Southwest Washington Regional Transportation Council

Unified Planning Work Program
for
Fiscal Year 2017

July 1, 2016 to June 30, 2017

May 3, 2016

Southwest Washington Regional Transportation Council
1300 Franklin Street
Vancouver WA 98660

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RTC's Website: http://www.rtc.wa.gov

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The views expressed in this Program do not necessarily represent the views of these agencies.

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Preparation of this document was funded by grants from the Washington State Department of Transportation, U.S. Department of Transportation (Federal Highways Administration and Federal Transit Administration) and local funds from RTC member jurisdictions.

Title VI Compliance

The Southwest Washington Regional Transportation Council (RTC) assures that no person shall, on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. RTC further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether or not those programs and activities are federally funded.

Americans with Disabilities Act (ADA) Information:

Materials can be provided in alternative formats by contacting

Southwest Washington Regional Transportation Council (RTC)

(360) 397-6067 or info@rtc.wa.gov

Relay Service: #711 or (800) 833-6388

STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors

FROM: Matt Ransom, Executive Director

DATE: April 26, 2016

SUBJECT: **FY 2017 Unified Planning Work Program, Resolution 05-16-08**

AT A GLANCE - *ACTION*

The action requested is adoption of Resolution 05-16-08 to adopt RTC's FY 2017 Unified Planning Work Program (UPWP). RTC's UPWP is prepared annually as a requirement for the receipt of federal and state transportation planning funds and is consistent with RTC's calendar year 2016 Work Plan and Budget. The UPWP documents the transportation planning activities carried out to comply with federal and state requirements and provides a coordination function among jurisdictions planning within the metropolitan area.

INTRODUCTION

The Unified Planning Work Program (UPWP) is prepared annually and documents the transportation planning activities to be carried out by RTC as the Metropolitan Planning Organization (MPO) for Clark County (within the Portland-Vancouver metropolitan area). Transportation planning activities are performed in response to the requirements of all MPOs outlined in federal regulations; United States Code (USC) Titles 23 and 49. RTC's FY 2017 UPWP (see attached document) covers a one year period from July 1, 2016 to June 30, 2017. The UPWP is consistent with RTC's calendar year 2016 Work Plan and Budget adopted by the RTC Board in December 2015 (RTC Board Resolution 12-15-20). In addition to describing upcoming transportation planning activities, the UPWP also details the funding sources and plan for implementation of the program.

The FY 2017 UPWP document outlines regional transportation planning activities focused in four major sections: (1) Regional Transportation Planning Program, (2) Data Management, Travel Forecasting, Air Quality, and Technical Services, (3) Regional Transportation Program Coordination and Management, and (4) Transportation Planning Activities of State and Local Agencies.

The UPWP must be developed by the MPO in cooperation with state Department of Transportation and transit operators. As a federally designated Transportation Management Area (TMA) serving the Clark County region (23 CFR § 450.308), the RTC's UPWP must include a discussion of the planning priorities facing the metropolitan planning area. The UPWP work tasks carry out the requirements of regional transportation planning per 23 CFR § 450.306(a), and the work program is constructed to describe who will perform the work, schedule for work completion, the resulting products, proposed funding and sources of Federal and matching funds.

POLICY IMPLICATION

The UPWP is expected to reflect federal, state, and local transportation planning emphasis areas (PEAs). The Federal Highway Administration, the Federal Transit Administration, and Washington State Department of Transportation annually identify transportation PEAs to be addressed in the metropolitan and statewide transportation planning processes. The PEAs are outlined on pages x through xv of RTC's UPWP. Federal emphasis is on transition from MAP-21 to FAST Act implementation, regional planning cooperation to ensure cooperation and coordination across MPO boundaries, and "ladders of opportunity" to address transportation access to essential services, identifying transportation connectivity gaps to these services especially for those with low incomes. Implementation of the FAST Act continues to focus on establishing performance measures, performance monitoring and setting of transportation performance targets as established under MAP-21. Carrying out a metropolitan transportation planning program that meets the requirements of 23CFR 450.308 and 23CFR 420.111 is expected to continue. This includes addressing the eight federal transportation planning factors outlined on pages xii to xiii of RTC's FY 2017 UPWP.

Stakeholder Review

The Regional Transportation Advisory Committee (RTAC) helps to develop the UPWP and has opportunity to review drafts throughout the development process. The RTC Board also had opportunity to review the draft document at its April 5 meeting.

The Portland-Vancouver metropolitan area is served by two MPOs; RTC serves the Washington portion of the region and Metro serves the Oregon portion. In a bi-state region, the MPOs must cooperate and coordinate development of their respective UPWPs (see attached Metro 2016-2017 UPWP). The draft UPWPs were jointly reviewed by the Federal Highway Administration, Federal Transit Administration, Washington and Oregon State Departments of Transportation at a meeting with RTC and Metro staff held on February 18, 2016.

Public notice of the draft FY 2017 UPWP was published on the RTC's website and no public comments have been received to date. The RTC's Regional Transportation Advisory Committee reviewed the proposed FY 2017 UPWP at the April 15 RTAC meeting and recommended RTC Board adoption.

BUDGET IMPLICATION

The FY 2017 UPWP budget is consistent with and extends from RTC's 2016 Work Plan and Budget adopted by the RTC Board in December 2015. Annual revenue sources assumed in the FY 2017 UPWP include an estimated: $578,000 in Federal Highway Administration (FHWA) PL funds; $185,000 in Federal Transit Administration (FTA) funds; $171,676 in state Regional Transportation Planning Organization (RTPO) funds; and $142,250 of local funds (member dues). Final allocations by FHWA, FTA and the State will be set in Fall 2016, and RTC Member dues are collected in January of each year. Should the assumed funding allocations change significantly during the UPWP period, the Work Program will be amended accordingly.

ACTION RECOMMENDED

Adopt the FY 2017 Unified Planning Work Program and authorize the Executive Director to file applications for regional transportation funding, to execute grant agreements, and to file any assurances or required documentation relating to the FY 2017 UPWP.

ACTION REQUESTED

Adoption of Resolution 05-16-08, "Unified Planning Work Program for Fiscal Year 2017".

ADOPTED this 3rd day of May 2016, by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

Jack Burkman
Chair of the Board

ATTEST:

Matt Ransom
Executive Director

Attachments: RTC's FY 2017 UPWP
Metro's 2016-2017 UPWP

20160503RTCB-Resol051608-UPWP2017.docx

FY 2017 UPWP for Clark County: Contents

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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

FISCAL YEAR 2017 UPWP: INTRODUCTION

UPWP PURPOSE

The Unified Planning Work Program is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The financial year FY 2017 UPWP runs from July 1, 2016 through June 30, 2017. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP.

The UPWP focuses on transportation tasks that are priorities for federal and state transportation agencies as well as local jurisdictions. The planning activities relate to multiple modes of transportation and address planning issues significant to the Regional Transportation Plan (RTP) for the Clark County urban region and the Regional Transportation Plans for the rural counties of Skamania and Klickitat. The current federal transportation Act, The Fixing America's Surface Transportation Act (FAST) provides direction for regional transportation planning activities. The FAST Act was signed into law by President Obama on December 4, 2015. It sets the policy and programmatic framework for transportation investments. The "FAST Act" stabilizes federal funding to state and metropolitan regions for transportation planning and project improvements, sets new policy direction and funding levels for the federal aid transportation program, and among key initiatives adds new competitive grants which promote investments in the nation's strategic freight corridors. In addition, the FAST Act retains the multi-modal emphasis of the federal program by ensuring funding of transit programs as well as the Transportation Alternatives Program. FAST builds on the program structure and reforms of the prior federal Transportation Act, MAP-21, which created a streamlined and performance-based surface transportation program.

UPWP OBJECTIVES

The Work Program describes regional transportation planning issues and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver and RTPO region with a useful basis for coordination. If necessary, the Work Program is kept current during the course of the fiscal year by UPWP amendments carried through an RTC Board resolution adoption process.

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC): MPO/RTPO

RTC is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area (Figure 1, map). An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. RTC's Metropolitan Planning Area (MPA) boundary is countywide. RTC was established in 1992 to carry out the regional transportation planning program.

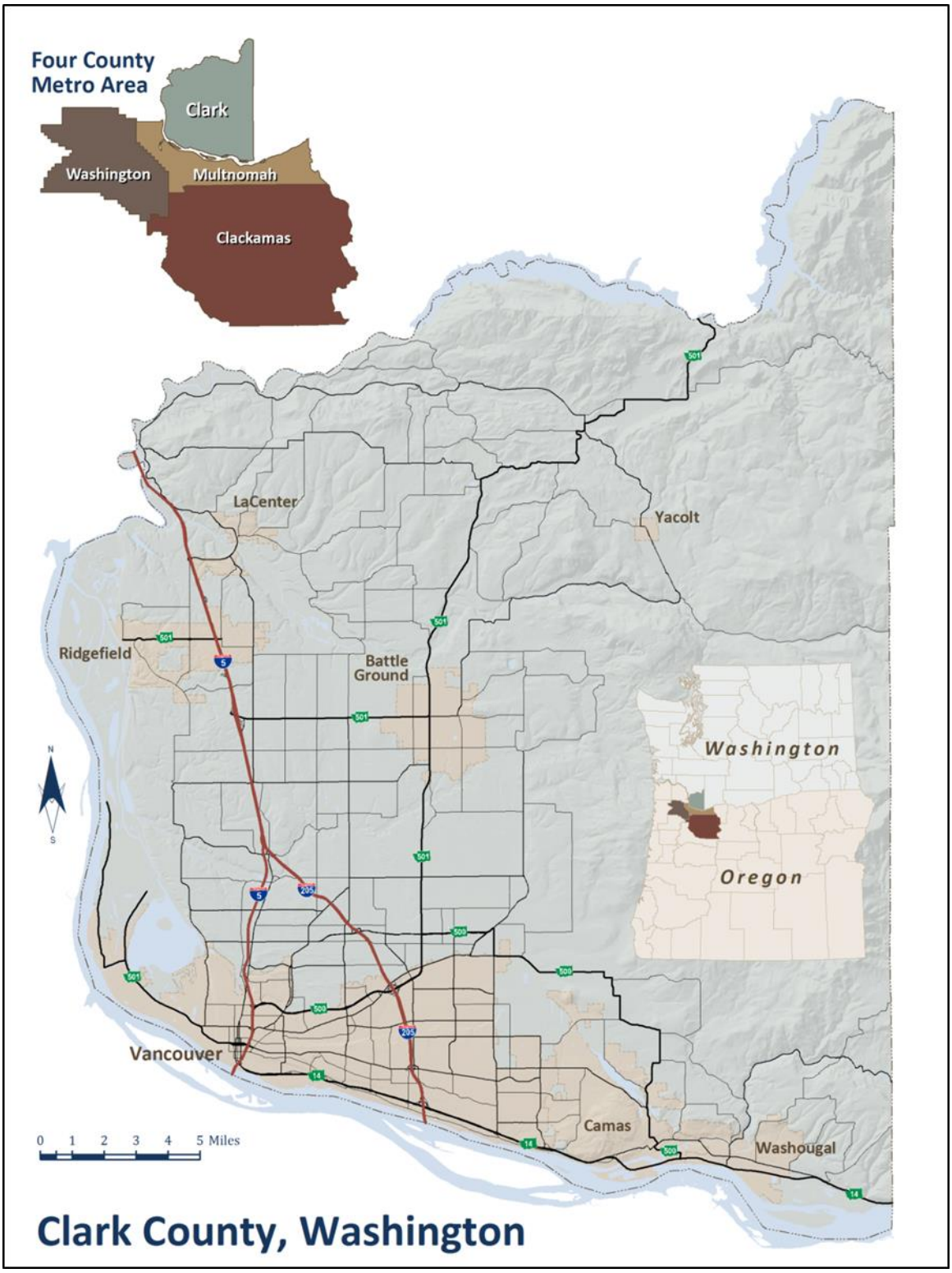

Figure 1: RTC, Metropolitan Planning Organization (MPO)
The Metropolitan Planning Area (MPA)/MPO region includes the whole of Clark County

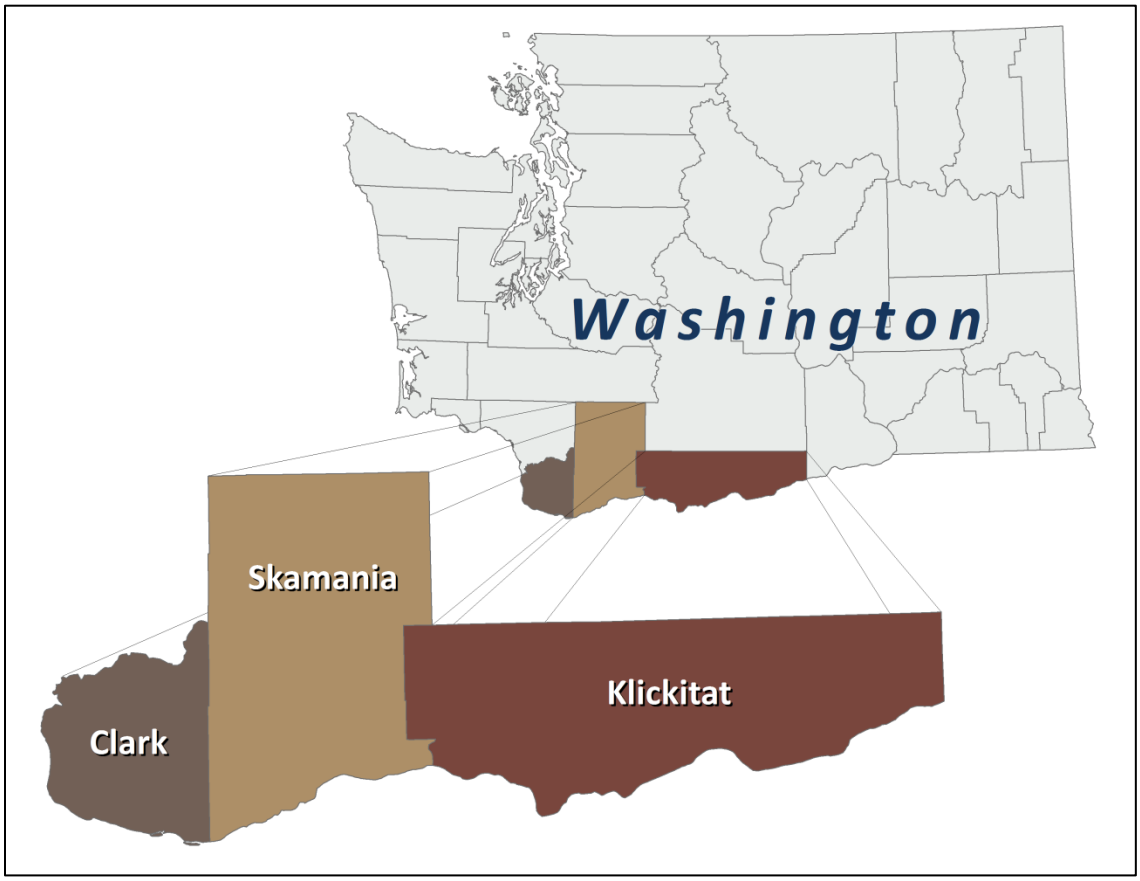

Figure 2: Southwest Washington Regional Transportation Council (RTC): Extent of Regional Transportation Planning Organization (Clark, Skamania and Klickitat counties).

Following passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the region became a federally-designated Transportation Management Area (TMA) having a population of over 200,000. TMA status brings additional transportation planning requirements that the MPO must carry out. UPWP requirements are specified in 23CFR450.308 and 23CRF420.111.

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

PARTICIPANTS, COORDINATION AND FUNDING SOURCES

The Regional Transportation Council (RTC) Board of Directors is the policy decision-making body for RTC, both as MPO and RTPO. Within the Clark County MPO region, the Regional Transportation Advisory Committee (RTAC) advises the RTC Board on technical transportation issues. Consistent with the 1990 State Growth Management Act, Transportation Policy Committees for Skamania and Klickitat Counties provide policy advice for the two rural counties. Membership of RTC, the RTC Board, the Regional Transportation Advisory Committee (RTAC), Skamania County Transportation Policy Committee and Klickitat Transportation Policy Committee are listed on pages vi through x.

