geographic area and network of interest	RTP (Appendix L – Figures 3 and 4)
Establish multimodal performance measures	RTP Performance Measures and Targets (Chapter 2), RTP Federal Performance Measures and Targets (Appendix L)
Collect data and monitor system performance	RTP Existing Conditions (Chapter 4), ODOT Traffic Performance Report (2020), ¹ Mobility Corridor Atlas (2015), Metro and ODOT Federal Performance Monitoring Reports (Baseline, 2-year and 4-year reports)
Analyze congestion problems and needs	RTP Existing Conditions (Chapter 4), ODOT Traffic Performance Report (2020), RTC CMP Monitoring Report (2022), RTP Performance Evaluation (Chapter 7)
Identify and evaluate effectiveness of strategies	RTP (Chapter 6), RTP (Chapter 7), RTP (Appendix F – Environmental Analysis and Potential Mitigation Strategies), RTP (Appendix J – Climate Smart Strategy Implementation and Monitoring), RTP (Chapter 8 refinement planning), area studies, local transportation system plans, ODOT facility plans
Implement selected strategies and manage transportation system	MTIP, Metro, local jurisdictions, ODOT, TriMet, SMART, TransPort, Regional Transportation Functional Plan, RTP (Chapter 8)
Monitor strategy effectiveness²	Scheduled RTP updates, CMAQ Performance Plan, RTP (Appendix J – Climate Smart Strategy Implementation and Monitoring), RTC CMP Monitoring Report (2022), Metro and ODOT Federal Performance Monitoring Reports (Baseline, 2-year and 4-year reports)

e. Air Quality

The Air Quality Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) for the Portland metropolitan area address state and federal regulations and coordinates with other air quality initiatives in the region.

¹ ODOT, “Portland Region 2020 Traffic Performance Report.” (December 2021). Available on-line at <https://www.oregon.gov/odot/Projects/Project%20Documents/TPR-2020.pdf>

² USDOT, “Guidebook on the Congestion Management Process in Metropolitan Transportation Planning.” Pg. 1-1 (April 2011). Available on-line at https://www.fhwa.dot.gov/planning/congestion_management_process/cmp_guidebook/cmpguidebk.pdf

While the region is no longer an active Maintenance Area for Ozone precursors or Carbon Monoxide (CO) and therefore is not required to complete air quality conformity analysis and findings for those pollutants for each RTP and MTIP update, the region is still required to comply with the State Implementation Plan (SIP) requirements that were developed and adopted in response to previously being out of compliance for those pollutants. The SIP requirements still in effect include the Transportation Control Measures (TCMs) adopted within the Ozone and CO SIPs.

Most immediately relevant of the TCMs is the requirement to annually monitor the region's motor vehicle miles traveled (VMT) per capita and if the rate increases significantly, implement spending and planning requirements. Specifically, if the rate increases by 5% in a year, planning requirements are instigated to investigate the cause and propose remedies to reduce the VMT per capita rate. If the rate increases again in the second year by 5% or more, mandatory spending increases on programs that help reduce VMT would be instituted, potentially redirecting funds from other projects.

Metro also has an agreement with the Oregon Department of Environmental Quality to cooperate on monitoring and analyzing emissions for all of the federal criteria pollutants and for other emissions known to impact human health as a part of the transportation planning and programming process. To do so, Metro keeps its transportation emissions model current to federal guidelines.

5. Planning Factors

Current federal requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, the following factors defined in federal legislation:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improving transportation system resiliency and reliability and Reduce (or mitigate) the storm water impacts of surface transportation; and
10. Enhancing travel and tourism.

Factor	System Planning (RTP)
1. Support Economic Vitality	• All projects subject to consistency with RTP policies on economic development and promotion of “primary” land use element of 2040 development such as centers, industrial areas and intermodal facilities. • The Regional Flexible Fund Allocation (RFFA) process of awarding STBG/CMAQ funding evaluates and rates all project applications relative to performance in implementing economic vitality goals. • The MTIP process includes coordination with ODOT and transit agencies that has those agencies articulate how their funding allocation decisions considered the five RTP investment priority goals, including economic vitality. • Special category for freight improvements in Metro allocation process calls out the unique importance for these projects. • Coordinate with ODOT allocations to support their Transportation Plan Goal 3 of Economic Vitality for all investments, and includes a specific project funding program, the Immediate Opportunity Fund, that supports local development projects which demonstrate job growth. • 2018 Regional Transit Strategy and 2023 High Capacity Transit Strategy are designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements identified in the 2023 High Capacity Transit Strategy for major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.
2. Increase Safety	• The 2023 RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified in the RTP and in the 2018 Regional Safety Strategy as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region’s 2040-growth management strategy). • The Regional Flexible Fund Allocation (RFFA) process of awarding STBG/CMAQ funding evaluates and rates all project applications relative to performance in implementing safety goals. • The MTIP process includes coordination with ODOT and transit agencies that has those agencies articulate how their funding allocation decisions considered the five RTP investment priority goals, including safety. • All Metro allocation-funded projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. • Coordinate with ODOT All Roads Transportation Safety funding program select projects with proven safety elements to address high crash sites/corridors. • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.
3. Increase Security	• The 2023 RTP calls for implementing investments to increase system monitoring for operations, management, and security of the regional mobility corridor system.

