



**SOUTHWEST WASHINGTON  
REGIONAL TRANSPORTATION COUNCIL**

**FISCAL YEAR 2016**  
(JULY 1, 2015 TO JUNE 30, 2016)

**UNIFIED PLANNING WORK PROGRAM  
ANNUAL REPORT**

SEPTEMBER 2016



**FY 2016 Unified Planning Work Program Annual Report  
For Southwest Washington Regional Transportation Council (RTC)**

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## RTC MEMBERSHIP AND COMMITTEES

### RTC MEMBER JURISDICTIONS

Clark County	Klickitat County
Skamania County	Washington State Dept. of Transportation
Oregon Department of Transportation	Metro (Portland, Oregon)
C-TRAN	City of Battle Ground
City of Camas	City of Ridgefield
City of Stevenson	City of Vancouver
City of Washougal	City of White Salmon
City of La Center	Town of Yacolt
City of North Bonneville	City of Bingen
City of Goldendale	Port of Ridgefield
Port of Vancouver	Port of Camas-Washougal
Port of Klickitat	Port of Skamania County

### RTC Board of Directors

Clark County	Councilor Marc Boldt
Clark County	Councilor Julie Olson
Clark County	Councilor Jeanne Stewart [Vice-Chair]
City of Vancouver	Council Member Jack Burkman [Chair]
City of Vancouver	Council Member Anne McEnery-Ogle
Cities East	Council Member Paul Greenlee (Washougal)
Cities North	Mayor Ron Onslow (Ridgefield)
C-TRAN	Jeff Hamm (Executive Director/CEO)
ODOT	Rian Windsheimer (Region 1 Administrator)
Ports	Commissioner Jerry Oliver (Port of Vancouver)
WSDOT	Kris Strickler (Southwest Regional Administrator)
Metro	Metro Councilor Shirley Craddick
Skamania County	Commissioner Doug McKenzie
Klickitat County	Commissioner James Herman (Port of Klickitat)

### Ex-Officio Members (State Legislators):

14 <sup>th</sup> District	Senator Curtis King
14 <sup>th</sup> District	Representative Norm Johnson
14 <sup>th</sup> District	Representative Gina McCabe
17 <sup>th</sup> District	Senator Don Benton
17 <sup>th</sup> District	Representative Paul Harris
17 <sup>th</sup> District	Representative Lynda Wilson
18 <sup>th</sup> District	Senator Ann Rivers
18 <sup>th</sup> District	Representative Liz Pike
18 <sup>th</sup> District	Representative Brandon Vick
20 <sup>th</sup> District	Senator John Braun
20 <sup>th</sup> District	Representative Ed Orcutt
20 <sup>th</sup> District	Representative Richard DeBolt
49 <sup>th</sup> District	Senator Annette Cleveland
49 <sup>th</sup> District	Representative Jim Moeller
49 <sup>th</sup> District	Representative Sharon Wylie

## **Regional Transportation Advisory Committee (RTAC)**

WSDOT Southwest Region	Michael Williams
Clark County, Public Works	Susan Wilson
Clark County, Planning	Gary Albrecht
City of Vancouver, Public Works	Chris Malone
City of Vancouver, Community Planning	Patrick Sweeney
City of Washougal/Port of Camas-Washougal	Rob Charles (City of Washougal)
City of Camas	Jim Carothers
City of Battle Ground/Town of Yacolt	Mark Herceg (City of Battle Ground)
City of Ridgefield/City of La Center/Port of Ridgefield	Bryan Kast (City of Ridgefield)
C-TRAN	Roger Hanson
Port of Vancouver	Jim Hagar
Human Services Transportation	Colleen Kuhn
ODOT	Jon Makler
Metro	Chris Meyers
Regional Transportation Council	Matt Ransom

## **Skamania County Transportation Policy Committee**

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

Skamania County	Commissioner Doug McKenzie
City of Stevenson	Ben Shumaker, Planning
City of North Bonneville	Steve Hasson, City Administrator
Port of Skamania County	Pat Albaugh, Port Manager
WSDOT, Southwest Region	Kris Strickler, SW Regional Administrator

## **Klickitat County Transportation Policy Committee**

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

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



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## **UPWP FY 2016 ANNUAL REPORT: INTRODUCTION**

This document reports on the regional transportation planning activities carried out by Southwest Washington Regional Transportation Council (RTC) in FY 2016; July 1, 2015 through June 30, 2016.

## **HIGHLIGHTS OF FY 2016 UPWP ANNUAL PROGRESS REPORT**

Highlights of the FY 2016 planning work program for the RTC region include adoption of a 2016 to 2019 Transportation Improvement Program, continued implementation of the Vancouver Area Smart Trek (VAST) work program and publishing of a 2015 update to the Congestion Management Process Report with focus on the interstate corridors.

RTC also continued to take steps toward implementation of requirements of the federal transportation act, Moving Ahead for Progress, MAP-21 and subsequent FAST Act, which requires a performance driven approach to regional transportation planning and project implementation.

Following the last MPO Certification Review held at RTC and Metro in October 2012, RTC has worked on meeting all of the recommendations suggested in the Certification report and a Status Update is included in Appendix A of this report. An updated Memorandum of Agreement between RTC, WSDOT and C-TRAN and an updated MOU between RTC and Metro were adopted in FY 2015.

## REGIONAL TRANSPORTATION PLAN (RTP)

Work on the Regional Transportation Plan in FY 2016 focused on research, keeping up to date on the multiple transportation issues that need to be addressed in each RTP update with particular emphasis on the evolution to performance based planning required under MAP-21 and the FAST Act, and making preparations for launching scoping of the next RTP due in 2018.