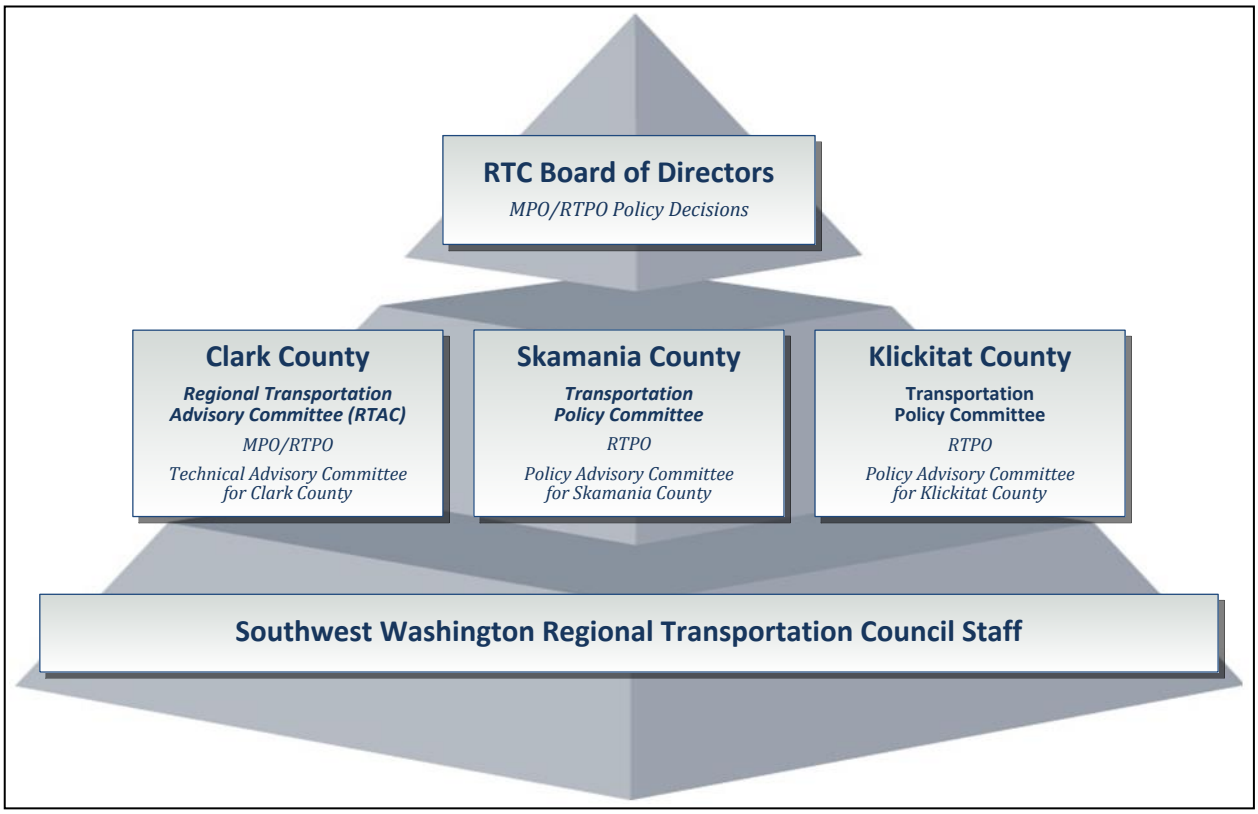

Figure 3: RTC's Agency Structure

A. Clark County

The primary transportation planning participants in Clark County include the following: the Southwest Washington Regional Transportation Council (RTC), C-TRAN, Washington State Department of Transportation (WSDOT), Clark County, the cities of Vancouver, Camas, Washougal, Ridgefield, Battle Ground and La Center and the town of Yacolt, the ports of Vancouver, Camas-Washougal, and Ridgefield, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). In addition, the state Department of Ecology (DOE) is involved in the transportation program as it relates to air quality and, in particular, the State Implementation Plan (SIP) for carbon monoxide and ozone. The Human Services Council for the region coordinates with

RTC on human services transportation issues. As the designated MPO for the Clark County region, RTC annually develops the transportation planning work program and endorses the work program for the entire metropolitan area that includes the Metro Portland region. RTC is also responsible for the development of the Regional Transportation Plan, the metropolitan Transportation Improvement Program, the Congestion Management Process and other regional transportation studies.

C-TRAN regularly adopts a Transit Development Plan (TDP) that provides a comprehensive guide to C-TRAN's shorter-term development. The TDP provides information regarding capital and operating improvements over the next six years. The TDP, required by RCW 35.58.2795, outlines those projects of regional significance for inclusion in the Transportation Improvement Program within the region. C-TRAN adopted a longer-range transportation plan, C-TRAN 2030, in June 2010 to guide the future development of the transit system. Following a June 1, 2005 decision, C-TRAN's service boundary is limited to the city of Vancouver and its urban growth boundary, and the city limits only of Battle Ground, Camas, La Center, Ridgefield, Washougal, and the Town of Yacolt. In September 2005, voters approved an additional 0.2 percent sales tax for C-TRAN, avoiding significant service reductions, preserving existing service, and restoring service to outlying cities. C-TRAN operates a fixed route bus system on urban and suburban routes as well as express commuter bus service to Portland, Oregon. C-TRAN also provides general purpose dial-a-ride, deviated fixed route, and Americans with Disabilities Act (ADA)-compliant paratransit service.

The Washington State Transportation Commission has responsibility for updating Washington's Transportation Plan; the long-range transportation policy plan for the state of Washington. WSDOT prepares statewide multimodal plans. RTC coordinates with the Transportation Commission and WSDOT to ensure that transportation needs identified in regional and local planning studies are incorporated into statewide plans. RTC also cooperates in involving the public in development of transportation policies, plans and programs. WSDOT, the Clark County Public Works Department and City of Vancouver Public Works Department conduct project planning for the highway and street systems in their respective jurisdictions. Coordination of transportation planning activities includes local and state officials in both Oregon and Washington states. Bi-State Coordination is described on page x.

Agreements

Mechanisms for local, regional and state coordination are described in a Memorandum of Agreement (MOA) and Memorandum of Understanding (MOU). These memoranda are intended to assist and complement the transportation planning process by addressing:

- The organizational and procedural arrangement for coordinating activities such as procedures for joint reviews of projected activities and policies, information exchange, etc.
- Cooperative arrangements for sharing planning resources (funds, personnel, facilities, and services).
- Agreed upon base data, statistics, and projections (social, economic, demographic) as the basis on which planning in the area will proceed.

In FY 2015, the RTC Board authorized the Executive Director to enter into a Metropolitan Planning Agreement with the Washington State Department of Transportation (WSDOT) and the Clark County Public Transit Benefit Authority (C-TRAN) to fulfill the requirements of federal code 23 USC Part 450.314. The Metropolitan Planning Agreement (November 6, 2014) documents coordination and consultation processes and expectations among RTC, WSDOT, and C-TRAN to carry out respective federal transportation planning requirements. The newly adopted MPA replaces two separate Agreements, one with WSDOT and one with C-TRAN, that were adopted back in 1995. The MPA reflects updated federal metropolitan transportation planning procedures and requirements, applicable federal laws and administrative procedures that have evolved or changed since 1995. A Memoranda of Understanding (MOU) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA), renamed the Southwest Clean Air Agency (SWCAA), is also in place. The RTC/SWCAA MOU was adopted on January 4, 1995 (Resolutions 01-95-02).

An MOU between RTC and Metro was first adopted by the RTC Board on April 7, 1998 (RTC Board Resolution 04-98-08). The Metro/RTC MOU is currently reviewed triennially with adoption of the UPWP. The Metro/RTC MOU was last reviewed in 2015 and adopted along with the FY 2016 UPWP in May 2015 (RTC Board Resolution 05-15-08, May 5, 2015).

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: MEMBERSHIP 2016

Clark County	Washington State Department of Transportation
Skamania County	Port of Vancouver
Klickitat County	Port of Camas/Washougal
City of Vancouver	Port of Ridgefield
City of Washougal	Port of Skamania County
City of Camas	Port of Klickitat
City of Battle Ground	Portland Metro
City of Ridgefield	Oregon Department of Transportation
City of La Center	*Legislators from the following Washington State Districts:*
Town of Yacolt	14th District
City of Stevenson	17th District
City of North Bonneville	18th District
City of White Salmon	20th District
City of Bingen	49th District
City of Goldendale	
C-TRAN	

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: BOARD OF DIRECTORS

RTC Board of Directors 2017

Jurisdiction/Agency	Represented By:
City of Vancouver	Council Member Jack Burkman (RTC Chair) Council Member Anne McEnerny-Ogle
Clark County	Council Chair Marc Boldt Councilor Jeanne E. Stewart (RTC Vice-Chair) Councilor Julie Olson
Small Cities East: City of Camas City of Washougal	Council Member Paul Greenlee, Washougal
Small Cities North: City of Battleground City of Ridgefield City of La Center Town of Yacolt	Mayor Ron Onslow, Ridgefield
Skamania County: Skamania County City of North Bonneville City of Stevenson Port of Skamania County	Commissioner Doug McKenzie, Skamania County
Klickitat County: Klickitat County City of Bingen City of Goldendale City of White Salmon Port of Klickitat	Commissioner James Herman, Port of Klickitat
C-TRAN	Jeff Hamm, Executive Director/CEO
WSDOT	Kris Strickler, Southwest Regional Administrator
Ports: Port of Vancouver Port of Camas-Washougal Port of Ridgefield	Commissioner Jerry Oliver, Port of Vancouver
ODOT	Rian Windsheimer, Region One Manager
Metro	Councilor Shirley Craddick, Metro
14th District	Senator Curtis King Representative Norm Johnson Representative Gina McCabe
17th District	Senator Don Benton Representative Paul Harris Representative Lynda Wilson

RTC Board of Directors 2017

Jurisdiction/Agency	Represented By:
18th District	Senator Ann Rivers Representative Liz Pike Representative Brandon Vick
20th District	Senator John Braun Representative Ed Orcutt Representative Richard DeBolt
49th District	Senator Annette Cleveland Representative Jim Moeller Representative Sharon Wylie

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

Regional Transportation Advisory Committee Members

Jurisdiction/Agency	Represented By:
Regional Transportation Council	Matt Ransom **[Chair]**
Clark County, Planning	Gary Albrecht
Clark County, Public Works	Susan Wilson
City of Vancouver, Public Works	Chris Malone
City of Vancouver, Community Development	Patrick Sweeney
City of Camas	Jim Carothers
City of Washougal Port of Camas-Washougal	Rob Charles
City of Battle Ground Town of Yacolt Port of Ridgefield	Mark Herceg
Cities of Ridgefield City of La Center	Bryan Kast
C-TRAN	Roger Hanson
WSDOT	Michael Williams
Port of Vancouver	Katy Brooks
ODOT	Stephanie Millar
Metro	Chris Myers
Human Services Council	Colleen Kuhn

B. SKAMANIA COUNTY

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

SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

Jurisdiction/Agency	Representative
Skamania County	Commissioner Doug McKenzie
City of Stevenson	Ben Shumaker, Planning Manager
City of North Bonneville	Steven Hasson, City Administrator
Port of Skamania County	John McSherry, Port Manager
WSDOT, Southwest Region	Kris Strickler, SW Regional Administrator

C. KLICKITAT COUNTY

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

KLICKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

Jurisdiction/Agency	Representative
Klickitat County	Commissioner Jim Sizemore
City of White Salmon	Mayor David Poucher
City of Bingen	Jan Brending, City Administrator
City of Goldendale	Karl Enyeart, Public Works Director
Port of Klickitat	Marc Thornsbury, Port Executive Director
WSDOT, Southwest Region	Kris Strickler, SW Regional Administrator

D. BI-STATE COORDINATION

Both RTC, the MPO for the Clark County, Washington portion of the Portland-Vancouver metropolitan region, and Metro, MPO for the Oregon portion of the Portland-Vancouver region, recognize that bi-state travel is significant within the region. To address bi-state regional transportation system needs, RTC representatives participate on Metro's Transportation Policy Alternatives Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT). Metro is represented on RTC's Regional Transportation Advisory Committee (RTAC) and RTC Board of Directors. Currently, several locations on the I 5 and I-205 north corridors are at or near capacity during peak hours resulting in frequent traffic delays. The need to resolve increasing traffic congestion levels and to identify long-term solutions continues to be a priority issue. Also of bi-state significance is continued coordination on air quality issues.

The Bi-State Transportation Committee was established in 1999 to ensure that bi-state transportation issues are addressed. The Committee was reconstituted in 2004 to expand its scope to include both transportation and land use according to the Bi-State Coordination Charter. The Committee is now known as the Bi-State Coordination Committee. The Committee's discussions and recommendations continue to be advisory to the RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee is advisory to the appropriate local and regional governments.

E. RTC STAFF

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

RTC: Staffing	
Position	**Duties**
Executive Director	Overall MPO/RTPO Planning Activities, Coordination, and Management
Project Manager	Transportation System Management and Operations (TSMO)/Intelligent Transportation System (ITS), I-205 Bus on Shoulder Feasibility Study, Air Quality
Sr. Transportation Planner	Regional Transportation Plan, Unified Planning Work Program, Human Services Transportation Plan, Active Community Environments, Commute Trip Reduction, Freight Planning
Sr. Transportation Planner	Transportation Improvement Program (TIP), Project Programming, RTPO: Klickitat and Skamania Counties, Congestion Management Process, Traffic Counts, Freight Traffic Data
Sr. Transportation Planner	Regional Travel Forecast Model, Data
Sr. Transportation Planner	Geographic Information System (GIS), Mapping, Data Graphics, Webmaster
Sr. Transportation Planner	Regional Travel Forecast Model, Air Quality, Demographics
Staff Assistant	RTC Board of Directors' Meetings, Bi-State Coordination Committee Meetings, Appointment Scheduling
Office Assistant	General Administration, Reception, Regional Transportation Advisory Committee (RTAC) Meetings, Website
Accountant	Accounts Payable, Grant Billings

Figure 4: RTC Staff

PLANNING EMPHASIS AREAS

The UPWP is reflective of the national focus to encourage and promote the safe and efficient management, operation and development of transportation systems to serve the mobility needs of people and freight within and through urbanized areas as well as foster economic growth and development. The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues during the

upcoming year. The UPWP implements federal, state and local transportation planning emphasis areas (PEAs). The Federal Highway Administration, the Federal Transit Administration and Washington State Department of Transportation identify transportation planning emphasis areas intended to guide the development of work programs for both metropolitan and statewide transportation planning processes.

In FY 2017, continuation of usual planning activities as documented on the following pages is expected as well as specific areas of emphasis including the transition from MAP-21 to implementation of the federal "FAST Act", regional planning cooperation and planning for access to essential service using ladders of opportunity. Tribal consultation, annual reporting, updating of interlocal agreements, participation in statewide planning efforts, website updating, corridor planning and development of state and local performance measures and performance targets are expected to continue.

FEDERAL

The "FAST Act", Fixing America's Surface Transportation Act, is the current Federal Transportation Act signed into law by President Obama on December 4, 2015. In FY 2017, FHWA and FTA anticipate MPOs to focus on compliance with FAST, meeting the requirements of 23 CFR 450.308 and 23 CFR 420.111 in developing the UPWP for the upcoming Fiscal Year. Specific Planning Emphasis Areas include:

Transition from MAP-21 and FAST Act Implementation:

- Transition from federal MAP-21 to FAST Act implementation while continuing performance based planning and programming first instituted by MAP-21. Performance based planning is the development and implementation of a managed approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

Models of Regional Planning Cooperation:

- Promote cooperation and coordination across MPO boundaries and across State boundaries, where appropriate, to ensure a regional approach to transportation planning. This is particularly important where more than one MPO or State serves an urbanized area or adjacent urbanized areas, such as RTC and Metro serving as MPOs in the Portland-Vancouver region. It is suggested by the federal government that this cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products are coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination across MPO and across State boundaries includes the coordination of transportation plans and programs, corridor studies, and projects across adjacent MPO and State boundaries. It also includes collaboration among State DOTs, MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance based planning.

Ladders of Opportunity:

- Access to essential services - as part of the transportation planning process, identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and State identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

The FHWA and FTA expect the MPO's UPWP to continue to include metropolitan planning core functions and major activities including:

- Program administration
- UPWP
- Public and stakeholder participation and education
- Tribal consultation
- Data acquisition, analysis and reporting
- Regional Transportation Plan
- Transportation Improvement Program including project identification, prioritization, and selection procedures
- Congestion Management Process (required in TMAs)
- Intelligent Transportation Systems (ITS)
- Planning consultation and services
- Special studies and plans
- Title VI Plan and Annual Report

MPOs are required to continue coordination and consultation with tribal governments and federal land management agencies 23 CFR 450.316(c). MPO's are also required to self-certify that the metropolitan transportation planning process is being carried out in accordance with the applicable laws. Transportation Management Areas (TMA's), such as RTC, undergo a quadrennial MPO Certification Review by Federal Highway Administration and Federal Transit Administration. RTC's next certification review is due in fall 2016.

Under FAST, the scope of the transportation planning process is continued with consideration of projects and strategies that will address the federal planning factors contained in CFR 450.306 to:

- Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

STATE

Washington State's Growth Management Act established Regional Transportation Planning Organizations as the venues for identifying regional transportation priorities and coordinating transportation planning with local comprehensive plans at all jurisdictional levels. "Efficient multimodal transportation systems based on regional priorities and coordinated with county and city comprehensive plans" is one of thirteen statewide planning goals established by the Growth Management Act (GMA). The regional transportation plans prepared by RTPOs have an important role in achieving consistency between state, county, city, and town plans and policies. UPWP work elements should continue to reflect general RTPO duties defined in RCW 47.80.023 and WAC 468-86. These duties include working with local jurisdictions on Growth Management Act/Comprehensive Plan including certification of local Comprehensive Plan transportation elements, implementation of State transportation policy goals, and addressing top statewide themes. Although Tribes are not subject to GMA, RTPOs are encouraged to coordinate and invite participation with neighboring tribes on the development of their regional transportation plans.

