



**MEMORANDUM**

**TO:** Southwest Washington Regional Transportation Council Board of Directors  
**FROM:** Matt Ransom, Executive Director   
**DATE:** March 26, 2019  
**SUBJECT:** **Unified Planning Work Program for Fiscal Year 2020 – DRAFT Review**

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***AT A GLANCE***

*The purpose of this memorandum is to provide the Board with a DRAFT Unified Planning Work Program (UPWP) in advance of final action at the May RTC Board meeting. The UPWP is prepared annually by RTC as a federal requirement of all Metropolitan Planning Organizations (MPOs) as a condition of eligibility for federal and state transportation planning and project grant funds. The FY 2020 UPWP is consistent with RTC’s calendar year 2019 Work Plan and Budget.*

**BACKGROUND**

The Unified Planning Work Program (UPWP) documents the transportation planning activities to be carried out by RTC as the Metropolitan Planning Organization (MPO) for Clark County (within the Portland-Vancouver metropolitan area) and the Regional Transportation Planning Organization transportation planning activities in the three county region of Clark, Klickitat and Skamania counties. The UPWP is prepared and transportation planning activities are performed in response to the requirements of all MPOs in federal regulations; United States Code (USC) Titles 23 and 49. RTC’s draft FY 2020 UPWP (attached) covers a one year period from July 1, 2019 to June 30, 2020.

The UPWP is consistent with RTC’s calendar year 2019 Work Plan and Budget adopted by the RTC Board in December 2018 (RTC Board Resolution 12-18-29). The FY 2020 UPWP extends the Work Plan’s timeframe by six months. In addition to describing upcoming transportation planning activities, the UPWP also details the funding sources to carry out the program and addresses the major transportation policy issues of the upcoming year. This month’s agenda item provides RTC Board members an opportunity to review the draft FY 2020 UPWP.

**UPWP DEVELOPMENT PROCESS**

The FY 2020 UPWP builds upon RTC’s CY 2019 Work Program, continues core work program elements and reflects planning emphasis areas. Guidance on development of the UPWP is provided to MPOs and Regional Transportation Planning Organizations (RTPOs) in a Transportation Planning Guidance document prepared jointly by Washington State Department of Transportation (WSDOT), the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

To meet federal requirements, the UPWP must include a discussion of the planning priorities facing the MPO (see UPWP pages xvi to xviii). The UPWP is developed by the RTC in

cooperation with the state Department of Transportation and transit operators. Members of RTC's Regional Transportation Advisory Committee also help to develop the draft UPWP.

### **FY 2020 UPWP: FEDERAL, STATE and LOCAL PLANNING EMPHASIS AREAS**

The UPWP is expected to implement federal and state transportation Planning Emphasis Areas (PEAs) as identified by the FHWA, the FTA, and WSDOT as well as emphasize local transportation planning priorities. The federal, state and local emphasis areas are described in detail on pages x through xvi of RTC's draft FY 2020 UPWP.

#### **Federal and State Emphasis Areas:**

FY 2020 UPWP state and federal emphasis areas are largely unchanged from FY 2019. They include FAST Act implementation with continued cooperation between WSDOT and RTC in target setting for transportation performance measures following the first round of target setting in 2017-2018. Other continued planning emphasis areas include models of regional planning cooperation, ladders of opportunity, tribal consultation, ensuring interlocal agreements are in place and updated, statewide planning efforts with MPOs and RTPOs participating in development of statewide modal plans, and providing input on state transportation facilities to mirror PSRC's "State Facilities Action Plan". Additionally, the Plan Alignment Work Group (PAWG) continues to provide a forum for MPOs/RTPOs and WSDOT to collaborate and share information on planning efforts.

#### **Local Emphasis Areas:**

Local Emphasis Areas in FY 2020 will include work activities outlined in RTC's CY 2019 Work Plan and Budget adopted in December 2018. RTC's work activities include carrying out core functions of the Metropolitan Planning Organization with implementation of the Regional Transportation Plan (adopted March 2019), development of the Transportation Improvement Program, Congestion Management Process and intelligent Transportation System Management and Operations efforts as well as several major regional studies.

Notable among RTC's studies include: working with WSDOT on a comprehensive data collection and traffic analysis effort as part of a Clark Regional Origin Destination Study in FY 2019 to be followed by an intensive study of low(er) cost freeway traffic operations strategies along I-5 and other freeway corridors as part of the Clark Regional Urban Freeway Corridors Operations Study. RTC will support member agencies with major studies including: the Discovery Corridor Adaptive Infrastructure Study; WSDOT's I-205 Corridor Study and SR-500/Fourth Plain Boulevard congestion hot-spot; and will provide support to member agencies with specific project development. Several agencies have planned to update their transportation system plans which RTC will also support. Further, RTC staff support regional studies and initiatives in conjunction with regional stakeholder agencies and associations such as the Columbia River Economic Development Council and Indentity Clark County and will continue those efforts.