Factor	System Planning (RTP)
	• Coordinate with ODOT on implementation of their Transportation Plan Goal 5 of Safety and Security. • Looking to incorporate recommendations from the current Metro area Emergency Transportation Routes technical study and any follow-up studies into funding programs. • TriMet has updated its approach and investments in public safety and security utilizing recommendations from its Transit Public Safety Advisory Committee to address racial justice issues. • System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.
4. Increase Accessibility	• The 2023 RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. • Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes to improve multi-modal accessibility in the region. • The MTIP also reports on how each agency expending federal transportation funds is progressing on their ADA Implementation Plans with the programmed funds, and is programming a large portion of ODOT's revenues into ADA curb ramp and pedestrian signal actuation retrofit work. • The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.
5. Protect Environment and Quality of Life	• The 2023 RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The 2023 RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The 2023 RTP conforms to the Clean Air Act. • The MTIP implements the Transportation Control Measures (TCMs) of the air quality SIP for CO and Ozone related emissions. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP and other regional sources to enhance endangered salmon and steelhead passage.

Factor	System Planning (RTP)
	• Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.
5. Protect Environment and Quality of Life (continued)	• Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • 2023 RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues.
6. System Integration/ Connectivity	• The 2023 RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The 2023 RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The 2023 RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The 2023 RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region. • Projects funded through the MTIP must be consistent with regional street design guidelines and the RTP that has resolved system integration and connectivity issues. • Freight improvements are evaluated according to resolving potential conflicts with other modes. • Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations. • The regional Transportation System Management and Operations (TSMO) program coordinates planning and operational agreements between agencies for TSMO activities across the region, consistent with the TSMO Strategic Plan and the region's adopted ITS Architecture plan. • The Regional Travel Options (RTO) program plans for and supports delivery of transportation demand management services from a system user trip perspective across multiple modes and jurisdictions.

Factor	System Planning (RTP)
7. Efficient Management & Operations	• The 2023 RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed 2018 RTP projects include many system management improvements along regional corridors. • The 2023 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. • The regional travel options (RTO) and TSMO programs are funded through Metro allocations. • TDM/TSMO is encouraged to be included in the scope of capital projects to reduce SOV pressure on congested corridors. • ODOT also provides funding support to TDM and TSMO programs. • TriMet and SMART both operate TDM and Employer commute reduction programs. • Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.
8. System Preservation	• Proposed 2023 RTP projects include major roadway preservation projects. • The 2023 RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. • Reconstruction projects that provide long-term maintenance are identified as a funding priority. • The ODOT Fix-It program and TriMet and SMART Preventive Maintenance programs that fund system preservation are two of the largest investment areas in the MTIP. • The 2023 RTP financial plan includes the 30-year costs of HCT maintenance and operation for planned HCT systems.
9. Resilience, Reliability and Stormwater Mitigation	• The 2023 RTP policy chapter includes specific system resilience and reliability policies aimed at promoting predictable system management and operation needed to meet broader RTP outcomes, such as economic vitality and transportation equity. • The 2023 RTP policy chapter includes specific stormwater management policies that shaped the projects and programs in the plan. • Street design best practices for implementing the 2023 RTP stormwater policies were published in the 2019 Designing Livable Streets guidelines. • Projects funded through the MTIP must be adopted as part of the 2023 RTP and thereby found to be consistent with RTP policies for resiliency and reliability through systems analysis of proposed RTP investments. • MTIP coordination with ODOT's efforts to incorporate resilience into the Fix-It funding program including the effects of climate change on asset management approach to their maintenance projects. • HCT projects defined in the 2023 RTP are part of a regional reliability strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments.

Factor	System Planning (RTP)
	• Projects funded through the MTIP must be consistent with regional street design policy for stormwater management in the 2023 RTP and the 2019 Livable Streets guidelines that implement the policy. • HCT projects funded through the MTIP must be designed to be consistent with regional street design policy for stormwater management in the 2023 RTP and the 2019 Livable Streets guidelines.
10. Enhanced Travel and Tourism	• The 2023 RTP policy chapter includes specific system management policies aimed at promoting economic vitality, including travel and tourism as key components of the regional economy. • Proposed 2023 RTP projects were evaluated for consistency with regional policies as part of plan adoption. • Projects funded through the MTIP must be adopted as part of the 2023 RTP and thereby found to be consistent with RTP policies for promoting economic vitality, including enhancing travel and tourism. • HCT projects defined in the 2023 RTP are part of a regional economic vitality strategy, as defined in RTP policy and evaluated in the RTP systems analysis of proposed investments.

* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

6. Federal Transportation Performance Management Reporting

Meto produces a **Mid-Period and Final Performance Period 1 Report** that addresses federal transportation performance management (TPM) requirements for:

- Safety
- National Highway System Pavement and Bridge Condition
- National Highway System Performance
- National Freight Movement on the Interstate System
- Transit Asset Management
- Transit Safety Performance
- Green House Gas Reduction

Metro submits these reports to ODOT that contain the results of requirements for our region based on a 2012 federal law called the Moving Ahead for Progress in the 21st Century (MAP-21), which focused on performance-based planning and programming. MAP-21 established a performance-based planning framework intended to improve transparency and hold state transportation departments, transit agencies and metropolitan planning organizations (MPOs) accountable for the effectiveness of their transportation planning and investment choices. The objective was to ensure states and MPOs invest federal resources in projects that collectively make progress toward the achievement of national goals. Fixing America's Surface Transportation (FAST Act) passed Congress in December 2015, replaced MAP-21,

but did not make any major changes to the performance requirements of MAP-21 nor add any new performance measures.