- The current regional transportation plan, the Regional Transportation Plan (RTP) for Clark County (December 2014) is available on Southwest Washington Regional Transportation Council's web site at: <http://www.rtc.wa.gov/programs/rtp/>
- The RTP brings together federal, state and local transportation considerations including local jurisdictions' Comprehensive Plans, the long range transit plan - C-TRAN 2030, the Washington Transportation Plan and the Highway System Plan (WSDOT, 2007). The 2014 RTP provides focus on land use/transportation interaction, freight, traffic system management and operations, active transportation and changing demographics. The updated RTP also includes an Environmental Justice analysis in Appendix K. The RTP uses the regionally-developed RTP Vision and Goals as the foundation for the Plan. The 2014 RTP update embraces WSDOT's Practical Design approach to project development. The 2014 RTP also focusses on compliance with the Federal Transportation Act in effect in 2014, MAP-21. The 2014 RTP begins the transition to the federally-required performance-based approach for federal surface transportation investments and re-aligns local, state and local plans and list of Capital Facilities Plan (CFP) projects given challenging fiscal realities.
- The RTP is the region's transportation planning policy document and informs the local decision making process for the transportation elements of local Comprehensive Growth Management Plans. In FY 2016, many local jurisdictions in Clark County were completing the latest updates to their Comprehensive Plans. These now adopted Plan updates will, in turn, inform the next update to the Regional Transportation Plan.
- Public participation in regional transportation planning builds from local efforts and in FY 2016 meetings convened by WSDOT, C-TRAN and local jurisdictions were noted by RTC. Opportunities for public involvement and participation in RTP issues are always available. Monthly meetings of the RTC Board of Directors allow the public to comment on regional transportation issues in a formal setting. All comments at these meetings become part of the meeting record. RTP information and RTC Board materials on the RTP are made available through RTC's website at [www.rtc.wa.gov](http://www.rtc.wa.gov). The public was also able to provide RTP comments to RTC via e-mail, phone or mail.

RTC staff is considering fielding a public survey in 2017 in preparation for the next RTP update. Staff is considering various survey formats and participated in a Mar. 8 Metroquest webinar on how to get the best out of the survey tool.

The RTP reflects RTC work in various transportation areas as described below:

- **MAP-21, FAST Act and Transportation Performance Based Planning-** RTC drafted RTAC and RTC Board materials on performance monitoring and target setting and reviewed federal proposed rulemaking and final rulemaking to support implementation of MAP-21 and the subsequent FAST Act. RTC staff regularly participated in WSDOT convened Target Setting meetings including meetings of the Target Setting Working Group.

RTC staff participated in many educational webinars on performance based planning. These included the December 9 FHWA/AASHTO Transportation Asset Management (TAM) Webinar, an April 13 FHWA/AASHTO webinar on TAM tools and resources, an April 26 FHWA webinar on Performance Measures and Targets as proposed in the Notice of Proposed Rule Making and the April 27 webinar hosted by T4America on the recent federal rulemaking, the May 3 webinar on NPRMs for System Performance/Freight/CMAQ, a May 10 quarterly webinar on the National Performance Management Research Data Set (MPMRDS), attended the May 9/10 USDOT Western States Performance Management Peer Exchange Workshop sponsored by ODOT and participated in a June 14 FHWA webinar on the Planning Final Rule.

- **Performance Based Planning in the Portland Metro Region:** RTC participated in the January 25 Metro Performance Work Group kickoff meeting on “Measuring Success” which addressed local and regional approaches and in subsequent meetings of the Group that supports Metro’s RTP update. Staff reviewed Metro’s 2018 RTP update Draft Performance Measures Scoping report and reviewed meeting materials for Metro’s June 27 Work Group meeting to discuss potential refinements to RTP performance targets.
- **RTP Project Priorities:** RTC staff responded to information and data requests.
- **Safety** – RTC’s 2014 Safety Assessment is available on RTC’s website at: <http://www.rtc.wa.gov/reports/safety/SafetyMgmt2014.pdf> and is integrated into the 2014 RTP update. In FY 2016, RTC staff met with local planning and public works staff to discuss an update to the Assessment and discussed how safety performance measures and targets should be set to meet federal requirements.
- **Transit** – RTC collaborated with C-TRAN staff on triennial review issues and long-range planning issues including C-TRAN’s work to update its long-range transit plan. RTC also reviewed the draft of WSDOT’s Statewide Public Transportation Plan prior to its adoption. Staff also responded to questions from Spokane on use of FTA 5310 funds in the Clark County region. RTC staff reviewed C-TRAN’s 2015-2020 Transit Development Program (TDP).

RTC staff participated in the March 29 WSDOT Grants Program Advisory Committee (GPAC) meeting to discuss MPO/RTPO involvement in the Consolidated Planning Grant to fund rural transit and HST projects and subsequent meetings on April 13 and 20.

An RTC staff member attended the April 14 Oregon ITE meeting with a presentation on Bus Rapid Transit.

RTC prepared two letters to support C-TRAN’s applications for funds to replace aged buses and update its fleet.

- **Rail:** RTC staff responded to an information request on rail crossings and transportation projects identified for rail crossing vicinities.
- **Aviation:** RTC participated in the February 23 Multimodal Working Group meeting for the Washington State Aviation Plan update.
- **Efficiencies** – The RTP update includes strategies to make the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies. TDM planning takes a broader definition of TDM 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.

- **The Congestion Management Process** serves as a tool for performance evaluation and support for transportation policy decisions, as well as identification of transportation strategies to relieve and/or manage congestion. Results from the Congestion Management Monitoring (CMM) Report, as part of the Congestion Management Process, are reflected in RTC's current RTP. The RTP seeks to make most efficient use of the regional transportation system and includes consideration of Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) strategies. The CMP work element provides more details on RTC's work to develop the CMP during FY 2016.
- **The Transportation System Management and Operations (TSMO)** and Vancouver Area Smart Trek (VAST) program is addressed under a separate work element description. The RTP includes TSMO strategies and future operational projects and during FY 2016 TSMO work and issues were noted so they can be integrated into the 2018 RTP update.
- **Demand Management** - RTC works with local partners to implement transportation demand strategies as outlined in local Commute Trip Reduction plans adopted in 2007 and updated in 2015. Current affected local jurisdictions, as determined by the State's CTR law, are: Vancouver, Camas, Washougal, and unincorporated Clark County. In July 2015, RTC staff coordinated with Vancouver staff to discuss the outcome of the June 26 CTR Board meeting when updated local and regional CTR Plans were presented to the CTR Board as an example of jurisdictions selecting to implement the new CTR option 3. RTC staff reviewed CTR results received from WSDOT HQ for survey years 2007-08, 2009-10, 2011-12 and 2013-14 for non-drive alone travel, Vehicle Miles Traveled and greenhouse gases. RTC also reviewed the carpool and bicycle percentage mode share data for the same survey years for CTR-affected employers in the CTR-affected jurisdictions.