The UPWP should support and address the six legislative transportation system policy goals of RCW 47.04.280. These goals are:

1. Economic Vitality: to promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
2. Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
3. Safety: To provide for and improve the safety and security of transportation customers and the transportation system.
4. Mobility: To improve the predictable movement of goods and people throughout Washington state.
5. Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
6. Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

MPOs and RTPOs are to work with WSDOT on state planning activities to ensure that MPO/RTPO plans and priorities are reflected in statewide and corridor efforts and that relevant aspects of statewide transportation plans are incorporated into RTC's Regional Transportation Plan.

Involvement in State Planning Activities can include:

- Washington Transportation Plan 2040, Phase II
- Highway System Plan
- FAST Act Target Setting Collaboration
- Transportation Efficiency (Executive Order 14-04)
- Aviation System Plan
- Corridor Sketches
- Statewide Travel Demand Model
- Practical Solutions
- GMA Enhanced Collaboration
- Analysis of FAST Act final rules to understand potential impacts to planning practice
- Ongoing coordinated human services transportation discussions
- Modal plans such as the statewide Public Transportation Plan, Freight Mobility Plan, Human Services Transportation Plan, and State Rail Plan.

STATE AND FEDERAL EMPHASIS AREAS

Both state and federal emphasis areas focus on the following:

Tribal Consultation. MPO/RTPOs are encouraged to coordinate and invite participation with tribal governments on development of transportation plans.

Annual Reporting. There are federal and state requirements to complete an annual report to document regional transportation planning activities.

Interlocal Agreement. Interlocal agreements are the legal instruments used to establish or change boundaries or organization of an MPO/RTPO.

Statewide Planning Efforts. MPOs are encouraged to participate in statewide planning efforts with respect to the various state modal plans and the statewide long-range transportation plan.

Corridor Sketches. A corridor sketch is a way for WSDOT to work jointly with partners to capture and document consistent baseline information about a highway corridor that informs future investment decisions.

Performance Measures. WSDOT will continue to collaborate with MPOs to define a framework for setting performance measures at the state level. WSDOT will continue to collaborate to provide comments to the USDOT dockets relating to the remaining Notices of Proposed Rulemakings (NPRMs) relating to federally required transportation system performance measures and targets.

LOCAL

RTC's FY 2017 UPWP will continue its fundamental metropolitan transportation planning program activities such as the Clark County Regional Transportation Plan, the region's Transportation Improvement Program and project grant request coordination, transportation system congestion

management process, intelligent transportation system management program, data collection and analysis, travel model forecasting, air quality, and project coordination as well as Regional Transportation Planning Organization planning in Klickitat and Skamania counties.

THE REGION'S KEY TRANSPORTATION ISSUES:

RTC's UPWP describes the region's underlying regional transportation planning process that is led by the RTC Board and informed by accurate data/analysis. RTC provides the multi-jurisdictional, multi-modal forum for the region's collaborative transportation decision making process. A key issue in planning for the region's transportation system will be to address the changed federal emphasis to establish a performance-managed transportation system and investment decision-making process. RTC's regional planning process will need to assist member agencies to focus on smart investments and innovations in priority corridors to meet the multi-modal demands on the regional transportation systems. RTC's project programming process will need to change accordingly if our region is to continue to maximize opportunities to utilize federal transportation resources. The 2016/17 Work Plan includes activities to continue the reformulation of the program to meet the performance based investment criteria.

Growth in the region has rebounded following the economic recession but the region's ability to address its transportation issues is still challenging. Local partners are mindful of the interconnectedness of transportation infrastructure investment, jobs and economic recovery and are aware of the continued need to invest in regional transportation infrastructure and services as well as to maintain the condition of current assets. The regional planning strategy will be to focus on smart investment of capital to provide solutions to the identified needs in the Regional Transportation Plan.

Key transportation issues for the region include:

- **Support Growth and Development:** The region's transportation system needs to support both existing needs and growth in the region. Washington Office of Financial Management estimated Clark County population at 451,820 in 2015 and OFM's mid-range projection forecasts the population will increase by over 110,000 people to 562,207 by 2035.
- **Regional Project Funding**: RTC is undertaking a complete review of the policy and scoring criteria for the regional flexible funding grant programs (STP/CMAQ/TAP). Working with RTAC, and then the Board, staff are developing recommendations for the next call-for-projects. Documentation of the grant programs' policies and procedures will be summarized in a revised TIP Programming Guidebook. RTC will work with WSDOT to ensure Connecting Washington funded projects are implemented in the region. Staff will work with partner agencies in a biennial review of the region's Human Services Transportation Plan grant priorities and make recommendations for new grant proposals and priorities as needed.

- **2035 Regional Transportation Plan Implementation**: Following adoption of the 2035 Regional Transportation Plan (RTP) in December 2014 and Human Services Transportation Plan in November 2014, RTC shifted focus towards Plan implementation and work with local jurisdictions on Comprehensive Plan updates. RTC staff continues consultation with local governments in Clark County regarding the 2016 Growth Management Plan update. The RTC region will also dialogue with partners regarding Interstate corridor traffic conditions and bridge conditions along I-5.

- **Major Studies**: Bus on Shoulder Feasibility Study to assess the feasibility of operating bus on shoulders on interstate segments in Clark County. RTC and partner agencies will advance a phase I review of the technical and policy options regarding peak-hour shoulder running transit bus operations along the region's interstate and state route corridors. This work will culminate in findings and recommendations in regards to the viability of this transit strategy within the bi-state region.

- **Regional Freight / Commerce Planning and Data Collection**: The RTC Board adopted the Clark County Freight Mobility Study (December 2010) and since that time, the regional focus on freight-related infrastructure investments and access to Port related industrial lands has intensified. RTC will continue studying and collecting data of the freight and commerce flows within the RTC region. Data collected during 2015 will be reported in a regional freight flow snapshot. Follow-up study of hot-spots and emphasis areas may be identified within the 3-county region for further action. RTC will continue to collaborate with stakeholders and interests groups working on freight commerce strategies and infrastructure investments to ensure that this region's freight system operates at a high performance level.

- **FAST Implementation**: With enactment of the federal FAST Act (December 2015) with its continued focus on the performance management structure established by its predecessor Act, MAP-21, RTC anticipates engaging regional partners in the establishment of performance measures, targets, data collection, and reporting systems to implement key policy goals of the Federal Transportation Act. The policy goals will relate to: Safety, Pavement and Bridge Performance, Asset Management, System Performance (congestion), Transit Performance, and MPO Administration. Specific policy review and target setting will occur steadily over the next 2-year cycle in order to bring RTC Plans and systems into compliance with FAST.

- **Partnership Building**: Building partnerships and linkages among like or affiliated agencies and groups is an important tool in facilitating collaborative regional planning and investment decision-making. RTC staff will continue to commit considerable effort to building information sharing, research, and targeted project partnerships and alliances in order to facilitate maximum return on investment for regional, state, and locally funded transportation investments. Several partnership opportunities are on the horizon related to topic specific interest groups (freight, bicycle/pedestrian, transit), and RTC will continue to nurture and build upon existing partnerships with Oregon's Metro through the existing Bi-State Coordination Committee structure, as well as partnerships with affiliate agencies within the Columbia River

Gorge region. As opportunities arise in the near-term for joint study or research efforts, the RTC will explore these opportunities for mutual benefit.

UNFUNDED PLANNING ACTIVITIES:

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

- Additional freight study tasks including additional data collection and compilation and addressing regional freight issues, e.g. freight traffic through the Gorge communities and access to freight-generating lands such as at Bingen Point in Bingen. Cost estimate: $25,000.
- Corridor operational studies. Cost estimate: $100,000 to $200,000 depending on scope of study.
- Additional research and analysis on Dynamic Traffic Assignment (DTA) to support regional travel forecasting capabilities. Cost estimate: $25,000.
- Complete an enhanced Regional Transportation Safety Analysis for highway, bicycle and pedestrian modes. Cost estimate: $50,000.
- Bi-state corridor planning beyond efforts covered under the RTP, VAST, Bus on Shoulder Feasibility Study and Coordination and Management (Bi-State Coordination Committee) work elements. Cost estimate: $25,000 to $50,000 depending on scope of study.

1. REGIONAL TRANSPORTATION PLANNING PROGRAM

1 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. The Plan for Clark County covers a county-wide-area, the same area encompassed by the Metropolitan Area Boundary. To meet planning requirements, the RTP has a planning horizon of at least 20 years. The most recent update to the Regional Transportation Plan for Clark County was adopted in December 2014 with a horizon year of 2035. The Plan updates consistency between federal, state and local plans. The 2014 RTP is consistent with local land uses outlined in local Comprehensive Growth Management Plans. The RTP also reflects the Washington Transportation Plan 2030 (WTP, December 2010) in place at time of RTP adoption now supplanted by WTP 2035 (January 2015) as well as the state's Highway System Plan (HSP). The RTP is also compliant with MAP-21, the federal transportation act in place at the time of RTP adoption. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments. In FY 2017, RTC will continue to focus on implementing the adopted RTP and on compliance with the new federal transportation act, Fixing America's Surface Transportation Act (FAST). RTC will also focus on implementing a performance-managed transportation program to guide system investments. The next RTP update is due to the RTC Board at by December 2018 to allow time for air quality consultation partners to issue an air quality conformity determination for the updated RTP by March 18, 2019. Metro is also developing an RTP update to be adopted by Metro Council in 2018. RTC's next RTP update will include documentation of the federally-required performance measures and targets and to reflect Clark County's anticipated 2016 Comprehensive Plan update.

Work Element Activities: Regional Transportation Plan

- Develop and implement the Clark County RTP to comply with federal law and guidance including RTP updates or amendments to reflect changing land uses, demographic trends, economic conditions, financial trends, regulations and study results and to maintain consistency between state, local and regional plans. Regular update and amendment of the Regional Transportation Plan (RTP) is a requirement of the Federal Transportation Act, currently FAST, and the state Growth Management Act (GMA). Existing federal laws require Plan update at least every four years and the state requires the Plan be reviewed for currency every two years. Whenever possible, major update to the RTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' land uses in the comprehensive growth management plans. The RTP update process will address federal transportation policy interests and reflect the latest versions of statewide plans such as Washington's Transportation Plan (WTP), Statewide Multimodal Transportation Plan (SMTP), Highway System Plan (HSP), and Route Development Plans (RDPs). At each RTP update, the results of recent transportation planning studies are incorporated and new or revised regional transportation system needs are identified and documented. RTP development relies on analysis of results from the 20-year

regional travel forecast model as well as results from a six-year highway capacity needs analysis. The Plan addresses the transportation priorities of the region.

- Address the eight federal planning factors required of the metropolitan planning process as listed on page xii. The current RTP provides an overview of how these factors are being addressed.
- Develop an RTP that complies with Washington's state law, the Revised Code of Washington (RCW), and guidance provided in the Washington Administrative Code (WAC).
- Involve the public in RTP development.
- Reflect updated results from the Congestion Management Process. The latest monitoring report on the region's transportation congestion management is the 2014 Congestion Management Report (RTC, July 2015); to be used as a tool to help the region make decisions on transportation project needs to be identified in the RTP.
- Address bi-state travel needs and review major bi-state policy positions and issues.
- Address regional corridors, associated intermodal connections and statewide intercity mobility services.
- Help maintain federal clean air standards consistent with the Clean Air Act Amendments of 1990.
- Reflect regional freight transportation issues.
- Address active transportation, bicycling and pedestrian, modes.
- Describe concurrency management and its influence on development of the regional transportation system as well as concurrency's use as a tool to allow for the most effective use of existing transportation systems.
- Describe transportation system management and operations, Intelligent Transportation System (ITS) applications, as well as Transportation Demand Management (TDM) strategies and Commute Trip Reduction efforts to make a more efficient transportation system.
- Consult with environmental resource agencies and evaluate the environmental impacts and mitigation strategies related to the regional transportation system as required by FAST, the Clean Air Act and State laws.
- Develop an RTP that can be implemented through more detailed corridor planning processes and eventual programming of funds for project construction and implementation.
- Maintain consistency between state, regional and local transportation plans as required by the state's Growth Management Act. This includes certification of the transportation elements of local Growth Management Plans and review for consistency with the RTP.
- Address planning for the future transit system guided by C-TRAN's 20-Year Plan, currently C-TRAN 2030 (June 2010).
- Monitor the transportation system performance and report on transportation system performance.
- Coordinate the RTP with regional and local land use plans. In Washington State, local jurisdictions address land use planning in Comprehensive Plans required by Washington State's Growth Management laws. The GMA sets up RTPO's as the venues for identifying regional priorities and coordinating transportation planning at all jurisdictional levels with local comprehensive plans. WSDOT encourages RTPOs to work as partners with local governments

in the early stages of local comprehensive plan and countywide planning policy development to more effectively identify and resolve consistency issues.

Relationship to Other Work Elements: Regional Transportation Plan

The RTP takes into account the reciprocal connections between land use, growth patterns and multimodal transportation system needs and development. It also identifies the mix of transportation strategies needed to address future transportation system issues. The RTP for Clark County is interrelated with all other RTC transportation planning work elements. In particular, the RTP uses information, data and analysis resulting from the Congestion Management Process to identify transportation needs and solutions. The RTP also serves to identify transportation projects and strategies to be funded by programming in the Metropolitan Transportation Improvement Program (TIP).

FY 2017 Tasks: Regional Transportation Plan

FY 2017 will see RTC work on implementing the updated RTP (RTC, December 2014) and on implementing federal Transportation Act requirements as clarified through the national rulemaking process. In FY 2017, RTC will also engage planning partners and the public in scoping for the 2018 RTP update.

- The FY 2017 RTP work element will continue to focus on compliance with the federal FAST Act and on transitioning to the federally required performance-based approach for surface transportation investments aiming to have a more effective investment process for federal transportation funds. In preparation for transitioning to a performance-based approach in planning and programming surface transportation projects, RTC staff will work with federal, state, and other MPO's to provide input on how the performance measures are set for the seven national transportation goals. RTC staff will work with our regional partners as well as other MPO's in the state to develop our performance targets for the national performance measures. Federal rulemaking relating to a performance-based transportation plan was expected to be complete in early 2015 but there are still several Notices of Proposed Rule Making (NPRM) to be released by US DOT (as of January 2016). RTC will transition to use of the updated federal rules. The performance targets and performance measures will be integrated into RTC's long-range Regional Transportation Plan at its next update and into the 4-year Transportation Improvement Program. Over the course of several years, the evaluation of the condition and performance of the region's transportation system in comparison with the established targets will become the standard practice for the metropolitan transportation planning process.

The RTP work element also focuses on addressing the following modal elements and planning issues:

- Federal Functional Classification – reflect any changes in the next update to the RTP.
- System Performance – Report on transportation system monitoring and system performance measures used to analyze transportation system performance and level of service assumptions and used to guide transportation investment decisions, project and strategies identified in the

RTP.

- Practical Solutions – RTC will work with WSDOT to identify practical solutions to transportation issues in an effort to maximize benefits. This new approach to identifying transportation solutions, including projects and strategies, will likely impact the list of transportation projects identified in the RTP at the next RTP update.
- Safety – An update to the Safety Assessment for Clark County was completed in spring 2014 and was incorporated into the 2014 RTP update. RTC will continue to work with WSDOT and partner agencies to compile, categorize, analyze and evaluate crash data and address transportation safety issues. In addition, RTC will work with local agencies to continue work on Complete Streets/Safe Streets to ensure streets are designed for all users dependent on the context of the transportation facility.
- Transit – The RTP includes recommendations and guidance provided by the region's transit development plans, notably C-TRAN's 20-Year Transit Development Plan, C-TRAN 2030, (C-TRAN, June 2010), and the Clark County High Capacity Transit System Study (RTC, December 2008). RTC will coordinate with C-TRAN on implementation of Bus Rapid Transit in the Fourth Plain Transit Corridor and in updating of C-TRAN's 20-Year TDP.
- Efficiencies – It is recognized that the most efficient use of the existing transportation system can be realized through implementation of Transportation Demand Management (TDM) and Transportation System Management strategies. RTC will continue to coordinate with planning partners in developing the Congestion Management Process, Transportation System Management and Operations and Commute Trip Reduction plans. The resulting solutions identified in these Plans will be incorporated into the next RTP update. TDM planning in the region uses a broader definition of demand management and identifies policies, programs and actions including use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems.
- Updates to the Regional and Local Commute Trip Reduction Plans were completed in 2015. RTC works with local partners to implement transportation demand strategies outlined in local and regional Commute Trip Reduction plans. Affected local jurisdictions, as currently determined by the State's CTR law, are: Vancouver, Camas, Washougal, and unincorporated Clark County. Local and Regional CTR Plans, as well as a Downtown Vancouver Growth and Transportation Efficiency Center (GTEC) Plan, were initially adopted by RTC in October 2007 with minor updates in 2013 and 2015. While the GTEC program is no longer funded at the statewide level, Vancouver continues to implement a Destination Downtown program to manage transportation demand in the core urban area.
- Active Transportation – The RTP reflects work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed. RTC will continue to work with local partners to plan for pedestrian and bicycle policies and transportation needs to support transportation options, community quality and health. The State Growth Management Act requires that two components relating to active communities be addressed in local growth management plans: (1) a pedestrian and bicycle component, and (2) land use policies that promote greater physical activity. RTC staff will continue to participate in the Clark

Communities Bicycle and Pedestrian Advisory Committee and report on the Committee's activities to the Regional Transportation Advisory Committee.