These reports provide useful system performance information to satisfy federal TPM monitoring and reporting requirements and inform the 2023 RTP. The targets were developed in coordination with the Transportation Policy Alternatives Committee (TPAC), ODOT, TriMet, SMART, Portland Streetcar, Inc., C-TRAN and the SW Washington Regional Transportation Advisory Committee (RTAC). These measures and targets support the region's [Congestion Management Process](#) and are considered a broader set of performance measures and targets.

MAP-21 also requires state DOTs and MPOs to establish performance measures and set performance targets to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. These performance measures and targets provide useful input to the MTIP for determining the types of projects and levels of funding commitment to projects and programs that address these transportation performance management (TPM) requirements.

Metro set regional targets for pavement and bridge conditions within the region's MPO boundary in the 2018 RTP. Since the region's pavement and bridge condition have a much higher usage within the MPO boundary than in the rest of the state, targets are less aggressive than those set for Oregon state-wide. These targets are used by ODOT to determine the level of needed pavement and bridge maintenance in the Metro region.

Transit agencies that provide service in the Portland region reflect their Transit Safety performance and targets in their respective Public Transportation Agency Safety Plans (PTASPs) and provide them to Metro as part of meeting federal TPM requirements. Transit agencies are required to establish their targets and share them with their Metro and ODOT.

7. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include people who have not historically been involved in the planning process, including communities that have been left out of decision-making and disproportionately impacted by decisions, groups involved not only in the transportation sector but also public health, healthcare, housing, food, and education, as well as the business community and other governmental agencies. Effective public involvement will result in meaningful opportunities for the public to participate in the planning process.

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

Metro's public involvement practices follow the agency's Public Engagement Guide (formerly the Public Involvement Policy for Transportation Planning) which reflects changes in the federal transportation authorization act, MAP-21. Metro's public involvement policies establish consistent

procedures to ensure all people have reasonable opportunities to be engaged in planning and policy process. Procedures include outreach to communities underserved by transportation projects, public notices and opportunities for comment. The policies also include nondiscrimination standards that Metro, its subcontractors and all local governments must meet when developing or implementing projects that receive funding through Metro. When appropriate, Metro follows specific federal and state direction, such as those associated with the National Environmental Policy Act and Oregon Department of Land Conservation and Development rules, on engagement and notice and comment practices.

In 2023-24 Metro updated its public engagement guide, including new practices and approaches to inclusive engagement.

Title VI – Metro’s most recent Title VI Plan was submitted to ODOT and FHWA in December 2022. An update is expected to be filed by Oct. 1, 2025. The plan is now being implemented through updates to Metro’s RTP and MTIP, and through corridor planning and other agency activities in the region. It includes both a non-discrimination policy and complaint procedure. In September 2024, Metro submitted its updated Limited English Proficiency Plan and updated Title VI Program to FTA. The most recent Title VI Annual Compliance Report for ODOT, covering a 12-month period from July 1, 2023 through June 30, 2024 was accepted by ODOT on September 3, 2024. The next annual report will be due Oct. 1, 2025, covering July 1, 2024 to June 30, 2025.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro’s EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes.

Title VI and Environmental Justice in action – The information from and practices for engaging underserved communities were applied to the 2023 Regional Transportation Plan (RTP) update and the 2024-27 Metropolitan Transportation Improvement Program (MTIP), particularly in the civil rights assessment, which sought to better assess the benefits and burdens of regional, programmatic investments for these communities. Using the information from the RFFA process and engaging advocates helped define and determine thresholds for analysis of effects on communities of color, with limited English proficiency and with low-income as well as communities of older and younger adults.

Metro's Diversity, Equity and Inclusion program works to increase access to resources, economic opportunities and decision-making processes for underserved groups. The program works to provide support and tools to Metro staff, Metro Council and community partners to create an equitable region for all. Metro's strategic plan to advance racial equity, diversity and inclusion was adopted by the Metro Council in June 2016 and serves as a policy document that guides DEI efforts across the agency. In 2023, the Planning, Development and Research department hired an Equity Manager to advance the implementation of the agency and department plans to advance racial equity, diversity and inclusion in the department.

Metro's DEI efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention. These efforts aim to go beyond current regulations and guidance for engaging and considering the needs of and effects on communities of color, with limited English proficiency and with low incomes, but work in coordination with Metro's Title VI and Environmental Justice civil rights program. In 2024, Metro's Planning, Development and Research Department added a full-time DEI program manager to expand and coordinate our department efforts on this essential work.

8. Disadvantaged Business Enterprise

The Metro Disadvantaged Business Enterprise (DBE) effort seeks to achieve the following:

- Ensure nondiscrimination in the award and administration of assisted contracts;
- Create a level playing field on which DBEs can compete fairly for assisted contracts;
- Ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- Help remove barriers to the participation of DBEs in assisted contracts; and
- Assist the development of firms that can compete successfully in the marketplace outside the DBE program.

