



2025-2026 Unified Planning Work Program

Transportation planning in the
Portland/Vancouver metropolitan area

March 2025

oregonmetro.gov

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Unified Planning Work Program (UPWP) overview

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PORTLAND METROPOLITAN AREA UNIFIED PLANNING WORK PROGRAM (UPWP) OVERVIEW

Introduction

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

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

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

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

Transportation planning and project development activities

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

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

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

Agencies using federal transportation funds or working on regionally significant planning and/or project development activities, should coordinate with Metro on their description of work activities and budgets for how to include a description of those activities in the appropriate UPWP or Transportation Improvement Program (TIP) process and documents.

Transportation planning activities to be administered or tracked through the UPWP process

Work activities that are intended to define or develop the need, function, mode and/or general location of one or more regional or state transportation facilities is planning work and administered through the UPWP process. A state agency may declare an activity as planning if that activity does not include tasks defined as project development.

Examples of UPWP type of planning activities include: transportation systems planning, corridor or area planning, Alternatives Analysis, Type, Size and Location (TSL) studies, and facilities planning.

UPWP Definitions

"System Planning" occurs at the regional, community or corridor scale and involves a comprehensive analysis of the transportation system to identify long-term needs and proposed project solutions that are formally adopted in a transportation system plan, corridor plan, or facility plan.

"Project Planning" occurs when a transportation project from an adopted plan (e.g. system, corridor, etc.) is further developed for environmental clearance and design. Often referred to as scoping, project planning can include:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Organization of UPWP

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

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

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

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

Development of UPWP

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

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

This UPWP includes the transportation planning activities of Metro and other area governments using Federal funds for transportation planning activities for the fiscal year of July 1, 2025 through June 30, 2026. During the consultation, public review and adoption process for the 2025-2026 UPWP, draft versions of the document were made available to the public through Metro's website and distributed to Metro's advisory committees and the Metro Council.

Amending the UPWP

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

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

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

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

Administrative amendments to the UPWP can occur for the following:

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

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

Federal Requirements for Transportation Planning

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

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

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

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

A. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key participants who have not traditionally been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for public participation in the planning process.

B. Regional Transportation Plan

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.
- Recognition of the Coordinated Transportation Plan for Seniors and People with Disabilities
- Addressing required federal planning factors: improving safety, supporting economic vitality, increasing security, increasing accessibility and mobility, protecting the environment and promoting consistency between transportation investments and state and local growth plans, enhancing connectivity for people and goods movement, promoting efficient system management and operations, emphasizing preservation of existing transportation infrastructure, improving resiliency and reliability and enhancing travel and tourism.
- A performance-based planning process, including performance measures and targets.

C. Metropolitan Transportation Improvement Program (MTIP)

The short-range metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the MTIP period.
- A financial plan that demonstrates how the MTIP can be implemented.
- Descriptions of each project in the MTIP.
- A performance-based planning process, including performance measures and targets.

D. Transportation Management Area (TMA)

Metropolitan areas designated TMAs (urbanized areas with a population of over 200,000) such as Metro must also address the following requirements:

- Transportation plans must be based on a continuing and comprehensive transportation

planning process carried out by the MPO in cooperation with the State and public transportation operators.

- A Congestion Management Process (CMP) must be developed and implemented that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities, through use of travel demand reduction and operational management strategies.
- A federal certification of the metropolitan planning process must be conducted at least every 4 years. At least every 4 years, the MPO must also self-certify concurrent with submittal of an adopted TIP.

E. Air Quality Conformity Process

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

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

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

Metro Overview

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

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

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

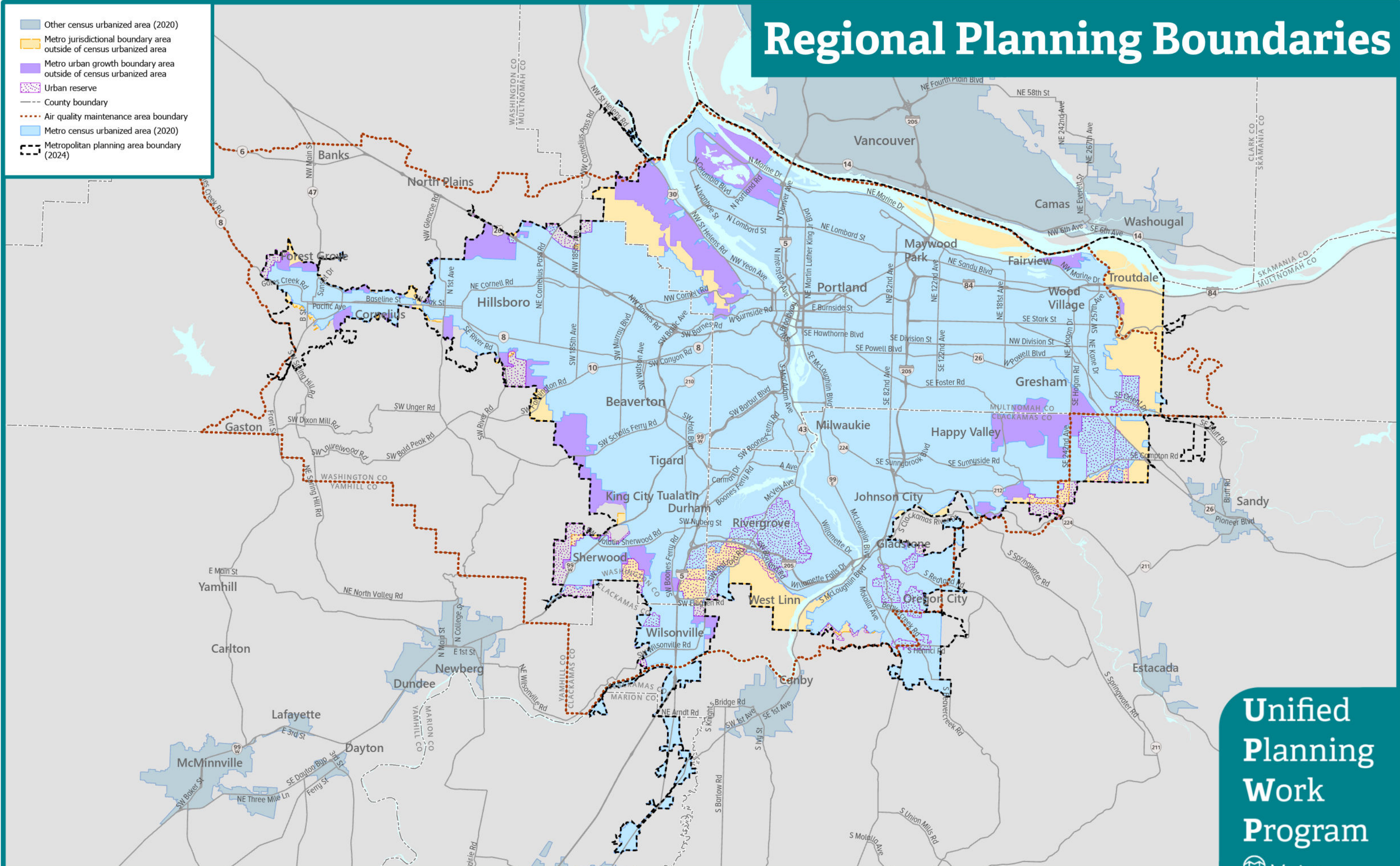
First, Metro's jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties. This boundary represents the Metro district as established by the voters in the region.

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

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

Regional Planning Boundaries

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



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Work
Program

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

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

Regional Policy Framework

The 2023 RTP plays an important role in implementing the 2040 Growth Concept, the region's adopted blueprint for growth. To carry out this function, the RTP is guided by six desired regional outcomes adopted by the Metro Council, which in turn are implemented through the goals and objectives that make up the policy framework of the plan.

While these broad outcomes establish a long-term direction for the plan, the near-term investment strategy contained in the 2023 Regional Transportation Plan focuses on key priorities within this broader vision for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP.

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

Metro Governance and Committees

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

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

Joint Policy Advisory Committee on Transportation (JPACT)

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

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

Metro Policy Advisory Committee (MPAC)

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

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

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

In accordance with these requirements, the transportation plan is developed to meet not only federal requirements in the FAST Act, but also the Oregon Transportation Planning Rule (OAR Division 12), OAR Division 44, and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

Transportation Policy Alternatives Committee (TPAC)

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

Metro Technical Advisory Committee (MTAC)

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

Metro Public Engagement Committees

The [Metro Public Engagement Committees](#) advise the Metro Council on engagement priorities and ways to engage community members in regional planning activities consistent with adopted public engagement policies, guidelines and best practices.

On November 6, 2018, voters in greater Portland approved the nation's first regional housing bond. The bond will create affordable homes for 12,000 people across our region, including seniors, veterans, people with disabilities, and working families. Housing affordability is a key component of Metro's 2040 growth concept.

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

Planning Priorities in the Greater Portland Region

FAST Act, the Clean Air Act Amendments of 1990 (CAAA), the Oregon Transportation Planning Rule, the Oregon Transportation Plan and modal/topic plans, OAR Division 44, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan together have created a comprehensive policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt, and implement a multi-modal transportation system. Metro has a unique role in state land use planning and transportation. In 1995, the greater Portland region adopted the 2040 Growth Concept, the long-range strategy for managing growth that integrates land use and transportation system planning to preserve the region's economic health and livability in just, environmentally sound and fiscally responsible manner. A primary mission of the RTP is implementing the 2040 Growth Concept and supporting local aspirations for growth.