- Changing Demographics and Lifestyles – the 2014 RTP update addresses changing demographics and lifestyles and how these may affect transportation demand in the region. In FY 2017, RTC will continue to work with local agencies to implement transportation recommendations of the Clark County's Aging Readiness Task Force as documented in the Clark County Aging Readiness Plan.
- Human Services Transportation Planning - The process to develop the region's Human Services Transportation Plan and human services transportation project priorities is led by RTC with the latest HSTP for Clark, Skamania and Klickitat Counties update adopted in 2014 to support funding applications for WSDOT's consolidated public transportation grant program. RTC will continue to coordinate with local stakeholders and human service transportation providers to address the special transportation needs of the elderly, people with disabilities, and low-income populations. The HSTP prioritizes projects across all three counties of the RTC RTPO region. Under federal law, HSTPs must be updated at least every four years with RTC's next HSTP update due in late 2018. RTC will continue to be involved in the Accessible Transportation Coalition Initiative (ATCI) which brings together stakeholders with interest and representative of communities with special transportation needs. In FY 2017, RTC will again lead the project prioritization process for special needs projects and work with local agencies and non-profits in submitting grant requests to WSDOT for the statewide public transportation Consolidated Grants Program.
- Freight Transportation – Elements of the Clark County Freight Mobility Study (RTC, December 2010) were incorporated into the 2011 RTP and continued in the 2014 RTP update ensuring that the significance of freight transportation and its importance to the local economy is documented. RTC subsequently has conducted data collection to provide input to a Freight Plan update. RTC will continue to prepare materials relating to freight transportation and is planning to take a role in exploring partnerships with existing agencies and interest groups to focus attention on needed multi-modal freight investments and critical economic corridors within the region. The recommendations from freight alliances, partnerships and updated Freight Study will be integrated into the next RTP update. RTC will also coordinate with WSDOT's Freight Division to inform WSDOT of freight needs in the region.
- Air Quality and Climate Change – Strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions were considered by RTC as part of the requirements of RCW 70.235.020, RCW 47.01.440 and Governor's Executive Order 09-05 – Washington's Leadership on Climate Change. RTC will continue to address VMT reduction strategies as part of the regional transportation planning process.
- Corridor Planning – recent corridor planning efforts were incorporated into the 2014 RTP update. RTC plans to continue coordination efforts in planning for the I-205 corridor with the Bus on Shoulder Feasibility Study. Recommendations from the I-205 Access and Operations Study informed the 2014 RTP update supporting the RTP goals for efficiency, safety, and performance of the region's multimodal transportation system. RTC will also continue to coordinate with WSDOT in WSDOT's efforts to complete Corridor Sketches for segments of

State Routes.

- Financial Plan – The financial Plan section of the RTP update includes the costs of system maintenance, preservation, safety improvement and operating costs. RTC will continue to work with local and state transportation interests to bring attention to transportation system funding needs.
- Consistency – RTC will continue work with planning partners to maintain consistency between state, local, and federal transportation plans. Certification of the transportation elements of the cities' and county's comprehensive growth management plans is required under Washington State's Growth Management Act.
- RTC will continue to involve the public in development of the metropolitan transportation planning process and, in particular, in development of RTP elements.
- Consultation between RTC and state and federal environmental agencies to address environmental mitigation strategies as part of the RTP process and coordination with tribal governments will continue. (Ongoing)
- The RTP development process involves the Regional Transportation Advisory Committee whose members provide technical review and recommendations for the RTP work element. The RTC Board will be updated, as needed, on the status of component pieces of the RTP work element. At these monthly Board meetings, time is set aside to allow citizens to comment on metropolitan transportation planning issues. (ongoing).
- Opportunities for public participation are offered with website information, media releases, communication with neighborhood groups, and stakeholders on the regional transportation planning process. Consultation with interested resource agencies and tribes with interests in the transportation system in the Clark County region will continue.

FY 2017 Funding: Regional Transportation Plan Work Element

FY 2017 Revenues:	**$**	**FY 2017 Expenses:**	**$**
• Federal FHWA	$173,400	• RTC	$431,988
• Federal FTA	$55,500		
• Federal STP	$75,000		
• State RTPO	$39,605		
• Other Local Funds	$59,667		
• MPO Funds	$28,816		
	$431,988		**$431,988**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$47,429*

1 B. TRANSPORTATION IMPROVEMENT PROGRAM

The metropolitan Transportation Improvement Program (TIP) is a multi-year program of federally funded and regionally significant transportation projects within the Clark County, Washington region. The TIP includes a priority list of projects to be carried out in the next four years and a financial plan that demonstrates how it can be implemented. The projects programmed in the TIP originate from project recommendations made in the Regional Transportation Plan (RTP) or are developed into projects from a series of program recommendations such as preservation, maintenance, and safety. The TIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, C-TRAN and the Washington State Department of Transportation (WSDOT) together with public outreach and participation. RTC's TIP includes C-TRAN's Program of Projects (POP). Projects listed in the TIP indicate a commitment for funding of these projects and project costs are expressed in Year of Expenditure (YOE) dollars.

Work Element Activities: Transportation Improvement Program

- Develop and adopt the Transportation Improvement Program (TIP) consistent with the requirements of the Federal Transportation Act.
- Review of the TIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal transportation funding. Project selection criteria reflect the multiple policy objectives for the regional transportation system (e.g. safety, maintenance and operation of existing system, multimodal options, mobility, economic development and air quality improvement).
- Understand and implement the federal transportation reauthorization act (FAST Act) regarding the Transportation Improvement Program.
- Coordinate the grant application process for federal, state and regionally-competitive funding programs such as federal Surface Transportation Program (STP), federal Transportation Alternatives Program (TAP), state Transportation Improvement Board (TIB) programs, and Safe Routes to School programs, etc.
- Program Congestion Mitigation and Air Quality (CMAQ) funds with consideration given to emissions reduction benefits provided by projects.
- Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs.
- Coordinate with transit and human service agencies to address human services transportation needs and develop human services transportation projects.
- Develop a realistic financial plan for the TIP financially constrained by year. The TIP must address costs for projects as well as operations and maintenance of the transportation system.
- Consider air quality impacts.
- Amend the TIP as necessary.
- Monitor TIP project implementation and obligation of project funding.
- Ensure TIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the STIP.

Relationship to Other Work Elements: Transportation Improvement Program

The TIP provides the link between the RTP and project implementation. The process to prioritize TIP projects uses data from the transportation database, guidance and criteria from the Congestion Management Process and regional travel forecasting model output. It relates to the Coordination and Management element's Public Participation efforts described in the UPWP. The TIP program requires significant coordination with local jurisdictions and implementing agencies in the Clark County region.

FY 2017 Tasks: Transportation Improvement Program

- Development of the RTC's 2017-2020 Transportation Improvement Program will be coordinated with planning partners, the public given opportunity to comment on TIP process and projects and the adopted TIP will include programming of projects for all four years. *(Fall 2016)*
- TIP amendments as necessary. *(Ongoing)*
- Coordination of regional transportation projects for federal and statewide competitive programs. *(Ongoing)*
- Reports on tracking of TIP project implementation and obligation of funding for TIP programmed projects. More information on development of a project database to help project tracking efforts is found in the Data/Forecast work element. *(Ongoing)*
- Provide input to update the State Transportation Improvement Program (STIP). *(Ongoing)*
- Public participation in TIP development. *(Ongoing)*

FY 2017 Funding: Transportation Improvement Program

FY 2017 Revenues:	**$**	**FY 2017 Expenses:**	**$**
• Federal FHWA	$57,800	• RTC	$143,996
• Federal FTA	$18,500		
• Federal STP	$25,000		
• State RTPO	$13,202		
• Other Local Funds	$19,889		
• MPO Funds	$9,605		
	$143,996		**$143,996**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$15,810*

1 C. CONGESTION MANAGEMENT PROCESS

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

Work Element Activities: Congestion Management Process

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

- Develop capacity or operational solutions to address transportation deficiencies identified as part of the congestion management monitoring process and incorporate these solutions into the regional plan (RTP).
- Provide CMP data and system performance indicators to inform state and local transportation plan updates.
- The CMP will be integrated with the Regional Transportation Plan, federal FAST Act performance measures first required under MAP-21, the Transportation Improvement Program, and the VAST/Transportation System Management and Operations process.
- Coordinate with Metro on development of the Congestion Management Process.

Relationship to Other Work: Congestion Management Process

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

FY 2017 Tasks: Congestion Management Process

- A Congestion Management Process that includes all six elements outlined in 23 CFR Part 450 Sec. 320). *(Ongoing)*
- Updated traffic counts, turning movement counts, vehicle classification (truck) counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data will be made available on RTC's web site (http://www.wa.gov/rtc). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. Scans of traffic counts are stored to help meet other needs and to help future regional travel forecast model enhancement and update. *(Ongoing)*
- Update other CMP corridor data, other than traffic counts. The other data includes auto occupancy, roadway lane density, vehicle classification (truck counts), transit ridership, transit capacity, travel time and speed. Data should support the CMP, concurrency and/or other regional transportation planning programs. *(Ongoing)*
- A comparison between most recent data and data from prior years back to 1999 to support identification of system needs and solutions and monitoring of impacts of implemented improvements.
- An updated Congestion Management Report. *(Congestion Management Process – 2015 Monitoring Report anticipated in Summer 2016).*
- The "Areas of Concern" list will be updated in the Congestion Management Report. RTC works

with local jurisdictions to identify transportation solutions for the corridor segments of concern with linkage between the CMP and implementation of the traffic operations program outlined in RTC's VAST program (see separate VAST work element). *(Spring 2016)*

- Provide information to Federal Highway Administration to help in FHWA's assessment of the Congestion Management Process. *(As needed)*
- Communicate with Metro on RTC's Congestion Management Process and keep informed on development of Metro's Congestion Management Process. *(Ongoing)*
- Regional freight and commerce planning and data collection and reporting. *(Ongoing)*

FY 2017 Funding: Congestion Management Process

FY 2017 Revenues:	**$**	**FY 2017 Expenses:**	**$**
• Federal STP	$92,000	• RTC	$86,358
• MPO Funds	$14,358	• Consultant*	$20,000
	$106,358		**$106,358**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$14,358*

*Average annual cost for consultant assistance for traffic data collection e.g. traffic counts, travel time and speed, auto occupancy and vehicle classification data. Consultant is hired on a 3-year contract.

1 D. 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. RTC began as lead agency for managing the VAST program in 2001 with a focus on ITS projects and infrastructure. After the adoption of the Clark County TSMO Plan by the RTC Board in June 2011 the VAST Program was expanded to incorporate transportation system management and operations with its emphasis on the need for greater collaboration to improve the operation of the transportation system and enhance performance without expanding roadway capacity.

The VAST Program has proven to be an effective way for agencies to coordinate and partner on ITS and operational project development and delivery, with successful funding outcomes, monitoring of project development, and project integration. The Vancouver Area Smart Trek Program is a coalition of state, regional and local agencies working together to implement Intelligent Transportation Systems (ITS) and operations 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, the City of Camas, the Oregon Department of Transportation, and RTC.

Transportation System Management and Operations

TSMO focuses on low-cost, quickly implemented transportation improvements aimed at making efficient use of existing transportation facilities. Benefits include a more reliable transportation system, reduced delay, and better incident response. TSMO relies on the use of intelligent transportation system (ITS) initiatives and devices and combines advanced technologies, operational policies and procedures, and existing resources to improve coordination and operation of the multimodal transportation network. Examples include traffic signal integration, ramp metering, access management, traveler information, smart transit management, and coordinated incident response to make the transportation system work better.

While there may be no single solution to transportation deficiencies, Transportation System Management and Operations (TSMO) is one of the tools to manage congestion, and improve the safety, security and efficiency of our transportation system. TSMO is a key regional strategy for managing traffic congestion and for addressing transportation system capacity needs where additional highway expansion and/or capital resources are constrained. Currently, TSMO efforts in the region include the following: 1) the continued implementation of the TSMO Plan as a low capital-cost approach to meeting the region's transportation needs, 2) ensuring ITS and TSMO project consistency with the regional Intelligent Transportation System Architecture, and 3) enhancement and utilization of the Portal data element.

The adopted Clark County TSMO Plan provides a strategic framework to guide transportation system management objectives. The Plan builds upon a proven reputation of success and national leadership in interagency coordination. It informs future ITS technology investments and capital improvements necessary to support the objectives over the next 10 years.

The regional transportation data resources developed under this element provide a means for tracking congestion and supporting the Congestion Management Process using TSMO performance metrics for recurring and non-recurring sources of congestion. Use of Portal is a key component. Portal is the official transportation archive for the Portland-Vancouver metropolitan region being developed and housed at the Intelligent Transportation Systems Laboratory at Portland State University (PSU). The purpose of Portal is to implement the U.S. National ITS Architecture's Archived Data User Service in the Portland-Vancouver region. PSU works cooperatively with regional partners including ODOT, Metro, the City of Portland, TriMet, and RTC. Currently, the Portal system archives a wide variety of transportation-related data including the freeway loop detector data from the Portland-Vancouver metropolitan region, weather data, incident data, transit data and freight data. There are plans to expand the capabilities of the system to include multimodal data sources such as additional transit data, arterial data and bicycle-pedestrian data from both Oregon and Washington.

The 10-year TSMO Implementation Strategy is used to carry out operational improvements in the region. RTC will continue to coordinate with TSMO partners to monitor TSMO corridor performance, to develop guidelines, and to develop protocols for regional operations. Performance measures will be further developed for assessing operations and identifying the effectiveness of TSMO strategies. While the TSMO element represents policies, planning and operational strategies, the ITS element represents the communications and technology components of transportation operations.

Intelligent Transportation Systems

The VAST program addresses the sharing, maintenance, and standards for communications infrastructure and equipment. The ITS element of the VAST Program will continue its focus on ITS, communications and the associated infrastructure and technology. The VAST program encompasses ITS and communications infrastructure as well as ITS technologies for integration of transportation information systems, management systems and control systems for the urbanized area of Clark County.

Work Element Activities: VAST

- Address the use of ITS technology through collaboration between planning and traffic operations staff of partner agencies as part of the consolidated VAST program which incorporates ITS and operational management into the planning process.
- Lead the ongoing management of the VAST Program, including the development of cooperative project funding applications and coordination between partner agencies on operational projects and ITS technology. Continue management of the TSMO Steering Committee, the VAST Steering Committee and Communications Infrastructure Committee. VAST program management includes review and endorsement of ITS and communications infrastructure, as well as operational projects, development of ITS and operations policy issues, preparation of joint funding applications, and managing consultant technical support for the VAST program.
- Ongoing planning, coordination and management of the VAST program by RTC to ensure the region is meeting federal requirements for ITS deployment through integration and

interoperability.

- Ensure that operational and ITS initiatives are integrated and that consistency with the regional ITS architecture is addressed.
- Continue to develop and implement VAST program projects programmed for Congestion Mitigation/Air Quality (CMAQ) funding in the Transportation Improvement Program. These VAST projects may include freeway management, traveler information, transportation signal optimization, and transit signal priority.
- Assist partner agencies on funding applications for individual operational and ITS projects. Continue process of Committee partnerships for joint project funding applications.
- Focus on performance measurement, metrics, and tools to analyze the benefits of operational strategies and outreach to policy makers and other stakeholders.
- Update the TSMO Plan to reflect completed projects, new technologies and changing conditions.
- Use of the 10-year TSMO Implementation Plan to guide carrying out operational improvements in the region.
- Collaboration with TSMO Steering Committee members to provide technical support for operational measures consistent with upcoming guidance resulting from the MAP-21 federal Transportation Act. Identify the role the Committee should play to provide input to the operations element of the RTP update.
- RTC will coordinate regularly with TSMO partners to develop guidelines and protocols for regional operations. Performance measures will be further developed for assessing operations and identifying effective TSMO strategies. RTC will also continue management of the consultant and TSMO stakeholders including the TSMO Steering Committee for TSMO Plan implementation.
- RTC will collaborate with partner agencies for ongoing refinement of the Portal interface to improve its interface and usability. Improvements to the Portal data archive are defined in the data archive scope of work with PSU and include adding data sources for arterials, display of new transit data, freight information and identification of field device types and their data collection capabilities. RTC will coordinate with partner agencies as they begin to utilize the data archive.
- RTC participation on the Portal Advisory Committee which considers strategies for the ongoing management and maintenance of the Portal data archive.
- Continue development of standards for fiber, equipment, and infrastructure through the VAST Communications Infrastructure Committee (CIC). Maintain and continue expansion of the multi-agency shared asset management database and mapping system and facilitate the ongoing development of communications sharing and execution of permits between the VAST agency partners.
- Expand areas of communications infrastructure sharing and integration authorized under the executed Regional Communication Interoperability and Fiber Interlocal Agreement.
- Develop rules, procedures, and process, and security issues among VAST partners and gain agreement on a common protocol for VAST to receive detailed communications infrastructure information from agency construction projects.
- Identify additional areas for coordination and improvement of the communications

infrastructure, including coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.