Policy Statement

Metro is committed to the participation of Disadvantaged Business Enterprise (DBEs) in Metro contracting opportunities in accordance with 49 Code of Federal Regulations (CFR) Part 26, Effective March 4, 1999.

It is the policy of Metro to practice nondiscrimination on the basis of race, color, sex, and/or national origin in the award and administration of Metro assisted contracts. The intention of Metro is to create a level playing field on which DBEs can compete fairly for contracts and subcontracts relating to Metro planning and professional service activities.

The Metro Council is responsible for establishing the DBE policy for Metro. The Executive Officer is responsible to ensure adherence to this policy. The Deputy Chief Financial Officer and the DBE Outreach Coordinator are responsible for the development, implementation and monitoring of the DBE program for contracts in accordance with the Metro nondiscrimination policy. It is the expectation of the Executive Officer that all Metro personnel shall adhere to the spirit, as well as the provisions and procedures, of the DBE program.

This policy will be circulated to all Metro personnel and to members of the community that perform or are interested in performing work on Metro contracts. The complete DBE Program for contracts goals and the overall annual DBE goals analysis are available for review at the:

Metro
Contracts Division
600 NE Grand Avenue
Portland, Oregon 97232
bidsandproposals@oregonmetro.gov

9. Americans with Disabilities Act

Metro, committed to fostering an environment of inclusion, extends this commitment to its workforce and members of the public stepping into its facilities and accessing its services. It is essential to establish the structures and systems for continually assessing and monitoring Metro's programs, services, and facilities to improve accessibility and advance inclusion at Metro. Disability inclusion and acknowledgment of disability as a part of intersectional justice work is also a part of Metro's broader strategic plan and continued commitment to advancing racial equity, diversity, and inclusion.

Metro is working to make existing processes and procedures more inclusive and strives to exceed the minimum accessibility standards set forth by the Americans with Disabilities Act³ (ADA). Metro has policies and vendor contracts to provide program modifications to accommodate the needs of individuals with disabilities and does not charge additional fees to people requesting program modifications due to their disability.

The ADA Self-Evaluation and Transition Plan (SETP) of the Metropolitan Planning Organization's services, policies, and practices identifies barriers and describes the methods to remove the barriers, along with specified timelines to continue compliance with Section 504 of the Rehabilitation Act⁴ of 1973 and Title II of the ADA of 1990, and other applicable laws. The 2023 SETP establishes a three-year schedule to improve its services, policies, and practices through the calendar year 2026 and to complete architectural barrier removal activities by the end of 2025.

The SETP activities are implemented and monitored on an ongoing basis to ensure compliance with the regulations. Metro's Accessibility Program team ensures that systems are in place for a coordinated approach to accessibility. The program's goals are to eliminate policy and programmatic barriers for people with disabilities. Program staff engage in the following activities to achieve these goals:

- Work with leadership to convene, inform, and engage staff on organizational processes that impact accessibility.
- Conduct self-evaluation and transition plan activities.
- Build organizational understanding and implement accessibility best practices in policy, programs (community engagement, customer service, and communications), and capital planning.
- Create opportunities for staff to build capacity and understanding of Title II policies to ensure compliance with ADA, including training.
- Coordinate and monitor Metro's compliance with state and federal laws, regulations, and guidelines prohibiting discrimination against persons with disabilities.
- Investigate and manage complaints alleging discrimination.

Monitoring and reporting activities include tracking the previous year's activities and efforts annually, including accomplishments and program changes, organizational structure or personnel changes, and accessibility-related goals and objectives for the coming year.

³ 28 CFR part 35

⁴ 42 USC 126

10. Lobbying

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system and will file the Disclosure of Lobbying Activities form pursuant to 31 USC 1352. A Metro employee outside of the Planning & Development Department and MPO staff does provide support to local elected officials who communicate regional priorities for updates to federal transportation policy and project funding to members of Congress (and potentially federal staff in the future). No federal funds are used to support these activities.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.25-5466, FOR THE PURPOSE OF
ADOPTING THE FISCAL YEAR 2025-26 UNIFIED PLANNING WORK PROGRAM AND
CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE
WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: March 28, 2025

Prepared by: John Mermin,
john.mermin@oregonmetro.gov

Department: Planning

Meeting Date: April 17, 2025

ISSUE STATEMENT

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds (and other regionally significant planning efforts).

ACTION REQUESTED

Staff will be seeking Approval of the 2025-2026 UPWP at the April 17 JPACT and Council meetings.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2023 Regional Transportation Plan (RTP) focuses on key priorities 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 five key outcomes:

- Equity
- Safety
- Mobility
- Economy
- Climate

The planning activities within the UPWP are consistent with 2023 RTP policies and intend to help the region achieve these outcomes.

POLICY QUESTION(S)

Does the UPWP adequately correlate to the 2023 RTP Policy outcomes (described above) within the UPWP project descriptions?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

None recommended for this action.

STAFF RECOMMENDATIONS

Approve Resolution No. 25-5466 adopting a UPWP for the Fiscal Year 2025-26 and certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

How does this advance Metro's racial equity goals?

The UPWP contains Metro's Title VI and Civil Rights work plan which is the basis for the agency's equity work.

How does this advance Metro's climate action goals?

