



ADOPTION DRAFT

2026-2027 Unified Planning Work Program

Transportation planning in the
Portland/Vancouver metropolitan area

May 2026

oregonmetro.gov

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Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region. The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process strives for a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds. Together, JPACT and the Metro Council serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions. This means JPACT approves MPO decisions and submits them to the Metro Council for adoption. The Metro Council will adopt the recommended action or refer it back to JPACT with a recommendation for amendment.

The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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TO BE ADDED

2026-27 Unified Planning Work Program Resolution Adopted by Metro Council



Unified Planning Work Program (UPWP) overview

PORTLAND METROPOLITAN AREA UNIFIED PLANNING WORK PROGRAM (UPWP) OVERVIEW

Introduction

The Unified Planning Work Program (UPWP) is developed annually, and documents metropolitan transportation planning activities performed with federal transportation funds and other planning activities that are regionally significant. The UPWP is developed by 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 2026-2027 (from July 1, 2026 to June 30, 2027).

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). This distinction is necessary due to rules about how Federal planning funding may be spent. See federal requirements at this [website](#).

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

<p>Regional Transportation Plan (RTP)</p>	<p>Serves as both the Metropolitan Transportation Plan for federal purposes and the Regional Transportation System Plan (RTSP) for Oregon statewide planning purposes. Establishes regional policy, performance measures and targets and a 20-plus year list of transportation investments for the region. It is 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.</p>
<p>Regional Transportation Functional Plan (RTFP)</p>	<p>Establishes transportation planning requirements for cities and counties in the Metro region that build upon state and federal requirements. Updated periodically, usually in tandem with an RTP update.</p>
<p>Metropolitan Transportation Improvement Program (MTIP)</p>	<p>Four-year program of regionally significant transportation investments in the Metro region. Updated every three years and amended monthly.</p>
<p>Unified Planning Work Program (UPWP)</p>	<p>Annual program of federally funded transportation planning activities in the Metro region (including ODOT and locally-led planning projects). Includes Metro's annual self-certification with federal planning requirements.</p>

Organization of UPWP

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

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

- Metro led 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 staff 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, 2026 through June 30, 2027. During the consultation, public review and adoption process for the 2026-2027 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

The 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 congestion management process and supporting policies and performance measures that inform the identification of needs and near- and long-term investment priorities.
- 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 April 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, 2026
Title VI Plan	Adopted in October 2025	Scheduled for October 2028
Title VI Program	Updated in October 2024	Scheduled for October 2027
Limited English Proficiency Plan	Updated in October 2024	Scheduled for October 2027
Public Participation Plan	Adopted in March 2024	Scheduled for March 2029
ADA Self-Evaluation & Facilities Update Plan	Adopted at the end of each fiscal year	Scheduled for June 2026

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)
- Federal Aid Urban Boundary (FAUB)

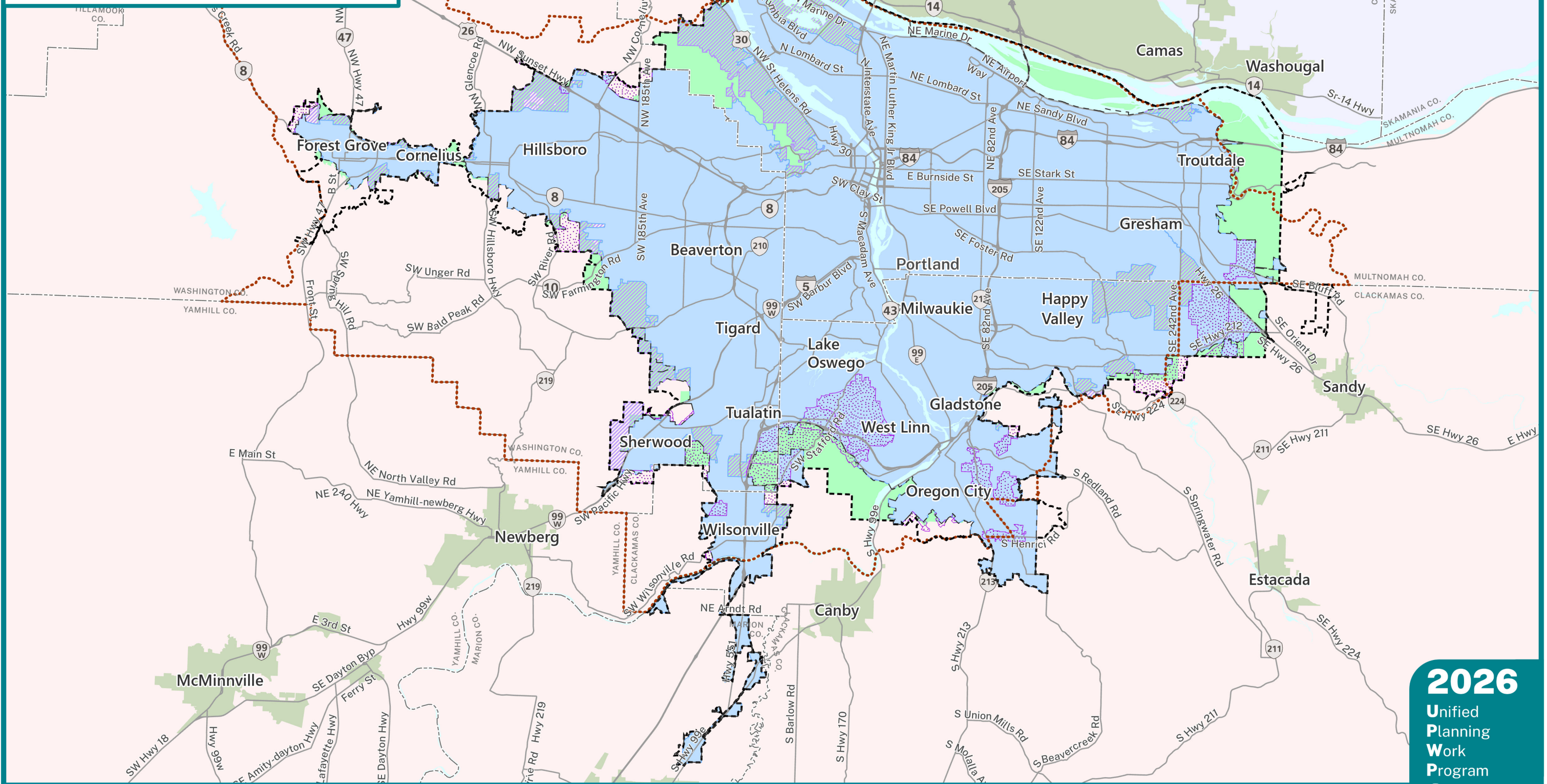
First, Metro’s jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. This boundary represents the Metro district as established by the voters in the region.

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)
- Federal-Aid Urban Boundary (2024)
- Oregon
- Washington



Source: Metro, US Census



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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.

A sixth boundary is the Federal Aid Urban Boundary (FAUB), which is an adjusted boundary line surrounding a U.S. Census-defined urban area (minimum 5,000 population) used by the FHWA to determine eligibility for federal transportation funding.

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 RTP goals and objectives adopted by JPACT and the Metro Council 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 will be either elected officials or principal staff representatives from Clark County, the City of Vancouver, the Washington Department of Transportation, the Southwest Washington Regional Transportation Council and C-TRAN. 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 staff also update JPACT on the transportation-related land use actions of MPAC.

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 Committee](#) advises the Metro Council on engagement priorities and ways to engage community members in regional planning activities consistent with adopted public engagement policies, guidelines and best practices.

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 [Affordable Housing Bond 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 planning work in the 82nd Avenue Transit Project, Tualatin Valley Highway Transit and Safety 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 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 also meet federal requirements for performance base planning and implementation of the congestion management process.
- 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 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 Local Funds – Metro support from Metro general fund or other sources provided in addition to any required match.

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.

Personnel Services - Direct expenses for salaries, wages, and fringe benefits of Metro employees.

Materials and Services - Direct expenses for contractual services, materials, supplies and other charges that are not Personnel Services.

Indirect Costs - Metro’s federally allowable overhead expenses, including costs of central services from the Cost Allocation Plan.



Metro-Led Regionwide Planning

Transportation Planning

Staff Contact: Kim Ellis (kim.ellis@oregonmetro.gov)

Description

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

- Periodic amendments to the RTP and UPWP
- Periodic endorsements of locally preferred alternatives (LPAs) for major projects in the region
- Periodic updates to the regional growth forecast
- Periodic updates to the regional revenue forecasts
- Maintenance of RTP project database and RTP geospatial data
- Policy and technical support for regional corridor and investment area planning and RTP implementation
- Coordination to support ongoing transportation model updates and enhancements
- Policy and technical support for implementation of the regional mobility and congestion management process
- Compliance with federal performance measures
- Coordination and collaboration with Portland State University and local, regional and state partners

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 and requirements:

- 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 updates to the urban growth report and Future Vision
- Policy, technical support and coordination with local government Transportation System Planning efforts, including participation on TSP advisory committees and ensuring consistency of TSPs with the RTP
- Collaboration in statewide transportation policy, planning and rulemaking
- Collaboration with Oregon's MPOs through the Oregon MPO Consortium (OMPOC)

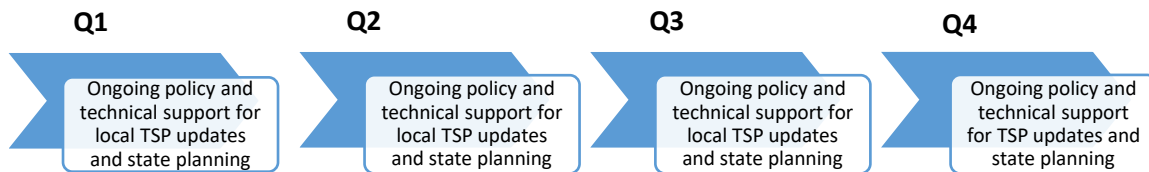
In addition to supporting local governments on transportation planning efforts, Metro's transportation planning program involves ongoing, close coordination with the Oregon Department of Transportation (ODOT), SMART and TriMet, our major state and regional partners in transportation related to implementation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

Work completed in FY 2025-26:

- Start-up and convening three Regional Transportation System Plan Coordination Group meetings
- Endorsement of locally preferred alternatives (LPAs) for three major transit projects – 82nd Avenue Transit Project, Tualatin Valley Transit and Safety Project, and Montgomery Park Streetcar Extension Project
- Amendments to the Regional Transportation Plan to reflect endorsed LPAs for the three major transit projects
- Participation in TSP updates for the cities of Beaverton, Gresham, Milwaukie, Portland, Sherwood, and Tualatin and Clackamas County.
- Scoping for the 2028 Regional Transportation Plan update to develop work plan and engagement plan to guide the update.
- Migration of RTP project database to a new Project Tracker data management system that integrates RTP project data with project data for the Metropolitan Transportation Improvement Program (MTIP).

In 2026-27, major efforts within this program include addressing corrective and recommended actions from the 2025 Certification review related to financial planning and project prioritization in the RTP, continuation of ongoing technical and policy support of local TSP updates and statewide transportation planning activities, including a major update to the Oregon Highway Plan. The OHP update will advance implementation of the mobility policy adopted in the 2023 RTP, new policies and actions adopted in the Oregon Transportation Plan in 2023 and the [2024-28 Strategic Action Plan](#) adopted by the Oregon Transportation Commission. Implementation and refinement of the new Project Tracker data management system will continue and support the 2028 RTP Call for Projects. Staff will also support the Community Transportation Academy at Portland State University (PSU) and its efforts to engage the public in transportation planning processes.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:

Personnel Services	\$ 893,020
Materials & Services	\$ 102,800
Indirect Costs	\$ 629,579

Resources:

PL	\$ 480,570
PL Match (ODOT)	\$ 32,766
PL Match (Metro)	\$ 22,237
5303	\$ 349,167
5303 Match (Metro)	\$ 39,964
STBG	\$ 223,364

STBG Match (Metro)	\$ 25,565
Community	\$ 38,283
Transportation	
Academy (ODOT Grant)	
Community	\$ 4,382
Transportation	
Academy (ODOT Grant)	
Match (Metro)	
Metro Local Funds	\$ 379,102
Local Support	\$ 30,000

TOTAL \$ 1,625,399

TOTAL \$ 1,625,399

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, Oregon Transportation Plan policies related to low-carbon transportation designs and investments that support low carbon travel (walking, biking and transit) to reduce reliance on single-occupancy vehicles, 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 25-26 deliverables and milestones included:

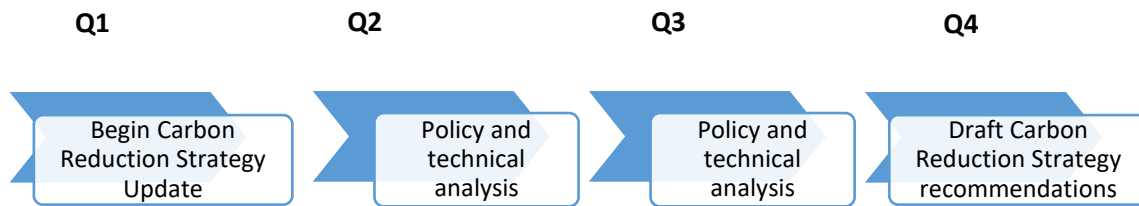
- Provided technical and policy support for carbon reduction and monitoring at the local, regional and state levels, including:
 - o participation in DLCD review of OAR Division 44;
 - o coordination with the statewide CFEC Program implementation; and
 - o submission of annual CFEC implementation report to DLCD.
- Received LCDC approval of the 2023 Major CFEC Report and recommendations and corrective actions.
- Coordination with Metro Data Resource 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, policy and legislative support to the Metro Council and agency leadership, including:
 - o participation in internal task force to identify opportunities for coordination of carbon reduction and resilience work across Metro departments;
 - o completion of the Cooling Corridors Study to identify areas of heat risk in the region and potential strategies to address extreme heat; and
 - o identification of potential Metro actions for an agency-wide action plan.

Anticipated work in FY 26-27 includes:

- Begin an update to the region’s Carbon Reduction Strategy. This work was paused in FY 25-26 to follow LCDC consideration of the 2023 Major CFEC Report and completion of the EPA Comprehensive Action Plan. The update will be an element of the 2028 RTP update and address corrective actions approved by LCDC in January 2025.
- Coordination with Metro Data Resource 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.
- 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.

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

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 343,498	STBG	\$ 525,516
Materials & Services ¹	\$ 220,000	STBG Match (Metro)	\$ 60,148
Indirect Costs	\$ 242,166	Metro Local Funds	\$ 220,000
TOTAL	\$ 805,664	TOTAL	\$ 805,664

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

Regional Transportation Plan Update (2028)

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

Description

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

In addition to meeting federal requirements, the plan serves as the regional transportation system plan (TSP), consistent with Statewide Planning Goals, the [Oregon Transportation Planning Rule](#) (TPR), the [OAR Division 44](#) and the [Oregon Transportation Plan](#) and its modal and topical plans. The plan also addresses a broad range of regional planning objectives, including implementing the [2040 Growth Concept](#) – the region’s adopted land use plan – and the [Carbon Reduction Strategy](#) – the region’s adopted strategy for reducing carbon emissions from cars and small trucks.

Federal regulations require an update to the RTP every five years. The last update to the plan was adopted in November 2023. The next update is due for completion by November 30, 2028, when the current plan expires. The 2028 RTP update will continue to use an outcomes-driven, performance-based planning approach to advance RTP policy priorities. The update also provides an opportunity to incorporate information and recommendations from relevant local, regional and state planning efforts and policy updates completed since 2023. Consultant services are anticipated for communications, engagement and consultation, transportation project-related planning analysis, and revenue forecasting-related analysis.

The 2023 RTP update will continue into FY 2027-28.