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

- Update of the Regional Transportation Plan (RTP)
- Update to the Metropolitan Transportation Improvement Program (MTIP)
- Implementation of projects selected through the STIP/MTIP updates

- Completing multi-modal refinement studies in the 82nd Avenue Transit Project, Tualatin Valley Highway Transit and Development Project

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

- The 2023 RTP update continues to use an outcomes-based policy framework that not only allows our decision makers that base regulatory and investment decisions on desired outcomes, but will also allow us to meet federal requirements for performance base planning.
 - The Regional Freight Delay and Commodities Movement Study was developed in 2023 to address rapidly changing port conditions in our region, including the effects of COVID on goods movement and emerging role of e-commerce.
 - The 2018 Regional Safety Strategy responds to strong public demand for immediate action to improve multimodal safety on our major streets while also helping establish measures to help track safety to meet state and federal performance monitoring.
 - The 2018 Regional Transit Strategy not only expands on our vision for a strong transit system to help shape growth in our region, but will also help ensure that we continue to meet state and federal clean air requirements through the transition to a Zero Emissions transit fleet and goals for ridership growth. The High-Capacity Transit element of the strategy was further updated in 2023.
 - The 2018 Emerging Technology Strategy identifies steps that Metro and its partners can take to harness new developments in transportation technology; and the increasing amount of data available to both travelers and planners - to support the regions goals.
 - The region's Carbon Reduction Strategy was adopted in December 2014, as required by OAR Division 44 , and is currently being implemented through the 2023 RTP.
- The Congestion Management Process (CMP) was adopted as part of 2023 RTP. Many of the elements of the CMP are included as part of the Transportation System Management and Operations (TSMO) program, consisting of both the Regional Mobility and Regional Travel Options work programs.

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

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

Glossary of Resource Funding Types

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

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

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

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

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

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

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



Metro-Led Regionwide Planning

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Transportation Planning

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

Description

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

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

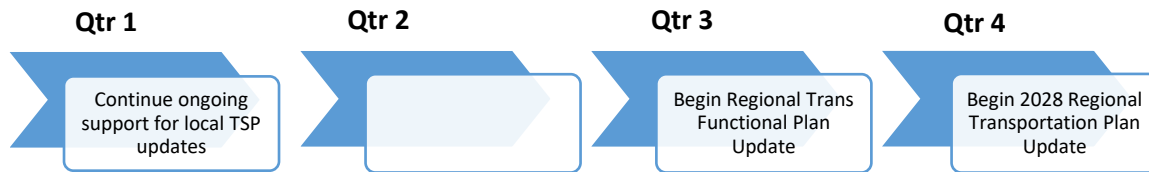
Metro also brings supplementary federal funds and regional funds to this program to provide general planning support to the following regional and state-oriented transportation planning efforts:

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

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

Resources:

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

TOTAL \$ 3,084,881

TOTAL \$ 3,084,881

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

Carbon Reduction Program

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

Description

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

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

Key FY 24-25 deliverables and milestones included:

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

Anticipated work in FY 25-26 includes:

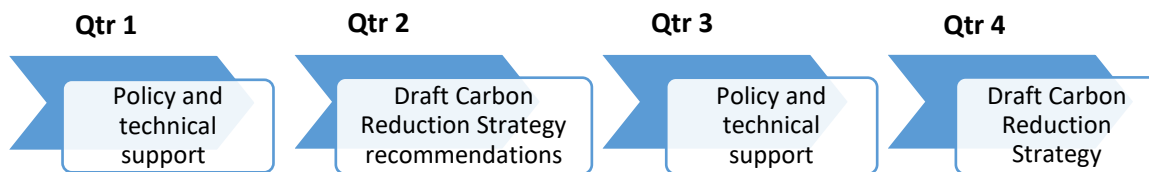
- Update to the region's Carbon Reduction Strategy in coordination with development of EPA Comprehensive Action Plan.
- Coordination with Metro Research Center and State of Oregon data partners to improve regional data and analysis tools and capabilities to inform policy and investment decisions.
- Ongoing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

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 409,794	STBG	\$ 619,588
Materials & Services ¹	\$ 260,000	STBG Match (Metro)	\$ 70,915
Indirect Costs	\$ 280,709	Metro Direct	\$ 260,000
TOTAL	\$ 950,503	TOTAL	\$ 950,503

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

Metropolitan Transportation Improvement Program (MTIP)

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

Description

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

The following types of projects are included in the MTIP:

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

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

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

The MTIP program also administers the allocation of the urban Surface Transportation Block Grant (STBG)/Transportation Alternatives (TA) federal funding program, the Congestion Mitigation Air Quality (CMAQ) federal funding program, and the Carbon Reduction Program (CRP) federal funding program. These federal funding programs are awarded to local projects and transportation programs through the Metro Regional Flexible Fund Allocation (RFFA) process. MTIP program staff work with local agencies to coordinate the implementation of projects selected to receive these funds. In addition, Metro also administers local projects that were awarded federal funds, but where those

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

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

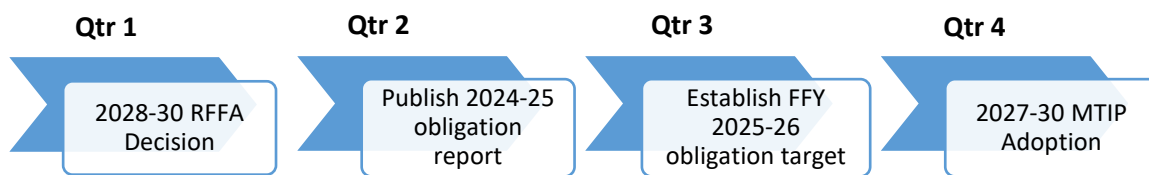
- *Completion of the 2028-30 RFFA process.* Metro is scheduled to complete the allocation of federal fiscal year revenues for 2028-30 in the first quarter of state fiscal year 2025-26. This allocation process will include a call for projects, project evaluation, public comment period and MPO decision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

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

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

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

Air Quality Program

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

Description

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

This is an ongoing program. Typical program activities include:

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

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

Work completed FY 2024-25 included:

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

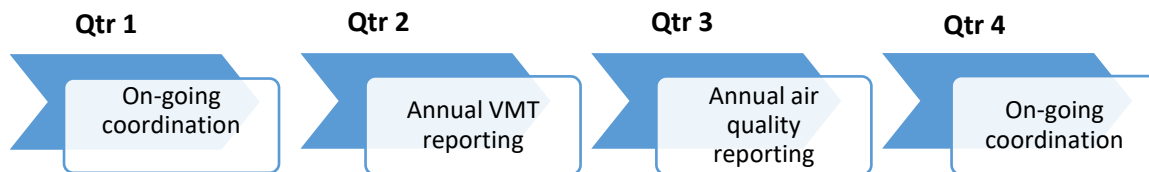
- Participating as a NEPA reviewer for the air quality section for several major projects in development in the region (i.e. Interstate Bridge Replacement, etc.)

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

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

-

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

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

Regional Transit Program

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

Description

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

During FY 2025-26, work will include:

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

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

Metro's Regional Transit Program work also includes:

- Ongoing coordination with transit providers, cities and counties to ensure implementation of the Regional Transit Strategy through plans and capital projects
- Periodic support for major transit planning activities in the region
- Coordination with state transit planning officials.

During FY 2024-25, the program supported:

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

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 19,593	STBG	\$ 29,624
Indirect Costs	\$ 13,421	STBG Match (Metro)	\$ 3,391
TOTAL	\$ 33,014	TOTAL	\$ 33,014

Regional Freight Program

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

General Freight Program Description

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

Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include ongoing participation in the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are competitively considered within federal, state, and regional funding programs. The program is closely coordinated with other region-wide planning activities. The Regional Freight Strategy has policies and action items that address the policy guidance in the 2023 RTP.

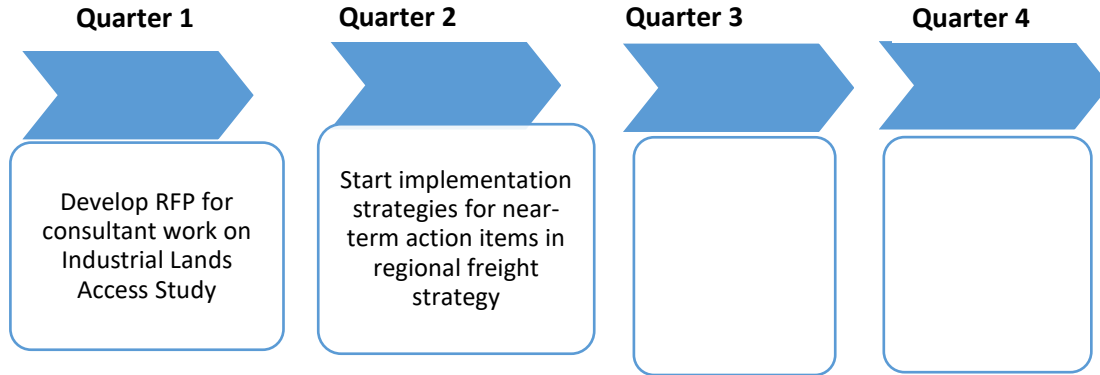
Work completed in FY 2024-25:

- Developed a work plan that outlines which near-term action items within the regional freight action plan (chapter 8 - Regional Freight Strategy) will be addressed in FY 2025-26.
- Completed needed updates to the 2018 Regional Freight Strategy.
- Finalize work plan for Regional Industrial Lands Access Study

Key Project Deliverables / Milestones

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

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



FY 2025-26 Cost and Funding Sources

Requirements:

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

Resources:

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

TOTAL \$ 99,039

TOTAL \$ 99,039

Complete Streets Program

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

Description

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

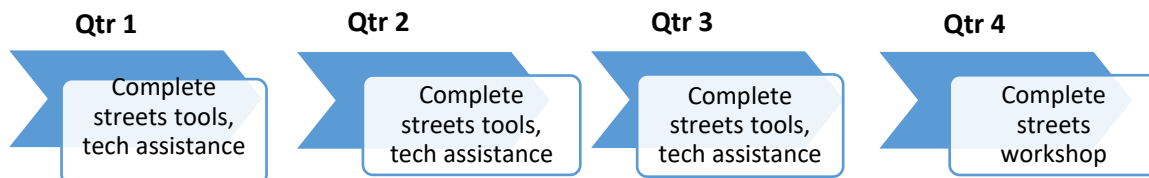
Staff completed the following in FY 2024-25:

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

In FY 2025-26 the Complete Streets Program will:

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

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

¹ The 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 implements RTP policies and the Regional Travel Options Strategy to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces air pollution by carrying out the travel demand management (TDM) components of the RTP. The RTO program is also the demand management element of the region's Congestion Management Process and the Transportation System Management and Operations strategy. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand. The RTO Program focuses on three program areas: Commute trip reduction, community-based travel options, and Safe Routes to School. Approximately two-thirds of the RTO funding is awarded through grants to the region's government, educational and non-profit partners working to reduce auto trips.