- Continue to work with ITS stakeholders, including emergency service providers, such as Clark Regional Emergency Services Agency (CRESA), police departments and fire departments, to assess how the VAST partners can facilitate and benefit public safety needs.
- Provide a forum to host periodic VAST program events to promote regional discussion and education of TSMO and transportation technology issues.

Relationship to Other Work Elements: VAST

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

FY 2017 Tasks: VAST

- Coordinate all VAST activities within Clark County and with Oregon. *(Ongoing)*
- Facilitate the activities of the three VAST related committees. *(Ongoing)*
- Report on the overall effectiveness of the Program. *(Ongoing)*
- Review and update the 10-year TSMO Implementation Plan. Maintain the Regional ITS Architecture for the VAST using the most recent National Architecture and Turbo Architecture. Include documentation of functions, subsystems, and information and data flow connections. *(Ongoing)*
- Implement ITS technologies and operational strategies on the TSMO corridor(s) within the budget available. (Ongoing)
- Work to determine need for the development of regional policies for the consideration of operational strategies.
- Develop interagency Memorandum of Understanding to define agency responsibilities and agreements for sharing, merging, and transfer of Portal data.
- Update and expansion of Portal to include all partner agencies. RTC will coordinate with these partner agencies as they begin to utilize the data archive and will hold a workshop for Clark County agencies on the use of Portal. Collaboration with partner agencies will also address ongoing refinement of the Portal interface to improve its interface and usability. *(Ongoing)*
- Management of the ITS element of the work program, including preparation of memoranda of understanding for coordinated ITS implementation, interlocal agreements, and operational and maintenance agreements, fiber sharing permits and other coordination needed between partner agencies to deploy ITS projects. *(Ongoing)*
- Develop policies for operational requirements, acceptable use, security and other policies for the shared ITS network. *(Ongoing)*
- Identify additional needs for shared ITS network including infrastructure, network transport,

and data elements. *(Ongoing)*

- Complete major update of the shared communications assets management database and mapping system. Update, maintain and utilize the database as new fiber projects are completed. (Ongoing)
- Work to achieve VAST agency agreements on the maintenance and ongoing updates to the asset management database. (December 2016)
- Adopt standards for fiber, equipment, and infrastructure based on priorities set by the Communications Infrastructure Committee. *(Ongoing)*
- Regional ITS goals and policies for the Clark County region and for bi-state ITS issues. *(Ongoing)*
- Management of consultant technical support activities as needed. *(Ongoing)*

FY 2017 Funding: VAST

FY 2017 Revenues:	**$**	**FY 2017 Expenses:**	**$**
• Federal STP	$204,000	• RTC	$135,838
• MPO Funds (13.5%)	$31,838	• Consultants*	$100,000
	$235,838		**$235,838**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$31,838*

Consultants* estimated $100,000 per year for consultant program assistance and Portland State University Portal.

1 E BUS ON SHOULDER FEASIBILITY STUDY

The I-205 Access and Operations (AO) Study identified and analyzed short term operational and system management improvements that would serve to make the transportation system operate more efficiently and predictably and could supplement or defer the timeline for freeway expansion. The AO Study recommendations, adopted by the RTC Board in November 2014, have three primary components. The roadway recommendations are made up of long and short term improvements which consist of the 2035 core projects that were incorporated into the RTP and a set of short term operational projects to be implemented by WSDOT in coordination with local agencies. The transit recommendation called for a feasibility study of bus on shoulder operations in the I-205 corridor. Finally, a set of operational policies were adopted that describe how to consider operational improvements in freeway corridors and to guide the implementation of ramp meters.

The Bus on Shoulder Feasibility Study is being initiated as a result of the transit recommendation of the I-205 Access and Operations Study. Phase one of the BOS Study will investigate and research the issues associated with potential BOS implementation and determine its applicability to the I-205 corridor. It will also identify the technical and engineering considerations for BOS in the corridor, including the identification of barriers, challenges and opportunities. The study will evaluate traffic operations and transit operations and performance with and without BOS, develop a BOS concept plan and operating protocol, identify capital components, investigate policy issues, and determine regulatory/legal requirements for BOS operation.

A key result of the study will be to recommend to agency stakeholders whether the region should move forward with bus on shoulder operations as well as a comprehensive phase two study that would address physical improvements and associated preliminary engineering, bus operating protocols, a detailed bus service plan, and capital costs. In addition, if the region advances a phase two study, lessons learned from phase one could be used to develop recommendations on a set of regional policies that would guide how and when to consider BOS in other freeway corridors and bus operating protocols.

Work Element Objectives: Bus on Shoulder Feasibility Study

- Compile baseline transportation and transit data including traffic freeway speeds by segment, time of day, and duration, mainline traffic volumes and entrance and exit volumes at ramps and at freeway to freeway interchanges along the corridor. Transit data would include ridership, on-time performance, reliability, and the number of buses required to maintain scheduled service.

- Conduct transportation analysis for a wide range of traffic operations, transit operations and performance with and without BOS in the corridor. Key evaluation measures will include safety, vehicle queuing and delay, incidents, and transit speeds and reliability.

- RTC will host a bus on shoulder technical workshop with agency stakeholders and policy makers. The workshop will inform participants on the engineering, operational, and technical issues associated with BOS systems and will include experts with knowledge and insight of BOS systems already in place around the country. In addition, these experts will also review information developed to date, and answer questions from workshop participants. One of the outcomes of the workshop is to support the development of a draft BOS operating concept for the corridor.

- Examine existing physical characteristics of the facilities where BOS is being studied in order to identify engineering issues/constraints and opportunities that would need to be considered for a BOS operation in the corridor.

- Research the policy and legal issues associated with BOS operations including existing statutes, regulations and other agreements and determine if additional legislation is needed to allow transit vehicle use of the shoulder.

- Develop a service and operating concept for bus on shoulder at a level that will allow identification of conceptual capital improvements and associated costs.

- Collaborate with the BOS Technical Advisory Committee for advice, technical input and review during the study and to work toward concurrence on findings, needs, and next steps for the BOS Study. The TAC includes representatives of WSDOT, C-TRAN, ODOT, Tri-Met and Metro partner agencies.

- Coordinate with the Federal Highway Administration and the Federal Transit Administration to ensure that any regulatory or policy issues and other approvals associated with operating BOS on interstate facilities are addressed.
- Provide briefings and updates to the Regional Transportation Advisory Committee (RTAC), the RTC Board, the Bi-state Coordination Committee and other I-205 corridor stakeholders.

Relationship to Other Work Elements: Bus on Shoulder Feasibility Study

The Bus on Shoulder Feasibility Study supports goals for the efficiency, safety, and performance of the multimodal transportation system as defined in the Regional Transportation Plan and is consistent with the mix of transportation strategies needed to address future transportation system issues. It also relates to the VAST TSMO/ITS Work Program and the Congestion Management Process in that it will first consider transportation management, operational, and transit strategies to address system performance.

FY 2016/17 Products: Bus on Shoulder Feasibility

- A Bus on Shoulder Feasibility Report including findings, required physical improvements, and shoulder reconstruction needed for BOS operations, operating rules, and order of magnitude cost estimates. Report will also include a bus operating plan and capital improvement concept.

- Identify a potential low cost demonstration project for initial implementation.
- Recommendations to agency stakeholders on whether the region should move forward with a comprehensive phase two study that would include a detailed bus service plan, needed physical improvements, preliminary design and capital costs, bus operating protocols, and a financial plan.

FY 2016/17 Funding: BOS Feasibility Study

FY 2016/17 Revenues:	**$**	**FY 2016/17 Expenses:**	**$**
• Federal STP	$150,000	• RTC	$35,810
• Local Funds	$23,410	• Consultants*	$137,600
	$173,410		**$173,410**

Federal $ are matched by C-TRAN funds. *Minimum required match: $23,410*

I F. SKAMANIA AND KLICKITAT RTPO

The regional transportation planning work program for Skamania and Klickitat Counties was established in FY 1990 when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Skamania County and Klickitat County Transportation Policy Committees meet regularly to discuss regional transportation issues and concerns. RTC provides transportation planning technical assistance for each County in addition to developing Regional Transportation Plans and monitoring transportation system performance. The Skamania County and Klickitat County Regional Transportation Plans were initially adopted in April 1995 with the most recent update adopted in June 2014. Development and traffic trends are monitored and the regional transportation planning database for the region is kept up to date.

Work Element Activities: Skamania and Klickitat RTPO

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

Relationship to Other Work Elements: Skamania and Klickitat County RTPO

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

FY 2017 Tasks: Skamania and Klickitat RTPO

- Continued development of a coordinated, technically sound regional transportation planning process. *(Ongoing)*

- Continued development of a technical transportation planning assistance program. *(Ongoing)*
- Development of the 2017-2020 Regional Transportation Improvement Program. *(Fall 2016)*
- Review and update of Regional Transportation Plans. *(Ongoing)*
- Conduct a Bingen Transportation Study. *(Ongoing)*
- Gather data and update the regional transportation database. *(Ongoing)*
- Regional freight and commerce planning and data collection and reporting. (Ongoing)

FY 2017 Funding: Skamania and Klickitat RTPO

FY 2017 Revenues:	**$**	**FY 2017 Expenses:**	**$**
• State RTPO	$39,660	• RTC	$39,660
	$39,660		**$39,660**

2A. REGIONAL TRANSPORTATION DATA, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES

This element includes the development, maintenance and management of the regional transportation database and website to support the regional transportation planning program. The database is used to assess transportation system performance, evaluate level of service standards and calibrate 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 to support mobile emissions analysis and conformity determinations, and technical support to local jurisdictions.

Regional Transportation Data and Travel Forecasting

Work Element Activities: Regional Transportation Data

- Maintain an up-to-date transportation database and map file for transportation planning and regional modeling that includes functional classification of roadways, traffic counts, transit ridership and transit-related data provided by C-TRAN. The database is used in development of regional plans, regional travel forecast model development and in making transportation maps. Maps are used by RTC as visualization tools to help make transportation plans more understandable.

- Collect, analyze and report on regional transportation data from data sources such as the U.S. Census, the Census Bureau's American Community Survey, Census Transportation Planning Package data, National Household Travel Survey (NHTS) data, travel behavior survey data, and County GIS information.

- Maintain and update a comprehensive traffic count program coordinated with local jurisdictions and agencies.

- Compile crash data for use in development of safety management plans and project priorities.

- Develop a project database for completed and planned transportation projects.

- Analyze growth trends and relate these trends to future year population and employment forecasts. Demographic forecasts for the region are analyzed and used as input for the regional travel forecast model. RTC reviews Clark County-produced region-wide growth totals for population, households and employment allocated to Clark County's transportation analysis zones (TAZs) and incorporates these assumptions into the regional travel model. The TAZ allocation is used by RTC in the travel forecast modeling process.

- Coordinate with Metro on procedures for forecasting the region's population and employment data for future years, including "Metroscope" development; a process that integrates land use development and transportation system change in an integrated model.

- Continue to incorporate transportation planning data elements into the Geographic Information System (GIS) using ArcInfo and coordinate with Clark County's GIS Department to incorporate

data into the County ArcGIS system. This includes maintaining GIS layers for the Urban Area Boundary, designated regional transportation system, federal functional classification system of highways and freight data. Clark County's Maps Online and GIS Workbench is used as a resource by RTC to obtain layers of information such as zoning, comprehensive plan, service district boundaries, and geophysical and environmental elements such as stream channels, floodplains, hydric soils, shoreline buffers, watersheds, and groundwater protection areas, slopes and geologic hazards. These layers of information are used by RTC in considering environmental mitigation in the regional transportation planning process.

- Assist local jurisdictions in analyzing data and information from the regional transportation data base in updating and implementing Comprehensive Plans required under the state's Growth Management Act, capital facilities plan development and transportation concurrency.
- Maintain and update RTC's computer equipment and software.
- Update the content of RTC's website regularly as the primary public participation, information and outreach platform allowing public access to the regional transportation planning program.
- Investigate the application of multimodal cost benefit analysis packages and the potential application to the Regional Transportation Plan. Continue to develop data, including vehicle miles traveled (VMT) and vehicle occupancy measures, for use in air quality and Commute Trip Reduction (CTR) planning.

FY 2017 Tasks: Regional Transportation Data

- Update the regional transportation database with data from the U.S. Census, including Census Transportation Planning Products (CTPP) and the American Community Survey (ACS) which derives data from a smaller sample than the census, as well as the National Household Travel Survey (NHTS). (Ongoing)
- Analysis of Clark County transportation information. The main elements include: transportation measures, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations are used to address environmental justice issues. (Ongoing)
- A project database for completed and planned transportation projects will be developed. This project database will be designed to complement the TIP and RTP work elements. Initially, the database will include information on the STP/CMAQ and TAP-funded projects and is planned to include all proposed RTP projects to enable information and data retrieval for these projects. The intention is to eventually make the project information and data easily accessible on RTC's website.
- Compilation and analysis of data relating to minority and low income populations to support transportation plans for the region and for specific corridors and for specific Title VI requirements. (Ongoing)

- Integration of transportation planning and GIS Arc/Info data. (Ongoing)
- Coordination with Clark County on maintenance and update of the highway network, local street system and federal functional classification system in a GIS coverage. (As needed)
- Update the traffic count database. (Ongoing)
- Continue to work with regional bi-state partners on freight transportation planning including ongoing work to improve truck forecasting ability. Continue to integrate freight traffic data into the regional transportation database. (Ongoing)
- Technical assistance to local jurisdictions for regional transportation data. (Ongoing)
- Purchase updated computer equipment using RTPO revenues and coordinate with the County's computer division to update computer equipment and software. (As needed)
- Analysis of Commute Trip Reduction (CTR), congestion pricing and Transportation System Management/Intelligent Transportation System (ITS) impacts. (As needed)
- The RTC website is a valuable tool for both disseminating information and receiving feedback from the public, as well as the RTC Board and its member jurisdictions. RTC will continue to maintain the RTC website with current data and information in order to inform and engage the public in the transportation planning process.

Work Element Activities: Regional Travel Forecasting Model

- Coordinate with local jurisdictions, state agencies and Metro to develop the regional travel forecast model. The travel forecast model is used as a tool to help analyze the transportation system in the region; its output used to identify deficiencies in the regional transportation system, to develop performance measures and standards and to assess transportation demand management and transit planning applications.
- Increase the ability of the existing travel forecasting procedures to respond to informational needs placed on the forecasting process to inform state, regional and local transportation planning. The model needs to be able to respond to emerging issues, including concurrency, peak hour spreading, latent demand, design capacity, performance measures, air quality, growth management, and life-style changes relating to transportation needs. Staff will continue to research and assess travel forecast model enhancement and enhanced modeling software and tools to further develop traffic operational modeling capabilities and true dynamic assignment techniques that are increasingly important in evaluating new planning alternatives, such as High Occupancy Vehicle operations and impacts, Intelligent Transportation System impact evaluation, congestion pricing analysis, and concurrency analysis.
- Provide a forum for local model developers and users to meet and discuss model development and enhancement.

- Participate in the Oregon Modeling Steering Committee (OMSC) and Modeling Program Coordination Subcommittee (MPC) meetings, organized as part of the Oregon Travel Model Improvement Program (OTMIP), to learn about model development in Oregon and the Portland region. RTC's regional travel model is a part of the Portland-Vancouver regional travel forecast model with a finer-grained level of detail for the Clark County transportation network and zone system.

- Participate in developing Washington Statewide Multimodal Travel Demand Models and provide technical insight in coordinating the MPO's Regional Travel Models and the Statewide Models.

- Assist WSDOT and local agencies by supplying regional travel model data for use in local planning studies, environmental analyses, development reviews, Capital Facilities Planning and Transportation Impact Fee program updates. RTC will provide WSDOT with transportation model data and analysis to support project design and implementation.

- Provide technical support for local transportation studies and transit analyses using output from the regional travel forecasting model.

FY 2017 Tasks: Regional Travel Forecasting Model

- Provide travel forecasting for updated Clark County Comprehensive Plan.

- Re-calibration and validation of regional travel forecast model. (As needed)

- Review and update of model transportation system networks, including highway and transit. (Ongoing)

- Transportation data output and analyses provided to assist C-TRAN in planning for future transit service. (Ongoing)

- Continue implementation of interlocal agreements relating to use of RTC's regional travel forecast model and implementation of sub-area modeling. (As needed)

- Participate and coordinate with Metro on staff training in the application of the DASH model, a new tour-based regional model. Sensitivity testing of the new model will be conducted in the summer and fall of 2016.

- Continue to coordinate with Metro on use of Metro's regional model and to ensure input model data, including census demographic data and land uses, are current. RTC will work with Metro to refine travel forecast methodology using the EMME4 software and will continue to work with Metro to assess the most useful modeling tools for use in the region. (Ongoing)

- Continue to expand RTC's travel modeling scope through research into development of enhanced operational modeling applications and emerging true dynamic assignment techniques increasingly important in evaluating new planning alternatives. At the conclusion of

the research, staff will make recommendations regarding the development and implementation of new dynamic modeling tools and their application within RTC's regional transportation analysis role.