RTC staff attended an April 25 Metro meeting on DUO; the carpooling feature of the free Metropia traffic app allowing for casual carpooling.

- **Active Transportation and Healthy Clark County**– The RTP reflects work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed in the RTP. The RTP cross-references the Clark County Bicycle and Pedestrian Master Plan. RTC staff participated in monthly meetings of Clark County's Bicycle and Pedestrian Advisory Committee (BPAC) to discuss bicycle and pedestrian policies and implementation of specific bike/pedestrian projects. RTC staff prepared and presented information on transportation funding programs and on the Transportation Alternatives Program at BPAC meetings. The July 27 BPAC agenda focused on how the bicycling and pedestrian community can get involved in school activities to encourage bicycling and walking and focused on active transportation mode considerations for Clark County transportation projects. The October 27 agenda focused on preparations for the next Sunday Streets Alive event and review of ped/bike facilities for upcoming Clark County projects. The March 22 meeting included discussion of bicycle and pedestrian features of the Salmon Creek Avenue project and the Highway 99 project.

Transportation is a key factor in the health of the community with safe healthy transportation choices an important part. RTC continues its participation in meetings of the Southwest Washington Healthy Living Collaborative focused on the connection between active transportation and healthy communities.

RTC staff also participated in quarterly statewide Active Community Environments (ACE) conference calls that include staff from the State Department of Health, WSDOT, Safe Routes to

School, bicycling and walking advocacy groups, MPO/RTPOs, and health department staff from around Washington State.

RTC staff participated in an August 6 America Walks webinar led by Dan Burden addressing the link between walking and community and individual health. Staff also participated in the December 15 statewide Safe Routes to School and Bikeability webinar hosted by WSDOT and Washington Bikes and participated in the January 6, 2016 Safe Routes to School workshop held in Vancouver. Janette Sadik-Khan visited the Portland region and appeared on the local KGW television program, Straight Talk, when she discussed repurposing streets for all users. RTC staff also participated in a May 5 webinar on Partnering for Strong Economies: Regional Councils and Walkable Communities.

RTC coordinated with Clark County Public Health to help advance Complete Streets policies in the region. RTC staff met with Public Health staff on September 8 to discuss multi-modal transportation education needs. RTC staff attended the September 23 Urban Transportation Policy and Multimodal Street Design workshop hosted by Clark County Public Health.

RTC staff organized the Transportation Alternatives in Healthy Communities session for the June 15 Washington State Transportation Commission meeting in Vancouver. RTC also ensured Regional Transportation Advisory Committee members were kept informed of the TIB's Complete Streets award program and were reminded of deadlines for Safe Routes to School and Bike/Ped Safety project applications due to WSDOT in spring 2016.

- **Changing Demographics and Lifestyles** – the RTP considers how changing demographics and lifestyles affect transportation demand. This includes aging of the population as addressed by the Accessible Transportation Coalition Initiative and Clark County's Commission on Aging. Changing demographics were monitored to determine how to address them as they relate to transportation needs reported in the next RTP update.
- **Human Services Transportation Planning (HSTP)** - The process to develop the region's Human Services Transportation Plan and HSTP project priorities is led by RTC and was last updated in 2014. RTC coordinates with local stakeholders and human service transportation providers to address the special transportation needs of the elderly, people with disabilities, and low-income populations. RTC continued participation in regular meeting of the region's Accessible Transportation Coalition Initiative (ATCI) held every 2 to 3 months to address special needs transportation and work to inventory community resources, coordinate Veteran's transportation efforts, identify formal and informal transportation services and opportunities and identify innovative services that could be implemented. RTC staff attended the July 31 ATCI meeting making a presentation on Complete Streets and discussing mobility management issues and 1-Call, 1-Click program in the region. The January 12 ATCI focused on transit access to medical facilities as well as progress on the 1-Call, 1-Click program. At the April 11 ATCI meeting participants discussed updates on human service transportation projects and previewed the upcoming 2016 Consolidated Planning Grant application cycle. RTC staff met with the newly-appointed, Human Service Council's Mobility Manager Bill Baumann and coordinated on special needs transportation issues with Shamus Misek of WSDOT's Public Transportation planning branch.
- **Freight Transportation** – Elements of the Clark County Freight Mobility Study (RTC, December 2010; <http://www.rtc.wa.gov/studies/freight/>) are incorporated into the RTP ensuring that the significance of freight transportation and its importance to the local economy is highlighted.

In FY 2016 freight transportation efforts have moved forward to update freight transportation data and address freight needs to access west Vancouver industrial areas and the Port of Vancouver. WSDOT, RTC and Vancouver staff met on January 21 to discuss the region's freight network and needed freight transportation projects in the region.

RTC staff participated in the July 7 meeting of the Southwest Freight and Commerce Task Force (SW-FACT), a public/private freight coalition focused on freight transportation needs and issues. SW-FACT includes the County's Ports and freight business interests. RTC's Director communicated with Ashley Probart, Director of the Freight Mobility Strategic Investment Board (FMSIB), to discuss freight transportation planning efforts. RTC staff coordinated with Identity Clark County to discuss freight needs in the region.

RTC participated in the March 14 kickoff meeting and subsequent meetings of the Critical Urban Freight Corridor and Critical Rural Freight Corridor Technical Working Group meeting led by WSDOT Freight Division as part of the National Highway Freight Network designation. RTC staff collaborated with local partners to recommend the critical freight corridors in the region and communicated these to WSDOT.

WSDOT issued a call for local projects potentially eligible for federal funding under the FAST Act's two new freight funding programs. RTC's Director met with a staff person representing the Chelatchie Prairie Rail Road to discuss how the Railroad's needs should be communicated and incorporated into the State's Freight Plan update.

In June 2016, RTC developed an RTAC briefing Memo on current freight transportation work including FAST Act freight funding programs, update on designation of Critical Urban Freight Corridor and Critical Rural Freight Corridors, and WSDOT's call for local freight projects to be included in an updated project list as part of the Washington State Freight Mobility Plan.