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

Work completed in FY 2025-26:

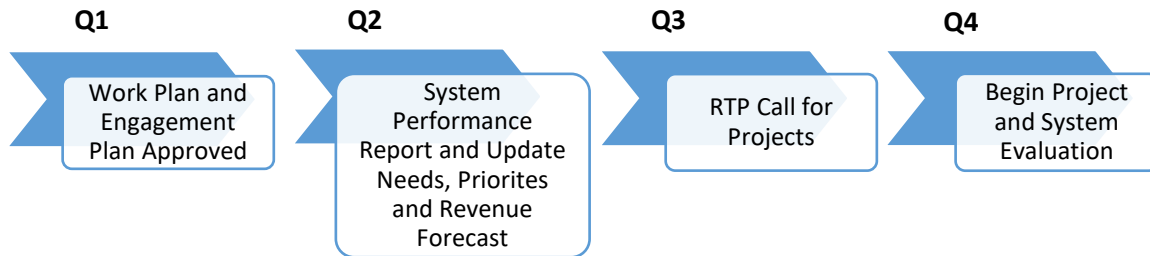
- Initiated scoping activities for the 2028 RTP update, including:
 - prepared regional data/models/tools
 - identified key trends, challenges, opportunities, and priorities to be the focus of the update
 - conducted consultation and engagement activities
 - refined project-level and system evaluation measures and methods, as needed, to support evaluation process as recommended in Chapter 8 of the 2023 RTP; and

- created inventory of information and recommendations from relevant local, regional and state planning efforts and policy updates completed since 2023 to inform development of the work plan and public engagement plan for the 2028 RTP update
- participated in statewide long-range revenue forecast committee convened by ODOT
- Developed work plan and public engagement plan to guide the 2028 RTP update

Anticipated work in FY 2026-27:

- Conduct engagement and consultation activities in support of the plan update
- Prepare needs analysis and system performance report
- Update transportation needs and priorities
- Develop draft revenue forecast, documenting the methods and inflation factor used to determine year-of-expenditure (YOE) project costs and strategies for ensuring availability new funding sources assumed in the forecast
- Conduct RTP Call for Projects
- Begin project and system performance analysis
- Refine RTP investment priorities (project lists)

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 1,692,020	PL	\$ 1,224,268
Materials & Services ¹	\$ 403,000	PL Match (ODOT)	\$ 83,473
Indirect Costs	\$ 1,192,874	PL Match (Metro)	\$ 56,650
		STBG	\$ 569,027
		STBG Match (Metro)	\$ 65,128
		Metro Local Funds	\$ 1,289,349
TOTAL \$ 3,287,894		TOTAL \$ 3,287,894	

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

Metropolitan Transportation Improvement Program (MTIP)

Staff Contact: Jean Senechal Biggs, jean.senechalbiggs@oregonmetro.gov

Description

The MTIP identifies the four-year program of projects from the approved long range Regional Transportation Plan (RTP) to receive funding for implementation. It ensures that the program of projects meets federal program requirements and informs the region on the expected performance of the program of projects relative to adopted 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 approval 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, utility relocation, 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. A performance evaluation of the program of projects assesses anticipated outcomes with these new investments being implemented according to their programming timeframes. To enhance the accuracy of programming 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 MTIP requirements, demonstrates fiscal constraint over the updated MTIP's first four-year period, evaluates the outcomes of the four-year program, 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) set-aside federal funding programs, 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 fund exchange 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 policy goals and objectives to inform their prioritization for funding.

Work completed in FY2025-26 (July 2025-June 2026):

- *Completion of the 2028-30 RFFA process.* Metro completed the allocation of federal fiscal year revenues for 2028-30 in the first quarter of state fiscal year 2025-26. This allocation process included a call for projects, project evaluation, public comment period and MPO decision process. These RFFA process elements incorporated new policy direction from the 2023 RTP, an update from the previous allocation cycle. (Quarter 1 of FY25-26)
- *Finalization of the 2027-30 MTIP pending adoption.* Metro worked in coordination with federal transportation funding administrative agencies (ODOT, TriMet and SMART) and the region's transportation stakeholders on the cooperative development of the 2027-30 TIP. This included coordination with the 2028-30 RFFA process, regional investment policy input to the funding allocation processes of ODOT and the region's transit agencies, performance evaluation of the programming of projects, public comment, and documentation of this cooperative development. Adoption of the 2027-30 MTIP is scheduled for July 2026. (End of FY 25-26)
- *Implementation of transportation projects and programs from the Regional Flexible Fund Allocation.* Metro began preparations to implement the transportation projects and programs previously awarded regional flexible funds and ready them to enter the federal aid project delivery process beginning in federal fiscal year 2028. Metro staff worked with ODOT Region 1 staff and local agency staff on an on-going basis to ensure the selected projects completed the steps necessary to obligate their funds and proceed to implementation. Additionally, Metro staff continue to administer and monitor those projects previously awarded regional flexible funds but then had federal funds exchanged for local funding. (On-going)
- *Published the Federal Fiscal Year (FFY) 2024-25 Obligation report.* All project obligations for federal fiscal year 2024-25 were confirmed and documented in the annual obligation report. The obligation report published in the second quarter of the fiscal year. (Quarter 2 in FY25-26)
- *FFY 2024-25 Funding Obligation Targets Reporting and Adjustment of Programming.* Metro monitors and actively manages an obligation target for MPO allocated funds (STBG/TA set-aside, CMAQ, CRP) each fiscal year. This is a cooperative effort with ODOT and the other Oregon Transportation Management Area MPOs (TMA MPOs). If the region meets its obligation targets for the year, the region is 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 reported on the region's performance in obligating funds in FFY 2024-25 relative to the schedule of project funds scheduled to obligate and worked 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)

- *Launch and implementation of the new Project Tracker data management system.* As a part of a broad transportation project tracking system, MTIP staff continued to work in cooperation with other MPOs in the state, ODOT and transit agencies to implement and refine a data management system to improve MTIP administrative capabilities. In Q1 FY 2025-26, Metro launched the MTIP module of the new Project Tracker database, populating it with project and programming data and utilizing its reporting capabilities. Metro remains in active discussion to develop additional modules of the database, such as a long-range planning project module to build and manage the RTP project list. (On-going)

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

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

Anticipated work in FY2026-27 (July 2026 - June 2027).

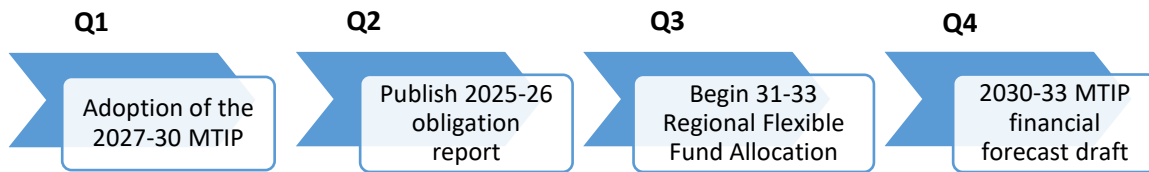
- *Adoption of the 2027-30 MTIP.* Metro Council is scheduled to consider taking action to adopt the 2027-30 MTIP in July 2026. Upon approval, Metro will transmit the adopted 2027-30 MTIP to the Governor for inclusion without change in the 2027-30 MTIP.
- *Kickoff of the 2031-33 RFFA process.* Metro will begin the next allocation cycle for the anticipated regional flexible funds available in federal fiscal years 2031-33. Initial allocation process activities include the development of the Program Direction statement which outlines the focused 2023 RTP policy objectives to emphasize as part of the allocation, outlining the call for project process. (Quarter 3 of FY26-27)
- *Begin 2030-33 MTIP Development.* Working in coordination with federal transportation funding administrative agencies (ODOT, TriMet and SMART) and the region's transportation stakeholders, begin the cooperative development process for the 30-33 TIP. Initial activities include development of the STIP and MTIP schedules for mutual coordination with ODOT to help ensure consistency between the STIP and MTIP, developing the MPO area financial forecast, and outlining regional investment policy input to the funding allocation processes administered by ODOT and the region's transit agencies. (Quarter 2 of FY 26-27)
- *Continued implementation of transportation projects and programs from the Regional Flexible Fund Allocation.* Continue to support ODOT and local agency partners to ready transportation projects and programs previously awarded regional flexible funds to enter the federal aid project delivery process beginning in federal fiscal year 2028. (On-going)

- *Publish the Federal Fiscal Year (FFY) 2025-26 Obligation report.* Confirm and report on all project obligations for federal fiscal year 2025-26 in the annual obligation report document. (Quarter 2 in FY2026-27)
- *FFY 2025-26 Funding Obligation Targets Reporting and Adjustment of Programming.* Continuation of Metro’s monitoring and active management of the MPO obligation target for MPO allocated funds (STBG/TA set-aside, CMAQ, CRP) each fiscal year. This is a cooperative effort with ODOT and the other Oregon TMA MPOs. MTIP staff to monitor and report on the region’s performance in obligating funds in FFY 2025-26 relative to the schedule of project funds scheduled to obligate and worked with ODOT to adjust revenue projections and project programming. (October 2026 report on FFY 2025-26 performance, January 2027 report to establish FFY 2026-27 target amount)
- *Continued implementation and refinement of the new Project Tracker data management system.* As a part of a broad transportation project tracking system, MTIP staff continue to work in cooperation with other MPOs in the state, ODOT and transit agencies to implement, refine, and operate a data management system to improve MTIP administrative capabilities. Metro plans to launch an online version of the database accessible to the public following adoption of the 2027-30 MTIP. Possible development of additional modules of the database to enhance administrative and comprehensive reporting abilities. (On-going)

Expected MTIP work program elements that are on-going throughout the year without scheduled milestones 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 2026-27 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 1,070,775	PL	\$ 782,352

Materials & Services ¹	\$ 519,800	PL Match (ODOT)	\$ 53,343
Indirect Costs	\$ 754,896	PL Match (Metro)	\$ 36,201
		STBG	\$ 448,650
		STBG Match (Metro)	\$ 51,350
		Metro Local Funds	\$ 973,575
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TOTAL	\$ 2,345,471	TOTAL	\$ 2,345,471

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

Air Quality Program

Staff Contact: Grace Morris, grace.morris@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 Oregon Department of Environmental Quality (DEQ) and the Environmental Quality Commission (EQC) oversee implementation of the SIP. 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 RTP policy.

Work completed FY 2025-26 included:

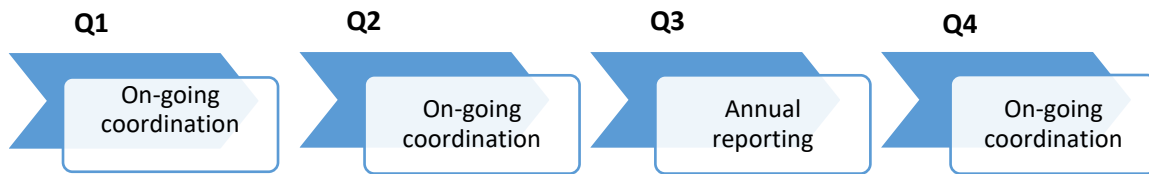
- Participation in quarterly U.S. EPA Region 10 transportation conformity meetings.
- Participation in the annual Oregon statewide transportation conformity meeting.
- Implementation of MOVES4.
- Providing Oregon DEQ an annual update on the region's vehicle miles traveled per capita per required SIP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

- By request, participation in NEPA reviews for the air quality section for major projects in development in the region.

Anticipated work to be completed in FY 2026-27 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 annual 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 2026-27 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 10,394	STBG	\$ 15,902
Indirect Costs	\$ 7,328	STBG Match (Metro)	\$ 1,820
TOTAL	\$ 17,722	TOTAL	\$ 17,722

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 carbon reduction targets in OAR Division 44. In 2018, Metro Council and JPACT 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. In 2023, Metro Council and JPACT adopted an updated High Capacity Transit (HCT) Strategy that prioritizes HCT investments across the region. Together, the Regional Transit Strategy and Regional High Capacity Transit Strategy provide a roadmap for making regional transit investments over time in collaboration with transit providers and state and local government partners across the region.

During FY 2026-27, work will include:

- Work to finalize the Community Connector Transit (CCT) Study, which is building from the high-capacity transit network re-envisioned in the 2023 RTP and 2023 HCT Strategy 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.
- Identifying proposed revisions to 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 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 and Regional High Capacity Transit Strategy through plans and capital projects
- Periodic support for major transit planning activities in the region
- Coordination with local, regional and state transit planning officials and transit providers

During FY 2025-26, the program supported:

- A monthly transit highlight report for Metro committees
- Transit planning for local Transportation System Plans

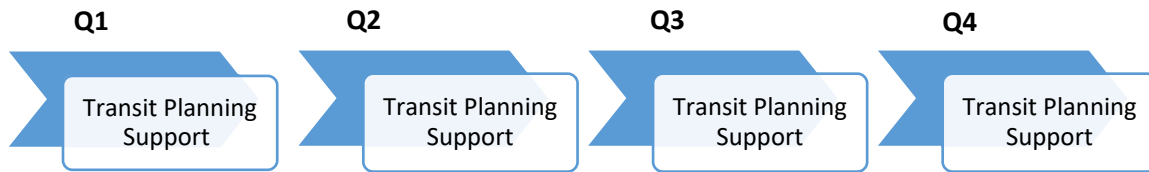
FY 2026-27 Unified Planning Work Program

- TriMet’s Forward Together (Phase I and II) and FX Implementation plans and HB 2017 Transit Advisory Committee

During FY 2026-27, the program will continue to support:

- A monthly transit highlight video/report for Metro committees
- Transit planning support for local Transit Development Plans and Transportation System Plans
- Transit planning for updates to the Regional Transportation Plan and Carbon Reduction Strategy
- TriMet’s HB 2017 Transit Advisory Committee
- Convening of a periodic Metro Transit Forum to exchange ideas and information and have open discussion about local, regional and state transit projects, planning and implementation in the region

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:

Personnel Services	\$ 79,626
Indirect Costs	\$ 56,136

Resources:

PL	\$ 57,554
PL Match (ODOT)	\$ 3,924
PL Match (Metro)	\$ 2,663
Metro Local Funds	\$ 71,621

TOTAL \$ 135,762

TOTAL \$ 135,762

Regional Freight Program

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

Description

The Regional Freight Program leads updates to and implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and the Regional Freight Strategy. The program provides guidance to jurisdictions in local transportation system 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 coordination with local, regional and state freight partners are also key elements of Metro’s freight planning program.

Metro’s freight planning program also coordinates with and participates in periodic updates to 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 RTP 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 policies in the 2023 RTP.

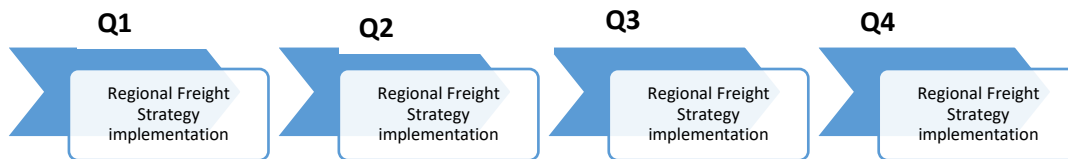
Work completed in FY 2025-26:

- Updated the Regional Freight Strategy to incorporate new information and recommendations from the Regional Freight Delay and Goods Movement Study
- Ongoing participation in OFAC and PFC meetings

Work anticipated in FY 2026-27

- Local TSP update freight planning support
- Ongoing participation in OFAC and PFC meetings

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources			
Requirements:		Resources:	
Personnel Services	\$ 79,400	STBG	\$ 121,474
Indirect Costs	\$ 55,977	STBG Match (Metro)	\$ 13,903
TOTAL	\$ 135,377	TOTAL	\$ 135,377

Complete Streets Program

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

Description

Metro’s Complete Streets Program advances implementation of the Regional Transportation Plan (RTP) and the 2040 Vision for safe, walkable, bikeable, and transit-supportive centers, neighborhoods, and corridors. The program supports local jurisdictions in designing and constructing transportation projects that improve safety and mobility for all users while contributing to broader regional goals for carbon reduction, economic vitality, affordable travel options and reduced pollution and stormwater runoff.

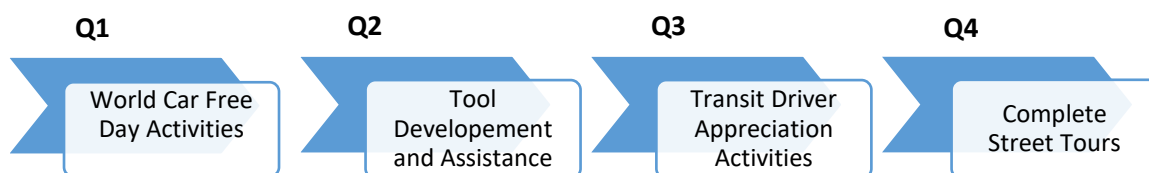
In FY 2025–26, program activities focused on maintaining regional resources, providing targeted technical assistance, and ensuring alignment between Metro’s design guidance and local planning efforts. Activities included:

- Provided technical assistance for local Transportation System Plans, corridor studies, and project design efforts.
- Provided technical support to the development of the Cooling Corridors Study
- Supported Metro and local partners in applying Complete Streets principles through project development and funding processes.
- Began planning for Metro led, in-person, Complete Street activities such as World Car Free Day and Complete Street walking and bike tours.

In FY 2026-27 the Complete Streets Program will:

- Maintain and expand the Designing Livable Streets and Trails webpage and photo library to support local partners and enhance regional design consistency.
- Continue to provide technical assistance for local Transportation System Plan updates and related updates to street codes, corridor planning, and design projects.
- Develop new resources and tools to increase understanding and application of the Designing Livable Streets and Trails Guide and related design policies.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:

Personnel Services	\$ 173,672
Materials & Services	\$ 4,000
Indirect Costs	\$ 122,439

Resources:

PL	\$ 127,226
PL Match (ODOT)	\$ 8,675
PL Match (Metro)	\$ 5,887
PL Set Aside ¹	\$ 133,934
Metro Local Funds	\$ 24,389

TOTAL \$ 300,111

TOTAL \$ 300,111

¹ The IIJAL § 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 advances & implements RTP goals and policies with the aim of reducing drive-alone auto trips and personal vehicle miles of travel and increasing the 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.