- Coordinate with Metro in updating the regional travel forecast model code and structure. (As needed)
- Run Metro's Travel Demand Model translated to use R programming language for specific use in RTC's RTP and local comprehensive plans. Both an updated 2035 and 2040 demand models are in the process of being developed.
- Participate in the development of Metro's Dynamic Traffic Assignment (DTA) tools by providing the Clark County data and information to Metro. DTA modeling will eventually be a regional - level mezzo-scopic modeling practice and provide better results and understanding of intersection analysis, peak spread analysis, incident or event analysis, and other traffic operational analyses.
- Documentation of regional travel forecasting model procedures. (Ongoing)
- Host Transportation Model Users' Group (TMUG) meetings. (As needed)
- Use regional travel forecasting model data to support RTP and TIP development, as well as for Clark County Comprehensive Plan analysis, state HSP development and support for corridor planning studies, such as the I-205 BOS Feasibility Study, Transportation System Management and Operation (TSMO) applications, and C-TRAN's 20-year Transit Development Plan, etc. (Ongoing)

Air Quality Planning

Transportation planning and project programming cannot occur without consideration for air quality impacts. In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. Under both the 1997 and 2008 ozone National Ambient Air Quality Standards (the 8-hour federal Ozone standard), the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated "attainment". As of June 15, 2005, regional emissions analysis for ozone precursors in the Plan (RTP) and Program (TIP) is not required.

The Vancouver AQMA was redesignated to attainment for the CO NAAQS with an approved 10-year maintenance plan in 1996. In January 2007, the Southwest Clean Air Agency submitted a Limited Maintenance Plan (LMP) for CO to the Environmental Protection Agency. The EPA approved this LMP the following year. Based on the population growth assumptions contained in the Vancouver Limited Maintenance Plan (LMP) and the LMP's technical analysis of emissions from the on-road transportation sector, it was concluded that the area would continue to maintain CO standards. This analysis illustrates that the growth assumptions in the LMP were not exceeded, therefore, regional conformity is presumed and regional emissions analyses and emission budget tests are no longer required.

While areas with approved limited maintenance plans are not subject to the budget test, they are subject to meeting other transportation conformity requirements of 40 CFR part 93, subpart A, which include timely implementation of SIP transportation control measures, transportation plans and projects that comply with the fiscal constraint requirement, interagency consultation and that conformity determinations should be made at least every four years. Projects are still subject to air quality conformity analysis to ensure they do not cause or contribute to any new localized carbon monoxide violations.

Work Element Activities: Air Quality

- Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of requirements. This includes addressing any issues concerning the Limited Maintenance Plan for Carbon Monoxide (CO) for the Vancouver Air Quality Maintenance Area and the "attainment" area for ozone based on the Environmental Protection Agency's (EPA's) eight-hour ozone standard.

- Monitor the EPA's federal regulatory process and requirements for any possible new ozone standard and potential changes to the current "attainment" designation of the Vancouver/Portland Air Quality Maintenance Area (AQMA). Staff will also coordinate with the Southwest Clean Air Agency, the Washington State Department of Ecology, EPA and other MPOs in the state on any changes or new conformity requirements that may affect transportation agencies as a result of a new standard.

- Assist the region's air quality planning program as requested by providing demographic forecasts and Vehicle Miles Traveled (VMT) data and analysis that may be required to estimate emission inventories. The current eight-hour standard for ozone does not require an ozone emissions budget for the MTP. The Limited Maintenance Plan for CO eliminates the need for a CO mobile emissions budget but the LMP does call for the Southwest Clean Air Agency to triennially verify continued attainment through tracking of countywide mobile emissions using the Department of Ecology's emission inventories. Provide support to the Southwest Clean Air Agency by tracking population growth as a comparison to population forecasts assumed for the LMP.

- Coordinate with air agencies on the regulatory and technical requirements to determine air quality conformity. This may include coordination with the State Department of Ecology to develop Vehicle Miles Traveled projections to track growth compared with Limited Maintenance Plan projections.

- Program identified Transportation Control Measures (TCMs) in the metropolitan Transportation Improvement Program (TIP), if necessary.

- Cooperate and coordinate with State Department of Ecology in research and work on air quality in Washington State and provide support for the Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 47.01.440 relating to climate change, greenhouse gas and

Vehicle Miles Traveled reduction goals. RTC is one of the four affected RTPOs in Washington State required to collaborate and engage with WSDOT to implement Sections 2a and 2b of Governor's Executive Order 09-05 – Washington's Leadership on Climate Change. The requirements in RCW 47.01.440 relates to statewide reductions in vehicle miles traveled (VMT), RCW 70.235.020 and chapter 173-441 WAC relates to limiting and reporting of greenhouse gas (GHG) emissions. Subsequent policy directives in state and federal requirements will also be addressed. (Ongoing)

- Coordinate with Southwest Clean Air Agency (SWCAA) in carrying out the provisions established in the Memorandum of Understanding (MOU) between RTC and Southwest Clean Air Agency (SWCAA), adopted by the RTC Board in January, 1995 [RTC Board Resolutions 01-95-02]. Depending on current air quality laws and air quality status, RTC's responsibilities include, if necessary, transportation emissions estimates, and conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and MTIP. The MOU also seeks to ensure that inter-agency coordination requirements in the State Conformity Rule are followed.

- Coordinate and cooperate with air quality consultation agencies (Washington State Department of Ecology, EPA, FHWA, FTA, WSDOT, and SWCAA) on air quality technical analysis protocol, mobile emissions estimation procedures, and conformity requirements. This consultation process includes support for the use of the Mobile 6 emissions model and the Motor Vehicle Emissions Simulator (MOVES). RTC will consult with the agencies in the review, update, testing, and use of the MOVES emissions model to ensure accuracy and validity of model inputs for the Clark County region and ensure consistency with state and federal guidance.

- Coordinate with Metro to ensure consistency of mobile emissions estimation procedures and air quality emissions methodology using the travel-forecasting model in the Portland bi-state region.

- Tracking of mobile emission strategies required in Maintenance Plans. Strategies equate to emissions benefits. If a strategy cannot be implemented then alternatives have to be sought and substituted.

- Estimate air quality emissions impacts for projects proposed for funding by the Congestion Mitigation and Air Quality program through the TIP and for the annual CMAQ information report required by WSDOT Highways and Local Programs Division for submittal to FHWA.

- Conduct project CO conformity analysis for agency members, when requested, for the Vancouver AQMA and work with local agencies to implement Clean Air Action Days, as necessary.

- Provide technical support for local jurisdictions and agencies in the use of the EPA MOVES emissions model and analysis of project-level air quality impacts for CO.

Work Element Tasks: Air Quality Planning

- Participate in tracking transportation elements of the CO Maintenance Plan in coordination with Southwest Clean Air Agency. (As needed)
- Air quality conformity analyses/determinations and documentation for updates and/or amendments to the RTP and TIP as required by the Clean Air Act Amendments of 1990. (MTIP in Fall 2014)
- Consultation with local agencies, Washington State Department of Transportation (WSDOT), the Washington State Department of Ecology (DOE), the Environmental Protection Agency (EPA), Southwest Clean Air Agency (SWCAA), Metro and Oregon Department of Environmental Quality (DEQ) relating to air quality activities, conformity review and requirements. (As needed)
- Project level air quality conformity analyses/determinations as requested by local jurisdictions and agencies. (As needed)
- Work to support RCW 80.80 relating to climate change and greenhouse gas reduction including Vehicle Miles Traveled (VMT) and VMT per capita in the region. Also implementation of Sections 2a and 2b of the Governor's Executive Order 09-05. (Ongoing)

Transportation Technical Services

Work Element Activities: Transportation Technical Services

- Provide technical transportation planning and analysis services for member agencies and provide a common and consistent regional basis for analysis of traffic issues. Consistency is a key element in maintaining, planning for, and building an efficient transportation system with adequate capacity. Technical service activities are intended to support micro traffic simulation models, the input of population, employment and household forecasts, and the translation of land use and growth forecasts into the travel demand model. In FY 2017, RTC staff will continue to provide requested technical services related to development and implementation of the cities' and County's Comprehensive Growth Management Plans, transportation elements and transportation capital facilities plans.

Work Element Tasks: Transportation Technical Services

- Fulfill local jurisdictions' needs for travel modeling and analysis. (Ongoing)
- Use output from the regional travel forecast model to aid local transportation concurrency analyses. A regular travel model update procedure for base year and six-year travel forecast is established that can be used in concurrency programs. As part of the process, the travel model is used and applied in the defined transportation concurrency corridors to determine available traffic capacity, development capacity and to identify six-year transportation improvements. (As needed)

- Travel Demand Forecast Model Workshops will be organized and held. Invitees will include staff of local agencies and jurisdictions. These will help to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region. (As needed or requested)
- Use of model results for local development review purposes and air quality hotspot analysis. (Ongoing)
- Technical support for the comprehensive growth management planning process in the Clark County region. The Clark County Comprehensive Plans began an update process in 2014 and are scheduled to conclude in 2016. (Ongoing and as needed)

Relationship to Other Work Elements: Data, Travel Forecasting, Air Quality and Technical Services

This element provides significant support for all of RTC's regional transportation planning activities including developing visualization tools and materials to help make transportation plans more understandable. Output from the database is used by local jurisdictions and supports development of the RTP, TIP, Congestion Management Process and Transit Development Plan. Traffic counts are collected as part of the Congestion Management Process and are coordinated by RTC. This is an ongoing data activity that is valuable in understanding existing travel patterns and future travel growth. The program is also a source of county-wide historic traffic data, and is used to calibrate the regional travel forecast model. Development and maintenance of the regional travel forecasting model is the key tool for long-range transportation planning.

FY 2017 Funding: Regional Transportation Data and Travel Forecasting

FY 2017 Revenues:	**$**	**FY 2017 Expenses:**	**$**
• Federal FHWA	$219,640	• RTC	$541,184
• Federal FTA	$70,300	• Computer Equipment *Purchase with RTPO funds*	$6,000
• Federal STP	$95,000		
• State RTPO	$50,166		
• Other Local Funds	$75,578		
• MPO Funds	$36,500		
	$547,184		**$547,184**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$60,077*

3A. REGIONAL 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 Regional Transportation Advisory Committee (RTAC) meetings. It also provides for bi-state coordination with Metro to discuss and address both transportation and land use issues of bi-state significance. In addition, this Coordination and Management work element provides for public participation activities as well as the fulfillment of federal and state requirements.

Work Element Activities: Program Coordination and Management

- Coordinate, manage and administer the regional transportation planning program.
- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Coordination Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
- Report to the Board and promote RTC Board interests on key transportation issues. These may include Federal Transportation Act implementation and reauthorization, livability, performance measures, legislation and planning regulations, and funding programs.
- Participate on statewide transportation committees and advisory boards such as the Statewide MPO/RTPO Coordinating Committee.
- Provide leadership, coordination and represent RTC Board positions on policy and technical issues at Committee meetings within the Portland-Vancouver region. Specifically, the key committees include: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Alternatives Committee (TPAC) and the Bi-State Coordination Committee.
- Coordinate with the Washington State legislative delegation and with the Washington State congressional delegation on regional and bi-state transportation issues. Members of the Washington State legislative delegation from this region are currently ex-officio, non-voting, members of the RTC Board of Directors.
- Represent RTC's interests when working with organizations such as: Greater Vancouver Chamber of Commerce, Columbia River Economic Development Council, and the Washington State Transit Association.
- Coordinate with WSDOT on development and implementation of statewide transportation plans such as the Washington Transportation Plan (WTP).
- Address the transportation needs of the elderly, low income and people with disabilities as part of the transportation planning program. An update to the Human Services Transportation Plan (HSTP) for the RTC region was adopted in November 2014. RTC will continue to coordinate with the Human Services Council and other stakeholders on issues related to human services transportation needs. Also, RTC will continue to work with Clark County and stakeholders on implementing transportation recommendations of Clark County's Aging Readiness Task Force (Clark County report, adopted February 2012) and subsequent work of Cark County's Commission on Aging. RTC staff will also work with local planning partners and stakeholders as part of the Accessible Transportation Coalition Initiative (ATCI).

- Coordinate with WSDOT and the state Department of Health as part of the Active Community Environments (ACE) program. RTC will continue to work with local partners and stakeholders on pedestrian and bicycle needs and will continue to represent RTC at monthly meetings of the Clark Communities Bicycle and Pedestrian Advisory Committee. RTC staff will continue to collaborate with statewide ACE stakeholders and participate in meetings of the SW Washington Healthy Living Collaborative. ACE stakeholders include the state Departments of Health, Transportation, and Commerce as well as other Regional Transportation Planning Organizations and local health departments. RTC will work with local partners to review policies and suggest projects to improve non-motorized transportation modes in the region.
- Coordinate regional transportation plans with local transportation plans and projects.
- Coordinate with the Growth Management Act (GMA) planning process. The latest update to the Clark County Comprehensive Growth Management Plan was adopted in September 2007 with an update due by June 30, 2016. RTC is required under state law to review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the RTP.
- Consult with, communicate with, and outreach to tribes with interests in the 3-county region regarding transportation issues.
- Work with environmental resource agencies to ensure a coordinated approach to environmental issues as they relate to transportation and to facilitate early environmental decisions in the planning process. Resource agencies include the State Historic Preservation Office and local jurisdictions' environmental departments.
- When requested, represent the MPO at Environmental Impact Statement (EIS) scoping meetings relating to transportation projects and plans.
- Work on implementation of State Governor's Executive Orders such as EO 09-05 and RCW 80.80, RCW 70.235.020 and RCW 477.01.440 relating to climate change, greenhouse gases and Vehicle Miles Traveled reduction.
- Implement the current federal transportation act, Fixing America's Surface Transportation Act (FAST). Also, monitor new legislative activities as they relate to regional transportation planning requirements and provide comments if asked.
- Participate in training opportunities including transportation webinars and workshops.
- Prepare RTC's annual budget and indirect cost proposal.
- Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to allow for the regional transportation planning program to be carried out efficiently. Provide computer training opportunities for MPO/RTPO staff.
- Continue the Bi-State Memorandum of Understanding between Metro and RTC, both acting as Metropolitan Planning Organizations in the Portland metropolitan region but in two separate states; Oregon and Washington.
- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.
- Continue to address bi-state transportation strategies and participate in any bi-state transportation studies.
- Liaison with Metro and Oregon Department of Environmental Quality on air quality planning

issues.

- Conduct all regional transportation planning activities, carried out by RTC and its staff, in compliance with the Hatch Act that restricts the political activity of individuals principally employed by state, county or municipal agencies who work in connection with programs financed in whole or in part by federal loans or grants.

FY 2017 Tasks: Program Coordination and Management

- Meeting minutes and presentation materials. (Ongoing)
- Year 2017 Budget and Indirect Cost Proposal. (Fall 2016)
- Use the updated funding formula for allocation of PL funds among MPOs as agreed upon in by WSDOT and statewide MPOs.
- A documented Tribal Consultation Process.

Work Element Activities: Bi-State Coordination Committee

- RTC and Metro jointly staffs the Bi-State Coordination Committee which serves as the communication forum to address transportation and land use issues of bi-state significance. In 2004 a new charter was adopted for the Bi-State Coordination Committee. Since that time, the Bi-State Coordination Committee has been charged with addressing transportation issues of bi-state significance as well as transportation-related land use issues of bi-state significance that impact economic development, environmental, and environmental justice issues. The Committee's discussions and recommendations are advisory to RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee's advisory recommendations are to the appropriate local and regional governments. There continues to be bi-state interest in Portland/Vancouver population and employment forecasts, freight mobility, and priority projects for federal consideration. The two existing interstate highways now serve business, commercial, freight and personal travel needs, including around 60,000 daily commuters from Clark County to Portland. BNSF rail lines also cross the Columbia river between the two states.

FY 2017 Tasks: Bi-State Coordination Committee

- Meeting materials for the Bi-State Coordination Committee produced by RTC in partnership with Metro. (As needed)
- Coordination with and participation in Metro's regional transportation planning process. (Ongoing)

Work Element Activities: Public Participation

- Increase public awareness of and provide information on regional and transportation issues. The federal transportation act requires that public outreach include visualization techniques including web site content, maps and graphics.
- Involve and inform all sectors of the public, including the traditionally under-served and under-represented, in development of regional transportation plans, programs and projects.

Incorporate public participation at every stage of the planning process and actively recruit public input and consider public comment during the development of the Regional Transportation Plan and metropolitan Transportation Improvement Program.