RTC's Director attended the FHWA Freight Roundtable held in Portland on June 23, 2016 organized for information gathering purposes by the FHWA administrator. The primary focus of the roundtable was to engage a diverse group of stakeholders to: (1) Emphasize the importance of efficient, safe, and economical freight movement; (2) Highlight US DOT's efforts to improve the freight system through grants, training and technical assistance, data, and increased coordination and attention to freight planning issues; and (3) Receive feedback on MAP-21 deliverables, including freight performance measures, guidance to states and the National Freight Strategic Plan; (4) Raise profile of truck parking needs; (5) Provide overview of new freight provisions in FAST Act and get input on concerns, opportunities, and challenges.

RTC is represented on Metro's Regional Freight Work Group to support Metro's RTP update. RTC staff attended the January 20 meeting to discuss regional freight movement and regional freight information sources and provided updated freight information to Metro at the May 23 meeting.

RTC staff participated in monthly freight webinars hosted by the Federal Highway Administration and ITE on topics such as "Supply Chain Needs and Industrial Site Selection Decisions" (August 19, 2015), truck parking needs (October 21, 2015), Urban Freight Mobility (ITE, November 4, 2015), Freight Analysis Framework 4 - FAF4 (December 11, 2015), the NPRM on freight transportation (FHWA, May 11, 2016),

An RTC staff member completed a National Highway Institute online course on Integrating Freight in the Transportation Planning Process in November 2015.

- **Corridor Planning:** RTC staff carried out work on regionally significant transportation corridors with emphasis in FY 2016 on preparing for a Bus on Shoulder Feasibility Study primarily focusing on the I-205 Corridor (see Bus on Shoulder Feasibility Study element description). In addition, interstate corridor travel issues were highlighted in the 2015 Congestion Management Process Report. RTC staff compiled data on system performance of the I-5 corridor and met with WSDOT staff to discuss the I-5 corridor analysis prior to the May 20 RTAC presentation and in preparation for a presentation to the RTC Board. RTC staff developed a folio to summarize system performance on the I-5 and I-205 corridors.

RTC staff participated in a November 19 FHWA webinar on Context Sensitive Solutions, Practical Design with presenters from FHWA, WSDOT and ODOT. Andrew Beagle (WSDOT) presented WSDOT's Practical Solutions initiative at the December 18 RTAC meeting and the implications for identifying transportation project solutions were discussed.

RTC staff coordinated with WSDOT on their Corridor Sketch efforts and met with WSDOT staff on February 4, 2016 to provide information and input. RTC and WSDOT met on February 3 to discuss the congested section of SR-14 between I-205 and NE 164th Avenue.

- **Sub-Area Planning:** RTC staff coordinated with Vancouver on the Westside Mobility Strategy to review draft recommendations in July 2015. RTC staff met with the Vancouver Westside Mobility Strategy team to discuss future scenarios and to preview materials for the September 28 WMS Core Team meeting including takeaways from the Phase I transportation conditions analysis, review of 2035 projected travel demand on WMS corridors, approach to Phase 2's identification of improvement strategies, network scenarios, capital improvement ideas and an approach to community engagement. Staff reviewed a draft of the Future Conditions report and submitted comments to Vancouver's Project Manager. RTC also met with the WMS Team to work on scenario assumptions. The WMS held a walk/bike tour of the sub-area on October 10 and Community Forum #2 on October 15. Draft study recommendations were reviewed at the April 29 core team meeting.
- **Air Quality and Climate Change** – The 2014 RTP reflects strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions per RCW 70.235.020, RCW 47.01.440 and Governor's Executive Order 09-05 – Washington's Leadership on Climate Change.
- **Comprehensive Planning - Land Use and Transportation Coordination and Integration** – The Clark County region recognizes the connection between land use and transportation. In FY 2016, RTC and County staff continued to coordinate on the County's Comprehensive Plan update finally adopted in June 2016. RTC attended monthly County-City Comprehensive Plan coordination meetings convened by Clark County as part of the Comprehensive Plan update process. RTC staff attended a September 24, 2015 Board of County Commissioners work session on the Comprehensive Plan update and SEPA review and the November 9 Clark County Council work session where population projects were discussed ahead of the November 24 hearing on the Preferred Alternative for the County's Comprehensive Plan update. RTC and Clark County jurisdictions continued to coordinate on use of the Regional Travel Forecasting Model as a tool to help in developing Comprehensive Plans' Transportation Elements and Capital Facilities Plans.
- **Growth Management Act Implementation** - RTC's Director attended the November 13 conference marking the 25th anniversary of the Growth Management Act with presentations on the GMA and its implementation.

- **RTC’s Certification of GMA Plans** – RTC developed a matrix summarizing the status of local jurisdictions’ GMA plans and drafted an enhanced GMA Plan certification process Guidebook and Checklist for review by RTAC and the RTC Board. The adopted Guide and Checklist were e-mailed to land use and transportation planning partners on March 10, 2016. RTC made a preliminary review of the certification checklists submitted by Clark County, Camas and Washougal to support their comprehensive plan updates.
- **Consistency** – RTC worked with local partners to ensure continued consistency between transportation elements of the cities’ and county’s comprehensive growth management plans and the RTP.
- **Finance** - RTC staff met with City of Vancouver staff to discuss the status of Vancouver’s work to find a solution to the need for reliable, long-term street funding and the work of Vancouver’s Commission on Street Funding
- **New Technologies and Longer-Term Transportation Planning** – New technologies and their potential impacts on transportation is a topic of increasing interest to RTC Board members and will be addressed in the next RTP update. RTC staff participated in an April 14 West Coast Infrastructure Exchange (WCX) meeting held in Portland and an April 26 Intel hosted workshop on “The Share Economy: Moving Towards Ubiquitous Mobility addressing automated, connected and electric vehicles as well as new technologies and challenges. RTC staff participated in a March 1 USDOT/ITS America webinar on automated vehicles and policy. An RTC staff member also attended the May 16 Portland Smart City Challenge visit by Secretary Foxx with displays set up at OMSI in support of Portland’s application.

**FY 2016 Products: RTP**

- Regional Transportation Advisory Committee and RTC Board briefing memos on transportation issues that will need to be addressed and integrated into the next RTP update.