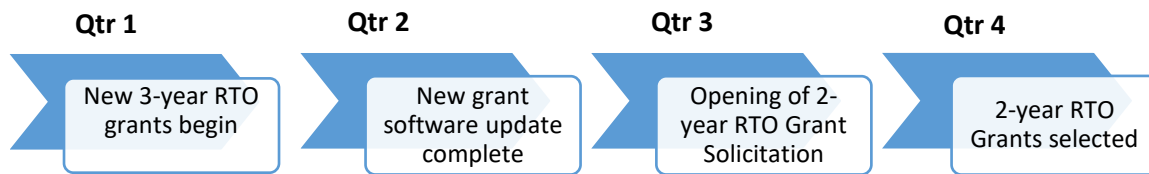
Highlights of work completed in FY2025-26 (July 2025 - June 2026):

- The Regional TDM Strategy, and an accompanying update to the RTO program-specific Strategy, were completed. The plans were brought to TPAC, JPACT and Metro Council for adoption. Implementation will occur directly following adoption, with integration of recommendations informing the RTO grants that begin July 1 2026.
- Grants: The first, and primary round of funding for the FY2027-2029 RTO Grant Cycle opened in early 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.
- Signed grant agreement with the Safe Streets for All program to deliver SRTS programming with partners

Anticipated work in FY 2026-2027 (July 2026 – June 2027)

- TDM Strategy implementation begins with new grant agreements starting July 1, 2026. The first round of grants will be 3-year grants, delivering TDM services in the region by Core Partners.
- Launching a new grant software, and first 'open' call for RTO projects will open in January 2027, after a pilot phase with Core Partners. The 'open call' for RTO projects will include 2-year project-focused grants, with grants selected and finalized by June 30, 2027.
- If Metro's grant agreement with USDOT & NHTSA is signed for the SS4A SRTS project, FY 2026-2027 will be the first school year Metro delivers programming with partners.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 803,143	RTO/Safe Routes (FTA Grant)	\$ 3,939,180
Materials & Services ¹	\$ 4,098,845	RTO/Safe Routes (FTA Grant) Match (Metro)	\$ 147,284 ²
Indirect Costs	\$ 566,216	RTO (ODOT/FHWA Grant)	\$ 787,307
		RTO (ODOT/FHWA Grant) Match (Metro)	\$ 34,900 ³
		Portland TDM (FTA Grant)	\$ 135,000 ⁴
		Safe Routes SS4A (NHTSA Grant)	\$ 387,533 ⁵
		Metro Local Funds	\$ 37,000
TOTAL \$ 5,468,204		TOTAL \$ 5,468,204	

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

² In addition to the above Metro provided match, an additional \$303,573 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

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

Description

The Transportation System Management and Operations (TSMO) Program implements Regional Transportation Plan policies and the Regional TSMO Strategy (2021) through system management and operations investments and coordination. The TSMO Program supports regional multimodal data collection and engages local, regional and state agencies in developing technology solutions to operate the transportation system. Partner agencies and 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 regional and state partners. TSMO partners coordinate and deploy technologies and other operational strategies to improve safety and make better use of the existing road and transit infrastructure and services, and promote use of transit and other travel options with real-time traveler information and traffic signal timing. TSMO projects can reduce the impacts of excess vehicle demand or incidents, improving safety and restoring reliability.

In FY2025-26,

- TSMO agency partners worked on ten (10) regionally prioritized, Metro-funded TSMO projects, many of which upgrade signalized intersections with modern Advanced Transportation Controllers and high-speed data communication. These intersections support cloud-based Transit Signal Priority, timing to improve pedestrian safety, speed management, performance metrics and more. Many cities and counties will serve multimodal transportation using 100% modern controllers as a result of these investments.
- Several projects bring capabilities to all regional TSMO partners including multimodal data services from Portland State University, Metro coordination for better sidewalk data, City of Portland data network for traffic signals, training and more.
- TransPort, a subcommittee of the Transportation Policy Alternatives Committee (TPAC), met monthly to share expertise on all TSMO-related projects.
- Staff led a TSMO Call for Projects, finalizing criteria and scoring project applications, aligning TSMO Program investments with the adopted 2021 TSMO Strategy.

FY2026-27 will include TSMO Program support from staff and consultant services to:

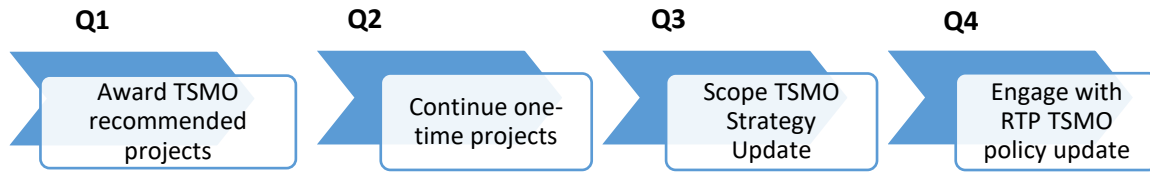
- Engage planners and operators through TransPort as agencies, administer TSMO-funded partner-led projects.
- Support federally-funded TSMO projects until each project kicks-off and is on track to implement the 2021 TSMO Strategy (e.g., deploying Intelligent Transportation Systems (ITS), Mobility on Demand, traveler information).
- Support the 2028 RTP update on TSMO policy and related system monitoring in support of the Congestion Management Process.
- Continue work on the TSMO Program Plus project. Funded with one-time TSMO Program Regional Flexible Funds, this project will assist local transportation system planning, participation in state TSMO planning, policy development supportive of operator agreements, research to fill gaps, training for TSMO partners and support for communicating TSMO to more audiences. Metro delivering this contract as a certified agency.

- Continue work to develop accessible, routable sidewalk data, region-wide. Funded with one-time TSMO Program Regional Flexible Funds, this project will involve residents and partners to improve data sets used by people with disabilities to customize trip planning and support their access needs.
- Continue work on the TSMO Program Investment project. Funded with one-time TSMO Program Regional Flexible Funds, this project will 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. 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 services.

Metro staff request anyone working in parallel efforts to the 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 2026-27 Cost and Funding Sources

Requirements:

Personnel Services	\$ 298,170
Materials & Services ¹	\$ 181,550
Indirect Costs	\$ 210,210

Resources:

STBG	\$ 371,880
STBG Match (Metro)	\$ 42,563
TSMO Program Plus (ODOT/FHWA Grant)	\$ 150,026
TSMO Program Plus (ODOT/FHWA Grant) Match (Metro)	\$ 17,171
TSMO Program Investment (ODOT/FHWA Grant)	\$ 97,169
TSMO Program Investment (ODOT/FHWA Grant) Match (Metro)	\$ 11,121

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

TOTAL \$ 689,930

TOTAL \$ 689,930

Better Bus

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

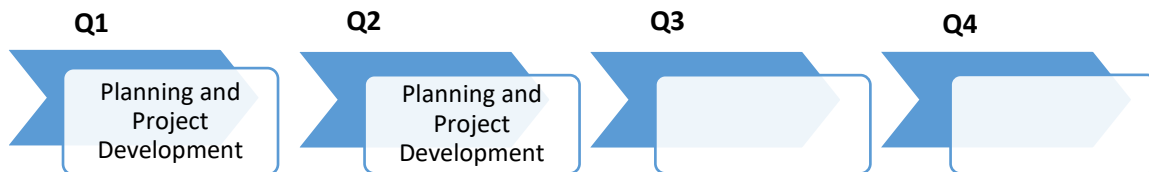
Description

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 2025-2026, Metro and TriMet continued to advance and finalize design work on the first round of selected projects and identified candidate projects for construction funding. Local agency partners also initiated construction on multiple projects. 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, and identified a second round of projects in coordination local agency partners in areas of high transit delay. The Better Bus program also completed an update to the Bus Delay Analysis Tool (BDAT), which is used to identify locations with delay and reliability issues for potential investment.

In FY 2026-2027, the Better Bus program will continue to finalize designs and provide construction funding for identified projects from the first round, and local agency partners will continue to construct the Better Bus improvements. The program will also begin project development and design for a second round of projects that were identified in FY 2025-2026. These projects will be identified in Spring 2026, but have not been selected as of the time of publication of this draft UPWP.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:

Personnel Services \$ 69,675

Materials & Services \$ 0¹

Indirect Costs \$ 49,121

TOTAL \$ 118,796

Resources:

Metro Local Funds \$ 118,796

TOTAL \$ 118,796

¹ The budget reflects the costs of Metro’s planning activities and does not include the \$1,730,000 Metro is budgeting to provide to TriMet for design and construction work as those activities are outside the scope of the UPWP.

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). Additional work to better plan for improved local access to the regional transit network was identified by local stakeholders as part of the RTP and HCT strategy updates.

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 and opportunity areas within the 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.

FY 2025-26 Key deliverables and milestones completed for the study included:

- updating the future transit vision and assessing opportunity area readiness with input from community and business engagement;
- developing and finalizing tools and recommended regional actions for supporting the updated transit vision;
- describing the study work and outcomes in a report; and
- making recommendations for consideration in the 2028 RTP update.

Work in FY 2026-27 will include committee review, finalization and acceptance of the study report by JPACT and the Metro Council.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:

Personnel Services	\$ 19,907
Materials & Services ¹	\$ 100,000
Indirect Costs	\$ 14,034

Resources:

PL	\$ 14,389
PL Match (ODOT)	\$ 981
PL Match (Metro)	\$ 666
Metro Local Funds	\$ 117,906

TOTAL \$ 133,941

TOTAL \$ 133,941

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

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 actions 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 identify actions 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.

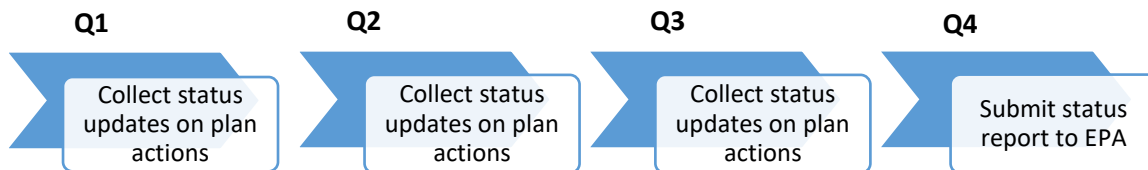
This work involves three deliverables:

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

During FY 2025-26, work focused on creating the Comprehensive Action Plan in collaboration with partner organizations, submitting the plan to EPA, and collecting status updates on carbon reduction actions. During FY 2026-27, Metro will continue to collect status updates and develop a status report to submit to EPA. 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. This work will also inform an update to the region’s strategy for reducing carbon emissions from light-duty vehicles.

More information is available [here](#).

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:

Personnel Services \$ 27,429
Indirect Costs \$ 19,337

TOTAL \$ 46,766

Resources:

STBG¹ \$ 41,964
STBG Match (Metro) \$ 4,803

TOTAL \$ 46,766

¹ This budget assumes that EPA grant funds are fully expended prior to FY27. However, if grant funds are remaining, those will be used prior to the use of STBG.

Economic Value Atlas (EVA) Implementation

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

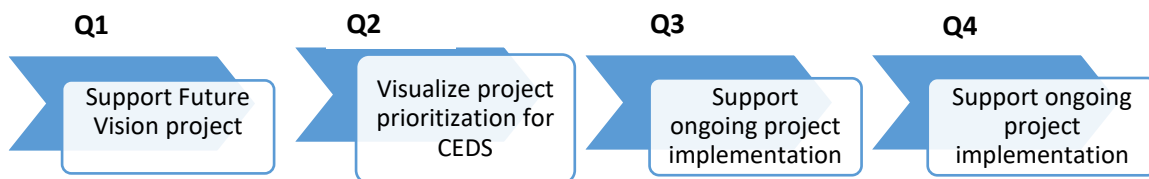
Description

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. This is an ongoing program that began implementation in FY 2019-2020. Early implementation work included test applications among partner organizations and jurisdictions, refinements to the tool, and integration into agency-wide activities. Since FY 2019-2020, the EVA tool has provided new mapping and discoveries about our regional economic landscape, linked investments to local and regional economic conditions and outcomes and was actively used to inform policy and investment – providing 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.

The EVA tool informed the Emerging Growth Trends report, 2023 Regional Transportation Plan update (Thriving Economy Goal and 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 to include a new “share analysis” function where users can perform tract analysis, save the work as a link that generates the results in FY 2024-2025.

In FY 2025-26, the EVA supported the Regional Workforce Gap Analysis (RWGA) project to address current and future workforce development needs to support growing our regional economy and Metro’s Future Vision update, a renewed 50-year vision for the region. This project also identified workforce gaps and needs to support implementation of the Comprehensive Action Plan for reducing carbon pollution. In FY 2026-27, the EVA will support implementation of the RWGA’s findings and recommendations and continue supporting the Future Vision project. The regional Comprehensive Economic Development Strategy (CEDS) will also be updated, beginning in FY 2025-26 and completing in FY 2026-27. The EVA will be actively used to visualize the regional economy and help devise strategies to grow the region’s traded sector and local-serving businesses.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:

Resources:

Personnel Services	\$ 51,089	STBG	\$ 5,139
Indirect Costs	\$ 36,018	STBG Match (Metro)	\$ 588
		Metro Local Funds	\$ 81,380
<hr/> TOTAL \$ 87,107		<hr/> TOTAL \$ 87,107	



Metro-Led Corridor/Area Planning

Investment Areas (Corridor Refinement and Project Development)

Staff Contact: Kelly Betteridge Kelly.Betteridge@oregonmetro.gov

Description

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

The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional, and state investments in economic investment areas that support the region’s growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro 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 2025-2026, Investment Areas staff supported partner work on TV Highway, Better Bus, 82nd Avenue, Montgomery Streetcar Extension, the Interstate Bridge Replacement Program, additional support for the Development Strategy of the Southwest Corridor, Sunrise Corridor visioning, Regional Rail Study and mobility and transit capacity improvements across the region. In FY 2026-2027, Metro and TriMet will also continue to work with partners to identify potential paths forward for the SW Corridor Transit Project, which was paused after the regional transportation funding measure did not pass in 2020.

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 2026-27 Cost and Funding Sources

Requirements:

Personnel Services	\$ 453,039
Materials & Services	\$ 26,350
Indirect Costs	\$ 319,392

Resources:

STBG	\$ 506,144
STBG Match (Metro)	\$ 57,930
Metro Local Funds	\$ 65,001
Local Support	\$ 169,705

TOTAL \$ 798,781

TOTAL \$ 798,781

TV Highway Transit and Safety Project

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

Description

The Tualatin Valley (TV) Highway Transit and Safety Project is a collaborative effort between 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 with actions to stabilize and support community when future transportation investments occur. It is a partnership between Metro, TriMet, ODOT, Washington County, Beaverton, Hillsboro, Cornelius and Forest Grove. In January 2025 Metro was 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 civic engagement and advocacy by involving community throughout the planning process, planning for community placemaking, programming and events.

In FY 2025-26, 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 endorsement by local jurisdictions, the TriMet Board, JPACT, and Metro Council.

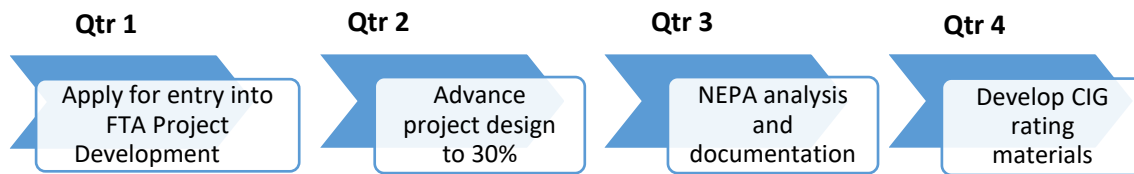
The project team applied for entry into FTA CIG Small Starts Project Development in September 2025 and received approval in October 2025. Upon entry the project team will begin early scoping in the NEPA process, advance design, and work on materials for the FTA funding process. The project team will also codify the LPA into the 2023 Regional Transportation Plan via amendment. Key milestones anticipated during FY 26-27 include:

- Amend 2023 RTP to incorporate the LPA
- Enter FTA CIG Small Starts Project Development phase
- Continue supporting EDS community partners with priority action implementation
- Begin NEPA analysis and documentation
- 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://trimet.org/tvhighway/>

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:

Personnel Services	\$ 571,906
Materials & Services ²	\$ 2,303,000
Indirect Costs	\$ 403,194

Resources:

TV Highway (FTA Grant – Flex Transfer)	\$ 3,275,100 ¹
Metro Local Funds	\$ 3,000

TOTAL \$ 3,278,100

TOTAL \$ 3,278,100

¹ Match is provided by Metro’s partner.

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

TriMet, in partnership with Metro, the City of Portland, Clackamas County, and the Oregon Department of Transportation 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) 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 FY2025-26, project partners:

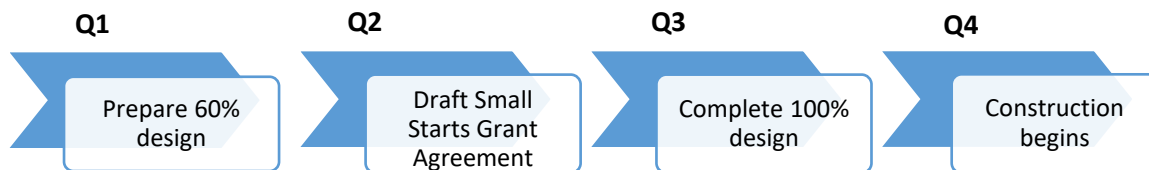
- Supported the adoption of the Locally Preferred Alternative (LPA) into the fiscally-constrained RTP by MPAC, JPACT, and Metro Council
- Completed environmental analysis and NEPA documentation
- Advanced the project through 60% design

During FY2026-27, project partners will:

- Develop and submit materials for a Capital Investment Grant (CIG) Small Starts grant agreement
- Demonstrate commitment of funding
- Complete design
- Begin construction

Additional project information is available at: <https://trimet.org/82nd/>

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:

Personnel Services \$ 431,160

Materials & Services² \$ 528,000

Indirect Costs \$ 303,968

TOTAL \$ 1,263,128

Resources:

82nd Ave (FTA Grant – Flex Transfer) \$ 1,135,128 ¹

Metro Local Funds \$ 128,000

TOTAL \$ 1,263,128

¹ Match is provided by Metro's partner.