- Annually review the Public Participation Plan (PPP) to ensure the effectiveness of RTC's public participation process and update the Plan as necessary. When changes are made to the PPP, RTC will follow the procedures outlined in federal Metropolitan Planning guidelines.
- Hold public outreach events, including meetings relating to the RTP and regional TIP, in coordination with outreach events and activities hosted by local jurisdictions and WSDOT Southwest Region, WSDOT Headquarters and C-TRAN. Also, conduct public participation efforts for special projects and planning studies led by RTC tailored to the specific project or plan.
- Continue to update the RTC web site (http://www.rtc.wa.gov) which allows public access to monthly RTC Board agenda materials as well as information on planning studies being developed by RTC. The website also allows public access to RTC's regularly updated traffic count database as well as RTC published reports. Links are also provided to other transportation agencies and local jurisdictions.
- Participate in the public participation programs for transportation projects of the local jurisdictions of Clark.
- Communicate with local media.
- Maintain a mailing list of interested citizens, agencies, and businesses.
- Ensure that the general public is kept informed of developments in transportation plans for the region.
- Respond to requests from various groups, agencies and organizations to provide information and give presentations on regional transportation topics. These requests provide an important opportunity to gain public input and discussion on a variety of transportation issues.
- Support Identity Clark County's efforts to raise awareness and solicit feedback from the public on transportation issues. Identity Clark County is a private, non-profit organization focused on Clark County's community and economic development.

FY 2017 Tasks: Public Participation

- Participate in public outreach activities related to regional transportation planning programs and projects. (Ongoing)
- Document RTC's public participation activities in the annual UPWP report. (Ongoing)
- Media communication through press releases and conversations as well as through regular updates to RTC's website on significant issues and outcomes relating to the regional transportation planning process. Media outlets include local newspapers, radio and television stations. (Ongoing)
- Report on evaluation of the Public Participation Process for effectiveness focusing on methods and tools used.
- Update the Public Participation Process beginning in FY 2016 with an anticipated FY 2017 adoption date.
- Respond to public records requests.

- **Work Element Activities: Federal Compliance**
- Comply with federal laws that require development of a Regional Transportation Plan, Transportation Improvement Program, development of a Unified Planning Work Program and Congestion Management Process. The current federal Transportation Act, Fixing America's Surface Transportation Act (FAST), was enacted in 2015.
- Develop and adopt an annual UPWP that describes transportation planning activities to be carried out in the Washington portion of the Portland Vancouver metropolitan area. The UPWP identifies the key policy decisions for the year and provides the framework for RTC planning, programming, and coordinating activities. A UPWP Annual Report is also published.
- Self-certify that RTC's regional transportation planning program meets the requirements of federal law.
- Participate in the federal MPO certification process held every four years to ensure the metropolitan planning process is being effectively conducted by Metro and RTC, the two MPOs in the Portland-Vancouver region. The last MPO planning review and certification was held in the Portland-Vancouver region in October 2012. Corrective actions and recommendations resulting from the 2012 MPO certification of RTC have been fully addressed.
- Ensure that required Memoranda of Understanding or Memorandum of Agreement are in place and are regularly reviewed for currency. Currently, MOAs/MOUs are in place between:
- RTC, WSDOT and C-TRAN
- RTC and the air quality agency Southwest Clean Air Agency, and
- RTC and Metro.
- Gather data, analyze data and assist C-TRAN and local jurisdictions in implementing the federal Americans with Disabilities Act (ADA, 1990). The Act requires that mobility needs of persons with disabilities be comprehensively addressed. C-TRAN published the C-TRAN ADA Paratransit Service Plan in January 1997 and in 1997 achieved full compliance with ADA requirements.
- Report annually on Title VI activities. The Title VI Plan was first adopted by the RTC Board of Directors in November 2002 (Resolution 11-02-21). FTA Circular 4702.1B outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. RTC and C-TRAN work cooperatively to provide the necessary Title VI documentation, certification and updates.
- Compliance with related regulations to Title VI, such as the President's Executive Order 12898 (1994) on Environmental Justice and regulations related to Limited English Proficiency (LEP). RTC will work to ensure that Title VI, environmental justice and LEP issues are addressed throughout the transportation planning program and project development phases. Beginning with the transportation planning process, consideration is given to identify and address where programs, policies and activities may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.

- Continue to review Clean Air Act Amendments conformity regulations as they relate to regional transportation planning activities and the State Implementation Plan (SIP). Participate in SIP development process led by the Washington State Department of Ecology (DOE), as appropriate. Coordinate with Southwest Clean Air Agency (SWCAA) on air quality maintenance plans and seek to implement transportation strategies to promote mobile source emissions reductions that will help to maintain clean air standards.
- Address environmental issues at the earliest opportunity in the transportation planning process. Participate in scoping meetings for National Environmental Policy Act (NEPA) process. RTC will address environmental mitigation in Plan documents, developed in consultation with Federal, State and Tribal wildlife, land management, and regulatory agencies. As part of the metropolitan transportation planning process, RTC will consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. Consultation may address local and State conservation plans or maps, and inventories of natural or historic resources, as available.

FY 2017 Tasks: Federal Compliance

- Update MPO self-certification documentation including a certification statement in the regional Transportation Improvement Program (TIP) to self-certify that the regional transportation planning process meets federal laws. (late summer/early fall 2016)
- Prepare for and participate in the quadrennial federal certification of RTC as MPO for the Clark County region (summer/fall 2016) and address any corrective actions and recommendations (spring/summer 2017).
- Adopt the FY 2018 UPWP, prepare an annual report on the FY 2016 UPWP and, if needed, provide amendments to the FY 2017 UPWP. (FY 2016 Annual Report to be published by September 30, 2016 per UPWP guidance and MPO Agreement GCB 1771. The FY 2018 UPWP will be developed in Winter 2016/17 and UPWP amendments on an as-needed basis).
- Possibly update the accounting process to allow for itemization of sub-tasks within key UPWP work elements (Regional Transportation Plan, Transportation Improvement Program, Data Management, Travel Forecasting, Air Quality and Technical Services and Regional Transportation Program Coordination and Management)
- Conduct data analyses and produce maps as support documentation for Title VI, LEP and Environmental Justice (Executive Order 12898) programs. RTC completes updates to its Title VI report as data and information warrants. RTC also commits to assist member jurisdictions in complying with ADA requirements. (Ongoing)

Relationship to Other Work Elements: Regional Transportation Program Coordination & Management

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

FY 2017 Funding: Regional Transportation Program Coordination & Management

FY 2017 Revenues:	$	FY 2017 Expenses:	$
• Federal FHWA	$127,160	• RTC	$316,792
• Federal FTA	$40,700		
• Federal STP	$55,000		
• State RTPO	$29,044		
• Other Local Funds	$43,756		
• MPO Funds	$21,132		
	$316,792		**$316,792**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$34,782*

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

Federal legislation requires that all regionally significant transportation planning studies to be undertaken in the region are included in the MPO's UPWP regardless of the funding source or agencies conducting the activities. Section 4 provides a description of identified planning studies and their relationship to the MPO's planning process. The MPO/RTPO, WSDOT, C-TRAN and local jurisdictions coordinate to develop the transportation planning work program.

4 A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

Washington State Department of Transportation, Headquarters Transportation Planning, published the Washington State Department of Transportation 2015-2017 Strategic Planning & Research Work Program (effective from July 1, 2015 through June 30, 2017). The Southwest Region Planning Office supported the development of this document by providing details of its respective planning elements.

WSDOT Southwest Planning Office coordinates planning, modeling, data collection and analysis, and programming activities with the Regional Transportation Council and agency divisions within WSDOT. The Southwest Planning Office works directly with the tribes, cities, counties, agencies (local, transit and Bi-State) and organizations on transportation issues.

WSDOT Strategic Plan – Results WSDOT

In 2014 WSDOT updated its strategic plan to underpin the agency's commitment to the Governor's Results Washington initiative. **Results WSDOT**, the agency's strategic plan, has six policy goals.

- Goal 1: STRATEGIC INVESTMENTS - Effectively manage system assets and multimodal investments on corridors to enhance economic vitality.
- Goal 2: MODAL INTEGRATION - Optimize existing system capacity through better interconnectivity of all transportation modes.
- Goal 3: ENVIRONMENTAL STEWARDSHIP - Promote sustainable practices to reduce greenhouse gas emissions and protect natural habitat and water quality.
- Goal 4: ORGANIZATIONAL STRENGTH - Support a culture of multi-disciplinary teams, innovation and people development through training, continuous improvement and Lean efforts.
- Goal 5: COMMUNITY ENGAGEMENT - Strengthen partnerships to increase credibility drive priorities and inform decision making.
- Goal 6: SMART TECHNOLOGY - Improve information system efficiency to users and enhance service delivery by expanding the use of technology.

When serving on RTC committees, the Southwest Region Planning Office will look for opportunities to incorporate **Results WSDOT** into the discussions and decision-making.

Multi Modal Planning: FY 2016 Work Program Highlights

WSDOT performs several transportation planning and external coordination activities. The activities included below represent multimodal planning strategies within **Results WSDOT** that focus on transportation planning; they are not inclusive of all WSDOT projects and programs. This information highlights how the state's planning process connects with the MPO and RTPO planning processes statewide.

Practical Solutions

- Practical Solutions is a two-part strategy that includes least cost planning and practical design. WSDOT is undertaking Practical Solutions to enable more flexible and sustainable transportation investment decisions. It encourages this by increasing the focus on project purpose and need throughout all phases of project development: planning, program management, environmental analysis, design, construction, and operations.

- WSDOT planning staff will apply practical solutions approaches in their planning work with MPOs and RTPOs.

- For more information: www.wsdot.wa.gov/Projects/PracticalDesign/.

Corridor Sketch Initiative

The Corridor Sketch Initiative is a new way for the Washington State Department of Transportation to work jointly with partners to capture and document consistent baseline information about each transportation corridor around the state in order to inform future investment decisions.

The Corridor Sketch Initiative is one way WSDOT is implementing Least Cost Planning at the corridor level. Statewide implementation of the Corridor Sketch Initiative is consistent with WSDOT's strategic plan, also known as Results WSDOT, and the legislature's transportation system policy goals (see Goals 1 through 6, page 37), and supports WSDOT's Practical Solutions. Practical Solutions maximize benefits.

- Phase I will focus on working with partners on documenting current conditions, function, and performance expectations for each corridor throughout the state. In this phase WSDOT will also collaborate with partners to identify what is working well and what needs to change for each corridor.
- Phase II will focus on further collaboration with partners to identify and rank cost-effective multimodal investment strategies to achieve the performance expectations identified in phase I.

This new initiative will use Least Cost Planning principles to achieve the performance expectations for each corridor. It will help us achieve:

- Integrated multimodal planning:
  Work with local, regional, tribal, state and federal partners to develop an integrated multimodal planning approach for improving the transportation system.

- Performance-based planning: Implement performance-based Least Cost Planning to achieve performance goals.
- Moving Washington Forward: Develop cost-effective, integrated sets of strategies that first consider operational improvements, demand management, and policy change strategies before considering investments in capacity expansion to achieve mobility performance goals.
- Simplified corridor information:

  Provide a "one-stop shop" for background information for each corridor around the state that can be used by multiple agencies and organizations.

- Community engagement:

  Provide a framework to engage partners and transportation service providers around the needs of communities around the state.

- Corridor development strategy:

  Identify, document, and pursue appropriate strategies for every corridor. Include these strategies in WSDOT's long-range Highway System Plan (HSP).

Growth Management Act (GMA) Enhanced Collaboration

- WSDOT's vision of providing a sustainable and integrated multimodal transportation system requires us to utilize all available capacity on the system and to leverage our limited resources. This is only possible by refocusing on working together with communities and other partners.

- WSDOT recognizes city and county GMA Comprehensive Plans as the cornerstone of community decision-making, creating the foundations for future subarea plans, regional plans, development regulations, and transportation investment programs. Therefore, we think it is important for WSDOT to participate, listen to and understand these goals and plans, and share WSDOT strategies and policies for implementing a multimodal transportation system.

- WSDOT strives to increase regional planning staff interaction and coordination with cities, counties, and MPOs and RTPOs early in the comprehensive plan process.

- For more information on the Washington State Department of Commerce Comprehensive Plan update schedule, refer to: http://www.commerce.wa.gov/Documents/GMS-GMA-Update-Schedule-2015-2018.pdf

Governor's Executive Order 14-04, Transportation Efficiency

- The Washington State Departments of Transportation, Commerce and Ecology are working with the RTPOs, counties, and cities to develop a new program of financial and technical assistance to help local governments implement measures to improve transportation efficiency, and to update their comprehensive plans.

- We will rely on the subcommittee we formed of MPOs and RTPOs plus representatives of the Association of Washington Cities (AWC) and the Washington State Association of Counties (WSAC).

- For more information: http://www.wsdot.wa.gov/SustainableTransportation/CleanTranspo.htm

23CFR §450.314 and Interlocal Agreement

- Statewide, WSDOT's Tribal and Regional Coordination Office is facilitating and coordinating the development of agreements to satisfy 23CFR§450.314. The agreement is between the MPO, the State(s), and the public transportation operator(s) to describe their mutual roles and responsibilities in carrying out the metropolitan transportation planning process. RTC updated its Memorandum of Agreement between RTC, WSDOT and C-TRAN to meet the requirements of 23CFR§450.314 in March 2014.

Framework for MAP-21/FAST Target Setting

- MAP-21 and the subsequent federal FAST Act require that State DOTs and MPOs work together to address the performance measures set forth in MAP-21 through a collaborative process of setting performance targets.

- WSDOT and MPOs have quarterly meetings and special information sessions to address the need to set performance targets. The meetings began in May 2014 and are expected to occur through June 2017, the approximate date for MPOs to set targets and conclude this process.

Transportation Plans and Corridor Studies

- WSDOT is in the process of working on the update of several transportation plans with a statewide focus, including:

    1) The Washington Transportation Plan, Phase II

    2) The Highway System Plan

    3) The State Public Transportation Plan

    4) The Aviation Plan

WSDOT will also conduct corridor planning studies on state routes. Corridor planning studies are a fundamental building block of various state transportation plans; examining current and future travel conditions and developing recommendations consistent with **Results WSDOT**, **Least Cost Planning** and **Practical Design**.

The Southwest Region Planning Office will participate with the city of Vancouver in the development of their Westside Mobility Study.

Statewide Multimodal Travel Demand Model

- A statewide multimodal travel demand model is an analytical tool that will help us better understand where people live and how they travel around the state. This multimodal forecasting model will allow us to better understand the statewide transportation system and how future projects and land use changes may affect it.

- When this project is funded by the legislature, a stakeholder's working group will be formed. MPOs, RTPOs, and other agencies within the state will participate. This group will take part in the process of reviewing products and commenting upon the draft report.

Corridor Capacity Report

The 2015 Corridor Capacity Report was created to help inform policy makers, planners and engineers as they examine the multimodal capacity opportunities for state highways. This report supports WSDOT's Practical Solutions and performance-based planning initiatives by reporting the multimodal capacity within 84 urban commute corridors. It also apprises WSDOT, the Legislature, stakeholders, educational and research institutions, the media and the public about highway system conditions and how we can work together to reduce congestion.

4 B. C-TRAN

C-TRAN has identified the following planning elements for the Unified Planning Work Program (UPWP) FY 2017 (July 2016 through June 2017):

Regional Participation

C-TRAN will coordinate its transit planning with other transportation planning activities in the region in collaboration with the Southwest Washington Regional Transportation Council (RTC). C-TRAN will continue to work with the RTC, WSDOT, city, county and regional agencies, and other transit providers on multi-modal planning, air quality analysis, land use and transportation system planning. C-TRAN will also participate in various regional and bi-state (Washington and Oregon) transportation-related committees and task forces.

Regional Transportation Planning

C-TRAN will be involved in the following regional planning and engineering studies during FY 2017:

1. Regional Transportation Plan and Transportation Improvement Program: C-TRAN will participate in developing revised and updated regional plans and programs.

2. Human Services Transportation Plan: C-TRAN will coordinate and collaborate with regional partners to plan for and deliver human services transportation.

3. Continue participation in regional Transportation System Management and Operations planning led by RTC.

4. Bus on Shoulder Feasibility Study led by RTC.

5. Inform the multi-modal component of the City of Vancouver's Transportation Impact Fee (TIF) program for future development.

Transit Planning

In 2016, C-TRAN plans to complete its first major update to its 20 Year Transit Development Plain, C-TRAN 2030. In addition, C-TRAN will continue to advance specific projects included in that plan.

C-TRAN is also in the process of planning significant changes to the regular fixed-route service in Clark County. Several factors have contributed to increasing the magnitude of the change:

- Wanting to leverage the new bus rapid transit project that is in construction
- Incorporate a budgeted increase in service (10,000 hours annually)
- Ongoing performance analysis
- Comments and suggestions from the public and coach operators

Fourth Plain Bus Rapid Transit Project (BRT): The project, named The Vine, has entered the construction stage in late fall 2015 with completion estimated to be by late 2016 or early 2017.

Short-Range Planning: Following public review and input in early 2016, the published 2016-2021 Transit Development Plan will identify capital and operational changes planned over the six-year period.

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

Park & Ride Planning and Engineering: C-TRAN will continue to work with local jurisdictions, RTC, and WSDOT to plan for future transit facilities.

Fisher's Landing Park & Ride Development Plan: In spring 2016, C-TRAN is scheduled to begin construction to add 198 new parking spaces at the existing facility. The expansion will be on the south side of the facility on undeveloped property owned by C-TRAN. The project should be completed by fall 2016.