Since 2003, the program has been coordinated and guided by a strategic plan, and an independent evaluation occurs after the end of each grant cycle to measure and improve performance. The 2023 RTP includes new policy direction regarding TDM, containing more specific policy language directing a higher level of TDM strategic direction, investment and coordination than previously seen. These RTP policy elements include a new section specific to TDM as well as updates to the Regional Mobility Policy. Responding to the 2023 RTP will drive the RTO Program's work direction in the 2025-2026 fiscal year. In January 2024 RTO staff kicked off the Regional TDM Assessment and Strategy, a 2-year project. This project is an implementation action identified in Chapter 8 of the RTP, approved by JPACT and Metro Council. This project comprises of two phases:

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

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

www.oregonmetro.gov/traveloptionsplan

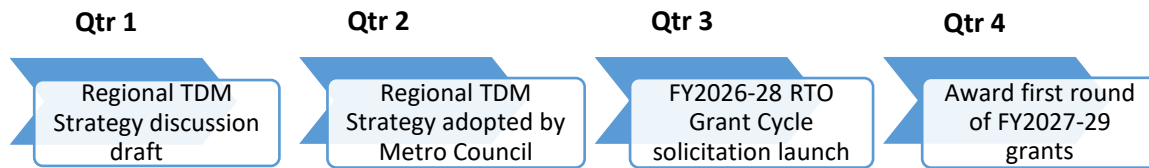
Highlights of work completed in FY2024-2025 (July 2024-June 2025):

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

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

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

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

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

⁴ Match requirement is met by the City of Portland.

⁵ Match requirement is met by Metro's partners.

Transportation System Management and Operations – Regional Mobility Program

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

Description

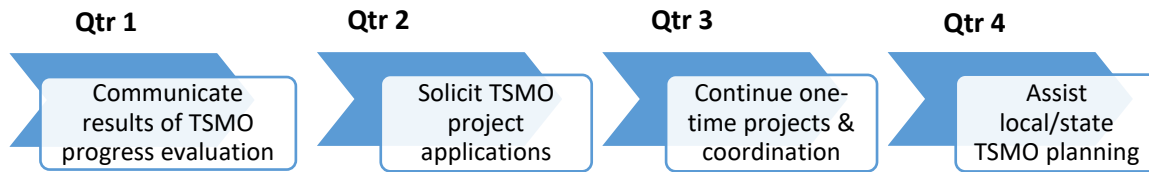
The Transportation System Management and Operations (TSMO) Program provides a demand and system management response to Regional Transportation Plan policies. TSMO involves partnerships to make better use of road and transit investments and promote travel options in real-time. In FY 2024-25, TSMO partners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

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

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

The TSMO Program involves local and state agencies in developing increasingly sophisticated ways to operate the transportation system. Operators include ODOT, TriMet, Clackamas County, Multnomah County, Washington County, City of Portland, City of Gresham (along with many other city partners), Port of Portland, Portland State University and Southwest Washington State partners. Metro staff request anyone working in parallel efforts to the 21 actions in the TSMO Strategy to join regional coordination. Information and updates can be found at www.oregonmetro.gov/tsmo including monthly TransPort meetings.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

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

Resources¹:

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

TOTAL \$ 682,923

TOTAL \$ 682,923

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

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

Better Bus

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

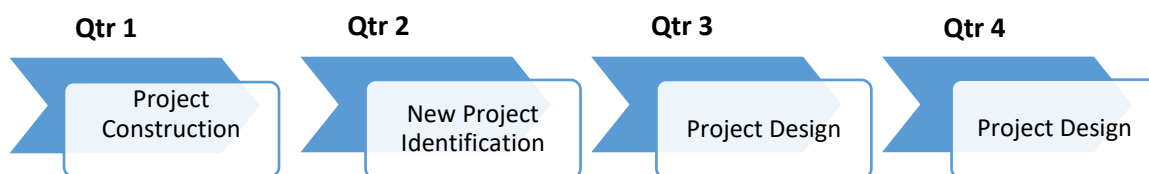
Description

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

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

Resources:

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

TOTAL \$ 5,029,557

TOTAL \$ 5,029,557

Community Connector Transit Study

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

Description

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

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

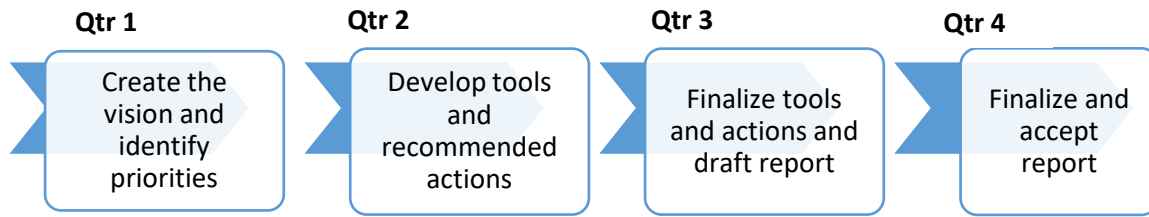
This study is working to identify local service and coordination gaps specific to the Metro region, especially for areas of the region and regional parks not currently served by or with limited transit service, document the range of potential solutions and explore innovative ways to improve transit access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

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

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

TOTAL \$ 475,291

Resources:

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

TOTAL \$ 475,291

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

Regional Rail Futures Study

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

Description

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 132,558
Materials & Services ¹	\$ 200,000
Indirect Costs	\$ 90,802

TOTAL \$ 423,360

Resources:

Metro Direct	\$ 173,360
State of Oregon Grant	\$ 250,000

TOTAL \$ 423,360

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

Safe Streets for All Project

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

Description

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

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

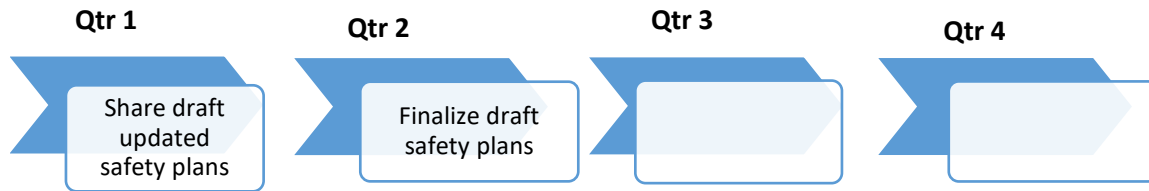
The following notable activities were completed in FY 2024-25:

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

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

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

EPA Carbon Reduction Grant

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

Description

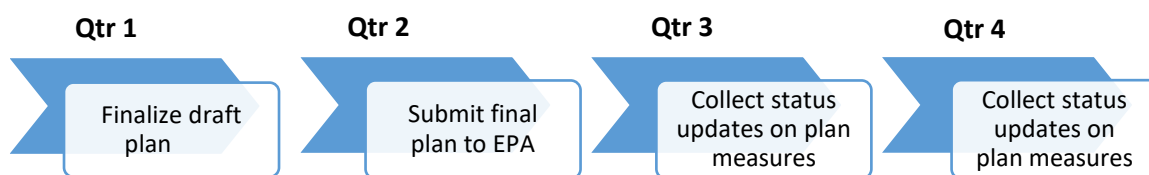
Metro is leading an EPA Carbon Reduction planning grant for the Portland-Vancouver Metropolitan Statistical Area (Clackamas, Clark, Columbia, Multnomah, Skamania, Washington, and Yamhill Counties). Under this grant, Metro inventories and forecasts regional carbon pollution; and identifies measures that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

This work involves three deliverables:

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

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

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

Regional Industrial Lands Access Study

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

Study Description

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

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

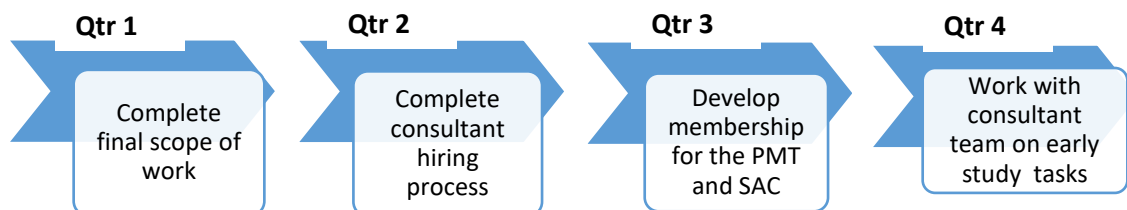
The Regional Industrial Lands Access Study will provide a transportation impacts analysis and other impacts from the introduction of recently built fulfillment centers and large disruption centers. The Regional Industrial Lands Access Study will inform the the next Urban Growth Report, and the 'Future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

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

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

The study will address the 2023 RTP goals and policies.

Key Project Deliverables / Milestones



FY 2024-25 Cost and Funding Sources

Requirements:

Materials & Services \$ 75,000

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

Metro Direct \$ 75,000

TOTAL \$ 75,000

Economic Value Atlas (EVA) Implementation

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

Description

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

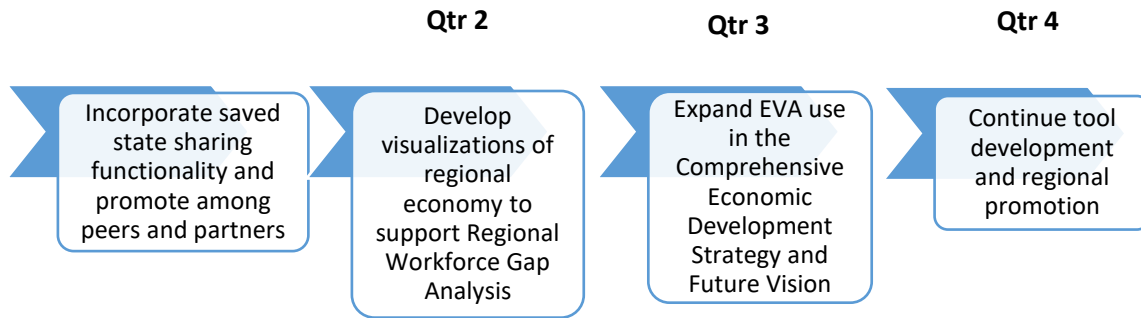
This is an ongoing program. In FY 2019-2020, the EVA tool provided new mapping and discoveries about our regional economic landscape, linked investments to local and regional economic conditions and outcomes and was actively used to inform policy and investment – it provides a foundation for decision-makers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

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

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

Resources:

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

TOTAL \$ 63,936

TOTAL \$ 63,936

Regional Emergency Transportation Routes

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

Description

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

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

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding

Requirements:

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

Resources:

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

TOTAL \$ 161,005

TOTAL \$ 161,005



Metro-Led Corridor/Area Planning

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Investment Areas (Corridor Refinement and Project Development)

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

Description

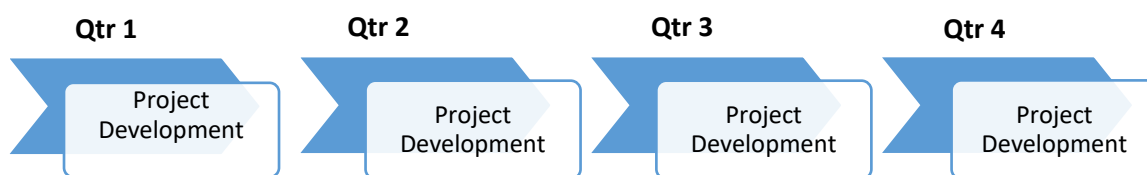
Metro's Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit-oriented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

The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional, and state investments in economic investment areas that support the region's growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro aids local jurisdictions with the development of specific projects as well as corridor-based programs identified in the RTP. Metro works to develop formal funding agreements with partners in an Investment Area, leveraging regional and local funds to get the most return. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies.