**FY 2016 Financial Data: RTP**

Amount Budgeted	RTP: FHWA/FTA/STP/RTPO Expenditures		
	FY16	Balance	YTD Percent
\$345,198	\$330,821	\$14,377	96%

**FY 2017: RTP**

RTC’s next RTP update will need to have RTC Board action to adopt no later than December 2018. With the region’s updated air quality attainment status there will no longer be a need to include an Air Quality Conformity Determination in the RTP though RTC will continue to consult with air quality planning partners to ensure we are kept updated on emerging issues and possible change in air quality standards.

The Air Quality Conformity Determination for the last RTP update (December 2014) was signed by state and federal agencies involved in the air quality consultation process on March 16, 2015.

In FY 2017, RTC plans to work with local partners and public on scoping of the next RTP update and launch into the update process.

## TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

See Transportation Improvement Program for Clark County at RTC's web-site: <http://www.rtc.wa.gov/programs/tip/>

- The TIP development process cycle began in FY 2015 and was completed in FY 2016 with adoption of the 2016-2019 Transportation Improvement Program on October 6, 2015 (RTC Board Resolution 10-15-17). The 2016-2019 TIP programs an additional \$7.4 million in regionally allocated federal STP and CMAQ funds and, in total, programs approximately \$194.5 million for regionally-significant projects that includes approximately \$72.1 million in federal transportation funding to make transportation improvements. The region's TIP is fiscally constrained by year to reflect the programming of federal funds for the selected projects. The consistency between TIP project selection criteria and RTP system performance goals and performance measures are documented in a graphic contained in the TIP. For each project, the estimated total project cost is included. The TIP includes an annual list of implemented projects since the last TIP's adoption and analysis of project type.
- The adopted TIP was submitted to WSDOT for inclusion of projects in the State Transportation Improvement Program (STIP) with project information input electronically through the web-based STIP software.
- Prior to TIP adoption, a call for project submittals for funding in the 2016-2019 TIP was made on June 19, 2015 with project applications due to RTC by July 17. RTC staff met with jurisdictions to discuss individual projects. These included discussions with C-TRAN regarding demo project electric buses, with Clark County regarding STP applications and with Vancouver on the sidewalks CMAQ application.
- The Regional Transportation Advisory Committee (RTAC) reviewed project evaluation, prioritization and selection in August 2015 and in September took action to recommend the Board's TIP adoption. The RTC Board reviewed and approved the 2019 project ranking in September 2015. The TIP programs both regionally-selected projects and other regionally significant projects.
- Air quality conformity analysis is not required for the TIP due to the Clark County region's air quality status, though a conformity determination is included in the TIP. The emissions reduction benefits provided by CM/AQ funded projects were calculated and considered as part of the project evaluation process. RTC staff prepared for a call from the Interagency Consultation Team that met on October 27, 2015 to discuss the 2016-2019 TIP air quality conformity determination. At the request of the EPA, minor edits were made to the conformity determination's language. The determination describes the region's air quality conformity status as attainment for ozone and re-designation as attainment for carbon monoxide under a second Limited Maintenance Plan.
- Following evaluation of projects and completion of a draft 2016-2019 TIP, it was released for public comment from August 28 through October 6, 2015. The draft 2016-19 was made available for public comment on RTC's website. Public comments were solicited with a media release notifying the public of the draft TIP's availability, and targeted notices distributed to Clark County and Vancouver neighborhoods through the City and County neighborhood programs. The public was invited to provide formal testimony and comment during the Citizen Communications agenda item at regular monthly RTC Board meetings culminating with TIP adoption at the October 6, 2015 meeting. Four comments were received during the public comment period. One commenter supported additional Columbia River crossings, another was

opposed to development of the Bus Rapid Transit line, another questioned when a project to improve the segment of SR-14 between I-205 and 164<sup>th</sup> Avenue will be programmed and another voiced concerns about traffic delay during the I-5 Interstate Bridge's trunnion replacement project.

- RTC staff provided public comments in the TIP document's public comment summary section.
- The process to award federal Transportation Alternatives Program (TAP) program funding had begun in FY 2015 with a call for projects, public outreach and project evaluation by a TAP Evaluation Team. The Team's evaluation and project ranking were forwarded to RTAC in June 2015 and the RTC Board took action to adopt the funding recommendation at the July 2015 Board meeting. Following the Board's action, RTC staff amended the TIP and STIP to include the funded projects.
- RTC coordinated the grant application process for federal, state and regionally-competitive fund programs within the region. In FY 2016, this included federal Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CM/AQ) programs and Transportation Improvement Board (TIB) programs. RTC communicated results of the Transportation Improvement Board's November 20, 2015 project funding decisions to RTAC and RTC Board members.
- Staff researched the use of regional funds programmed in the TIP for the past decade and put together materials for the Feb. 2 RTC Board meeting.
- RTC staff gave assistance to local jurisdictions in developing their local Transportation Improvement Programs and in developing transportation funding applications. RTC staff participated in Clark County's Transportation Improvement Program process to develop the County's 2016-2021 TIP and in the City of Vancouver's process to develop its 2016-2021 TIP. Throughout the year, RTC staff met with locals to discuss opportunities for project funding applications and on STIP database management.
- Throughout the year, RTC staff monitored funding obligation and implementation of projects programmed in the TIP through monthly reports from WSDOT. The status of funding obligation was regularly reported to Regional Transportation Advisory Committee members with the intent of ensuring the region obligates its allocated STP and CMAQ funding. A report was also provided to the RTC Board. RTC also met with individual jurisdictions to discuss delayed projects and strategies for obligation of the project funds.
- RTC helped local agencies celebrate projects. RTC staff attended the Sept. 10 FTA grant award ceremony held at Clark College. Acting FTA Administrator Therese McMillan attended the event and announced \$38.5 million in federal funding for The Vine – a new state-of-the-art Bus Rapid Transit system which will serve Fourth Plain between downtown Vancouver and Van Mall. Staff also attended the Port of Vancouver's August 13, 2015 ribbon cutting celebration on completion of the rail trench project, part of the \$275 million West Vancouver Freight Access project; groundbreaking for C-TRAN's Bus Rapid Transit project, The Vine, on August 24, 2015; and the September 24 dedication for Vancouver's Columbia Way.
- During FY 2016, TIP amendments processed by RTC, reviewed by the Regional Transportation Advisory Committee (RTAC), approved by the RTC Board, and forwarded to WSDOT for inclusion in the State Transportation Improvement Program (STIP) included: (1) Resolution 09-15-15: WSDOT Projects; (2) Resolution 01-16-01: WSDOT Projects; (3) Resolution 02-16-02: transfer of WSDOT funds to Battle Ground for SR-502/SR-503 intersection area improvements; (4) Resolution 03-16-03 for the Bus on Shoulder Feasibility Study; (5) Resolution 06-16-09 for WSDOT SR-14 Access Improvements; and (6) Resolution 06-16-10 for Clark County NE 119<sup>th</sup>

Street East project. RTC also handled TIP administrative modifications and corrections during the course of the year with review provided by RTAC.