UPWP contains Metro's Climate Smart work program as well as related activities that implement Metro's Climate Smart Strategy.

Community Feedback

Draft versions of the UPWP were made available to the public through Metro's website and through presentations to Metro's advisory committees, including the community representatives at TPAC, the Metro Council and opportunities to participate in the federal and state consultation meeting.

Legal Antecedents

This resolution adopts a UPWP for the Portland Metropolitan area, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 420 and title 49, of the Code of Federal Regulations, Part 13. This resolution also certifies that the Portland metropolitan area is in compliance with federal transportation planning requirements, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.

Anticipated Effects

Approval means that grants can be submitted and contracts executed so work can commence on July 1, 2025 in accordance with established Metro priorities.

Financial Implications

Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

BACKGROUND

What the UPWP Is

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to

be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are descriptions of the transportation planning activities, the relationships between them, and budget summaries displaying the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, the Oregon Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). It helps ensure efficient use of federal planning funds. The UPWP may be amended periodically as projects change or new projects emerge.

What the UPWP Is not

The UPWP is not a regional policy making document and does not make any funding allocations. Instead, the UPWP reflects decisions already made by JPACT, the Metro Council and/or the state legislature on funding and policy. The UPWP does not include construction, design or preliminary engineering projects. It only includes regionally significant planning projects (primarily those that will be receiving federal funds) for the upcoming fiscal year.

UPWP Adoption process

The Draft UPWP was sent out UPWP was sent out to Federal and State reviewers (and TPAC) on January 28. The required Federal and State consultation was held on March 4. Edits were made to reflect input from the consultation and TPAC, including edits to align terminology in the document with recent Federal executive orders. At its April 4 meeting, TPAC recommended adoption of the UPWP.

Staff will ask for adoption at the April 17 JPACT and Council meetings. Staff will transmit the adopted UPWP to Federal & State partners as soon as possible following adoption on April 17. This allows time for the IGA to be signed by Metro's COO prior to June 30, allowing for federal funding to continue flowing into the region without delay.

Annual Self-Certification

As an MPO, Metro must annually undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements, as a prerequisite to receiving federal funds. The annual self-certification is processed in tandem with the Unified Planning Work Program (UPWP) and documents that Metro has met those requirements. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Federal Transportation Performance Measurement
- Public Involvement

- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Lobbying

Each of these areas is discussed in Exhibit B to Resolution No. 25-5466

Additionally, every four years, Metro undergoes a quadrennial certification review (with the Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) to ensure compliance with federal transportation planning requirements. The most recent quadrennial certification review occurred on February 4, 2025. Metro expects to received findings and recommendations from USDOT prior to adoption of the UPWP. A summary of the USDOT findings and recommendations will be included the appendix.

ATTACHMENTS

None

- Is legislation required for Council action? X ☒ **Yes** ☐ No
- If yes, is draft legislation attached? X ☒ **Yes** ☐ No

**3.2 Resolution No. 25-5485 For the Purpose of
Confirming the Appointment One New Member to
the Regional Waste Advisory Committee**
Consent Agenda

Metro Council Meeting
Thursday, April 17, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING A	)	RESOLUTION NO. 25- 5485
MEMBER OF THE METRO REGIONAL	)	
WASTE ADVISORY COMMITTEE	)	Introduced by Chief Operating Officer
	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson

WHEREAS, Metro is the solid waste system planning authority for the region and acts pursuant to its constitutional, statutory, and charter authority; and

WHEREAS, Metro Code Section 2.19.130 establishes the Metro Regional Waste Advisory Committee; and

WHEREAS, the Regional Waste Advisory Committee advises Metro Council on policy areas, including, but not limited to, garbage and recycling system management, Regional Waste Plan implementation, and regional investment priorities for waste reduction, including the development of Metro's Waste Prevention and Environmental Services budget and solid waste fees; and

WHEREAS, Metro Code Section 2.19.130(b) describes the membership of the Committee; and

WHEREAS, the Regional Waste Advisory Committee is comprised of 17 members representing cities, counties, the public, and industry; and

WHEREAS, the Regional Waste Advisory Committee has five seats for local jurisdictions; and

WHEREAS, the City of Portland holds a seat on the committee and nominated Councilor Angelita Morillo to the Metro Council President to fill the seat; and

WHEREAS, the Metro Council desires to confirm the Metro Council President's appointments; now therefore,

BE IT RESOLVED that the Metro Council confirms the appointment of Angelita Morillo to the Regional Waste Advisory Committee to complete a term ending on December 31, 2026.

ADOPTED by the Metro Council this seventeenth day of April 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 25-5485, FOR THE PURPOSE OF CONFIRMING A MEMBER OF THE METRO REGIONAL WASTE ADVISORY COMMITTEE

Date: April 2, 2025

Department: Waste Prevention and
Environmental Services

Meeting date: April 17, 2025

Prepared by: Carly Tabert and Rosalynn Greene

Presenter: Rosalynn Greene, Strategic Initiatives
Manager

Length: Consent agenda

ISSUE STATEMENT

The Regional Waste Advisory Committee advises Metro Council on the management of the garbage and recycling system. The committee has five seats for local jurisdictions. One seat held by the City of Portland is being transitioned to an elected official of the city. Resolution No. 25-5485 appoints one member to complete the remaining time of a two-year term for the City of Portland.