In FY 2024-2025, Investment Areas staff have supported partner work on TV Highway, Better Bus, Columbia Connects, 82nd Ave, the Interstate Bridge Replacement Program, additional support for the Development Strategy for the Southwest Corridor, Sunrise Corridor visioning, and mobility and transit capacity improvements across the region.

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services

\$ 489,596

Resources:

STBG

\$ 487,312

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

Southwest Corridor Transit Project

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

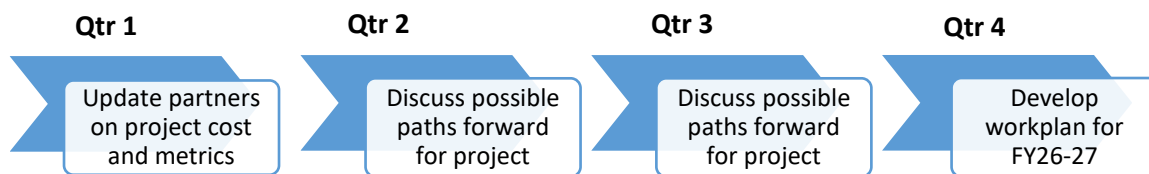
Description

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

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

Resources:

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

TV Highway Transit and Development Project

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

Description

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

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

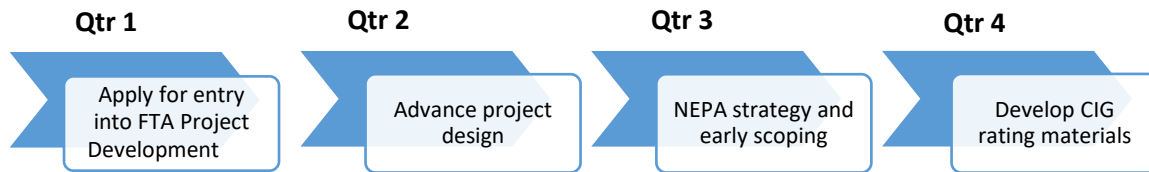
In FY 24-25, project partners developed a transit and safety concept for the corridor and reached agreement on a Locally Preferred Alternative (LPA). Metro supported the process of LPA approval and adoption into local plans, JPACT and Metro Council endorsement of the LPA, and then codifying the LPA into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

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources¹

Requirements:

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

Resources:

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

TOTAL \$ 1,453,178

TOTAL \$ 1,453,178

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

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

82nd Avenue Transit Project

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

Description

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

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

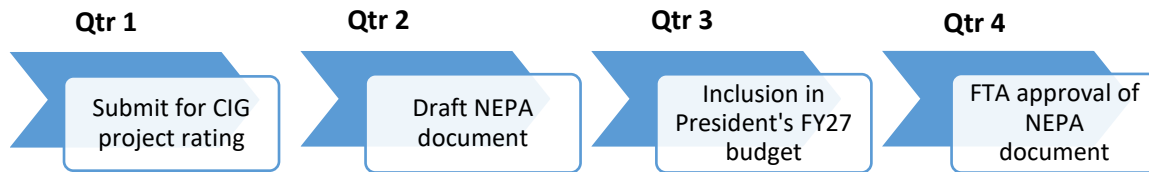
- Selected the Locally Preferred Alternative (LPA), which was endorsed by the Steering Committee, local jurisdictions, and Metro Council, and begin the process for adoption into the fiscally-constrained Regional Transportation Plan
- Entered FTA CIG Small Starts Project Development on July 23, 2024,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

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources¹

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

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

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



Metro Administration & Support

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MPO Management and Services

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

Description

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

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

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

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

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

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

- DOT/Metro Annual Unified Planning Work Program funding agreement (*updated annually*)
- 4-Way Planning IGA with ODOT, TriMet and SMART (*extended through November 30, 2025*)
- SW Regional Transportation Council (RTC) MOU (*effective through June 30, 2027*)
- Oregon Department of Environmental Quality MOU (*effective through March 7, 2023*)

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

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

Key Project Deliverables / Milestones

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



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 303,461	PL	\$ 487,855
Materials & Services	\$ 49,600	PL Match (Metro)	\$ 27,919
Indirect Costs	\$ 207,871	PL Match (ODOT)	\$ 27,919
		Metro Direct	\$ 17,239
TOTAL \$ 560,932		TOTAL \$ 560,932	

Title VI Program

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

Description

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

The Title VI program works to continuously improve practices and processes to ensure that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color, national origin, sex, age or disability.

This is an ongoing program. Typical activities include receiving, investigating and reporting civil rights complaints against Metro and its sub-recipients; conducting benefits and burdens analysis of investments and decisions; conducting focused engagement for transportation plans and programs, providing language resources, including translation of vital documents on the Metro website for all languages identified as qualifying for the Department of Justice Safe Harbor provision, providing language assistance guidance and training for staff to assist and engage English language learners.

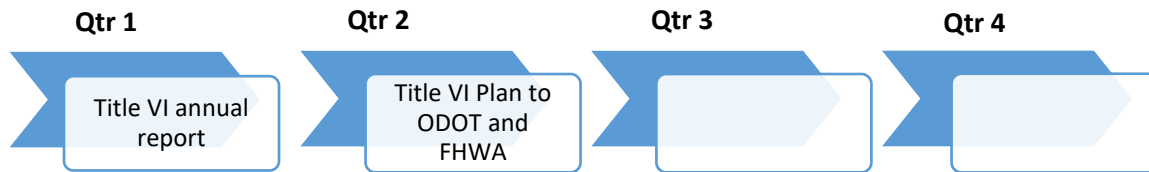
In FY2024-25, Metro:

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

In FY2025-26, Metro will:

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

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

Data Management and Visualization

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

Description

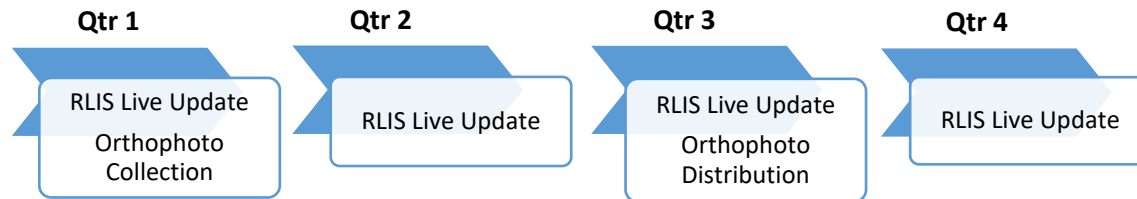
Metro's Data Resource Center (DRC) provides Metro and the region with technical services including data management, visualization, analysis, application development and systems administration. The DRC collaborates with Metro programs to support planning, modeling, forecasting, policymaking, resiliency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

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

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

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

Land Use Modeling Program

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

Description

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

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

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

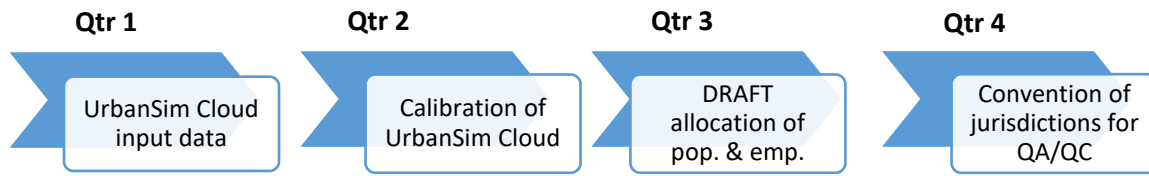
Work completed (July 2024 – June 2025):

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:		Resources:	
Personnel Services	\$ 222,370	5303	\$ 338,904
Materials & Services ¹	\$ 156,000	5303 Match (Metro)	\$ 38,789
Indirect Costs	\$ 152,323	Metro Direct	\$ 153,000
TOTAL	\$ 530,693	TOTAL	\$ 530,693

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

Travel Model Program

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

Description

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

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

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

Work completed (July 2024 – June 2025):

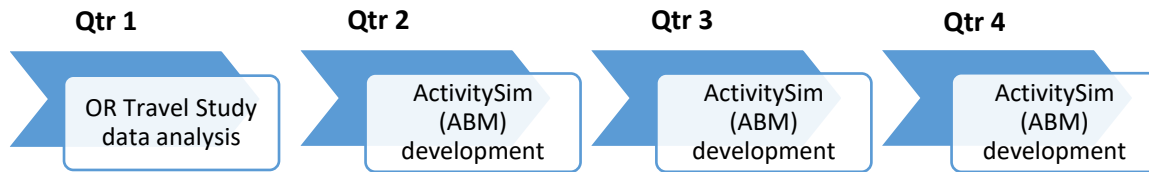
- Activity-based Travel Demand Model (i.e., ActivitySim) Development
 - Updated Population Synthesizer (i.e., PopulationSim)
 - Refined Micro-Analysis Zones (MAZ), Transportation Analysis Zones (TAZ), and networks
 - Completed initial calibration, reasonableness checks, and region-specific customization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