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



Metro Administration & Support

MPO Management & Services

Staff Contact: Kim Ellis (kim.ellis@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 System Plan (RTSP) 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, 2030*)
 - 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 2026-27, 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 2026-27 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 473,814	PL	\$ 363,925
Materials & Services ¹	\$ 50,600	PL Match (ODOT)	\$ 24,813
Indirect Costs	\$ 334,039	PL Match (Metro)	\$ 16,840
		Metro Local Funds	\$ 452,875
TOTAL	\$ 858,453	TOTAL	\$ 858,453

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

Title VI Program

Staff Contact: Alfredo Haro, alfredo.haro@oregonmetro.gov

Description

Metro's transportation-related planning policies and procedures are in compliance with Title VI of the 1964 Civil Rights Act and related statutes; Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973/Americans With Disabilities Act of 1990 (disability); the United States Department of Transportation (USDOT) Order 1050.2A; 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 in any of Metro's programs and activities.

Metro's Title VI Program is ongoing. Typical activities include receiving, and reporting discrimination complaints against Metro and its subrecipients; conducting benefits and burdens analysis of investments and decisions; conducting focused public involvement efforts enhancing Metro's transportation plans and programs, providing language resources, including translation of vital documents, providing free language assistance guidance and training for staff to assist and engage with persons with limited English proficiency.

In FY2025-26, Metro:

- Metro Council adopted the 2025 Title VI Plan and submitted to ODOT and FHWA
- Submitted the 2025 Title VI Annual Accomplishments Report to ODOT
- Facilitated Title VI 101 sessions with Planning, Development and Research (PD&R) department staff
- Support departments across Metro departments with Title VI compliance best practices
- Support subrecipients with Title VI compliance best practices
- Ensure Title VI compliance within Regional Transportation Planning (RTP) efforts
- Recruit community members to vacant community representative seats in the Transportation Policy Alternatives Committee and the Metro Technical Advisory Committee
- Updated complaint form and procedures to reflect current federal guidelines
- Manage and document complaints Metro receives

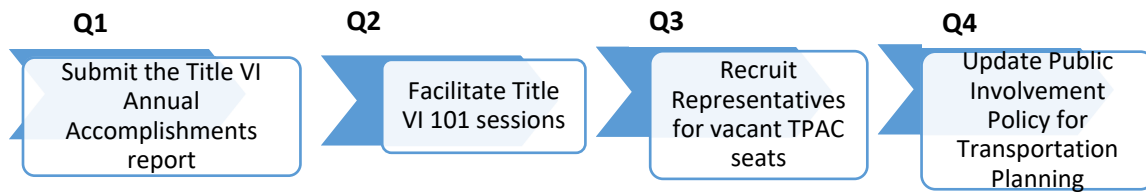
In FY2026-27, Metro will:

- Submit the 2026 Title VI Annual Accomplishments Report to ODOT
- The Title VI designated official will re-sign and affirm the Title VI standard assurances ODOT Order 1050.2A
- Facilitated Title VI 101 sessions with PD&R and other departmental staff
- The Title VI coordinator will participate in Title VI specific trainings
- Support departments across Metro departments with Title VI compliance best practices
- Support subrecipients with Title VI compliance best practices

FY 2026-27 Unified Planning Work Program

- Ensure Title VI compliance within Regional Transportation Planning (RTP) efforts
- Recruit community members to vacant community representative seats in the Transportation Policy Alternatives Committee (TPAC)
- Update Public involvement Policy for Transportation Planning for FTA and FHWA
- Updated complaint form and procedures to reflect current federal guidelines
- Manage and document complaints Metro receives

Key Project Deliverables / Milestones



FY 2026-27 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

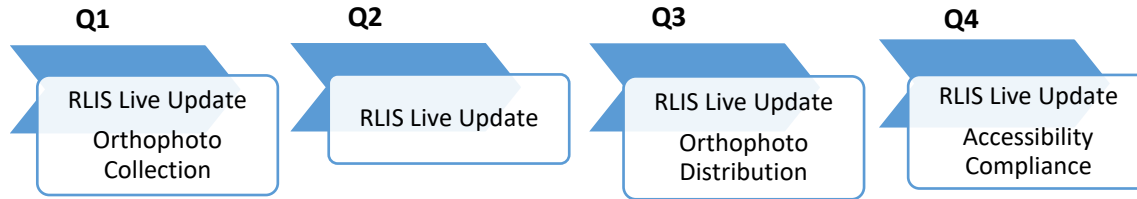
Metro’s Data Resource Center (DRC) provides technical services that support Metro and regional partners. These services include data management, visualization, analysis, application development, and systems administration. The DRC works with Metro programs to advance planning, modeling, forecasting, policy development, resiliency, and performance measurement. It also coordinates joint purchases of digital aerial orthophotography and lidar for local governments and nonprofit organizations. This consortium approach reduces costs through shared investment.

In FY2025–26, the DRC continued supporting Metro’s MPO functions by maintaining and publishing data through the Regional Land Information System (RLIS). RLIS has a 30-year history of providing high-quality GIS data and analysis for transportation and land use planning. The team delivered quarterly updates to transportation datasets, including street centerlines, sidewalks, trails, and transit routes, and annual updates to crash data, vehicle miles traveled, and demographic data. Land use data such as zoning and vacant land inventory informed transportation planning as well. The DRC also continued its ArcGIS Online governance program to ensure that Metro’s public-facing GIS content is of the highest quality.

Key accomplishments included development of a routable pedestrian network to support Safe Routes to School, the Regional Transportation Plan, and other MPO programs. Staff provided on-demand analytics for MPO projects such as the Regional Emergency Transportation Routes update, distributed validated lidar data from USGS, coordinated an orthophoto flight and compiled and distributed the resulting imagery. The team upgraded servers and migrated to ArcGIS Enterprise 11, continued accessibility improvements for public-facing content to meet compliance deadline of April 2027, piloted Esri AI Assistants, and contributed to agency-wide AI policy development. The DRC expanded its capacity for public engagement by creating online comment tools that supported Regional Flexible Fund Allocation (RFFA) project selection, the Community Connectors Transit Study, and other planning efforts. RLIS also added Longitudinal Employer-Household Dynamics (LEHD) data to improve access for planners and partners.

In FY 2026–27, the DRC will continue regular RLIS updates and coordinate the collection and distribution of summer orthophotos. The team will finalize accessibility compliance work and expand transit data coverage to include additional neighboring agencies. They will also compile a more detailed land use dataset for preliminary stakeholder review, and begin incorporating and redistributing high-resolution land cover data to support development analysis. The DRC will also begin work on a new application that will make it easy to explore Metro’s regional aerial imagery collection. This collection includes imagery captured nearly every year since 1996 and will provide transportation planners and other regional partners with a new tool to track historic changes in the region. These efforts will strengthen regional planning and ensure data resources remain accurate, accessible, and aligned with MPO needs.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 1,214,488	STBG	\$ 978,893
Materials & Services ¹	\$ 531,719	STBG Match (Metro)	\$ 88,931
Indirect Costs	\$ 856,214	STBG Match (ODOT)	\$ 23,108
		Metro Local Funds	\$ 1,384,823
		Local Support	\$ 126,667
TOTAL \$ 2,602,421		TOTAL \$ 2,602,421	

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 above-mentioned 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 2025 – June 2026):

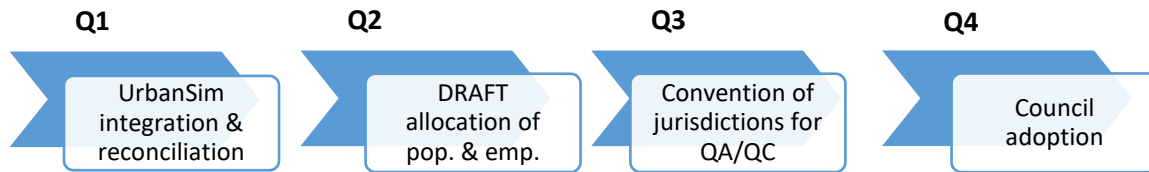
- For the purposes of creating estimation bundles for the activity-based transportation model under parallel development, forecast household demographics at the census-block level and post-processed results to align with county-level trends and 2024 ACS
- Programmed a procedure to reshape regional economic and demographic forecast array breakpoints to match the structure required by UrbanSim and the transportation model
- Identified and correction of errors in the UrbanSim model (e.g. elimination of ill-conditioning of the loss function in the model calibration procedure by removing or constraining the demolition model so that there is a unique solution to the optimization of construction & demolition)
- Harmonized residential and employment capacity inputs to UrbanSim at the census block level for multiple geographies: within UGB, expansion area, outside of UGB, and in Washington State
- Finalized UrbanSim inputs, specification, and parameters
- Applied UrbanSim inputs to distributed forecast of population and employment

- Conducted outreach with local jurisdictions for refinement & validation of the distributed forecast

Work to be initiated/continued/completed (July 2026 – June 2027):

- Processing of distributed forecast outputs as inputs to the transportation model(s) in preparation for the next *Regional Transportation Plan*, working with transportation planners and modelers, as needed
- Coordination with Revenue and Analytics Division for development of new regional economic and demographic forecasting models
- Ongoing analysis & reporting of employment, demographic, and land use data
- Statistical analysis of deviations from the adopted forecast
- Correction of procedures for significant deviations, if any

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 176,098	5303	\$ 272,104
Materials & Services ¹	\$ 81,000	5303 Match (Metro)	\$ 31,143
Indirect Costs	\$ 124,149	Metro Local Funds	\$ 78,000
TOTAL	\$ 381,247	TOTAL	\$ 381,247

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 (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 2025 – June 2026):

- Trip-based Travel Demand Model (current version, i.e., Kate)
 - Updated base year (2024/5) networks
 - Updated base year (2024/5) input data
 - Completed/refined updated Transportation Analysis Zone (TAZ) system
- 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. Populated zones with Base Year parking cost and student enrollment.
 - Completion of coding auto, transit, and bike networks for base year estimation (2024/5).
 - Creation of base year (2024/5) input data for model estimation, including employment, population/households, other land use variables
 - Completed initial rounds of statewide estimation of ActivitySim model using Oregon Travel Study survey results
- Freight Travel Demand Model - Updated to 2024/5 base year
 - Updated to national FAF dataset 5.7.1 including low, medium, and high forecasts.

-
- Refined Firm Synthesis model to refresh seed data using the latest County Business Patterns dataset.
 - Updated Port of Portland terminal commodity allocations.
 - Refreshed Distribution Centers with new locations and attributes.
 - Updated National Skim Data to include non-truck networks and national highways; link to new zone system and prepare VISUM compatible skims with documentation.

 - Bicycle Route Choice Assignment Model
 - Created updated 2025 base-year all streets and trails bicycle modeling network
 - Updated scripts and tools to handle new network and zone system
 - Adapted trip-based bicycle model tools to activity-based model
 - Validated bicycle model to new bicycle counts
 - Reviewed and assessed most recent Oregon Travel Study bicycle route data for potential bicycle model re-estimation

 - STOPS Model
 - Updated model calibration based on Fall 2025 ridership data
 - Refined model calibration to be applied to three different CIG submissions: Interstate Bridge Replacement (IBR), TV Highway BRT, and Montgomery Park Streetcar.
 - Developed experimental synthetic origin-destination dataset for STOPS incremental application. Coordinated with FTA on potential implementation – depending on outcome, this may become the new regional model calibration.

 - Household Travel Survey
 - Received and reviewed final Oregon Travel Study deliverables, including final weighted data and value of travel time study results
 - Developed method and created initial estimation data bundles for use in ActivitySim model development
 - Began planning for future household travel surveys, including consideration of more regularly recurring surveys (once every 2-3 years)

Work to be initiated/continued/completed (July 2026– June 2027):

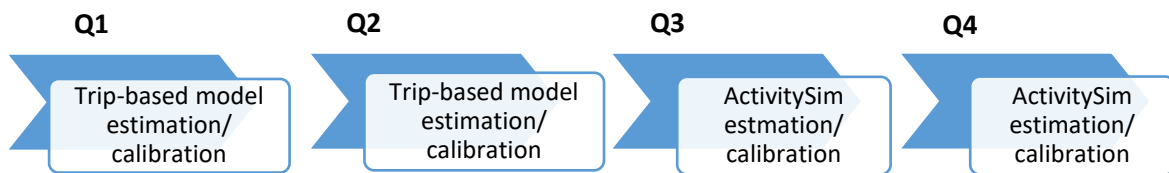
- Trip-based Travel Demand Model (i.e., Lenny)
 - Complete initial estimation using Oregon Travel Study survey results

- Activity-based Travel Demand Model (i.e., ActivitySim) and Trip-based Travel Demand Model (i.e., Lenny) development
 - Further refinement of networks, land use, and other inputs to ActivitySim model
 - Final rounds of statewide estimation of ActivitySim model using Oregon Travel Study survey results
 - Porting of statewide estimation of ActivitySim model to Portland region
 - Begin final estimation, calibration, and validation of Portland ActivitySim model.

- Freight Travel Demand Model
 - Further refinement of networks, land use, and other inputs to Freight model.
 - Begin final estimation, calibration, and validation of Portland Freight model.
 - Refresh documentation on freight models.

-
- Future Year project application and sensitivity testing – understand growth rate increases.
 - Bicycle Route Choice Assignment Model
 - Finalize new version of bicycle model tools compatible with the new activity-based travel demand model framework (ActivitySim)
 - Begin process of re-estimating core bicycle model components based on updated data from the Oregon Travel Study
 - Initiate creation of 2028 RTP future scenario all streets and trails bicycle modeling networks
 - Assess potential for bicycle model updates incorporating multiple classes of bicycle users
 - STOPS Model
 - Update model calibration based on Fall 2026 ridership data
 - Document and setup regional STOPS model calibration for long-term utilization by external partners and consultants in the region
 - Household Travel Survey
 - Develop future survey collection plan in coordination with the Oregon Statewide Modeling Collaborative
 - Coordinate survey data delivery for use in trip-based travel model updates and ActivitySim model development
 - Disseminate survey data to researchers

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:

Personnel Services	\$ 801,733
Materials & Services ¹	\$ 312,450
Indirect Costs	\$ 565,222

Resources:

5303	\$ 269,849
5303 Match (Metro)	\$ 30,885
STBG	\$ 656,568
STBG Match (Metro)	\$ 75,147
Metro Local Funds	\$ 381,655
Local Support	\$ 265,300

TOTAL \$ 1,679,405

TOTAL \$ 1,679,405

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

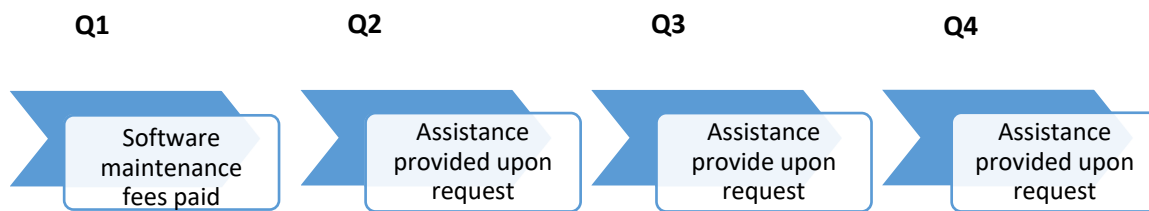
US Department of Transportation protocols and procedures require the preparation of future year regional travel forecasts to analyze project alternatives. The Technical Assistance Program provides transportation data and travel modeling services to support system planning and project development by partner jurisdictions. Clients of this program include cities and counties, TriMet, the Oregon Department of Transportation, and the Port of Portland.

Metro provides data and modeling outputs upon request, and the program also funds licenses and maintenance for some jurisdictions to access the same transportation modeling software used by Metro. This is an ongoing program.