- RTC staff notified RTC member jurisdictions of informational trainings and workshops related to the TIP and the State Transportation Improvement Program (STIP).
- RTC staff assisted local agencies with STIP management by guiding them through steps to input project details using the STIP software.
- Local participants attended the March 17 STIP training held at WSDOT SW in Vancouver. RTC staff attended the June 7 FY 2018 TIB funding workshop held in Vancouver.
- RTC staff participated in FASTLANE grant webinars, including how to compete for FASTLANE funding, on March 10 and March 17.
- RTC and Washougal staff met on Mar. 15 to discuss the possibility of applying for FASTLANE federal funds for SR-14 and access to Port of Camas-Washougal projects. Staff also discussed this possibility with Senator Maria Cantwell's staff.
- RTC staff attended an October 12 meeting of the statewide TIP group held in Ellensburg. RTC staff presented RTC's TIP Process and Guidebook to the group. RTC staff also participated in the TIP Managers Users Group meeting on April 18.
- RTC staff served as panelists in the June 2016 consultant selection process for the County's STEVE project.
- Following conclusion of the FY 2016-2019 TIP development process, RTC staff met with planning partners in October 2015 to review what worked well and what changes might be considered for the next year's process. Early in 2016, the Regional Transportation Advisory Committee (RTAC) sub-committee began development of the 2017-2020 TIP development process with consideration of the overall process and transportation project selection criteria. There was discussion of whether regional funds should be used for preservation and maintenance needs, leveraging of other grant sources and how transit projects compete for regional funds. The decision was to make some minor changes to the project criteria including criteria awarding points to projects serving EJ communities. The TIP policies and process are available on RTC's website. The call for 2017-2020 TIP project applications was issued by RTC on May 20, 2016 with project applications due on July 15. Details are provided for partner agencies on RTC's website at <http://www.rtc.wa.gov/programs/tip/>.
- RTC staff made progress on developing a TIP project database with project information available for completed and developing projects programmed in the TIP.

### **FY 2016 Products:**

- 2019 Project Selection (RTC Board Resolution 10-15-16, October 6, 2016) and 2016-2019 Transportation Improvement Program adoption (RTC Board Resolution 10-15-17, October 6, 2015). Following adoption, projects were input to STIP. See RTC website: <http://www.rtc.wa.gov/programs/tip/>
- The Transportation Programming Guidebook was further developed, adopted by the RTC Board by Resolution 06-16-14 in June 2016, and made available on RTC's TIP webpage. The Guidebook documents RTC's TIP policies and procedures in one place. The document makes it easy for RTC stakeholders to understand the TIP process. The document largely compiles existing TIP procedures with a limited number of new policies identified.

- TIP amendment actions by the RTC B0oards (as described above) and TIP modifications reviewed by the RTAC.
- In July 2015, the RTC Board adopted Resolution 07-15-11 to program selected projects to receive Transportation Alternatives Program (TAP) funding subsequently added to the region’s TIP and submitted to the STIP.
- Regular monitoring and reporting on TIP implementation and obligation of funds to RTAC and RTC Board.
- Annual list of obligated projects in 2015 posted to RTC’s website in March 2016: <http://www.rtc.wa.gov/programs/tip/projects/>
- TIP policies and procedures for the 2017-2020 TIP reviewed by TIP process participants.
- RTC maintains a Summary list of Projects Implemented Since 2010. New projects with a federal funding component using regional TMA funds were added to this summary list.
- To highlight completed projects funded with federal dollars that come to the RTC region, RTC developed project showcase descriptions. Showcase descriptions were prepared and distributed to the RTC Board for Hazel Dell Area Sidewalks (Clark County), 6<sup>th</sup> Street Sidewalks (Klickitat County), Multimodal Path, Transit Terminus to Port Center (Port of Vancouver), Bi-State Travel Time Project (WSDOT), NW 38th Avenue Phase 2, SE Armstrong Road to NW Parker Street (Camas), Salmon Creek Avenue Multi-Use Pathway (Clark County), SR-14 Traveler Information, 164th Avenue to NW 6th Avenue (WSDOT), and SR-503 Traveler Information, NE 119th Street to SR-502 (WSDOT).

**FY 2016 Financial Data:**

Amount Budgeted	TIP: FHWA/FTA/STP/RTPO Expenditures		
	FY16	Balance	YTD Percent
\$107,131	\$101,449	\$5,682	95%

**FY 2017:**

The Transportation Improvement Program work element will continue in FY 2017.

## CONGESTION MANAGEMENT PROCESS

The Congestion Management Process is a key component of RTC's metropolitan planning program. The Congestion Management Process provides current and trend based performance data which informs project scoping and funding in the regional planning and programming process. The CMP includes a process that considers congestion management strategies in relation to transportation needs identified through capital facility plans and other planning efforts. Projects and initiatives identified to relieve transportation system congestion are then incorporated into the Regional Transportation Plan and are eventually programmed through the Transportation Improvement Program.

The Congestion Management Process provides data and analysis for the effective management and operation of the transportation system. The CMP serves as the basis for helping transportation decision-makers to identify the most effective strategies and projects to address transportation congestion and improve mobility in the region. The CMP recognizes that maintaining reliable travel speeds and sufficient transportation capacity in the region depends on: (1) preservation of the existing system; (2) improvement to system performance through operational and management strategies; (3) shifting trips to other modes where possible; and (4) vehicle capacity expansion at key bottlenecks. Regional transportation system performance monitoring is an integral part of the CMP and is reported annually by RTC in a Congestion Management Report. The CMP Annual Report provides data and analysis of the transportation system's operating conditions, performance and deficiencies. It is used as a tool to identify congested corridors and potential improvements and strategies that can be implemented in these corridors. The CMP helps inform the Regional Transportation Plan through identification of transportation needs and guides programming of funded projects in the Transportation Improvement Program.