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services	\$ 612,681
Materials & Services ¹	\$ 238,850
Indirect Costs	\$ 419,686

Resources:

5303	\$ 716,639
5303 Match (Metro)	\$ 82,023
Metro Direct	\$ 207,331
Local Support (TriMet)	\$ 265,225

TOTAL \$ 1,271,217

TOTAL \$ 1,271,217

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

Technical Assistance Program

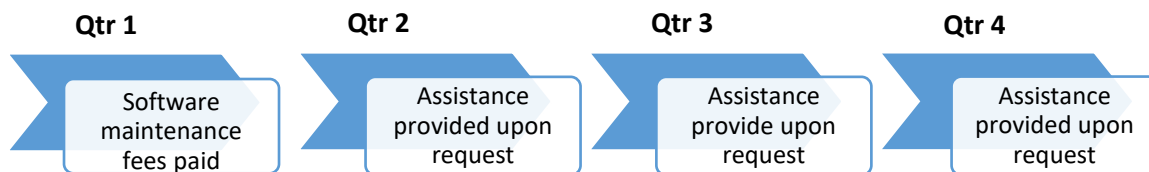
Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

Description

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

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

TOTAL \$ 238,806

Resources:

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

TOTAL \$ 238,806



State-Led Transportation Planning of Regional Significance

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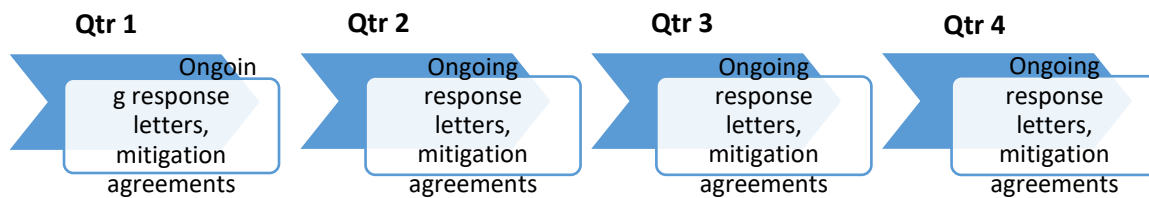
ODOT Development Review

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

Description

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Source

Requirements:

Personnel Services \$ 573,750

Materials & Services \$ 0

TOTAL \$ 573,750

Resources:

Federal grant \$ 514,826

Local Match \$ 58,924

TOTAL \$ 573,750

ODOT – Transportation and Growth Management

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

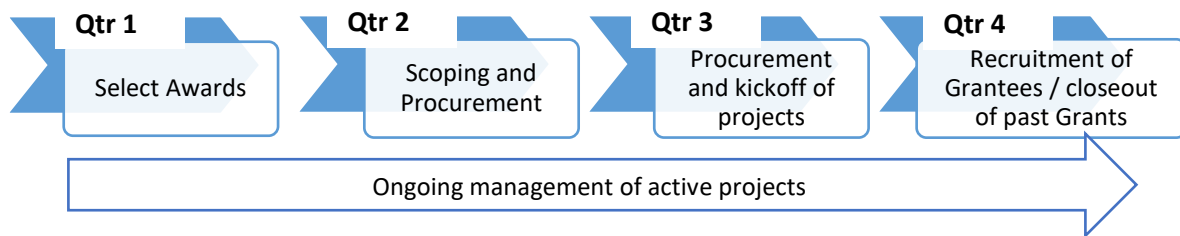
Description

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements: (Est.)

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

TOTAL \$ 950,000

Resources:

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

TOTAL \$ 950,000

Region 1 System Analysis and Technical Assistance

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

Description

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

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

TOTAL \$ 225,000

Resources:

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

TOTAL \$ 225,000

Region 1 Planning for Operations

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

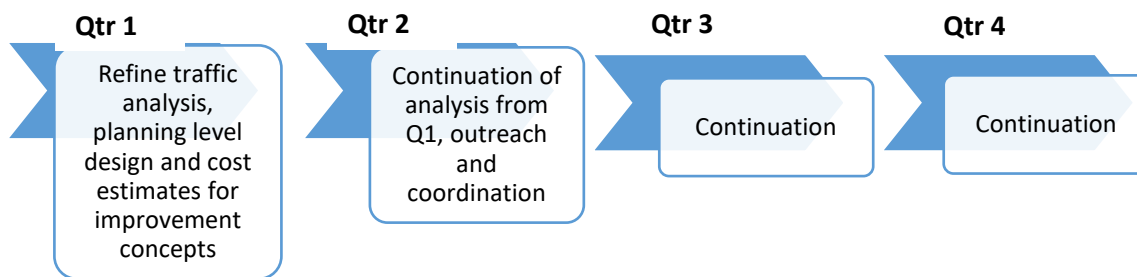
Description

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

ODOT also works to identify and prioritize investment opportunities where TSMO can improve safety and efficiency; collaborate with local and regional agencies to find and implement cost-effective TSMO investments; enhance ODOT's ability to support local planning efforts with respect to planning for operations; and support the regional Congestion Management Process and compliance with federal performance-based planning requirements, consistent with the ODOT-Metro agreement's identification of opportunities to coordinate, cooperate and collaborate.

Identification of safety and efficiency improvements through planning for operations includes identifying investment opportunities that are focused on improving safety for all users of the transportation system, as well as improving efficiency, consistent the 2023 RTP goals and policies. In FY 2025-26 work will focus on refining traffic analysis, planning level design and cost estimates for improvement concepts.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 40,000

Materials & Services \$ 60,000

TOTAL \$ 100,000

Resources:

Federal grant \$ 89,730

Local Match \$ 10,270

TOTAL \$ 100,000



Locally Led Transportation Planning of Regional Significance

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I-205 Multi-Use Path Gap Alternatives Analysis

Staff Contacts: Scott Hoelscher; scotthoe@clackamas.us

Description

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

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

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

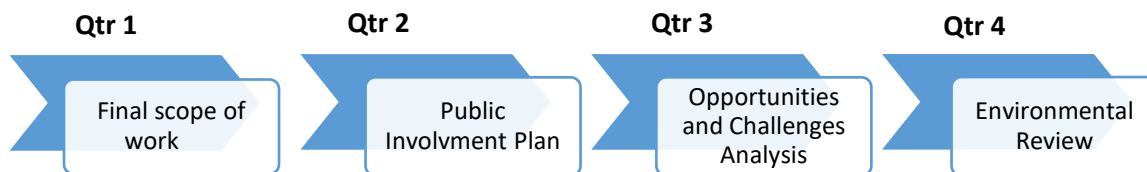
- Entered into an Intergovernmental Agreement (IGA) with ODOT to deliver the project.
- Developed a scope of work for the project.
- Contracted with a private consultant to assist in project delivery.

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ \$350,000

Materials & Services \$ 146,215

TOTAL \$ 496,215

Resources:

Federal grant \$ \$450,000

Local Match \$ \$46,215

TOTAL \$ 496,215

Clackamas County Consolidated Safe System Planning

Staff Contact: Rob Sadowsky, rsadowsky@clackamas.us

Description

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

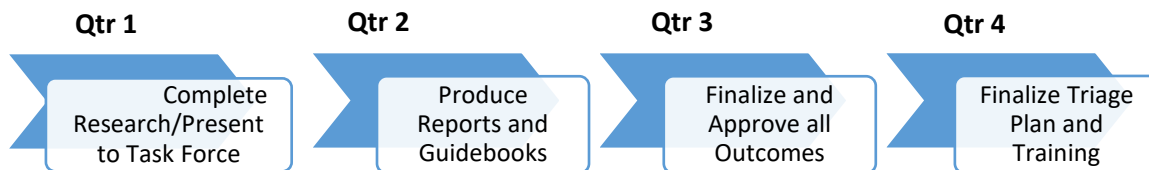
The project is broken down into six distinct outcomes or tasks:

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

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

TOTAL \$ 791,000

Resources:

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

TOTAL \$ 791,000

City of Milwaukie – Safety Assessment of Harrison Street Corridor

Staff Contact: Jen Garbely, GarbelyJ@MilwaukieOregon.gov

Description

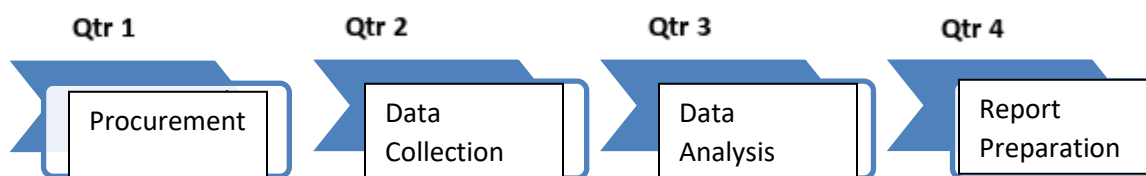
The goal of this project is to identify crash hotspots and contributing factors along the Harrison Street corridor. The study area includes Harrison Street from 42nd Avenue to McLoughlin Boulevard in Milwaukie Oregon, one of the most crash prone corridors in the City of Milwaukie. The study will evaluate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

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

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

Resources:

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

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

TriMet Comprehensive Service Planning

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

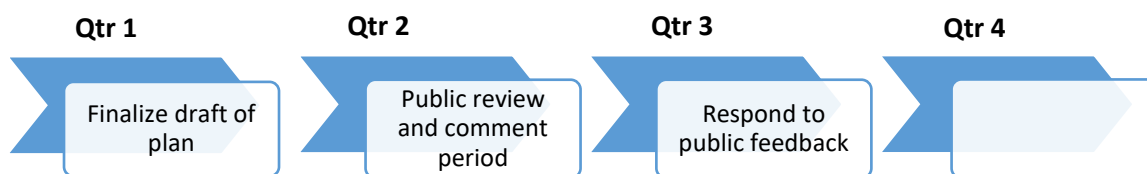
Description

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

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

TOTAL \$ 100,000

Resources:

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

TOTAL \$ 100,000

TriMet Park & Ride Optimization Plan

Staff Contact: Guy Benn, benng@trimet.org

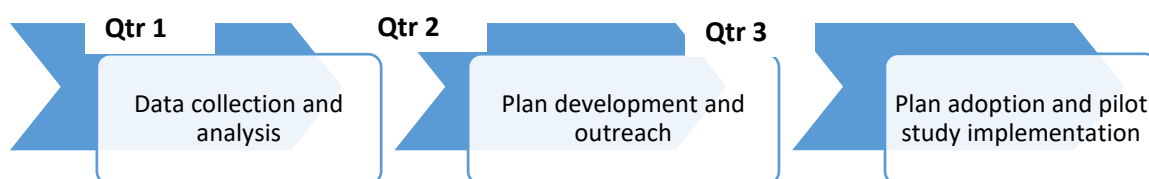
Description

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

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

Key Project Deliverables / Milestones

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



FY 2025-26 Cost and Funding Sources

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

Frequent Express System Plan

Staff Contact: Dave Aulwes, aulwesd@trimet.org

Description

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

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

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

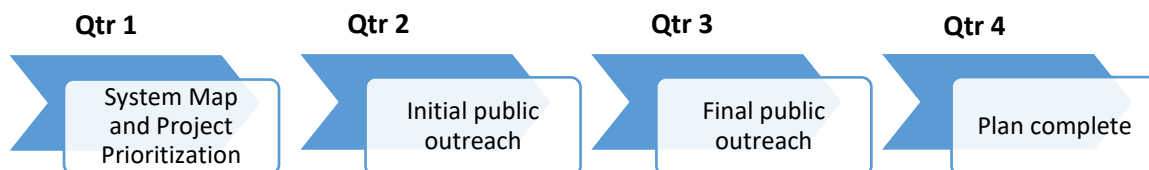
Anticipated work in FY 2025-26: In FY 2025-26, we anticipate finalizing the System Map and Project Prioritization, and opening public feedback on the FX Plan.

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

Relationship of the project to the 2023 RTP:

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 325,000

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

Federal grant \$ 0

Local Match \$ 575,000

TOTAL \$ Total Amount

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

City of Portland - Reconnecting Albina Planning Project

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

Description

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

In FY 2024-25, the Reconnecting Communities project:

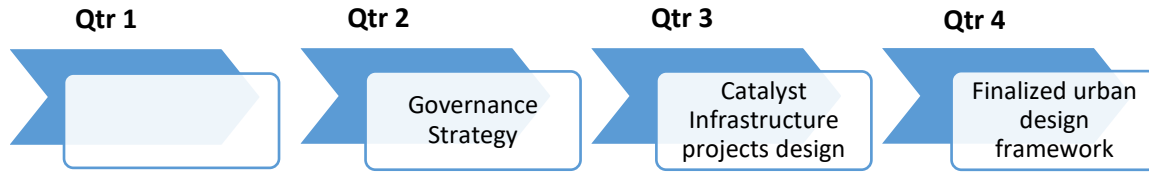
- Established a grant agreement between the City of Portland and FHWA
- Performed a scan of city policy to identify areas of consonance and conflict with the Albina Vision Community Investment Plan
- Completed an existing conditions for the project area
- Identified a menu of appropriate governance models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

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

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

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

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

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

TOTAL \$ 375,000

Resources:

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

TOTAL \$ 375,000

City of Portland – Central Eastside Railroad Crossings Study

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

Description

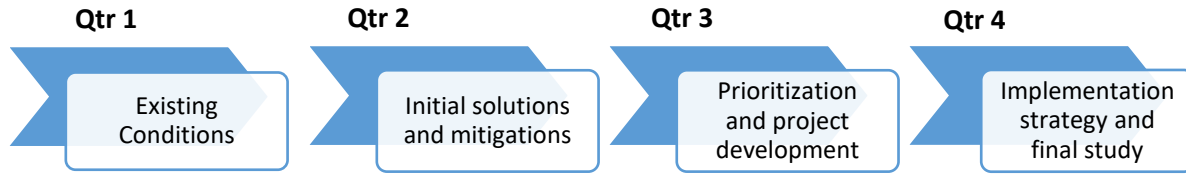
The Central Eastside Railroad Crossings Study will examine 15 at-grade railroad crossings in the Central Eastside district of Portland to investigate whether and how these crossings could be closed, improved, supplemented with grade-separated crossings, and/or replaced with grade separated crossings.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

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

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

The project advances 2023 RTP goals and policies.

Key Project Deliverables / Milestones



FY 2025-26 Cost and Funding Sources

Requirements:

Personnel Services \$ 150,000

Materials & Services¹ \$ 500,000

TOTAL \$ 650,000

Resources:

Federal Railroad \$ 500,000

Crossing Elimination
Program

Local Match \$ 150,000

TOTAL \$ 650,000

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



Appendices

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METRO

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

As of 3/13/25

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

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

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

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

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

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

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

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

EPA Carbon Reduction Grant: No match requirement

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

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

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

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

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

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

Southwest Washington Regional Transportation Council

Unified Planning Work Program

for

State Fiscal Year 2026

July 1, 2025, to June 30, 2026

*This Unified Planning Work Program has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, and the Washington State Department of Transportation.
The views expressed in this Program do not necessarily represent the views of these agencies.*

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需要合理便利的個人可以透過致電 564-397-6067 (TTY 711) 或發送電子郵件至 info@rtc.wa.gov 聯繫 RTC，免費索取替代格式、手語翻譯、無障礙設施或其他合理便利的書面資料。

Tiêu đề VI Thông báo không phân biệt đối xử

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

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

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

RTC sẽ đảm bảo rằng không có cá nhân khuyết tật đủ tiêu chuẩn nào, chỉ vì tình trạng khuyết tật của mình, sẽ bị loại khỏi việc tham gia, bị từ chối các lợi ích hoặc bị phân biệt đối xử trong bất kỳ chương trình, dịch vụ hoặc hoạt động nào của RTC như được cung cấp theo Mục 504 của Đạo luật Phục hồi chức năng năm 1973 và Đạo luật Người khuyết tật Hoa Kỳ năm 1990 (ADA).

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

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Introduction

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

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

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

Southwest Washington Regional Transportation Council

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

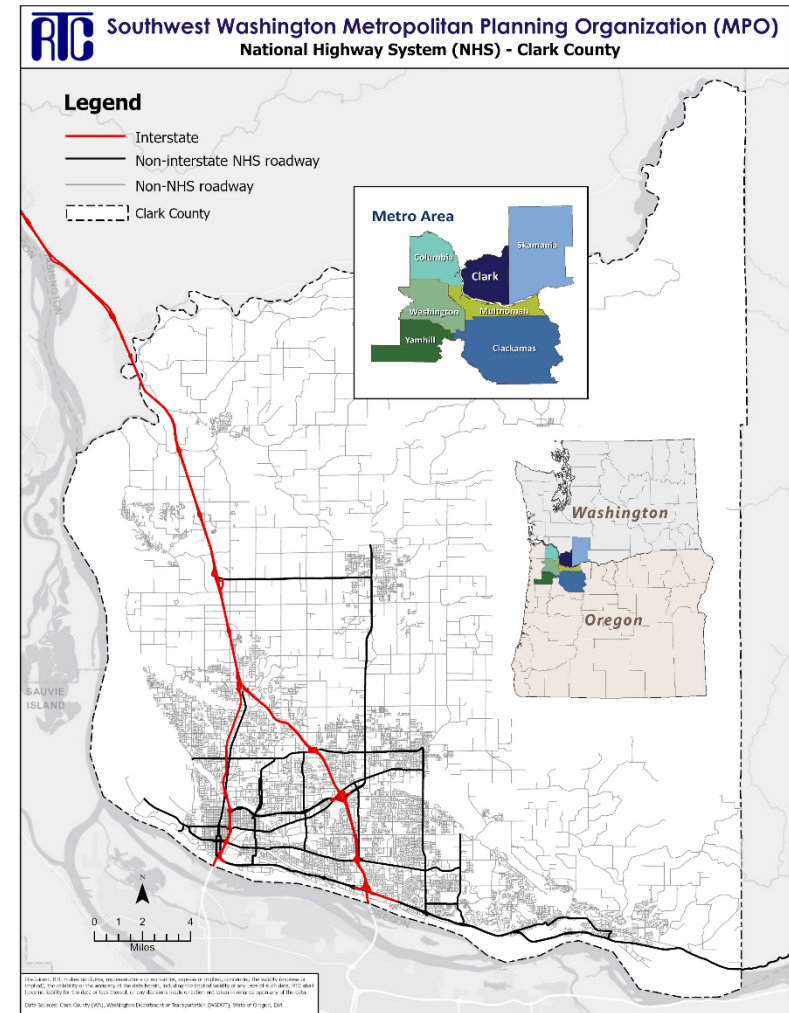


Figure 1. RTC, Metropolitan Planning Organization

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

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

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



Figure 2. RTC, Regional Transportation Organization

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

A. RTC BOARD OF DIRECTORS

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

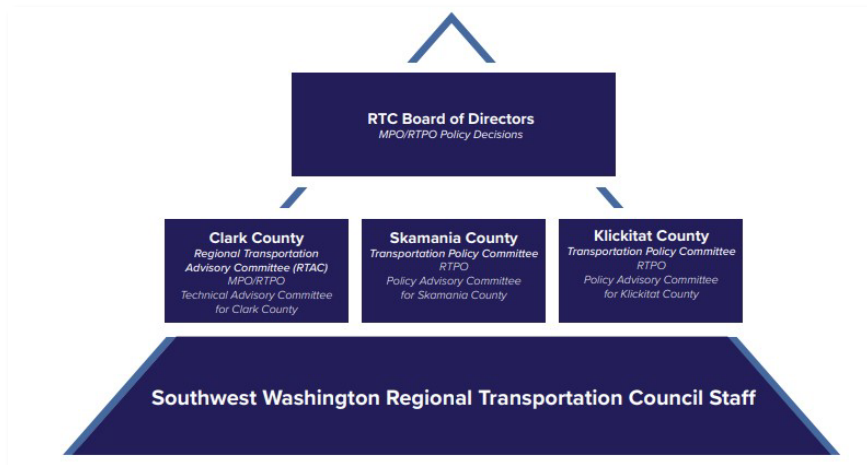


Figure 3. Southwest Washington Regional Transportation Council

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

B. REGIONAL TRANSPORTATION ADVISORY COMMITTEE

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



Figure 4. Southwest Washington RTC Members

C. SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

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

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



D. KLICKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

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

E. BISTATE COORDINATION COMMITTEE

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

F. TRIBAL PARTICIPATION

House Bill 1584 requires RTPOs to provide an opportunity for tribes with reservation or trust lands within its planning area boundaries to participate as voting members of the RTPO. RTC reached out to tribes in the region, which resulted in the Cowlitz Indian Tribe joining RTC and participating as an RTC Board member and Regional Transportation Advisory Committee member. The Yakama Nation opted to participate in the Klickitat County Transportation Policy Committee.