ACTION REQUESTED

Approval of Resolution No. 25-5485, confirming the appointment of Angelita Morillo to the Regional Waste Advisory Committee to complete the remaining time of a two-year term that will conclude on December 31, 2026.

STRATEGIC CONTEXT

In June 2024, Metro Council expanded the scope and membership of the committee. These changes were made to increase collaboration and transparency and build trust in investments in regional priorities and budget and fee development. The policy committee is comprised of 17 members representing cities, counties, the public, and industry. Metro Code 2.19.130(d) gives the Metro Council President sole authority to appoint all members of the Regional Waste Advisory Committee. The appointments are confirmed by Metro Council.

PROPOSED MEMBER

City of Portland Councilor, Angelita Morillo

Angelita Morillo is one of three councilors representing District 3 in the City of Portland.

ATTACHMENTS

None

**3.3 Consideration of the March 6, 2025 Council Meeting
Minutes**
Consent Agenda

Metro Council Meeting
Thursday, April 17, 2025

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, March 6, 2025

10:30 AM

This Council meeting will adjourn into an Executive Session.

**Metro Regional Center, Council chamber,
<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
888-475-4499 (toll free)**

Council meeting

1. Call to Order and Roll Call

Present: 7 - Council President Lynn Peterson, Councilor Duncan Hwang, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Juan Carlos Gonzalez, Councilor Christine Lewis, and Ashton Simpson

2. Public Communication

There was no public testimony.

3. Consent Agenda**3.1 Consideration of the January 23, 2025 Council Meeting Minutes**

Attachments: [January 23, 2025 Council Meeting Minutes](#)

3.2 Consideration of the February 20, 2025 Council Meeting Minutes

Attachments: [February 20, 2025 Council Meeting Minutes](#)

3.3 Resolution No. 25-5468 For The Purpose of Repealing Metro's One Percent For Art Guidelines And Adopting New One Percent For Art Guidelines

Attachments: [Resolution No. 25-5468](#)
[Exhibit A to Resolution No. 25-5468](#)
[Staff Report](#)

4. Resolutions**4.1 Resolution No. 25-5469 For the Purpose of Approving 2024 Nature in Neighborhoods Nature Education and Outdoor Experiences Community Grants**

Presenter(s): Jon Blasher, Parks and Nature Director
Karissa Lowe, Nature in Neighborhoods Community Grants Program Manager

Attachments: [Resolution No. 25-5469](#)
[Exhibit A to Resolution No. 25-5469](#)
[Staff Report](#)

Staff and presenters provided an overview of the grant program and the funding recommendations, as described in Exhibit A to the resolution. Presenters also reviewed the grant application and committee review process.

Councilor Rosenthal asked for additional information about habitat restoration projects and details of education programs connected to restoration.

Councilor Hwang appreciated the framework for evaluating project values and leveraging resources, and Councilor Gonzalez appreciated that the investments reach families and communities in need of access to nature.

Councilor Lewis highlighted the need for partnerships outside government to support nature education and access to green spaces, and she asked for additional information about the physical spaces that would be improved alongside education through this grant program.

A motion was made by Councilor Nolan, seconded by Councilor Lewis, that this item be adopted. The motion passed by the following vote:

Aye: 7 - Council President Peterson, Councilor Hwang, Councilor Nolan, Councilor Rosenthal, Councilor Gonzalez, Councilor Lewis, and Simpson

5. Chief Operating Officer Communication

All Council members expressed appreciation for COO Madrigal's service in recognition of her fifth anniversary at Metro.

COO Madrigal thanked Council and updated them about community opportunities at Metro's nature parks.

6. Councilor Communication

Councilor Simpson shared the results of the Travel Portland report.

Councilor Lewis announced the opening of several parks in Milwaukie and reported that Metro staff updated the Oregon City Commission on Parks and Nature participatory

budgeting.

Councilor Rosenthal reported recent budget consideration at the Metropolitan Exposition Recreation Committee and the discussion at Westside Economic Alliance.

7. Adjourn to Executive Session

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 11:15 a.m. and the Metro Council convened in executive session pursuant to ORS 192.660(2)(d).

Respectfully submitted,



Anne Buzzini, Council Legislative Advisor

**3.4 Consideration of the March 13, 2025 Council Meeting
Minutes**
Consent Agenda

Metro Council Meeting
Thursday, April 17, 2025

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, March 13, 2025

10:30 AM

This Council meeting will adjourn to an Executive Session.

**Metro Regional Center, Council chamber,
<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
888-475-4499 (toll free)**

Council meeting

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.

You can join the meeting on your computer or other device by using this link:

<https://zoom.us/j/615079992> (Webinar ID: 615 079 992)

1. Call to Order and Roll Call

Deputy Council President Simpson called the Metro Council Meeting to order at 10:30 a.m.

Present: 4 - Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Juan Carlos Gonzalez, and Ashton Simpson

Excused: 3 - Council President Lynn Peterson, Councilor Duncan Hwang, and Councilor Christine Lewis

2. Public Communication

There was no public testimony.