Technology Improvements:

- Traffic Signal Priority (TSP): C-TRAN, is currently working with other government agencies to expand TSP within Clark County where bus service can benefit. The BRT project will install TSP along Fourth Plain Blvd and should be operational by late 2016. The Highway 99 project will enter planning and design early in 2016 and should be completed before the end of the year. In partnership with the City of Vancouver, the Mill Plain pilot project has received an additional grant to expand the program to the remaining intersections on the Mill Plain corridor as well as on 164th Ave to the Fisher's Landing Transit Center.

- Vancouver Area Smart Trek, Phase II and III: C-TRAN will continue planning and implementation of Intelligent Transportation System technology.
- Improved Bus Technology: new fareboxes, an electronic-fare system ("E-fare"), enhanced passenger information, ADA-compliant on-board announcements, and traveler information delivered electronically will all be improved to enhance the quality of service.

4 C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following transportation planning activities:

- Updating Traffic Impact Fee (TIF) program administration exclusive to Clark County.
- Updating the Transportation Improvement Program (TIP).
- Implementing the transportation element of the forthcoming 2016 Comprehensive Plan Update, including an updated 20-year Capital Facilities Plan.
- Assessing and updating the Concurrency Management System.
- On-going refinement of the road standards, including the following components: cross sections, alternate road design standards, cross-circulation policies, and land-use friendly road standards.
- Working with the Clark Communities Bicycle & Pedestrian Advisory Committee and other stakeholders to implement the Bicycle & Pedestrian Plan.
- Developing neighborhood and sub-area circulation plans for selected unincorporated urban areas in order to reduce direct access to classified arterials and to serve local trips on the local street system.
- Identifying the localized critical links and intersection improvements necessary to remove urban holding in selected areas of the Vancouver UGA.
- Amending the Arterial Atlas as directed by the Clark County Councilors through the docket process.
- Continuing regional coordination with RTC.
- Continuing to implement the transportation and land use recommendations in the Clark County Aging Readiness Plan.
- Researching implementation options for the county to use permeable pavement.
- Coordinating transportation planning efforts with various jurisdictions, elected officials and the public.

CITY OF VANCOUVER has identified the following planning studies and other activities:

Citywide Planning / Studies

- Street Funding – new revenue and program evaluation.
- 2017-2022 Transportation Improvement Program.

- ADA Program Transition Planning/Sidewalk Inventory.
- Citywide Collision Data Transportation Safety Analysis.
- Coordination with WSDOT on Practical Solutions training.
- Transportation System Plan Audit.
- Transportation Standards Code updates (Title 11)
    - annual docket updates.
- Complete Streets Policy Development.

Focus Area Studies/Implementation

- I-5 Corridor River Crossing, City of Vancouver coordination and project involvement.
- Lower Grand Employment Area 100% street and stormwater quality design and street standards.
- Fourth Plain Forward Complete Street planning project.
- BRT/Great Street sidewalk connection project – (CMAQ grant).
- Westside Mobility Strategy.
- Old Evergreen Highway Corridor Study.
- Port of Vancouver to I-5 Mill Plain Corridor Improvements- initiate coordination with Port of Vancouver, WSDOT and neighborhoods.
- SE First Street Multi-Modal and LID Improvements Planning and Design.

Capital Improvement Program – Projects and Planning Support

- SE 18th Street Corridor implementation.
- 2015-16 NTS Traffic Calming Program – project planning and implementation.
- Transportation System Management and Operations/ITS planning and coordination.
    - Vancouver Area Smart Trek (VAST) coordination.
    - Transit Signal Priority system development coordination with RTC/VAST, Clark County and C-TRAN.

Transportation Demand Management

- Administration of countywide Commute Trip Reduction Program and provision of direct services to affected CTR employers.
- Destination Downtown TDM planning and implementation.

CITY OF CAMAS has identified the following:

- Transportation Improvement Program (TIP) – Annual Update.

- Comprehensive Plan Transportation Element and Capital Facilities Plan Updates.
- Minor Revisions to 2012 TIF Study.
- 6th Avenue, SR-500 and Camas North Arterial Corridor Analysis.
- ADA Transition Plan.

CITY OF WASHOUGAL has identified the following studies:

- Continue coordination with WSDOT, The Port of Camas/Washougal and RTC on plans for SR-14 improvements east of Union and grade separation over BNSF Mainline.
- Seek grant funding for Phase 2 of the Columbia River Waterfront Trail.

CITY OF BATTLE GROUND has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Work with WSDOT on planning for access points onto SR-503 within Battle Ground.
- Implement the pathways element that is part of Battle Ground's Parks Plan Update.
- Complete an ADA Transition Plan.

CITY OF RIDGEFIELD has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Complete revisions to the City's Transportation Capital Facilities Plan as necessary to remain consistent with yearly updates to the City's Comprehensive Plan.
- Complete reviews of the City's Transportation Impact Fee Program as necessary to support revisions to the Transportation Capital Facilities Plan.
- Continue to work with WSDOT on the improvement of the SR-501 corridor and future access points onto the highway, including the two remaining intersection improvement projects (roundabouts) at the intersections of SR 501 with 51st Avenue and 35th Avenue.
- Work with the Port of Ridgefield on planning and construction of the extension of Pioneer Street over the BNSF railroad tracks into the Port.
- Continue work to plan for the extension of Pioneer Street east from 65th Avenue to Union Ridge Parkway.
- Prepare the Pioneer Street Corridor Study/Downtown Traffic Plan to identify alternatives to increase capacity to downtown Ridgefield and the Port of Ridgefield's planned development to the west of the BNSF tracks.
- Prepare a multi-modal transportation plan.

CITY OF LA CENTER has identified the following planning studies:

- Complete annual revision to the city's Six-Year Transportation Improvement Plan.

- Developing the Transportation Element for the 2016 Comprehensive Plan Update, including an update to the 20-year Capital Facilities Plan in conjunction with the TIF program.
- Continue roundabout design at the intersection of 4th Street and Pacific Highway.
- Updating the Park and Trails Master Plan.
- Begin SEPA process and environmental permitting to construct several trails and a Park on the Park Master Plan.

PORT OF VANCOUVER:

- The Port of Vancouver relies on rail to transport the majority of its cargo, with plans to exponentially increase. Completing its multi-year construction in 2017, the West Vancouver Freight Access Project will provide competitive, efficient rail service to existing customers and new customers, ultimately generating more than 1,000 new jobs.
    - Improves mainline velocity and capacity by removing a major chokepoint at the Vancouver Wye.
    - Enables the WSDOT Vancouver Bypass Project to function as designed.
    - Allows for unit-train access into the Port, and improves rail infrastructure to existing Port facilities and tenants.
    - Allows for a "hub" function whereby trains can enter, utilize a loop and storage track system and egress in one direction.
    - Allows the port to serve new tenants on newly-developing maritime and industrial property.
    - Help the Port of Vancouver USA to maintain its competitive advantage as a premier state-of-the-industry rail-served, international trade facility that has outstanding connectivity to US West Coast, Midwest and Canadian locations via two rail corridors of national significance.
    - Provides for dual rail carrier access to the port's facilities and customers.

PORT OF RIDGEFIELD:

- The Port of Ridgefield will work with the City of Ridgefield to complete and implement the City of Ridgefield Downtown Circulation Plan for the Ridgefield downtown area and waterfront.

PORT OF CAMAS-WASHOUGAL:

- Continue coordination with WSDOT and RTC on plans for SR 14 improvements east of Union.
- Assist in seeking grant funding, possibly from FHWA program sources, for the City of Washougal's Phase 2 continuation of the waterfront trail along the Columbia River.
- Seek and support funding for upgrade to the Port's rail spur into the industrial park.

TRANSPORTATION ACRONYMS

Acronym	Description
AA	Alternatives Analysis
AASHTO	American Association of State Highway and Transportation Officials
ACCT	Agency Council on Coordinated Transportation
ACE	Active Community Environments
ACS	American Community Survey
ATM	Active Traffic Management
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APC	Automatic Passenger Counter
APP	Arterial Preservation Program (TIB funding program)
APTA	American Public Transportation Association
APTS	Advanced Public Transportation System
AQMA	Air Quality Maintenance Area
ASA	Automated Stop Announcement
ATCI	Accessible Transportation Coalition Initiative
ATIS	Advanced Traveler Information System
ATMS	Advanced Transportation Management System
AVL	Automated Vehicle Location
AVO	Average Vehicle Occupancy
AWDT	Average Weekday Traffic
BACT	Best Available Control Technology
BAT	Business Access and Transit
BEA	Bureau of Economic Analysis
BLS	U.S. Bureau of Labor Statistics (federal)
BMS	Bridge Management Systems
BNSF	Burlington Northern Santa Fe
BOS	Bus on Shoulder
BRAC	Bridge Replacement Advisory Committee (Washington State)
BRT	Bus Rapid Transit
CAA	Clean Air Act
CAAA	Clean Air Act Amendments

Acronym	Description
CAC	Citizens' Advisory Committee
CAD	Computer Aided Dispatch
CAPP	County Arterial Preservation Program *(a CRAB program)*
CAV	Connected and Autonomous Vehicles
CBD	Central Business District
CCAC	C-TRAN's Citizens Advisory Committee
CCTV	Closed Circuit Television
CDBG	Community Development Block Grant
CE	Categorical Exclusion
CERB	Community Economic Revitalization Board
CETAS	Collaborative Environmental and Transportation Agreement for Streamlining (Oregon)
CFP	Capital Facilities Plan
CFP	Community Framework Plan
CIC	Communications Infrastructure Committee
CIPP	Capital Improvement and Preservation Program
CMAQ	Congestion Mitigation/Air Quality
CMM	Congestion Management Monitoring
CMP	Congestion Management Process
CMS	Congestion Management System
CO	Carbon Monoxide
CRAB	County Road Administration Board
CRC	I-5 Columbia River Crossing Project
CREDC	Columbia River Economic Development Council
CRESA	Clark Regional Emergency Services Agency
CRFC	Critical Rural Freight Corridor
CTPP	Census Transportation Planning Products
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
CUFC	Critical Urban Freight Corridor
CV	Connected Vehicles
CVISN	Commercial Vehicle Information Systems and Networks
CY	Calendar Year

Acronym	Description
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DOT	Department of Transportation
DS	Determination of Significance
DSHS	Washington Department of Social and Health Services
DTA	Dynamic Traffic Assignment
EA	Environmental Assessment
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME	EMME is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETC	Electronic Toll Collection
ETRP	Employer Trip Reduction Program
FAST	Fixing America's Surface Transportation Act (2015) – *current federal Transportation Act*
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FGTS	Freight and Goods Transportation System
FHWA	Federal Highways Administration
FMS	Freeway Management System
FMSIB	Freight Mobility Strategic Investment Board
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year

Acronym	Description
FFY	Federal Fiscal Year
GIS	Geographic Information System
GHG	Greenhouse Gas
GMA	Growth Management Act
GTEC	Growth and Transportation Efficiency Center
GTF	Governors' Task Force
HB	House Bill
HBRRP	Highway Bridge Replacement and Rehabilitation Program (federal)
HC	Hydrocarbons
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program (federal)
HSP	Highway System Plan
HSS	Highways of Statewide Significance
HSTP	Human Services Transportation Plan
HUD	Department of Housing and Urban Development
HSP	Highway System Plan
ICM	Integrated Corridor Management
IM	Incident Management
I/M	Inspection/Maintenance
IMS	Intermodal Management System
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JARC	Job Access and Reverse Commute
JOPS	Joint Operations Policy Statement (between WSP, WSDOT and Washington Fire Chief)
JPACT	Joint Policy Advisory Committee on Transportation (Metro)
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning

Acronym	Description
LEP	Limited English Proficiency
LMC	Lane Miles of Congestion
LMP	Limited Maintenance Plan *(relating to air quality)*
LOS	Level of Service
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
M&O	Management and Operations
MAB	Metropolitan Area Boundary
MAP-21	Moving Ahead for Progress in the 21st Century (2012)
MDNS	Mitigated Determination of Non-significance
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOVES	Motor Vehicle Emissions Simulator
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program (see TIP)
MTP	Metropolitan Transportation Plan (see RTP)
MUTCD	Manual on Uniform Traffic Control Devices
MVET	Motor Vehicle Excise Tax
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program (federal funding program)
NHS	National Highway System
NHTS	National Household Travel Survey
NOX	Nitrogen Oxides
NPRM	Notice of Proposed Rule Making
NTS	Neighborhood Traffic Safety
O/D	Origin/Destination
ODOT	Oregon Department of Transportation
OFM	Washington Office of Financial Management
OMSC	Oregon Modeling Steering Committee

Acronym	Description
OTP	Oregon Transportation Plan
P&M	Preservation and Maintenance
P&R	Park and Ride
PCE	Passenger Car Equivalents
PE	Preliminary Engineering
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PEA	Planning Emphasis Area
PHF	Peak Hour Factor
PHFS	Primary Highway Freight System
PIA	Portland International Airport
PM10	Particulate Matter
PM2.5	Particulate Matter (fine)
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
PORTAL	Portland Transportation Archive Listing
PPP	Public Participation Process or Public Participation Plan
Pre-AA	Preliminary Alternatives Analysis
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
PWTF	Public Works Trust Fund
RACMs	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RAP	Rural Arterial Program *(a CRAB program)*
RCW	Revised Code of Washington
RDP	Route Development Plan
REET	Real Estate Excise Tax
RID	Road Improvement District
RJT	Route Jurisdiction Transfer
ROD	Record of Decision
ROW or RW	Right of Way
RTAC	Regional Transportation Advisory Committee

Acronym	Description
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RCTO	Regional Concept for Transportation Operations
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
RWIS	Road Weather Information Systems
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
SAGES	Statewide Advisory Group for Environmental Stewardship
SCAP	Small City Arterial Program (TIB funding program)
SCPP	Small City Preservation Program (TIB funding program)
SC-SP	Small City Sidewalk Program (TIB funding program)
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System
SMTP	Statewide Multimodal Transportation Plan
SOV	Single Occupant Vehicle
SP	Sidewalk Program (urban TIB funding program)
SPUI	Single Point Urban Interchange
SR-	State Route
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWCAA	Southwest Clean Air Agency
TAP (or TA)	Transportation Alternatives Program (federal)
TAZ	Transportation Analysis Zone
TC	Transit Center
TCM's	Transportation Control Measures
TDM	Transportation Demand Management
TDP	Transit Development Plan
TEA-21	Transportation Equity Act for the 21st Century (1998)

Acronym	Description
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIMACS	Transportation Information, Management, and Control System
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMC	Traffic Management Center
TMIP	Transportation Model Improvement Program
TMS	Transportation Management Systems
TMUG	Transportation Model Users' Group
TMZ	Transportation Management Zone
TOD	Transit Oriented Development
TPA	Transportation Partnership Account *(2005 Washington state revenue package)*
TPAC	Transportation Policy Alternatives Committee (Metro)
TPMS	Transportation Performance Measurement System
TPR	Transportation Planning Rule (Oregon)
Transims	Transportation Simulations
TSMO	Transportation System Management and Operations
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSMO	Transportation System Management and Operations
TSP	Transportation System Plan
TSP	Transit Signal Priority
UAB	Urban Area Boundary
UAP	Urban Arterial Program (TIB funding program)
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
USP or SP	Urban Sidewalk Program (TIB funding program)
UZA	Urbanized Area
V/C	Volume to Capacity

Acronym	Description
VAST	Vancouver Area Smart Trek
VHD	Vehicle Hours of Delay
VISSIM	Traffic/Transit Simulation Software *(product of PTV AG, Karlsruhe, Germany)*
VMS	Variable Message Signs
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VOT	Value of Time
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WSP	Washington State Patrol
WTP	Washington Transportation Plan

FY 2017 SUMMARY OF EXPENDITURES AND REVENUES: RTC (REVISED)

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2017 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element	NOTES	1. FY 2017 Federal FHWA PL	1. FY 2017 Federal FTA	1. Federal STP	State RTPO	Other Local Funds	MPO Funds	RTC TOTAL
I		**REGIONAL TRANSPORTATION PLANNING PROGRAM**								
	A	Regional Transportation Plan		173,400	55,500	75,000	39,605	59,667	28,816	431,988
	B	Transportation Improvement Program		57,800	18,500	25,000	13,202	19,889	9,605	143,996
	C	Congestion Management Process				92,000			14,358	106,358
	D	Vancouver Area Smart Trek Program				204,000			31,838	235,838
	E	Bus on Shoulder Feasibility Study				150,000		23,410		173,410
	F	Skamania and Klickitat RTPO					39,660			39,660
		Sub-Total		231,200	74,000	546,000	92,466	102,966	84,618	1,131,250
II		**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**								
	A	Reg. Transp. Data, Forecast, AQ & Tech. Services		219,640	70,300	95,000	50,166	75,578	36,500	547,185
III		**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**								
	A	Reg. Transp. Program Coord. & Management		127,160	40,700	55,000	29,044	43,756	21,132	316,791
		TOTALS		**578,000**	**185,000**	**696,000**	**171,676**	**222,300**	**142,250**	**1,995,226**

5/3/2016

NOTE:

1. Minimum local match for federal PL, FTA and STP funds is provided from State RTPO, MPO and local funds. Local match for FHWA, FTA and STP funds is assumed at 13.5%.

Note: Numbers may not add due to rounding