In FY 2025-26, the program provided:

- Clackamas County TSP support
- 2045 mode share results to Beaverton
- Clackamas County project support
- City of Milwaukie TSP support
- City of Sherwood TSP support
- Port of Portland project support
- Visum networks, trip tables; model runs in support of ODOT (Rose Quarter)

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 81,390	STBG	\$ 150,002
Materials & Services	\$ 28,400	STBG Match (Metro)	\$ 17,168
Indirect Costs	\$ 57,380		
TOTAL	\$ 167,170	TOTAL	\$ 167,170



State-Led Transportation Planning of Regional Significance

ODOT - Development Review

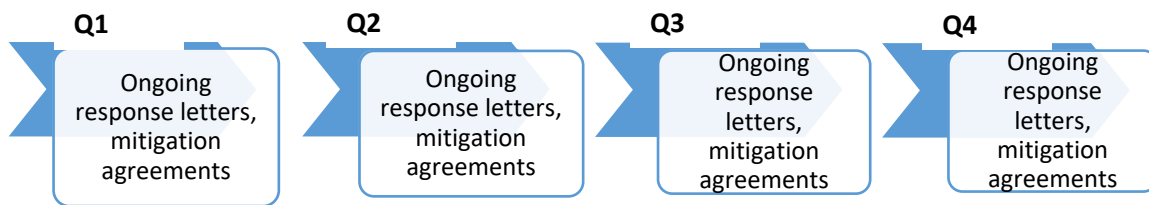
Staff Contact: Neelam Dorman, Neelam.Dorman@ODOT.Oregon.gov

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 1,000 land use actions, with approximately 200 written responses and 100 mitigation agreements.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Source

Requirements:		Resources:	
Personnel Services	\$ 825,000	Federal grant	\$ 740,272
Materials & Services	\$ 0	Local Match	\$ 84,728
TOTAL	\$ 825,000	TOTAL	\$ 825,000

ODOT – Transportation and Growth Management

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

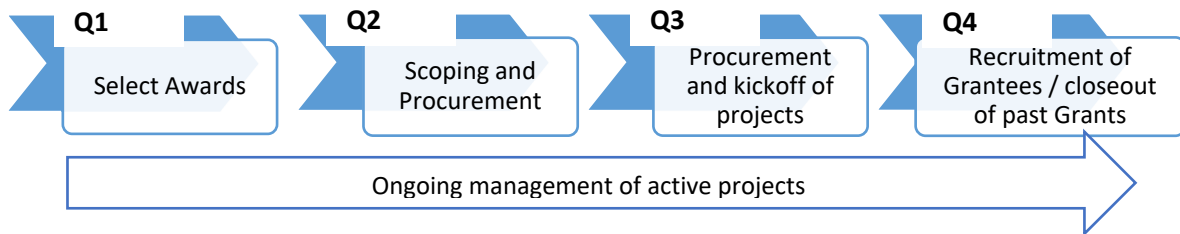
Description

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

1. Provide transportation choices to support communities with the balanced and interconnected transportation networks
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 \$650,000 - \$900,000 annually to cities, counties and special districts within Clackamas, Hood River, Multnomah and Washington counties within the ODOT Region 1 boundary. 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 2026-27 Cost and Funding Sources

Requirements: (Est.)		Resources:	
Personnel Services	\$ 175,000	Federal grant	\$ 919,732
Materials & Services	\$ 850,000	Local Match	\$ 105,268
TOTAL	\$ 1,025,000	TOTAL	\$ 1,025,000

ODOT - 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 2026-27 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 115,000	Federal grant	\$ 201,893
Materials & Services	\$ 110,000	Local Match	\$ 23,108
TOTAL	\$ 225,000	TOTAL	\$ 225,000

ODOT - Region 1 Planning for Operations

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

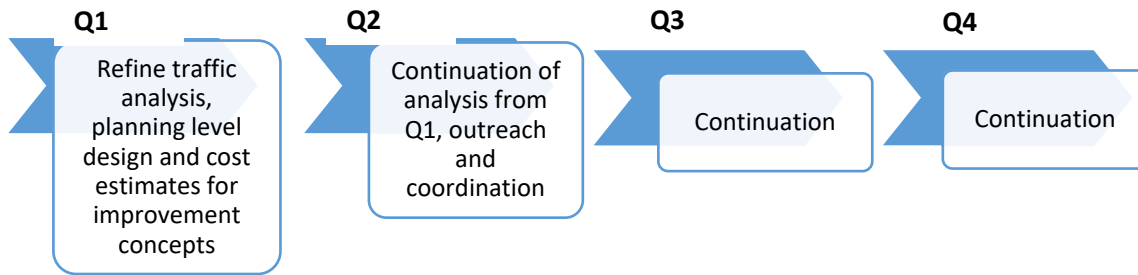
Description

ODOT seeks to leverage its work program investments in diagnosing bottlenecks and developing a strategy for intelligent transportation system (ITS) and active traffic management (ATM) implementation. This effort 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 collaborates 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-TriMet-SMART 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 RTP goals and policies. In FY 2026-27, work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 40,000	Federal grant	\$ 89,730
Materials & Services	\$ 60,000	Local Match	\$ 10,270
TOTAL	\$ 100,000	TOTAL	\$ 100,000



Locally Led Transportation Planning of Regional Significance

Clackamas County - I-205 Multi-Use Path Gap Alternatives Analysis

Staff Contacts: Scott Hoelscher; scotthoe@clackamas.us

Description

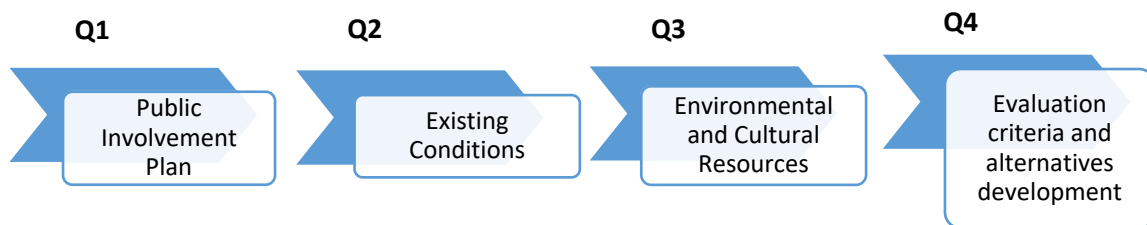
The I-205 Multiuse Path (205 MUP) provides a near continuous off-street pedestrian and bicycle facility from Vancouver, Washington to Gladstone with the exception of a one-mile gap between Hwy. 212 and Hwy. 224 in Clackamas County. The *I-205 Multi-Use Path Gap Alternatives Analysis* project will develop 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.

Clackamas County and the Oregon Department of Transportation (ODOT) are partnering 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. Work is expected to be completed by December 31, 2027.

In FY 25-26, Clackamas County entered an IGA with ODOT, procured professional services, and began the project in early 2026. In FY 26-27, the following work is anticipated:

- Develop a public involvement plan and existing conditions analysis
- Conduct environmental-cultural resources work
- Advance evaluation criteria and alternatives development.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 580,000	Federal grant	\$ 580,000
Materials & Services	\$ 220,215	Local Match	\$ 220,215
TOTAL	\$ 800,215	TOTAL	\$ 800,215

Clackamas County - Consolidated Safe System Planning

Staff Contact: Rob Sadowsky, rsadowsky@clackamas.us

Description

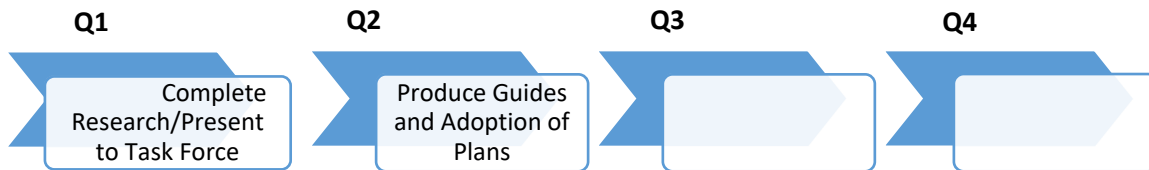
Clackamas County is undertaking a two-year comprehensive planning project centered on integrating the Safe Systems approach to traffic safety, access and community engagement into its transportation planning and engineering work. The work is funded by the Oregon Department of Transportation and the Safe 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 Access and Community Engagement 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 completed to date includes two community meetings, in depth analyses of crashes and key factors influencing crashes, and initial interviews with external partners particularly focused on Post Crash care. Work anticipated to be completed in FY 2026-27 includes: completing peer practice interviews and research, complete all assessments and plans, publish guides for other communities, adopt plans and begin integrated safe systems into county plans and policies. This project connects with the County's Transportation System Plan and other transportation planning efforts.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:

Personnel Services \$ 70,000
 Materials & Services \$ 325,000

Resources:

Federal grant \$ 325,000
 Local Match \$ 70,000

TOTAL \$ 395,000

TOTAL \$ 395,000

City of Milwaukie – Safety Assessment of Harrison Street Corridor

Staff Contact: Jennifer Garbely, GarbelyJ@MilwaukieOregon.gov

Description

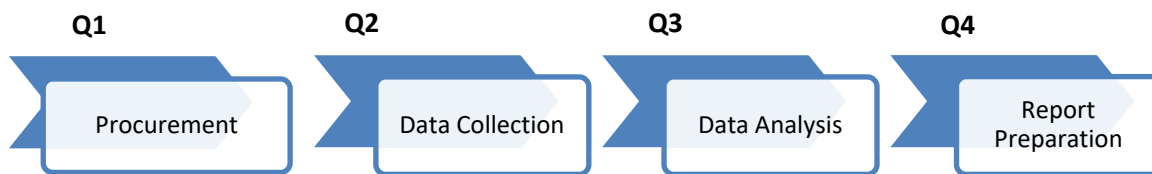
The goal of this project is to identify crash hotspots and contributing factors along the Harrison Street corridor and connecting into King Road. The study area includes King Road from 43rd Ave to 42nd Ave and then along Harrison Street from 42nd Avenue to McLoughlin Boulevard in Milwaukie Oregon, one 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. Community engagement will occur during this safety assessment.

In FY2026-27, the City of Milwaukie will solicit for and procure engineering services through competitive bid process. This will include survey efforts, traffic modeling, safety analysis and report preparation.

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 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 2026-27 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 0	Federal grant	\$ 320,000
Materials & Services ¹	\$ 400,000	Local Match	\$ 80,000
TOTAL	\$ 400,000	TOTAL	\$ 400,000

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

TriMet – Bus Safety and Accessibility Improvements

Staff Contact: Saba Doulabi, doulabis@trimet.org

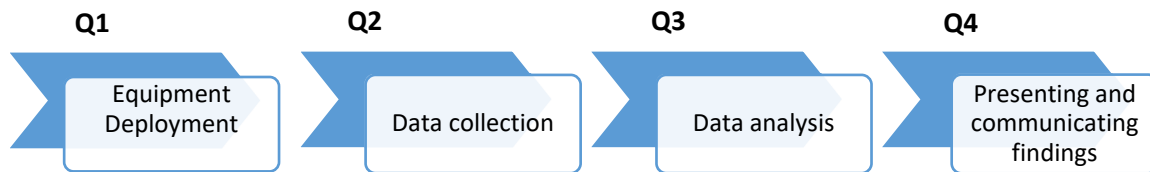
Description

Service Performance and Analysis Team at TriMet submitted the project to Federal Transit administration (FTA) in January 2025, and it is currently awaiting a final decision.

This study aims to design and prototype a bus safety and accessibility system using AI-integrated cameras and sensors to eliminate blind spots, improve situational awareness, provide AI-assisted docking and ramp monitoring, and alert operators and VRUs of potential interactions. This objective will inherently improve operator health by optimizing their equipment, such as monitor ergonomics, to reduce physical strain, including neck and eye fatigue.

Key Project Deliverables / Milestones

During the first two months of the project, 50 TriMet buses will be equipped with AI-integrated cameras, sensors, and monitors. These select buses will operate on high-injury corridors identified in the Regional Transportation Plan (RTP). The implementation plan, spanning two years, includes early stakeholder engagement, system development, testing and evaluation, ultimately fostering a safer and more inclusive transit system.



FY 2026-27 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 462,000	Federal grant	\$ 665,744
Materials & Services	\$ 370,000	Local Match	\$ 166,436
TOTAL	\$ Total Amount	TOTAL	\$ 832,180

City of Portland – Central Eastside Railroad Crossings Study

Staff Contact: Russ Brooks, russ.brooks@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 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. The project began in FY 2025-2026 and will end in FY 2026-2027.

The work completed in FY 2025-26 includes:

- Developing a public involvement plan
- Documenting existing conditions
- Developing initial ideas for potential solutions and mitigations

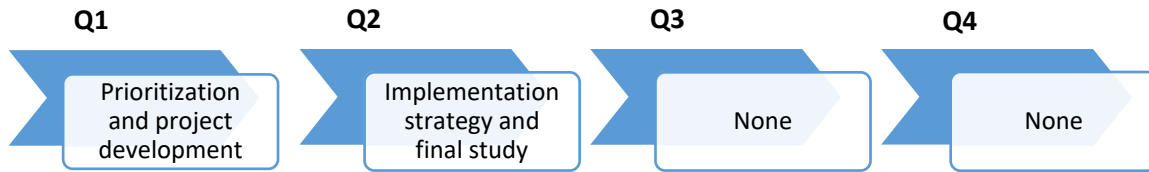
The work expected in FY 2026-27 includes:

- Prioritizing solutions and mitigations
- Developing more detailed strategies and concepts for the highest priorities
- Developing an implementation strategy
- Finalizing the study.

The project advances RTP goals and policies.

FY 2026-27 Unified Planning Work Program

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:

Personnel Services \$ 375,000
 Materials & Services \$ 15,000

TOTAL \$ 390,000

Resources:

Federal grant \$ 300,000
 Local Match \$ 90,000

TOTAL \$ 390,000

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 2025-26, the project made major progress towards grant deliverables, including:

- Completion of multiple sub-area specific development scenarios, detailing the scale and scope of redevelopment opportunities on and around the highway cap.
- The team completed key deliverables for the district's street framework plan including classification updates, local street typologies, and future major public investments.
- The project team held two major public events in partnership with Albina Vision Trust and held numerable community meetings and workshops.

In FY 2026-27, the Reconnecting Communities project will:

- Finalize the district's Framework Plan as per federal grant agreement.
- Adopt (by resolution) the resulting framework plan with relevant TSP/Comp Plan updates
- Finalize grant compliance and reporting

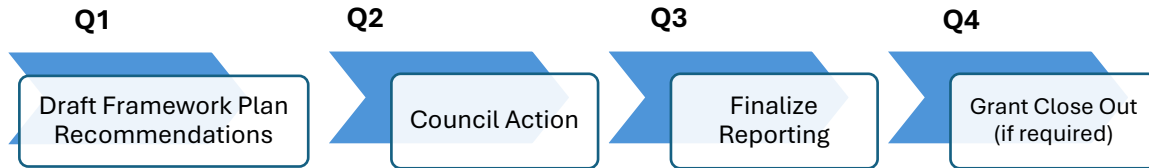
The project will finalize the recommended street framework plan, develop the resultant transportation projects and related TSP classification updates. This project will include clear next steps and recommendations for the necessary land-use, development, urban design, and public realm actions with clear roles for public and private stakeholders.

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/restorative-redevelopment>

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 250,000	Federal grant	\$ 200,000
Materials & Services	\$ 0	Local Match	\$ 50,000
TOTAL	\$ 250,000	TOTAL	\$ 250,000

City of Portland – Reconnect Boise-Eliot

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

Description

Reconnect Boise-Eliot is a collaboration between the City of Portland and Oregon Department of Transportation to study and recommend changes to transportation infrastructure to reconnect the Boise and Eliot neighborhoods in North Portland. The City of Portland received a \$1,000,000 grant award from the FHWA Reconnecting Communities program in late 2024, matched by \$250,000 of local funds, to perform this work. The main project deliverables are 1) an I-405 Ramp Reconfiguration Study; 2) PBOT Maintenance and Operations Facility Strategy; and 3) Neighborhood Vision and Opportunities, all in service of exploring possible developable lands resulting from transportation facility changes and articulating a community-led vision for how to develop those lands.

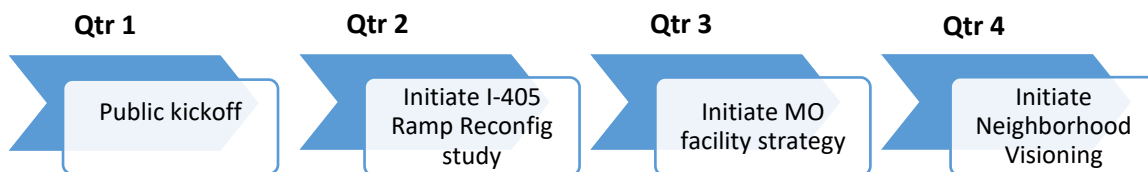
In FY 2025-26, the Reconnect Boise-Eliot project:

- Worked with FHWA to establish a grant agreement
- Met with community members to develop a timeline and detailed scope for project tasks

In FY 2026-27, the project will have its public kick off, beginning with initiation of the I-405 Ramp Reconfiguration Study (examining the geometric feasibility and traffic impacts of various ramp reconfiguration and removal concepts), the initiation of the PBOT Maintenance and Operations (MO) Facility Strategy (articulating options for consolidating or relocating city maintenance and operations facilities), and initiation of the Neighborhood Vision process.

Reconnect Boise-Eliot is related to the RTP Mobility Corridor 4 Central City Loop refinement planning needed to identify, prioritize, and fund specific projects. In its aim to make best use of potentially developable lands within the Portland central city loop, this project is aligned with RTP goals and policies.