3. Consent Agenda

- 3.1 **Resolution No. 25-5464** For The Purpose Of Amending Nine Existing Metro Regional Flexible Funding Allocation (RFFA) Projects With Awarded FFY 2025 Redistribution Supplemental Funding Into The 2024-27 MTIP

Attachments: [Resolution No. 25-5464](#)
[Exhibit A to Resolution No. 25-5464](#)
[Staff Report](#)
[Attachment 1 - Approved Resolution No. 24-5414](#)
[Attachment 2 - Current Project STIP Programming Tables](#)

- 3.2 **Resolution No. 25-5465** For the Purpose of Canceling an ODOT Rail Hazards Safety Project and Adding Three New Metro Planning Studies to the 2024-27 MTIP

Attachments: [Resolution No. 25-5465](#)
[Exhibit A to Resolution No. 25-5465](#)
[Staff Report](#)

No discussion.

A motion was made by Councilor Nolan, seconded by Councilor Gonzalez, to adopt items on the consent agenda. The motion passed by the following vote:

Aye: 4 - Councilor Nolan, Councilor Rosenthal, Councilor Gonzalez, and Simpson

Excused: 3 - Council President Peterson, Councilor Hwang, and Councilor Lewis

4. Chief Operating Officer Communication

There was none.

5. Councilor Communication

There was none.

6. Adjourn to Executive Session

There being no further business, Deputy Council President Simpson adjourned the Metro Council Meeting at 10:35 a.m.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Anne Buzzini". The signature is fluid and cursive, with the first name "Anne" and last name "Buzzini" clearly distinguishable.

Anne Buzzini, Legislative Coordinator

**3.5 Consideration of the March 20, 2025 Council Meeting
Minutes**
Consent Agenda

Metro Council Meeting
Thursday, April 17, 2025

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, March 20, 2025

10:30 AM

**Metro Regional Center, Council chamber,
<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
888-475-4499 (toll free)**

Council meeting

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:30 a.m.

Present: 7 - Council President Lynn Peterson, Councilor Duncan Hwang, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Juan Carlos Gonzalez, Councilor Christine Lewis, and Ashton Simpson

2. Public Communication

Veronica Freisen, a contracted prep cook at Oregon Convention Center, shared experiences of event-based workers related to new import of pre-made items and loss of days of work, impacting health insurance eligibility.

Alex Hanson, hot cook at Oregon Convention Center, expressed frustration and confusion about new food items that are not made in-house, resulting in loss of unemployment benefits and sick hours for employees missing shifts.

3. Consent Agenda

- 3.1 **Resolution No. 25-5470** For the Purpose of Providing 2019 Parks and Nature Bond Funds to Oregon State University to Acquire Property in the Multnomah Channel Headwaters Target Area

Attachments: [Resolution No. 25-5470](#)
[Staff Report](#)

No discussion.

A motion was made by Councilor Hwang, seconded by Councilor Gonzalez, that this item be adopted. The motion passed by the following vote:

Aye: 6 - Councilor Hwang, Councilor Nolan, Councilor Rosenthal, Councilor Gonzalez, Councilor Lewis, and Simpson

Excused: 1 - Council President Peterson

- 3.2 **Resolution No. 25-5476** For the Purpose of Appointing New Public Engagement Review Committee Members

Attachments: [Resolution 25-5476](#)
[Staff Report](#)
[Attachment 1 - New Member Biographies](#)

No discussion.

A motion was made by Councilor Hwang, seconded by Councilor Gonzalez, that this item be adopted. The motion passed by the following vote:

Aye: 6 - Councilor Hwang, Councilor Nolan, Councilor Rosenthal, Councilor Gonzalez, Councilor Lewis, and Simpson

Excused: 1 - Council President Peterson

3.3 Resolution No. 25-5477 For the Purpose of Re-Appointing Members to the Natural Areas and Capital Program Performance Oversight Committee

Attachments: [Resolution No. 25-5477](#)
[Exhibit A to Resolution No. 25-5477](#)
[Staff Report](#)

No discussion.

A motion was made by Councilor Hwang, seconded by Councilor Gonzalez, that this item be adopted. The motion passed by the following vote:

Aye: 6 - Councilor Hwang, Councilor Nolan, Councilor Rosenthal, Councilor Gonzalez, Councilor Lewis, and Simpson

Excused: 1 - Council President Peterson

4. Resolutions

4.1 **Resolution No. 25-5471** For the Purpose of Amending the FY 2024-25 Budget and Appropriations Schedule and FY 2024-25 Through FY 2028-29 Capital Improvement Plan to Provide for Changes in Operations

Presenter(s): Cinnamon Williams (she/her), Financial Planning Director
Amanda Akers (she/her), Budget Manager

Attachments: [Exhibit A to Resolution No. 25-5471](#)
[Exhibit B to Resolution No. 25-5471](#)
[Staff Report](#)
[Attachment 1 - Summary of March 2025 Amendments](#)
[Attachments 2-5 - Capital Improvement Plan Changes](#)
[Resolution No. 25-5471](#)

Councilor Rosenthal asked about future improvements at the Oregon Zoo; staff confirmed that those costs are covered by bond funds.

Staff confirmed for Councilor Hwang that the proposed amendments provided necessary flexibility for closing costs and shifting property values.