- RTC's CMP addresses all six required elements of the CMP as outlined in 23 CFR 450.320(c). The CMP report describes these required elements and explains how they are addressed.
- The 2014 CMP Report, adopted by the RTC Board in July 2015, as well as prior annual reports dating back to 2000, can be viewed at RTC's website at <http://www.rtc.wa.gov/programs/cmp/>. These reports highlight data collection, transportation corridor analysis and transportation project identification efforts over the years. The 2014 Report noted the indicators of increased bi-state congestion with increased congestion in the I-5 and I-205 corridors. This became a topic for discussion at the July 30, 2015 Bi-State Coordination Committee meeting when an overview of observations from RTC's 2014 Congestion Management Process report was presented.
- RTC staff worked closely with WSDOT, local jurisdictions, and C-TRAN, to develop and draft the 2015 Congestion Management Monitoring Report in FY 2016. The Regional Transportation Advisory Committee suggests data collection needs and reviews draft versions of the CMP Report. Bi-state transportation partners, Metro and ODOT, are also involved in the CMP report's development as members of RTC's RTAC Committee.
- RTC's CMP reports provide a systematic, system-wide approach to monitoring corridor congestion and identifying specific areas of concern. The Report includes a full discussion of PM and AM peak period findings as well as additional system performance measures. The report includes auto system performance as well as data and links to information on pedestrian, bicycle, freight, and transit transportation systems. The report identifies strategies to help the region maintain reliable travel speeds and transportation system capacity. Over time, the CMP report has evolved and now includes performance measures including an assessment of: travel

time; travel speed; vehicle occupancy; intersection delay; collision rates; transit occupancy; park-n-ride occupancy; truck percentages; mode choice; and other performance measures. The CMP reports on thirty-one regionally significant transportation corridors in Clark County.

- RTC's Congestion Management Process has evolved to support the long-term Regional Transportation Plan's goals and objectives and is closely linked to the Transportation Improvement Program (TIP), Vancouver Area Smart Trek (VAST), Transportation System Management and Operations (TSMO), and other planning efforts in the region. RTC recognizes how the value of the wealth of transportation data compiled as part of the CMP process can help to inform establishing performance measures and target setting as part of the planning process beginning with MAP-21. The latest RTP update (December 2014) incorporates findings and highlights from the Congestion Management Process. The CMP is used to help identify RTP transportation needs, projects and transportation strategies. The CMP provides information on developing transportation investment priorities which feed back into the regional planning process and programming of projects in the TIP. The TIP includes a selection criterion that rewards projects that address CMP areas of concern. The CMP links closely to RTC's TSMO Plan with TSMO strategies focused on lower cost operational and multimodal projects that better utilize existing transportation facilities. Other planning efforts, such as high capacity transit study, Transportation Demand Management (TDM), pavement preservation and maintenance efforts also link with the CMP process.
- Each year, transportation data is collected including traffic volume counts, turning movements, vehicle classification counts, corridor travel speed, automobile occupancy, and transit ridership. Both the CMP Report and traffic count data are made available on RTC's website. Traffic counts are factored to take account of seasonality, day of week and time of day. Traffic counts are scanned and stored to help meet regional transportation data needs and to help future regional travel forecast model enhancements and updates. C-TRAN's automated passenger counting system is used for transit data collection and analysis. There is strong linkage between the CMP and Transportation System Management and Operations efforts with mutual use of Portland State University's Portland Transportation Archive Listing (PORTAL) transportation data archive and retrieval system. PORTAL archived data will be used increasingly in future CMP efforts.
- Traffic count data provided to RTC by local jurisdictions and PORTAL data is augmented by traffic count data, travel speed data and travel time data collected by independent consultants hired by RTC. RTC administers the collection of data and meets with local jurisdictions to coordinate their data needs. Quality Counts is under a 3-year contract with RTC to provide on-call data collection services to support the CMP through 2016.
- The draft 2015 CMP Report was prepared in FY 2016, with final adoption anticipated in FY 2017. The 2015 Report was developed by RTC, initial data and findings were discussed by the Regional Transportation Advisory Committee (RTAC) at the April 15 meeting and endorsed by RTAC at its June 17, 2016 meeting. The RTC Board was presented with initial data from the 2015 CMP at its May 3 and continued at the June 7 meeting. The Report includes a graphic showing steps in the CMP process with linkages to RTC's transportation plans, programs and reports allowing for identification of project needs through the CMP. It also includes a graphic showing data collection and flow to inform planning and programming of transportation projects. The CMP presents a multi-modal review of both existing and future year transportation system performance and the report provides comparisons with prior year system performance. The 2015 Report continues to include a Corridor Strategy Analysis

beginning on page 52. This section, first reported on in the 2014 CMP Report, displays the linkage between transportation infrastructure improvements and corridor performance over time from 2005 and forecast into the future. The 2015 Report is available on RTC’s website following RTC Board review in July 2016. The 2015 Report highlights bi-state transportation conditions on pages 75-79.

**FY 2016 Products:**

- 2014 Congestion Monitoring Process Report. The Report and its findings were endorsed by the RTC Board on July 7, 2015 (RTC Board Resolution 07-15-13). The report is available on RTC’s website.
- 2014 Congestion Management Process, Summary Report (July 2015).
- New traffic data and transit ridership data to be reported in the 2015 CMP Report, were counted in late September and in October 2015. In addition, traffic count and classification count information were compiled from local agencies to help supplement the CMP program.
- Draft 2015 Congestion Monitoring Process Report. While the draft 2015 CMP Report was prepared in FY 2016, its final adoption will occur in FY 2017. The 2015 Report is available on RTC’s website following RTC Board review in July 2016.
- Draft 2015 Congestion Management Report summary. The 2015 CMP Summary Report documents conditions and this year has specific discussion of the 1-5 and I-205 corridor conditions for information sharing and discussion regarding how our interstate system is operating.
- RTC’s website at <http://www.rtc.wa.gov/programs/cmp/> documents the Congestion Monitoring Process and provides the latest annual report and summary report.