The Region's Key Emergent Issues

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

MAINTENANCE AND PRESERVATION

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

SAFETY

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

AGING READINESS

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

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



ENVIRONMENTAL JUSTICE

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

COMPLETE STREETS

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

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

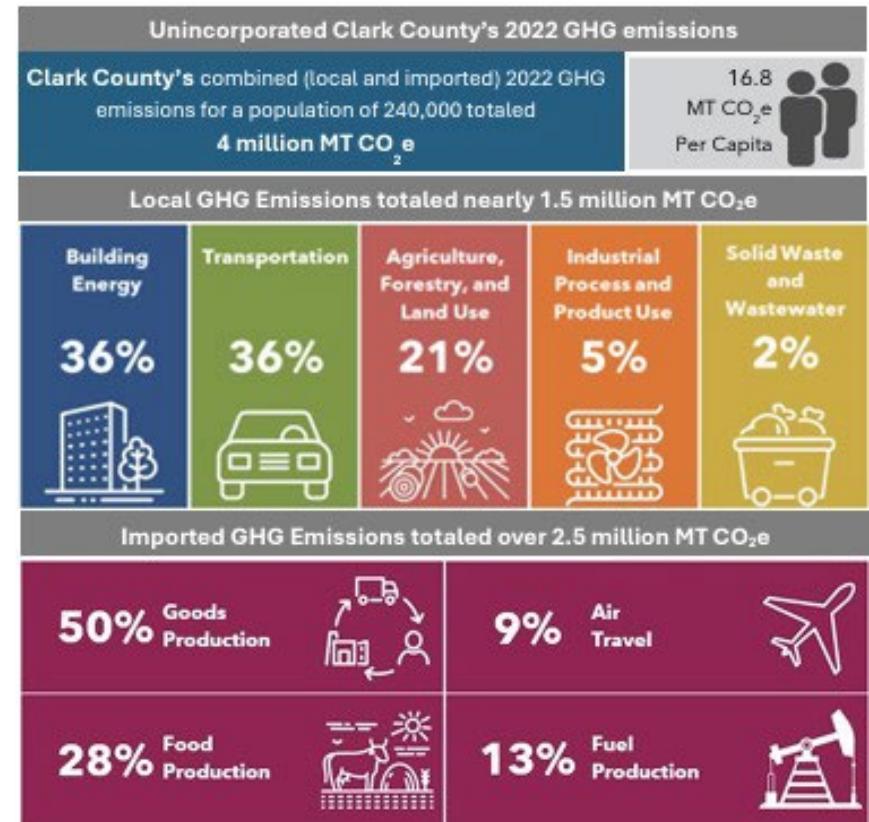
CLIMATE CHANGE

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

CARBON REDUCTION

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

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



Unified Planning Work Program

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

The UPWP focuses on transportation tasks that are priorities for federal and state transportation agencies, as well as local jurisdictions. The planning activities relate to multiple modes of transportation and address planning issues significant to the Clark County RTP and the RTPs for Skamania and Klickitat counties.

The work program describes regional transportation planning issues and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver metropolitan area and the RTPO region with a useful basis for coordination.

Federal Planning Factors

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

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

Planning Emphasis Areas

The UPWP describes the transportation planning activities and summarizes local, state, and federal funding sources required to meet the key transportation policy issues during the upcoming year.

WASHINGTON STATE EMPHASIS AREAS

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

Administrative

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

Planning Collaboration

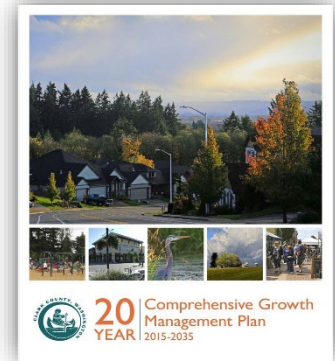
MPOs and RTPOs are to collaborate with WSDOT in developing and reviewing statewide plans and the following planning efforts:

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

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

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

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



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

Federal Functional Classification Update

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



Transportation Asset Management Plan Reporting

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

UPWP Adoption Process

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

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

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

UPWP Amendments

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

State Fiscal Year 2026 Work Elements

SFY 2026 UPWP Work Elements Deliverables

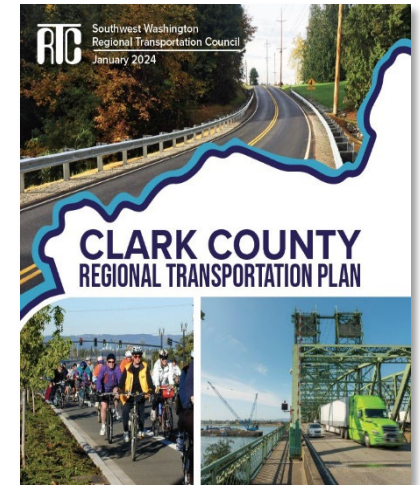
	Due
Transportation Improvement Program	October 2025
Regional Signal Timing Plans	December 2025
Performance Measures Dashboard	April 2026
Congestion Management Program - Update	May 2026
Regional Active Transportation Plan	June 2026
Regional Resiliency Plan	June 2026
Safety Action Plan (SS4A) – Skamania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

1. Regional Transportation Planning Program

A. REGIONAL TRANSPORTATION PLAN

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

The RTP maintains consistency between federal, state, and local plans. The RTP is consistent with local land uses outlined in local Comprehensive Growth Management Plans and addresses performance-based planning and programming requirements, with listings of federal performance measures and targets established to date. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments.



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

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

Relationship to Other Work Elements: RTP

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

SFY 2026 Funding: RTP

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

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

SFY 2026 Tasks and Products: RTP

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

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





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

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

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

B. TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is a multi-year program of federally funded and regionally significant transportation projects within the region. The MPO TIP includes a priority list of projects to be carried out in the next four years and a financial plan that demonstrates how it can be implemented. The RTPO TIP includes projects to be carried out in the next six years. The projects programmed in the TIP originate from project recommendations made in the RTP or are developed into projects from a series of program recommendations, such as preservation, maintenance, and safety. The MPO TIP is developed in a cooperative and coordinated process involving local jurisdictions, C-TRAN, and the Washington State Department of Transportation (WSDOT). The development process includes public outreach and participation. The RTPO TIP is developed in cooperation with local agencies from Skamania and Klickitat counties.



Relationship to Other Work Elements: TIP

The TIP provides the link between the RTP and project implementation. The process to prioritize TIP projects uses data from the transportation database, guidance and criteria from the CMP, and regional travel forecasting model output. The TIP program requires coordination with local jurisdictions and implementing agencies in the region.

SFY 2026 Funding: TIP

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

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

SFY 2026 Tasks and Products: TIP

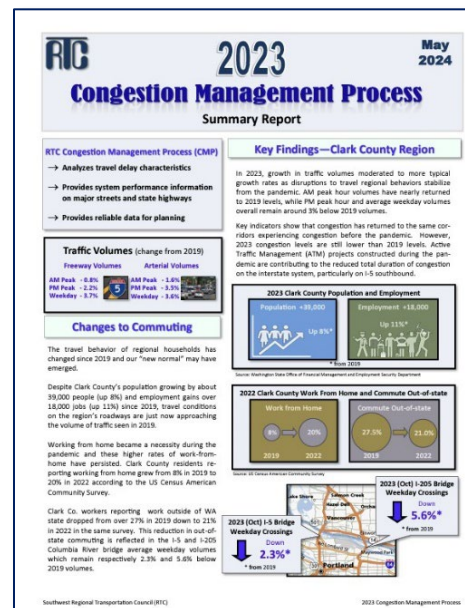
- Review and update the Transportation Programming Guidebook: TIP Policies and Procedures. (Winter 2026)
- Development of the RTC's 2026-2029 Transportation Improvement Program will be coordinated with planning partners, and the public will be given an opportunity to comment on TIP process and projects.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

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

C. CONGESTION MANAGEMENT PROCESS

The Congestion Management Process (CMP) focuses on transportation performance within transportation corridors through monitoring of vehicular travel, auto occupancy, truck traffic, transit, travel demand management strategies, system management strategies, and traffic operations in an effort to identify solutions to address congestion. The CMP is used to identify system improvements, to guide investments, and to track the effectiveness, over time, of system improvements that are made.

The Congestion Management Process includes all six CMP elements. These elements include multimodal transportation system performance monitoring and evaluation, data collection, coordination with planning partners, evaluation of future system performance, identifying an implementation schedule, responsibilities and funding, and assessment of the effectiveness of implemented strategies.



Relationship to Other Work Elements: CMP

The CMP assists in identifying the most effective transportation strategies and projects to address congestion. These identified strategies and projects are described and listed in the RTP and programmed for funding in the TIP. Data and information compiled for the CMP relates to the Regional Transportation Data and Travel Forecast work element and the region's Transportation Data Study, which will include decision on data acquisition to support the regional transportation planning process.