A motion was made by Councilor Hwang, seconded by Councilor Rosenthal, that this item be adopted. The motion passed by the following vote:

Aye: 6 - Councilor Hwang, Councilor Nolan, Councilor Rosenthal, Councilor Gonzalez, Councilor Lewis, and Simpson

Excused: 1 - Council President Peterson

4.2 **Resolution No. 25-5472** For the Purpose of Approving Fiscal Year 2024-25 Funding for a Grant Funded with Construction Excise Tax

Presenter(s): Serah Breakstone, Principal Regional Planner

Attachments: [Resolution 25-5472](#)
[Exhibit A to Resolution No. 25-5472](#)
[Staff Report](#)
[Attachment 1 - 25Q1 Grant Applications Summary](#)

Staff reviewed the 2040 Planning and Development Grant application process and criteria and recommended one project for funding, Tom McCall Waterfront Park Bowl Redevelopment.

Councilor Rosenthal asked for a timeline and whether river access would increase or impact existing functions. Staff replied it is a 2-year process and that river access is a

priority.

Councilor Gonzalez asked about Clackamas County's application, and staff replied that the review committee lacked specificity in terms of project elements, timeline, engagement and support. Staff noted the County is engaging in additional planning, and President Peterson asked staff to support County efforts for a more successful application in the future.

Councilor Hwang hoped for more applications that center housing in future rounds.

A motion was made by Councilor Gonzalez, seconded by Councilor Hwang, that this item be adopted. The motion passed by the following vote:

Aye: 7 - Council President Peterson, Councilor Hwang, Councilor Nolan, Councilor Rosenthal, Councilor Gonzalez, Councilor Lewis, and Simpson

4.3 **Resolution No. 25-5459** For the Purpose of Adopting the Regional System Facilities Plan

Presenter(s): Marta McGuire (she/her), Director, Waste Prevention and Environmental Services
Estee Segal (she/her), Principal Planner

Attachments: [Resolution no. 25-5459](#)
[Staff Report](#)
[Exhibit A -Regional System Facilities Plan](#)
[Attachment 1 - Phase 4 Draft Plan Engagement Report](#)
[Attachment 2 - RWAC meeting minutes draft](#)

Staff reviewed the process for developing the proposed plan, including engagement with stakeholders. Presenters shared experiences from the Community Advisory Group and the demonstrated need for new resources.

Councilors Lewis and Simpson clarified with staff their

interpretation of descriptions and visuals in the plan related to recycling and reuse depots.

Councilor Gonzalez asked about increased costs and the future of the Cornelius property. Staff responded that costs can be structured with reliability and will be reviewed by the Regional Waste Advisory Committee, and that there is flexibility in the use of the Cornelius property.

Councilor Nolan stressed the importance of utilizing existing facilities in our system and reported that RWAC that organics were a priority for the committee. They also asked for clarity about how the plan will impact fees.

Council heard public comment on the resolution (see below) before deliberation.

Councilor Rosenthal asked for information about RWAC's recommendation; Councilor Lewis replied that the Council liaisons have shared that information.

Councilor Nolan related the plan's proposals to the advantages of the region's unique public-private waste system and appreciated RWAC's partnership.

Councilor Gonzalez highlighted the engagement necessary to implement the plan moving forward, and Councilor Lewis highlighted the importance of community benefits and access to services.

President Peterson recalled the adoption of the 2030 Regional Waste Plan, rising costs and changing needs since, and the balance between service and cost to residents.

A motion was made by Simpson, seconded by Councilor Lewis, that this item be adopted. The motion passed by

the following vote:

Aye: 7 - Council President Peterson, Councilor Hwang, Councilor Nolan, Councilor Rosenthal, Councilor Gonzalez, Councilor Lewis, and Simpson

4.3.1

Public Hearing for Resolution No. 25-5459

Kristin Leichner, Pride Disposal and Pride Recycling, shared concern about the rate increases to ratepayers and local governments and whether the proposed investments result in meaningful diversion of waste from the landfill.

Beth Vargas Duncan, Oregon Refuse and Recycling Association, supported funding for existing facilities and expansion of the existing collection system, and opposed the proposed reuse mall.

Cindy Rogers, Republic Services, supported more household hazardous waste collection and new options for curbside recycling and opposed the proposed reuse mall and the total cost of the plan.

AJ Simpson, City of Roses Disposal, supported a private, public, and philanthropic partnership to strengthen the waste system.

Peter Brandom, City of Cornelius, spoke on behalf of City Council to support the plan and emphasized the importance of self-haul options for rural communities.

Audrey O'Brien, Oregon Department of Environmental Quality, appreciated the opportunities for stakeholder input during plan development.

Milka Mendez, Community Advisory Group member, emphasized the importance of protecting the environment when disposing of waste.

5. Chief Operating Officer Communication

COO Madrigal announced recruitment for the Committee on Racial Equity.

6. Councilor Communication

Councilor Lewis, legislative liaison, reported on the 2025 Oregon Legislative Session.

Councilor Gonzalez, JPACT chair, reported on committee votes on Rose Quarter and the Regional Flexible Funding Allocation.

Councilor Rosenthal shared findings from EcoNorthwest on the future of homelessness. President Peterson added data from that presentation about visible and invisible homelessness, and she announced the opening of a new housing project in Tigard.

7. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 1:00 p.m.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Anne Buzzini".

Anne Buzzini, Council Legislative Advisor