Lastly, RTC will be engaged in providing technical and policy input for ongoing and emerging bi-state studies including: the Hood River Bridge replacement EIS; discussions for an I-5 Bridge

Replacement Project; continued development of a joint bi-state study (named “Columbia Connects”) which will examine the flow of people and economic activity between Vancouver/Portland for areas proximate to the Columbia River, and will have recurring engagement of regional and bi-state project and policy issues such as discussions regarding interstate tolling and congestion pricing.

### **Regional Transportation Implementation**

Adoption of the updated Clark County Regional Transportation Plan (March 2019) allows RTC to focus on RTP implementation in FY 2020. A priority will be to develop a Clark Regional Active Transportation Plan (ATP). This ATP will examine and document needs, projects, and services at a regional scale. This work element was a required follow-up component of the RTC’s 2017 Federal Certification Review and the ATP will become a component piece of the Regional Transportation Plan for Clark County. RTC will also work on an update to the Safety Assessment. Looking beyond FY 2020, RTC and C-TRAN will begin an update to the High Capacity Transit Plan in FY 2021 and RTC will work toward an update of the Freight Transportation Plan in CY 2021.

### **Regional Modeling Program**

RTC’s modeling program will focus on scoping of the regional Household Activity Survey data collection planned for the 2020 timeframe. This effort is a cornerstone of the regional modeling program and is completed about once a decade. Metro and RTC will also coordinate to fine-tune the approach to regional sub-area modeling. RTC’s sub-area traffic modeling will be a focused initiative to provide greater micro-scale traffic modeling capabilities and data for RTC’s smaller member agencies and consultants. It is contemplated that sub-area models will be built to support local agencies with proposed transportation system planning, corridor studies and other project specific inquiries.

### **FY 2020 UPWP FORMAT & BUDGET**

As in previous years, the draft UPWP has four major areas: (1) Regional Transportation Planning Program, (2) Data Management and Travel Forecasting Process, (3) Transportation Program Coordination and Management, and (4) Transportation Planning Activities of State and Local Agencies. Each section includes work elements that document the anticipated transportation planning activities to be carried out in FY 2020.

To meet federal requirements for Transportation Management Areas (TMAs), such as Clark County, the UPWP must include a discussion of the planning priorities in the metropolitan planning area and describe all metropolitan transportation and transportation-related air quality planning activities including corridor and subarea studies anticipated within the area, regardless of funding sources or agencies conducting the activities.

To carry out the metropolitan transportation planning program required of MPOs and state RTPOs, FHWA and FTA grant federal funds, and the state grants state planning funds. The table below presents WSDOT funding estimates for allocated federal PL and FTA funding and

an estimate of state Regional Transportation Planning Organization (RTPO) funds RTC may receive to carry out the FY 2020 regional transportation planning program. The distribution of these estimated revenues to work elements is summarized on the final page (page 60) of RTC's draft FY 2020 UPWP.

**FY 2020 Estimated Annual MPO Funding:**

FHWA PL	\$626,000
FTA Section 5303	\$197,000
RTPO Planning	\$171,000

**UPWP REVIEW**

After a first draft UPWP was developed by RTC and planning partners in early 2019, the Regional Transportation Advisory Committee (RTAC) reviewed the early draft at its February 15 meeting prior to RTC's review meeting with FHWA, FTA and WSDOT Headquarter staff held on March 6. RTC received minor comments from WSDOT and FHWA/FTA resulting from the March review meeting and their comments have been incorporated into the proposed UPWP.

**Bi-State UPWP Review**

The Portland-Vancouver metropolitan area is served by two MPOs. In a bi-state region, the MPOs must cooperate and coordinate in development and adoption of the UPWP. RTC and Metro staff participate in the Federal and State UPWP review meetings held at both MPOs. To review the draft FY 2020 UPWPs for both MPOs federal and state agencies held a review meeting at Metro on the morning of March 6, 2019 and at RTC on the afternoon of March 6. RTC's draft UPWP is made available for review by Metro's Transportation Policy Alternatives Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT). JPACT and the Metro Council take action to adopt Metro's own UPWP and endorse RTC's. Likewise, Metro's draft UPWP is reviewed by RTC's Regional Transportation Advisory Committee (RTAC), and the RTC Board is asked to endorse Metro's UPWP as part of the adoption process for RTC's UPWP. Metro's draft 2019-2020 UPWP is attached for review.

**NEXT STEPS**

Following the April 2 RTC Board meeting, the draft FY 2020 UPWP will be available on RTC's website for comment. RTAC will be asked to recommend action on the FY 2020 UPWP at its April 19 meeting. The FY 2020 UPWP will be scheduled for RTC Board approval at the May 7 Board meeting, including endorsement of Metro's 2019-2020 UPWP consistent with applicable requirements and schedules. This timeline would meet the federal and WSDOT-required timeline to have UPWPs submitted by June 17 with FHWA and FTA approval by June 28 thus allowing the UPWP to take effect on July 1, 2019.

**Attachments:** RTC's FY 2020 UPWP – DRAFT  
Metro's FY 2019-2020 UPWP - DRAFT