SFY 2026 Funding: CMP

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

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

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

SFY 2026 Tasks and Products: CMP

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

- Coordinate with local agencies to ensure consistency of data collection, data factoring, and ease of data storage/retrieval. Traffic count data is collected, validated, factored, and incorporated into the existing count program. (Ongoing)
- Update other CMP corridor data including auto occupancy, roadway lane density, vehicle classification (truck counts), transit ridership, transit capacity, bike and pedestrian Level of Service Stress, travel time and speed. (Ongoing)
- Compare the most recent data with data from prior years (dating back to 1999) to support identifying system needs and transportation solutions, as well as monitoring of impacts of implemented improvements. (Summer 2025)
- Measure and analyze performance of the transportation corridors in the CMP network. This system performance information is used to help identify system needs and solutions. (Ongoing)
- Develop an updated annual CMP Report. (Summer 2025)
- Provide information to Federal Highway Administration to help in FHWA's assessment of the Congestion Management Process. (As needed)
- Communicate with bistate partners (Metro) on RTC's Congestion Management Process and keep informed on development of Metro's CMP. (As needed)
- Plan for regional freight and commercial needs, including data collection and reporting. (Ongoing)

D. ACTIVE TRANSPORTATION

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



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

SFY 2026 Tasks and Products: Active Transportation

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

SFY 2026 Funding: Active Transportation

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

Relationship to Other Work Elements: Active Transportation

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



E. VANCOUVER AREA SMART TREK PROGRAM

The Vancouver Area Smart Trek (VAST) program encompasses the ongoing coordination and management of regional Transportation System Management and Operations (TSMO) and Intelligent

Transportation System (ITS) activities. The VAST program is a coalition of state, regional, and local agencies working together to implement ITS active traffic management and operational solutions to address the region's transportation needs.

Partners in the coalition include the City of Vancouver, Washington State Department of Transportation (WSDOT), Clark County, C-TRAN, and RTC.



The TSMO Plan guides the implementation of operational strategies and supporting ITS technologies in Clark County and presents a strategic framework for accomplishing transportation system management objectives. It also supports future ITS technology investments and capital improvements necessary to accomplish those objectives.

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

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

Relationship to Other Work Elements: VAST

The VAST work program is the operations element of the Regional Transportation Plan, the region's long-range plan. Operational strategies are identified in the RTP and are programmed for funding in the region's TIP. The TSMO Plan serves to define operational improvement strategies and development of the metrics for measuring performance. The transportation data archive element also feeds into and supports the CMP. The CMP identifies regional transportation needs that can be addressed through application of TSMO strategies.

SFY 2026 Funding: VAST

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

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

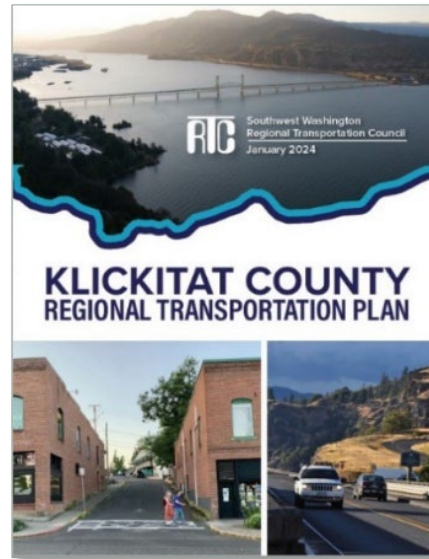
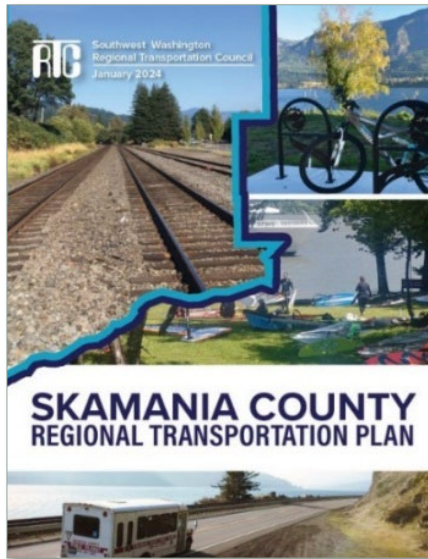
SFY 2026 Tasks and Products: VAST

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



F. SKAMANIA AND KLICKITAT COUNTIES RTPO

The regional transportation planning work program for Skamania and Klickitat counties was established in FY 1990, when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Skamania County and Klickitat County Transportation Policy Committees meet regularly to discuss regional transportation issues. RTC provides transportation planning technical assistance for each county and monitors transportation system performance. The most recent updates of the Regional Transportation Plans were adopted in February 2024.



Relationship to Other Work Elements: RTPO

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

SFY 2026 Funding: RTPO

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

SFY 2026 Tasks and Products: RTPO

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

G. INTERSTATE BRIDGE REPLACEMENT PROGRAM

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

Relationship to Other Work Elements: IBR

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

SFY 2026 Funding: IBR

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

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



SFY 2026 Tasks and Products: IBR

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

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

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

H. REGIONAL SIGNAL TIMING PLANS

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

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

Relationship to Other Work Elements: Signal Timing Plans

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

SFY 2026 Funding: Signal Timing Plans

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

Federal Program Funds matched using Toll Credits.

SFY 2026 Tasks and Products: Signal Timing Plans

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



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

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

Relationship to Other Work Elements: SS4A Klickitat and Skamania Counties

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

SFY 2026 Funding: SS4A Klickitat and Skamania

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

Federal Program Funds matched by local funds

FY 2026 Tasks and Products: SS4A Klickitat and Skamania Counties

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



J. REGIONAL ACTIVE TRANSPORTATION PLAN – CLARK COUNTY

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

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

Relationship to Other Work Elements: Regional Active Transportation Plan

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

SFY 2026 Funding: Regional Active Transportation Plan

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

Federal Program Funds matched using Toll Credits

FY 2026 Tasks and Products: Regional Active Transportation Plan

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



2. Data Management, Travel Forecasting, and Technical Services

A. REGIONAL TRANSPORTATION DATA AND TECHNICAL SERVICES

This element includes the development, maintenance, and management of the regional transportation database and website to support the regional transportation planning program. The database is used to monitor transportation system performance, evaluate level of service standards, and for calibration of the regional travel forecasting model. The element also includes development and use of the regional travel forecasting model to estimate and analyze future transportation needs, air quality planning, and technical support to local jurisdictions.



SFY 2026 Funding: Regional Transportation Data and Technical Services

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

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

A1. Regional Transportation Data

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

SFY 2026 Tasks and Products: Regional Transportation Data

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

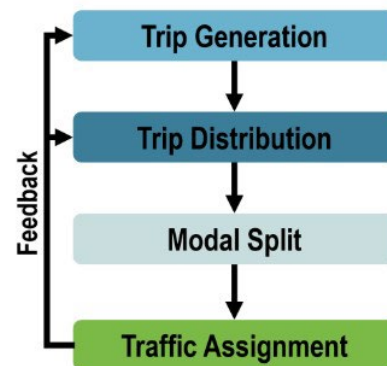
and information, and work trip analysis. Trip analysis and travel time calculations are used to address environmental justice issues. (Ongoing)

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

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

A2. Regional Travel Forecasting Model

Coordinate with local jurisdictions, state agencies and Metro to continue developing and improving the regional travel forecast model. The travel forecast model is used as a tool to help analyze the transportation system in the region; its output is used to identify deficiencies in the regional transportation system, to develop performance measures and standards, and to assess transportation demand management and transit planning applications. RTC will provide a forum for local model developers and users to meet and discuss model development and enhancement.



SFY 2026 Tasks and Products: Regional Travel Forecasting Model

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

A3. Air Quality Planning

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



SFY 2026 Tasks and Products: Air Quality Planning

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

A4. Transportation Technical Services

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



SFY 2026 Tasks and Products: Transportation Technical Services

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

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



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.

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



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

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

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

3. Transportation Program Coordination and Management

A. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

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

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



SFY 2026 Funding: Transportation Program Coordination and Management

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

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

A1. Coordination and Management

Regional transportation coordination activities are vital to the success of the regional transportation planning program and relate to all UPWP work elements. The UPWP represents a coordinated program that responds to regional transportation planning needs.

SFY 2026 Tasks and Products: Coordination and Management

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

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

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

A2. Bistate Coordination

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

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



SFY 2026 Tasks and Products: Bistate Coordination

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

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

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

A3. Public Participation

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

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



SFY 2026 Tasks and Products: Public Participation

- Participate in public outreach activities related to regional transportation planning programs and projects to increase public awareness of and provide information on regional and transportation issues. (Ongoing)
- Hold public outreach activities relating to RTC's transportation planning activities, including the RTP and regional TIP, in coordination with outreach events and activities hosted by local jurisdictions, WSDOT Southwest Region, WSDOT Headquarters, and C-TRAN. Also, conduct public participation efforts for special projects and planning studies

led by RTC, with outreach tailored to the specific plan or project. (As needed)

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

A4. Federal Compliance

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



SFY 2026 Tasks and Products: Federal Compliance

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

Appendix A. Financial Tables

Consultant Assistance on RTC's SFY 2026 Work Elements

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

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

SFY 2026 Summary of Expenditures by Funding Source

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

Notes:

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

SFY 2026 Expenditures and Revenues by Fund Type

FEDERAL FUNDS

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

STATE FUNDS

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

SFY 2026 UPWP Funding Agreements

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

Existing Agreements for SFY 2026

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

New GCB for SFY 2026

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

Appendix B. Unfunded Planning Activities

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

SAFETY ACTION PLAN IMPLEMENTATION – CLARK COUNTY

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

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

STRATEGIC REGIONAL PLANNING: CLARK COUNTY FREIGHT PLAN UPDATE

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

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

REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGY

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

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

REGIONAL TRAVEL DEMAND MODEL TOOLS

Research and application development for the regional travel demand modeling process. The purpose of this research and application development is to enhance RTC travel demand model tool application for use in countywide and subarea model applications, particularly in the application of dynamic traffic assignment tools.

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

REGIONAL SMART MOBILITY PLAN

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

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

RESEARCH PARTNERSHIP

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

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

TRANSPORTATION CORRIDOR VISIONING STUDY, PHASE II

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

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

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

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

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

C-TRAN ACCESSIBLE WAYFINDING DESIGN STUDY

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

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

CITY OF CAMAS DOWNTOWN SUBAREA PLAN

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

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

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

CITY OF RIDGEFIELD I-5 SOUTH CONNECTION STUDY

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

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

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

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

Federal legislation requires that all regionally significant transportation planning studies to be undertaken in the region are included in the MPO's UPWP regardless of the funding source or agencies conducting the activities. Appendix C provides a description of identified planning studies provided by local, regional and state agencies in Clark County.

BATTLE GROUND

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

CAMAS

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

CLARK COUNTY

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

C-TRAN

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

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

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

LA CENTER

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

RIDGEFIELD

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

VANCOUVER

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

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

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

WASHOUGAL

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

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

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

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

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

Metro's UPWP includes:

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

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