Key Project Deliverables / Milestones



FY 2026-27 Cost and Funding Sources

Requirements:

Personnel Services \$ 625,000
Materials & Services \$ 0

Resources:

Federal grant \$ 500,000
Local Match \$ 125,000

TOTAL \$ 625,000

TOTAL \$ 625,000



Appendices

METRO

Requirements		Resources ¹											
Total Direct and Indirect Costs	PL	PL Set Aside ²	PL Match (Metro/ODOT) 10.27% ⁴	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 Local Funds	Other Local Support	Total	
METRO-LED REGIONWIDE PLANNING													
1 Transportation Planning	1,625,399	480,570	55,003	349,167	39,964	223,364	25,565	38,283	4,382	379,102	30,000	1,625,399	
2 Carbon Reduction Program	805,664					525,516	60,148			220,000		805,664	
3 Regional Transportation Plan Update (2028)	3,287,894	1,224,268	140,123			569,027	65,128			1,289,349		3,287,894	
4 Metropolitan Transportation Improvement Program	2,345,471	782,352	89,544			448,650	51,350			973,575		2,345,471	
5 Air Quality Program	17,722					15,902	1,820					17,722	
6 Regional Transit Program	135,762	57,554	6,587							71,621		135,762	
7 Regional Freight Program	135,377					121,474	13,903					135,377	
8 Complete Streets Program	300,111	127,226	133,934	14,562						24,389		300,111	
9 Regional Travel Options/Safe Routes to School Program	5,468,204							5,249,020	182,184	37,000		5,468,204	
10 Transportation System Management & Operations	689,930					371,880	42,563	247,194	28,292			689,930	
11 Better Bus	118,796									118,796		118,796	
12 Community Connector Transit Study	133,941	14,389	1,647							117,906		133,941	
13 EPA Carbon Reduction Grant	46,766					41,964	4,803					46,766	
14 Economic Value Atlas	87,107					5,139	588			81,380		87,107	
Metro-led Regionwide Planning Total:	15,198,145	2,686,359	133,934	307,466	349,167	39,964	2,322,915	265,868	5,534,497	214,858	3,313,118	30,000	15,198,145
METRO-LED CORRIDOR / AREA PLANNING													
1 Investment Areas (Corridor Refinement and Project Development)	798,781					506,144	57,930			65,001	169,705	798,781	
2 TV Highway Transit and Development Project	3,278,100							3,275,100		3,000		3,278,100	
3 82nd Ave Transit Project	1,263,128							1,135,128		128,000		1,263,128	
Metro-led Corridor / Area Planning Total:	5,340,009	-	-	-	-	-	506,144	57,930	4,410,228	-	196,001	169,705	5,340,009
METRO ADMINISTRATION & SUPPORT													
1 MPO Management and Services	858,453	363,925	41,653							452,875		858,453	
2 Data Management and Visualization	2,602,421					978,893	112,039			1,384,823	126,667	2,602,421	
3 Land Use Modeling Program	381,247			272,104	31,143					78,000		381,247	
4 Travel Model Program	1,679,405			269,849	30,885		656,568	75,147		381,655	265,300	1,679,405	
5 Technical Assistance Program	167,170						150,002	17,168				167,170	
Metro Administration & Support Total:	5,688,696	363,925	-	41,653	541,953	62,029	1,785,462	204,354	-	-	2,297,353	391,967	5,688,696
GRAND TOTAL	26,226,849	3,050,284	133,934	349,119	891,119	101,993	4,614,522	528,153	9,944,724	214,858	5,806,472	591,672	26,226,849

As of 4/2/26

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

²The IJJA/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.

- PSU Community Transportation Academy: ODOT Grant: 10.27%
- 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: ODOT/FHWA Grants: 10.27%
- TV Highway Transit and Development Project: FTA Grant: 10.27% (which is provided by Metro's partner)
- 82nd Ave Transit Project: FTA Grant: 10.27% (which is provided by Metro's partner)

⁴ODOT covers half of the match requirement on PL funds, except for PL carryover from FY25 in which case ODOT covers all the match.

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

UNIFIED PLANNING WORK PROGRAM

FOR

STATE FISCAL YEAR 2027

JULY 1, 2027, TO JUNE 30, 2028

DRAFT

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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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.

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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. The Southwest Washington Regional Transportation Council's UPWP is developed in coordination with Federal Highway Administration, Federal Transit Administration, Washington State Department of Transportation, C-TRAN, and local jurisdictions within the counties of Clark, Skamania, and Klickitat.

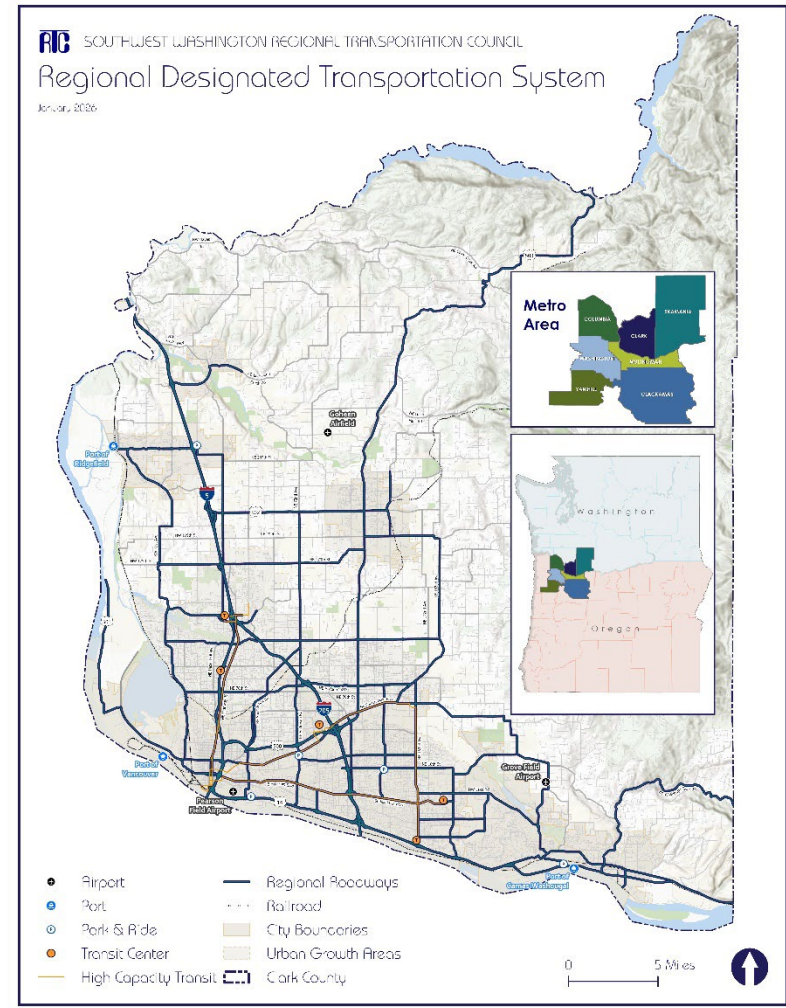
The UPWP focuses on transportation planning tasks that are priorities for federal and state transportation agencies, as well as local jurisdictions. The tasks identified in the UPWP are consistent with the regional transportation goals and objectives. The development and implementation of the UPWP is 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 2027 (SFY 2027) UPWP runs from July 1, 2026, through June 30, 2027.

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.
- 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 Planning 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 Planning 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 out their shared vision, 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).

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 (Battle Ground, Ridgefield, and La Center); one from C-TRAN; one representative for the ports of

coordinates and guides the regional transportation planning program in accordance with RTC Board policy.

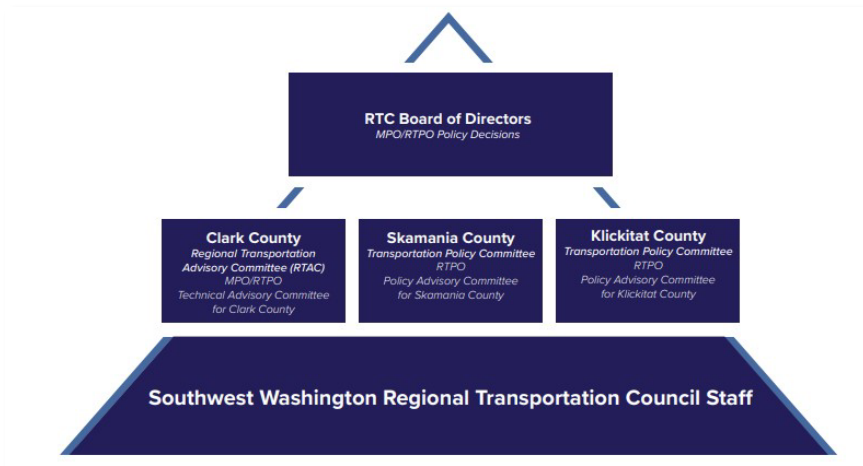


Figure 3: Southwest Washington Regional Transportation Council

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



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 (WSDOT), Skamania County, City Stevenson, City of North Bonneville, and the Port of Skamania County.



review bistate transportation issues, and collaborate with stakeholders from Washington and Oregon.

F. TRIBAL PARTICIPATION

[RCW 47.80.050](#) 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.

D. KLICKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

[The Klickitat County Transportation Policy Committee \(TPC\)](#) 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,



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

The frequency, severity, location, and type of crashes are assessed by WSDOT and local jurisdictions. To facilitate the collaboration of reducing serious and fatal injury crashes, RTC instituted quarterly reporting of fatality and serious injury collisions within the RTC region. The report is provided to RTAC and the Board of Directors.

Local Road Safety Plans

RTC partners with local agencies to fund and develop [Local Road Safety Plans](#) for Clark County and the cities of Battle Ground, Camas, La Center, Ridgefield, Vancouver, and

Washougal. These safety plans are developed using the framework established in Washington's [Target Zero Program](#) using the following basic steps: 1. Analyze Crash Data; 2. Identify Needs; 3. Identify Countermeasures; 4. Develop Prioritized List of Projects. Local agencies used the prioritized list of projects to apply for WSDOT County/City Safety Grants. To further these efforts, RTC completed the development and adoption of the [Clark County Safety Action Plan](#). RTC and local agencies will seek grant funding opportunities to address the priorities identified in the safety action plan.

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. The findings of this report are integrated into the RTP.



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 multimodal 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 developed and adopted a Regional Complete Streets Policy, [Regional Complete Streets Policy](#), in 2025.

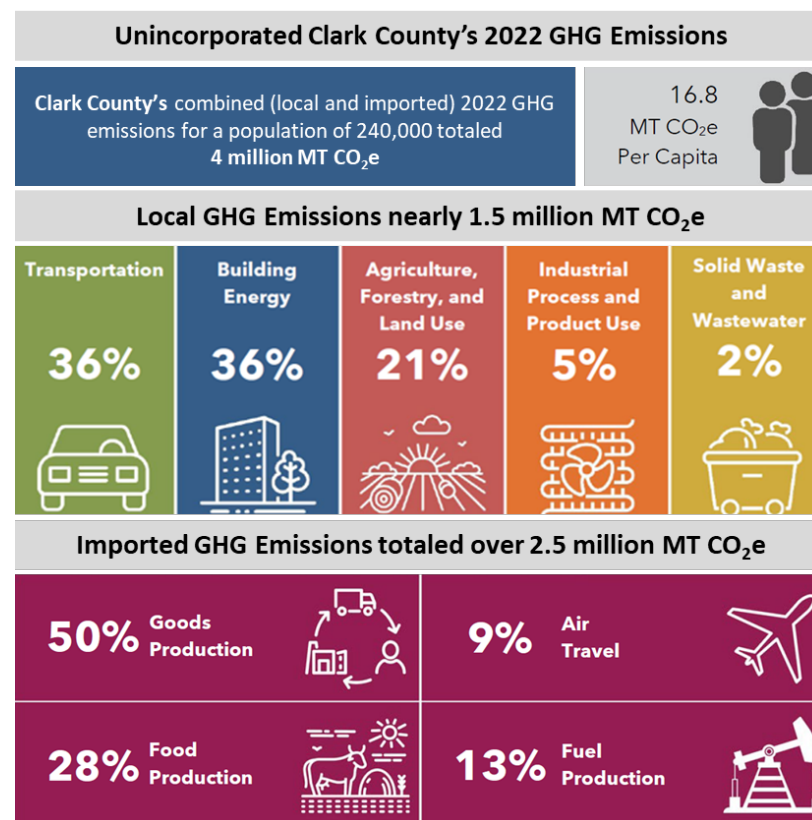
CLIMATE CHANGE

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 greenhouse gas (GHG) sub element must include goals and policies to reduce emissions and vehicle miles traveled (VMT). Clark County and the jurisdictions developed GHG goals and VMT reduction targets as part of the Comprehensive Plans to be adopted in June 2026.

GHG Emissions

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 2027 (SFY 2027) UPWP runs from July 1, 2026, through June 30, 2027. 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 toward 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

WSDOT will continue to update RTPO duties ([RCW 47.80](#)) and MPO duties ([23 CFR 450.300](#)). RTC will collaborate with WSDOT in the finalization of this guidance.

Planning Collaboration

Clark County and its municipalities will be adopting their Comprehensive Growth Management Plan on June 2026. RTC, as the RTPO for the region, developed a comprehensive guideline for the development/evaluation of the transportation elements of comprehensive plans and ensured that state, regional, and local transportation system goals are met. In addition, RTC collaborated with local agencies in the development and documentation of Multimodal Level of Service (MMLoS) standards for facilities in the regional designated transportation system and certify the transportation elements and countywide planning policies of the comprehensive plans.

RTC will collaborate with WSDOT in the development and review of the following statewide planning efforts:

- Multimodal Planning and Data Division Planning Activities:

- Statewide Multimodal Transportation Plan Update
- Refining and implementing the following concepts: vehicle miles traveled (VMT) reduction, land use/housing, and multimodal level of service planning efforts
- Environmental Services Office Planning Activities:
 - Washington State Transportation Carbon Reduction Strategy Update
- Public Transportation Division Planning Activities:
 - Statewide Public Transportation Plan Update
- 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
 - Older adults and active transportation
- Rail, Freight, and Ports Division Planning Activities:
 - State Freight Plan Update
 - Incorporate truck parking needs into Regional Transportation Plans

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 by the RTC Board of Directors. This timeline meets the federal and WSDOT required timeline to have UPWPs submitted annually by June 15, with FHWA and FTA approval by June 30, thus allowing the UPWP to take effect on July 1, 2026.

RTAC has the opportunity to review the document three times: scoping, draft document, and final document. Prior to RTAC review, the draft UPWP is reviewed by planning partners from FHWA, FTA, C-TRAN, Metro, and WSDOT (HQ and SWR). Their suggested edits are discussed at a formal consultation meeting. All input received is incorporated into the final document.

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 2027 Work Elements

Deliverables	Due
Transportation Improvement Program	October 2026
Regional Active Transportation Plan	December 2026
Regional Transportation Plan - Amendment	February 2027
Congestion Management Program - Update	May 2027
Clark County Freight System Plan	June 2027
Transportation Futures	June 2028

1. Regional Transportation Planning Program

A. REGIONAL TRANSPORTATION PLAN

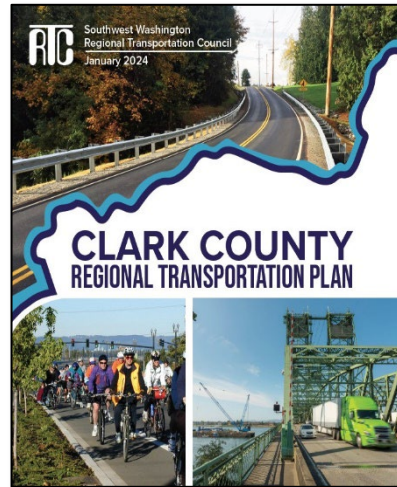
The Regional Transportation Plan ([RTP](#)) for Clark County is the region’s long-range transportation plan. The of the plan is to promote and guide development of a multimodal transportation system for the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. 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. The RTP will be amended in 2026 in order to incorporate projects and policies developed as part of the Comprehensive Growth Management Plan Updates.

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 2027 Funding: RTP

Revenues		Expenses	
Federal CPG	\$516,800	RTC	\$760,200
Federal STBG	\$227,200		
State RTPO	\$16,200		
	\$760,200		\$760,200

Federal Program funds matched by toll credits.

Federal Planning Factors and the RTP

The following Federal Planning Factors are addressed with the proposed RTP tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all 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.

SFY 2027 Tasks and Products: RTP

- RTP Amendment – RTC staff will amend the 2024 RTP to integrate policies and projects identified by the local updated Comprehensive Plans. (February 2027)
- 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)

- 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 report 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)
- 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 2029 Clark County Regional Transportation Plan update. (Spring 2027)
- Identify and address freight truck parking issues. (Fall 2026)
- Develop Phase 2 of the Freight Mobility Plan (June 2027)



- RTC will continue to be involved in the Accessible Transportation Coalition Initiative (ATCI), which brings together stakeholders with interest in and representatives of communities with special transportation needs. (Monthly)
- RTC will continue to attend C-TRAN board meetings. (Monthly)
- Economic Development – RTC will continue to work with the Columbia River Economic Development Council 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)
- RTC will continue to coordinate with planning partners in developing the Congestion Management Process, Transportation System Management (TSM) and Transportation System Management Operations (TSMO) through RTC's VAST program and Commute Trip Reduction plans. The solutions identified in these TSM and TSMO plans are an important part of RTP transportation strategies to meet travel demands. (Ongoing)
- 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)
- Corridor Planning – RTC will coordinate with WSDOT in corridor planning and TSMO 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)

- 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)
- Stakeholder and Public Outreach – RTC involves the public in development of the transportation planning process. Opportunities for public participation are offered with website information, media releases, communication with neighborhood groups, and stakeholders. Consultation with 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 and 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 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 2027 Funding: TIP

Revenues	Expenses		
Federal CPG	\$295,700	RTC	\$435,100
Federal STBG	\$130,000		
State RTPO	\$9,400		
	\$435,100		\$435,100

Federal Program funds matched by toll credits

Federal Planning Factors and the TIP

The following Federal Planning Factors are addressed with the proposed TIP tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all 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.

SFY 2027 Tasks and Products: TIP

- Review and update the Transportation Programming Guidebook: TIP Policies and Procedures. (Winter 2027)
- Development of the RTC’s 2027-2030 Transportation Improvement Program will be coordinated with planning partners, and the public will be given an opportunity to comment on the TIP process and projects. (Fall 2026)
- 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 the federal Surface Transportation Block Grant program, federal Transportation Alternatives, Congestion Mitigation and Air Quality, Carbon Reduction Program funds, state Transportation Improvement Board programs, Safe Routes to School programs (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 2026)
- Public participation in TIP development, including providing information and ability to comment online. (Ongoing)

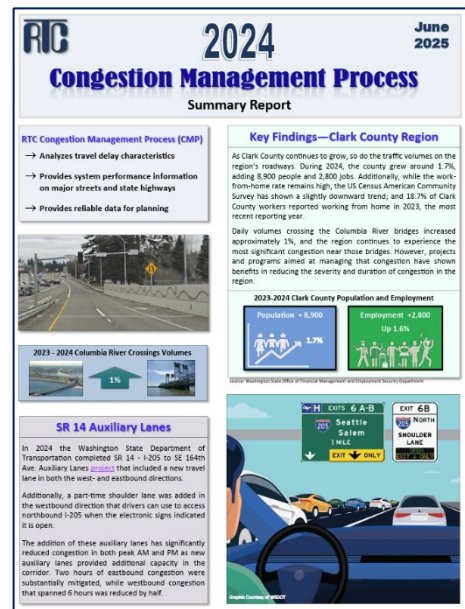
C. CONGESTION MANAGEMENT PROCESS

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 2027 Funding: CMP

Revenues	Expenses		
Federal CPG	\$63,800	RTC	\$68,900
Federal STBG	\$28,100	Consultant*	\$25,000
State RTPO	\$2,000		
	\$93,900		\$93,900

Federal Program funds matched by toll credits

**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.*

Federal Planning Factors and the CMP

The following Federal Planning Factors are addressed with the proposed CMP tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all 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.
- 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)

SFY 2027 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)
- 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 2027)
- Provide information to the Federal Highway Administration to help in FHWA's assessment of the Congestion Management Process. (As needed)

D. ACTIVE TRANSPORTATION

The Bipartisan Infrastructure Law of 2021 requires MPOs to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities (see BIL§ 11206(b)). Active Transportation is an important component of RTC’s SFY 2027 transportation planning portfolio. During SFY 2027, RTC staff will be completing 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 Plan efforts is being tracked in work element *J. Regional Active Transportation Plan*.

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 in which RTC staff is involved when engaged in active transportation activities.



SFY 2027 Funding: Active Transportation

Revenues	Expenses	
Federal CPG	\$61,700	RTC \$90,700
Federal STBG	\$27,100	
State RTPO	\$1,900	
	\$90,700	\$90,700

Federal Program Funds matched by toll credits

Federal Planning Factors and the Active Transportation Program

The following Federal Planning Factors are addressed with the proposed Active Transportation proposed tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all 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.

SFY 2027 Tasks and Products: Active Transportation

- RTC will be completing the Regional Active Transportation Plan during SFY 2027. (December 2026)
- Integrate local active transportation networks and goals from comprehensive plans into the Regional Active Transportation Plan. (August 2026)
- Integrate safety and accessibility in the development of the RTP amendment and 2029 RTP update. 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)
- Coordinate and collaborate with regional, state, and federal partners to achieve a more walkable, movable, bikeable Clark County through the development and implementation of a comprehensive action plan for the Active Transportation Subcommittee. (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 orchestrate the Active Transportation Subcommittee to maintain close working partnerships between transportation and public health staff from all the agencies in Clark County. (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)

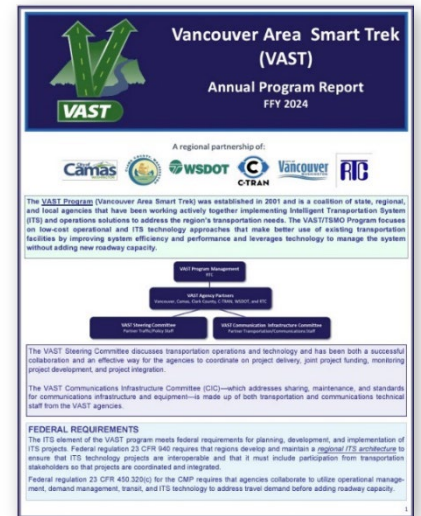


E. VANCOUVER AREA SMART TREK PROGRAM

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, City of Camas, 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 2027 Funding: VAST

Revenues		Expenses	
Federal CPG	\$342,400	RTC	\$291,100
Federal STBG	\$150,500	Consultant	\$212,600
State RTPO	\$10,800		
	\$503,700		\$503,700

Federal Program funds matched by toll credits

Federal Planning Factors and VAST

The following Federal Planning Factors are addressed with the proposed VAST tasks and products:

- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; and
- Promote efficient system management and operation.



SFY 2027 Tasks and Products: VAST

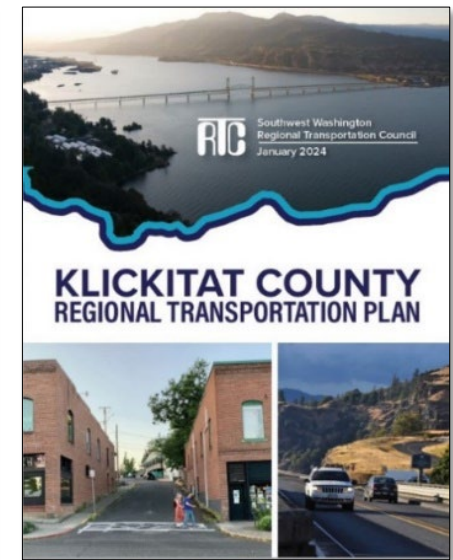
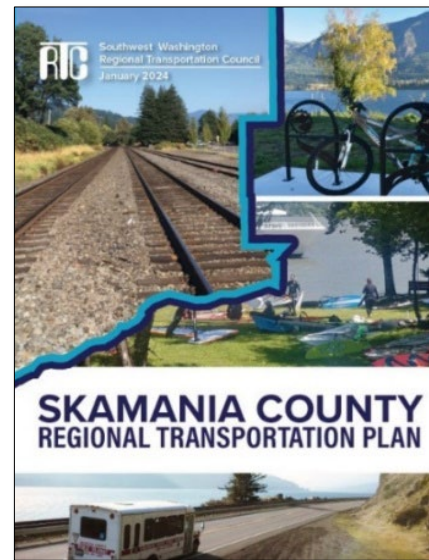
- Coordinate all VAST activities within Clark County and with Oregon. Provide a forum to host periodic VAST program events to promote regional discussion and education on TSMO and transportation technology issues. (Ongoing)
- Address regional ITS goals and policies for the Clark County region and for bistate ITS issues, including continuing development of policies for operational requirements, acceptable use, security, and other policies for the shared ITS network. (Ongoing)
- Prepare and publish the VAST Annual Report to summarize key accomplishments and recurring, recent, and upcoming activities of the program. (Summer 2027)
- 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)

- Implement the Clark County TSMO Plan, which provides a strategic framework to guide transportation system management objectives, informs future ITS technology investments and capital improvements necessary to support the plan's objectives. (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 Portal database. Collaboration with partner agencies will also address ongoing refinement of the 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 REGIONAL TRANSPORTATION PLANNING ORGANIZATION

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. During SFY 2027, RTC staff will be amending the Regional Transportation Plans to incorporate new projects and policies.



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 2027 Funding: RTPO

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

Federal Planning Factors and the RTP

The following Federal Planning Factors are addressed with the proposed RTP tasks and products:

- Increase the safety and security of the transportation system for all 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;
- 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.

SFY 2027 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 2027-2030 Regional Transportation Improvement Program. (Fall 2026)
- 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. (Bimonthly)

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 supported by several policy resolutions adopted by the RTC Board of Directors.

SFY 2027 Funding: IBR

Revenues	Expenses	
WSDOT Funds	\$40,000	RTC \$40,000
	\$40,000	\$40,000

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 \$40k through June 2027.

Federal Planning Factors and the IBR

The following Federal Planning Factors are addressed with the proposed IBR tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all 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.

SFY 2027 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 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 and 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.

Federal Planning Factors and Signal Timing Plans

The following Federal Planning Factors are addressed with the proposed VAST tasks and products:

- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; and
- Promote efficient system management and operation.

SFY 2026 Funding: Signal Timing Plans

Revenues	Expenses		
Federal CRP	\$60,000	Consultant	\$60,000
	\$60,000		\$60,000

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 consultants to complete the development of signal timing plans pilot program and before/after reports. (December 2026)



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.

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 2027 Funding: SS4A Klickitat and Skamania

Revenues		Expenses	
FHWA	\$20,000	RTC	\$25,000
Local Match	\$5,000		
	\$25,000		\$25,000

SS4A funds matched using local match

Federal Planning Factors and the SS4A Klickitat and Skamania Counties

The following Federal Planning Factors are addressed with the proposed SS4A tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

SFY 2027 Tasks and Products: SS4A Klickitat and Skamania Counties

- Complete the SS4A Self-Certification Gap Analysis Eligibility worksheet and the final Quarterly Report. (Fall 2026)
- RTC will work collaboratively with local agencies to finalize the Comprehensive Safety Action Plan for Klickitat and Skamania Counties. (Fall 2026)



J. REGIONAL ACTIVE TRANSPORTATION PLAN – CLARK COUNTY

RTC will work with local agencies to complete the development of the regional active transportation plan (regional ATP) 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; and
- Ensure consistency and system connectivity across jurisdictional boundaries.

Relationship to Other Work Elements: Regional ATP

Development of the Regional ATP will support the RTP and TIP.

SFY 2027 Funding: Regional ATP

Revenues	Expenses		
Federal STBG	\$50,000	Consultant	\$40,000
		RTC	\$10,000
	\$50,000		\$50,000

Federal Program funds matched using toll credits

Federal Planning Factors and the Regional ATP

The following Federal Planning Factors are addressed with the proposed Regional ATP tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all 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; and
- Enhance travel and tourism.



SFY 2027 Tasks and Products: Regional ATP

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

K. HUMAN SERVICES TRANSPORTATION PLAN

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 develop a 2026 CPT-HSTP update for Clark, Skamania, and Klickitat Counties

Relationship to Other Work Elements: Human Service Transportation Plan

The CPT-HSTP development process brings together service providers, agencies that distribute funds, service users, and the community at large to improve special needs transportation throughout the region. Development of an HSTP is a condition for receiving funding through a statewide competitive [Consolidated Public Transportation Grant](#) program.



SFY 2027 Funding: Human Service Transportation Plan

Revenues		Expenses	
Federal CPG	\$12,800	RTC	\$29,100
Federal STBG	\$5,600		
State RTPO	\$700		
State WSDOT	\$10,000		
	\$29,100		\$29,100

Federal Program funds matched using toll credits

Federal Planning Factors and the RTP

The following Federal Planning Factors are addressed with the proposed RTP tasks and products:

- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

SFY 2027 Tasks and Products: Human Service Transportation Plan

- Meet with service providers in Clark, Klickitat, and Skamania counties to understand transportation services and needs (Summer 2026)
- Collect and analyze demographic data for the three-county area. Create maps and infographics to display data. (Summer2026)

- Update description of existing transportation services and resources, emergency management planning, and unmet needs for people with special transportation needs. (Summer 2026)
- Conduct community engagement, including presentations to agency and community partners, and the collection of survey data. Document coordination efforts. (Summer 2026)
- Present information on the HSTP to the RTC Board of Directors, Regional Transportation Advisory Committee, and Transportation Policy Committees (Fall 2026)

L. CLARK COUNTY FREIGHT SYSTEM PLAN

The Freight System Plan (plan) will build on the analysis, data, and policy strategies developed in the [Clark County Freight Mobility Study](#). The plan will define a long-term vision, establish priorities and evaluation tools for freight infrastructure improvements, develop strategic actions and recommendations, and identify a prioritized list of projects to implement the plan’s vision and guide its implementation. Work will be carried out by RTC in coordination with planning partners and with consultant assistance.

Relationship to Other Work Elements: Freight System Plan

Development of the Freight System Plan will support the RTP and TIP.

SFY 2027 Funding: Freight System Plan

Revenues	Expenses		
Federal STBG	\$100,000	Consultant	\$100,000
	\$100,000		\$100,000

Federal Program Funds matched using toll credits

Federal Planning Factors and the Freight System Plan

The following Federal Planning Factors are addressed with the proposed Freight System Plan tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

SFY 2027 Tasks and Products: Freight System Plan

- Engage with public- and private-sector freight stakeholders to identify issues, needs, and priorities through creation of a Technical Advisory Committee. (Summer 2026 – Spring 2027)
- Update regional freight truck map. Develop regional rail and marine freight maps. (Fall 2026)
- Evaluate freight parking needs in Clark County and develop strategy. (Winter 2027)

- Develop strategic actions to implement plan. (Fall 2026)
- Prioritize projects and programs that support freight movement. (Fall 2026)
- Develop draft and final plan document. (Spring 2027)

M. TRANSPORTATION FUTURES – CLARK COUNTY

Over the past two decades, regional partners have delivered significant transportation investments, with new priorities emerging in response to evolving conditions, legislative direction, and economic growth. Ongoing efforts—including local comprehensive plan updates, C-TRAN’s 2045 long-range plan, and state multimodal plans—are shaping the framework for future regional priorities. Transportation Futures will convene an initial scoping dialogue to define “what’s next,” aligning the next generation of 10-year priority projects and strategic initiatives to guide coordinated investment over the coming decade.

Relationship to Other Work Elements: Transportation Futures

Development of the Transportation Futures will support the RTP and TIP.

SFY 2027 Funding: Transportation Futures

Revenues	Expenses		
Local Match	\$50,000	Consultant	\$50,000
	\$50,000		\$50,000

Federal Program funds matched by local match .

Federal Planning Factors and the Transportation Futures

The following Federal Planning Factors are addressed with the proposed Transportation Futures tasks and products:

- Support the economic vitality of the metropolitan area;
- 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;
- Emphasize the preservation of the existing transportation system; and
- Enhance travel and tourism.



SFY 2027 Tasks and Products: Transportation Futures

- Analyze current trends and societal shifts to forecast future needs.
- Develop strategic action plan and identify funding to implement new technologies and infrastructure for a more sustainable, efficient, and connected transportation system in the Clark County region.

2. Data Management, Travel Forecasting, and Technical Services

A. 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 2027 Funding: Regional Transportation Data and Technical Services

Revenues		Expenses	
Federal CPG	\$514,643	RTC	\$756,862
Federal STBG	\$226,200	Consultant	\$75,000
Federal STBG – Projects	\$75,000		
State RTPO	\$16,019		
	\$831,862		\$831,862

Federal Program Funds matched by toll credits

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.

Federal Planning Factors and Regional Transportation Data

The following Federal Planning Factors are addressed with the proposed Regional Transportation Data tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all 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.

SFY 2027 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)
- 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.

Federal Planning Factors and the Regional Travel Forecasting Model

The following Federal Planning Factors are addressed with the proposed Regional Travel Forecasting Model tasks and products:

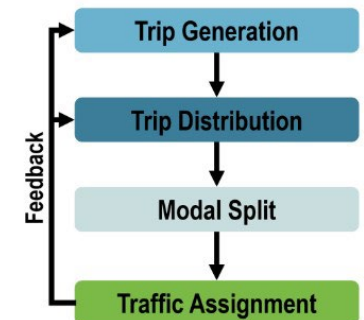
- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote 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.

SFY 2027 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, subarea 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 subarea 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 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.

Federal Planning Factors and Air Quality Planning

The following Federal Planning Factors are addressed with the proposed Air Quality Planning tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all users;
- 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; and
- Enhance travel and tourism.

SFY 2027 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.



Federal Planning Factors and Transportation Technical Services

The following Federal Planning Factors are addressed with the proposed Transportation Technical Services tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all 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.

SFY 2027 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)

B. TRANSPORTATION DATA ACQUISITION

RTC collects and maintains transportation datasets to assist in transportation analysis of the regional transportation system. From 2023 to 2026, RTC tested the use of big data sources to provide regional travel time, travel speed and trip origin destination data. The data project found that travel time and travel speed data in TomTom's Traffic Stats product provides a robust dataset for observed travel times and speeds on regional corridors and excellent performance monitoring data for RTC's Congestion Management Process. Additionally, the TomTom Traffic Stats data in combination with TomTom's O/D Analysis tool has been used extensively by RTC partners in transportation project development and transportation planning. RTC will continue to purchase TomTom Stats and O/D Analysis data tools to provide up-to-date data and performance metrics for RTC and its partners.



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.

Federal Planning Factors and Data

The following Federal Planning Factors are addressed with the proposed Data tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all 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.

FY 2027 Tasks and Products: Transportation Data Study and Data Acquisition

Transportation data products and services to be provided through Cambridge Systematics, a TomTom partner, include Traffic Stats and O/D Analysis.

- 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.
- RTC staff manages data access and training for partner agencies



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 2027 Funding: Transportation Program Coordination and Management

Revenues		Expenses	
Federal CPG	\$319,000	RTC	\$469,400
Federal STBG	\$140,300		
State RTPO	\$10,100		
	\$469,400		\$469,400

Federal Program funds matched by toll credits

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.

Federal Planning Factors and the Transportation Program Coordination and Management

The following Federal Planning Factors are addressed with the proposed the Transportation Program Coordination and Management tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all 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.

SFY 2027 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 2027, RTC anticipates continued coordination with the Washington State Joint Transportation Committee, the Washington State Transportation Commission, and WSDOT on statewide transportation plans as listed on page 8 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 2027 Budget and Indirect Cost Proposal. (Fall 2026)
- Develop the Annual Performance and Expenditure Report. (Fall 2027)
- Work with planning partners in the development of SFY 2028 UPWP. (Spring 2027)
- 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.



Federal Planning Factors and the Bi-State Coordination Program

The following Federal Planning Factors are addressed with the proposed the Bi-State Coordination Program tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all 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.

SFY 2027 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.

Federal Planning Factors and the Public Participation Program

The following Federal Planning Factors are addressed with the proposed the Public Participation Program tasks and products:

- Support the economic vitality of the metropolitan area;
- Increase the safety and security of the transportation system for all 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.



SFY 2027 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](#), providing public access to monthly RTC Board agenda materials, the Board’s CTVV 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)
- 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, a UPWP, a CMP, and certification of the regional transportation planning program.

Federal Planning Factors and the Federal Compliance Program

The following Federal Planning Factors are addressed with the proposed the Federal Compliance Program tasks and products:

- Support the economic vitality of the metropolitan area and
- Promote efficient system management and operation.

SFY 2027 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 2027 UPWP; prepare an annual report on the FY 2026 UPWP; and, if needed, provide amendments to the SFY 2027 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 identified barriers. (As needed)
- Incorporate recommendations from the 2025 Certification Review into Regional Transportation Plan Amendment. (February 2027)
- 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 needs to include language access statement on its webpage and ensure all public-facing documents are accessible. (Fall 2026)

- Implement Web Content Accessibility Guidelines. Identify areas of noncompliance and provide actionable recommendations to improve accessibility, ensuring that the digital experience is inclusive, usable, and compliant with accessibility standards. (Summer 2026)



Appendix A. Financial Tables

Consultant Assistance on RTC's SFY 2027 Work Elements

During SFY 2027 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 2027 UPWP work tasks are included in the following tables. Descriptions of the work tasks are included in their respective UPWP elements. Estimated costs are for SFY 2027 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	\$93,900	\$25,000	estimated base amount per year	Quality Counts
I.E.	Vancouver Area Smart Trek	\$503,700	\$212,600	Multi-year Contract	Citizen Engineers/PSU
I.H.	Regional Signal Timing Plans	\$60,000	\$55,000	Multi-year Contract	TBD
I.J.	Regional Active Transportation Plan	\$50,000	\$42,500	for 1 year	Kittelson and Associates
I.L.	Clark County Regional Freight System Plan	\$100,000	\$100,000	Multi-year Contract	TBD
I.M.	Transportation Futures	\$50,000	\$50,000	for 1 year	TBD
II A.	Regional Data, Travel Forecasting & Technical Services	\$756,862	\$35,500	Multi-year Contract	Flow Analytics
II B.	Transportation Data Acquisition	\$75,000	\$75,000	Multi-year Contract	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)	Consultant assistance will be authorized on Task Basis			On-Call Transportation Planning Consultant Roster

SFY 2027 Summary of Expenditures by Funding Source

SFY 2027 UPWP - SUMMARY OF PROGRAMS and EXPENDITURE ESTIMATES BY FUNDING SOURCE										
Work Element and Agreement #	Federal CPG	Federal FHWA STBG - UPWP Support	Federal FHWA STBG - Projects	Federal SS4A (FHWA)	Federal Carbon Reduction Program (CRP)	State RTPO	State WSDOT	Local Funds	RTC TOTAL Estimated Expenditures	
I REGIONAL TRANSPORTATION PLANNING PROGRAM										
A	Regional Transportation Plan (GCC 1192)	\$516,800	\$227,200			\$16,200			\$760,200	
B	Transportation Improvement Program (GCC 1192)	\$295,700	\$130,000			\$9,400			\$435,100	
C	Congestion Management Monitoring (GCC 1192)	\$63,800	\$28,100			\$2,000			\$93,900	
D	Active Transportation (GCC 1192)	\$61,700	\$27,100			\$1,900			\$90,700	
E	Vancouver Area Smart Trek (GCC 1192)	\$342,400	\$150,500			\$10,800			\$503,700	
F	Skamania and Klickitat RTPO (GCC 1192)					\$50,000			\$50,000	
G	Interstate Bridge Replacement Project (GCB 3482)						\$40,000		\$40,000	
H	Regional Signal Timing Plans (New GCC)				\$60,000				\$60,000	
I	Safe Streets and Roads for All - Klickitat and Skamania Counties (SS4A)			\$20,000				\$5,000	\$25,000	
J	Regional Active Transportation Plan (GCC 1236)			\$50,000					\$50,000	
K	Human Service Transportation Plan (PTD 1136 and GCC 1192)	\$12,800	\$5,600			\$700	\$10,000		\$29,100	
L	Clark County Freight System Plan (new GCC)			\$100,000					\$100,000	
M	Transportation Futures							\$50,000	\$50,000	
Subtotal		\$1,293,200	\$568,500	\$150,000	\$20,000	\$60,000	\$91,000	\$50,000	\$55,000	\$2,287,700
II DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES										
A	Regional Data, Travel Forecasting & Technical Services (GCC 1192)	\$514,643	\$226,200			\$16,019			\$756,862	
B	Transportation Data Acquisition (GCC 1355)			\$75,000					\$75,000	
Subtotal		\$514,643	\$226,200	\$75,000		\$16,019			\$831,862	
III TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT										
A	Transportation Program Coordination & Management (GCC 1192)	\$319,000	\$140,300			\$10,100			\$469,400	
Subtotal		\$319,000	\$140,300			\$10,100			\$469,400	
TOTALS		\$2,126,843	\$935,000	\$225,000	\$20,000	\$60,000	\$117,119	\$50,000	\$55,000	\$3,588,962

Notes:

- Minimum local match for CPG, STBG and Work elements IJ, 1L, and IIB show use of 100% federal funds; toll credits are used as the match.
- Transportation planning assistance to RTC on UPWP work elements IA - IE may be provided by on-call consultant(s).

SFY 2027 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 SFT 2027 Expenditures	New Grant Revenue for SFT 2027	Estimated Carry-Forward from SFT 2026	Total Grant Revenue Available	Est. Carry Forward to SFT 2028
CPG SFY 2027	\$1,293,200	\$514,643	\$319,000	\$2,126,843	\$1,096,843	\$1,030,000	\$2,126,843	\$0
Local Match: Toll Credits								
FHWA STBGUPWP Support	\$568,500	\$226,200	\$140,300	\$935,000	\$935,000		\$935,000	\$0
Local Match: Toll Credits								
FHWA STBG Projects	\$150,000	\$75,000	\$0	\$225,000	\$175,000	\$50,000	\$225,000	\$0
Local Match: Toll Credits								
FHWA SS4A - S/K (I-I)	\$20,000	\$0	\$0	\$260,120	\$0	\$20,000	\$20,000	\$0
Local Match 20%	\$5,000			\$5,000			\$5,000	
FHWA CRP - Signal Timing	\$60,000	\$0	\$0	\$60,000	\$0	\$60,000	\$60,000	\$0
Local Match: Toll Credits								

STATE FUNDS

Funding Source	Regional Transportation Planning Program	Data Management, Travel Model Forecasting & Technical Services	Transportation Program Coordination & Management	Total Estimated SFT 2027 Expenditures	New Grant Revenue for SFT 2027	Estimated Carry-Forward from SFT 2026	Total Grant Revenue Available	Est. Carry Forward to SFT 2028
RTPO	\$91,000	\$16,019	\$10,100	\$117,119	\$117,119	\$0	\$117,119	\$0
WSDOTIBR	\$40,000	\$0	\$0	\$40,000	\$0	\$40,000	\$40,000	\$0
WSDOTHSTP	\$10,000	\$0	\$0	\$10,000	\$0	\$10,000	\$10,000	\$0

LOCAL FUNDS

Funding Source	Regional Transportation Planning Program	Data Management, Travel Model Forecasting & Technical Services	Transportation Program Coordination & Management	Total Estimated SFT 2027 Expenditures	New Grant Revenue for SFT 2027	Estimated Carry-Forward from SFT 2026	Total Grant Revenue Available	Est. Carry Forward to SFT 2028
Local Funds	\$55,000	\$0	\$0	\$55,000	\$50,000	\$5,000	\$55,000	\$0

SFY 2027 UPWP Funding Agreements

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

Existing Agreements

Agreement #	Work Element(s)
	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
	1-K: Human Service Transportation Plan
	II-A: Regional Data, Travel Forecasting & Technical Services
	III-A: Transportation Program Coordination & Management
GCC 1192	
GCB 3482	I-G: IBR Project
GCB 3851	I-H: Regional Signal Timing Plans
SS4A 693JJ32440278	I-I: Safe Streets and Roads for All-Sk/KI Counties
GCC 1236	I-J: Regional Active Transportation Plan
PTD 1136	I-K: Human Service Transportation Plan
GCC 1355	II-B: Transportation Data Acquisition

New Agreements

Agreement #	Work Element(s)
GCC XXXX	I-L: Clark County Freight System 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 include:

REGIONAL PASSENGER RAIL CORRIDOR ASSESSMENT STUDY

Initiate a multi-MPO (RTC, Metro, Cowlitz-Wahkiakum Council of Governments (CWCOG), and Salem-Keizer Area MPO) planning study to develop long-term action strategies to explore possibilities for passenger rail services to connect major population centers within Cowlitz, Clark, Multnomah, Clackamas, Washington, Marion and Polk counties. The key findings of these efforts will be incorporated into each MPO RTP.

- Cost estimate: \$100,000 (scope dependent).

ADVANCED AIR MOBILITY ASSESSMENT

Research advance air mobility and develop action strategies to foster vertiport and vertistop development, ensuring open access and efficient siting. Integrate action strategies into 2029 Regional Transportation Plan Update.

- Cost estimate: \$100,000 (scope dependent).

REGIONAL EV STRATEGY

The Regional EV Strategy will assess existing electric vehicle infrastructure and conditions across the region to identify gaps in coverage, accessibility, and reliability. The effort will also review and synthesize relevant policies from local comprehensive plans to understand how current planning frameworks support (or hinder) the expansion of EV infrastructure. Building on this analysis, the strategy will develop clear, actionable recommendations—aligned with regional priorities—that can be integrated into the Regional Transportation Plan to advance a coordinated, equitable, and future-ready EV network.

- Cost estimate: \$100,000 (scope dependent).

REGIONAL SAFE ROUTES TO SCHOOL PLAN

Collaborate with agencies and school districts to develop a regional safe route to school (SRTS) plan for Clark County. This plan will create an interactive walking route and dashboard; identify priority sidewalk, pedestrian crossing, and other mobility improvements that would increase safety for those walking, bicycling, and rolling in designated walk zones; and update designated walking routes.

- Cost estimate: \$100,000 - \$150,000 (scope dependent).

REGIONAL SAFE ROUTES TO SCHOOL TOOL KIT

Collaborate with agencies to develop a regional safe route to school tool kit. The tool kit will include SRTS activities that have been successful in other regions and can be adapted for local use.

- Cost estimate: \$50,000 - \$75,000 (scope dependent).

REGIONAL ACTIVE TRANSPORTATION SAFETY EDUCATION PROGRAM

Collaborate with agencies and non-profits to develop a regional active transportation safety education program for users of all abilities, with a focus on youth and adults using e-bikes. This program will focus on helping users develop street knowledge (rules of the road/shared use path) to become more confident and capable users while increasing safety.

- Cost estimate: \$50,000 (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: \$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: \$50,000 (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: \$50,000 (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).

CLARK COUNTY ACTIVE TRANSPORTATION PLAN

This study would provide Clark County with an update to the 2010 Clark County Bicycle and Pedestrian Master Plan. This would include updating the local active transportation network, policies, project prioritization, and developing a five-year implementation strategy.

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

72nd AVENUE CORRIDOR PLANNING STUDY

Planning study to evaluate the corridor for future improvements and develop preliminary project designs.

- Cost Estimate: \$100,000 (scope dependent).

HIGHWAY 99 SAFETY AND MOBILITY STUDY

Planning study to further evaluate the safety and mobility needs along the Highway 99 corridor. This study will look to engage with the community to identify additional transportation investments to compliment C-TRAN's new Vine service on Highway 99, improve connections to the City of Vancouver's Upper Main Street Project, and further the vision of the Highway 99 Subarea Plan.

- Cost Estimate: \$100,000 - \$150,000 (scope dependent).

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

Fisher's Landing Transit Center (FLTC) Transit-Oriented Development (TOD) 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).

C-TRAN 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 practices transit station, stop, and amenity design into a standardized format.

- Cost Estimate: \$250,000 (scope dependent).

SALMON CREEK INTERCHANGE PLANNING STUDY

Planning study to evaluate the I-5/I-205 interchange in Clark County for future improvements and develop preliminary project designs.

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

SR 503/NE 119TH STREET INTERSECTION PLANNING STUDY

Planning study to evaluate the SR 503/NE 119th Street interchange for future improvements and develop preliminary project designs.

- Cost Estimate: \$300,000 (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 - 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 - Update of the 20-year vision for the community and the plan's corresponding elements.
- ADA Plan and incorporation into Transportation System Plan.
- Traffic Safety Management Program and Systemic Safety Improvement Program - The goal of the project is to create a functional, sustainable, and actionable safety program that aligns with WSDOT's Highway Safety Improvement Program (HSIP), Target Zero, and the US DOT Safe Systems Approach principles, which will position the County to secure and implement safety funding effectively.

C-TRAN

- Transit Development Plan - Annual update to C-TRAN's 6-year mid-term planning document, identifying upcoming capital projects and service improvements.
- 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 wit regional partners. The update will develop a funding and implementation plan for prioritized implementation of service and capital improvement project delivery through 2045.
- Service Performance and Design Standards - Analysis and update of C-TRAN's existing standards for service design and performance management of Fixed-Route, Microtransit, 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 practices transit station, stop, and amenity design into a standardized format.
- 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.
- Fisher's Landing Transit Center (FLTC) Transit-Oriented Development (TOD) 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.

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 - Planning study to complete an alternatives analysis and select a preferred alternative for the Ridgefield/I-5 South Connector Project at the I-5/219th junction. The benefit is to provide a second main access point to the city to relieve congestion at the main entrance to Ridgefield on Exit 14/Pioneer Street.
- South 35th Avenue Extension Alternatives Analysis - This project intends to provide a new connection between NW 259th Street and Pioneer Street. During this project the City of Ridgefield and its consultant team are engaging the community to evaluate concepts that will improve local travel reliability and connectivity within the study area and provide a new connection from South 10th Way in the Gee Creek Plateau to Pioneer Street to replace the only existing connection, Bertsinger Road, which is functionally obsolete.

VANCOUVER

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.
- 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 Blvd 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.
- City of Vancouver Wayfinding Plan - Evaluate existing wayfinding assets in downtown Vancouver, documenting wayfinding needs/requirements of user segments and/or downtown stakeholder groups, identifying wayfinding best practices that are applicable to downtown Vancouver, providing recommendations and strategic actions the City can take to improve wayfinding, and delivering a phased implementation plan that helps the City sequence wayfinding investments and actions.

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 Master Plan – Develop master plan for high-speed rail in Washington and develop master plan for the I-5 Corridor.

Appendix D. Metro's 2026-2027 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 the 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 2026-2027 Unified Planning Work Program can be found [here](#).

About Metro

Metro is the regional government in greater Portland. Metro manages public services and regional systems that protect the environment, support the local economy and ensure every community can thrive.

Metro coordinates regional planning and funds new affordable homes and supportive housing services. It manages 19,000 acres of parks and natural areas and the region's garbage and recycling system. Metro also runs the Oregon Convention Center, Portland's Centers for the Arts, the Portland Expo Center and the Oregon Zoo.

Metro is led by a nonpartisan elected council. It serves 1.7 million people in 24 cities across Clackamas, Multnomah and Washington counties.

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