**FY 2016 Financial Data:**

Amount Budgeted	Congestion Management Process: STP		
	FY16	Balance	YTD Percent
\$90,000	\$86,430	\$3,570	96%

**FY 2017:**

- The Congestion Management Process element will continue in FY 2017. The annual CMP report will again provide transportation system monitoring data. The CMP report provides the basis for performance measurement in the region’s most congested corridors. As the next Regional Transportation Plan (RTP) update is developed, there will continue to be enhanced linkage and integration between the CMP and RTP with the CMP being used to help identify transportation deficiencies and solutions.

## **VANCOUVER AREA SMART TREK (VAST)/ TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS**

The Vancouver Area Smart Trek (VAST) program is a partnership of transportation agencies in the Clark County region established to improve transportation system performance by collaborating on signal systems, freeway and arterial management, traveler information, and transit signal priority projects through the use of smart technology and the system infrastructure needed to support it. RTC has managed the program since 2001 assisting partner agencies in identifying and developing operational projects to benefit the region. The VAST agencies are WSDOT, Clark County, City of Vancouver, C-TRAN, City of Camas, and RTC.

The Program focuses on strategies and the supporting technology that implement operational and multimodal approaches that make better use of existing transportation facilities by improving system efficiency and performance. They represent the non-capital component of the regional transportation program and emphasize improvements that leverage technology to manage the system without adding new roadway capacity. The operational strategies were prepared through the region's 2011 Transportation System Management and Operations (TSMO) plan which supports regional transportation goals by improving travel time reliability, reducing crashes, improving transit on-time performance, and by reducing travel delay, fuel use, and air pollution.

The VAST program is funded primarily through federal grants and has resulted in projects that benefit individual transportation agencies and the Clark County region resulting in a valuable pathway for developing and securing funding for ITS/operations projects totaling more than \$26 million in federal funding since 2001. A wide range of projects to improve transportation operations, and to build the supporting communications and technology, have been funded since the initiation of the program. They include central signal system upgrades, new signal controllers, signal optimization projects, freeway and arterial detection, cameras, variable message signs, and transit signal priority as well as the fiber and network communications needed for connecting ITS devices and infrastructure.

The VAST Program recognizes that the successful implementation of operational strategies requires cooperation between transportation agencies and interoperability between intelligent transportation system (ITS) technologies.

- An outline of the Vancouver Area Smart Trek (VAST)/TSMO program, descriptions of ITS initiatives and the 20-year ITS Plan are made available on RTC's [website](#).
- RTC continued to serve as lead agency for the management and coordination of the Vancouver Area Smart Trek (VAST); the regional ITS program. RTC coordinates with VAST agencies on ITS project development and joint funding opportunities. RTC assists partner agencies to identify and develop operational projects to benefit the region. RTC's work is supported by consultants from the IBI Group.
- RTC continued its work to meet federal requirements regarding Transportation System Management. The ITS element of the VAST program meets federal requirements for planning, development, and implementation of ITS projects. Federal regulation 23 CFR 940 requires that regions develop and maintain a regional ITS architecture to ensure that ITS technology projects are interoperable and that it must include participation from transportation stakeholders so that projects are coordinated and integrated. The TSMO element directly supports the federal Congestion Management Process (CMP) by providing regional services to agency partners to improve transportation performance by collaborating on operational strategies. Federal regulation 23 CFR 450.320(c) for the CMP requires that agencies collaborate to utilize

operational management, demand management, transit, and ITS technology to address travel demand before adding roadway capacity.

- RTC emphasizes providing support to partner agencies on transportation operations and planning for ITS/TSMO implementation.
- To effect successful coordination and cooperation, RTC convenes regular meetings of Committees. RTC continues to organize and manage regular meetings of two Committees, made up of partner agencies, as the forum for discussing transportation operations and technology. These Committees are the VAST Steering Committee and the VAST Communications Infrastructure Committee (CIC).
- The VAST Steering Committee, managed by RTC, is primarily composed of traffic operations staff that work to develop, implement and fund ITS and operations projects. The Committee continues to be an avenue for successful collaboration and an effective way for agencies to coordinate on project delivery, joint project funding, monitoring project development, and project integration. The Steering Committee team is made up of RTC, the City of Vancouver, the Washington State Department of Transportation, Clark County, C-TRAN, the City of Camas, and the Oregon Department of Transportation. The VAST Steering Committee met nine times in FY 2016.
- The Communications Infrastructure Committee (CIC), also managed by RTC staff was formed under the Communications Infrastructure Memorandum of Understanding (MOU). The CIC, which addresses sharing, maintenance, and standards for communications infrastructure and equipment, is made up of both transportation and communications technical staff from the VAST agencies. The CIC met nine times in FY 2016.
- Agenda topics and work efforts of the Committees in FY 2016 focused on:

## PLANS

- Work on VAST/TSMO Program Regional Plan Updates:
  - *TSMO Plan for Southwest Washington*: The TSMO Plan connects the planning process with project implementation. The Plan guides the implementation of operational strategies and supporting Intelligent Transportation Systems (ITS) technologies for Clark County and presents a strategic framework for accomplishing transportation system management objectives. It also supports future ITS technology investments and capital improvements necessary to accomplish those objectives. The VAST TSMO Plan was first developed and adopted by the RTC Board in May 2011 and an updated plan is undergoing final review. The updated was conducted in two phases. Phase one addressed changes to infrastructure maps, completed projects, and implementation plan status. Phase two reviewed strategies, architecture, TSMO corridors, and the concept of operations.  
The original plan was intended as a 10-year vision but the updated Plan is a 5-year look that better reflects of both the nature of TSMO strategies as viable near-term solutions to operational deficiencies, as well as the rapid evolution of ITS technologies and operations practices. It describes the Regional TSMO Vision as well as emerging issues and trends. As part of the TSMO plan update, VAST members reviewed the 2011 plan, identified strategies that have been advanced over the last 5 years, and how they would like to see strategies implemented in the next 5 years including advances in active traffic management, ramp metering, enhanced traffic signal operations, traffic surveillance,

Transit Signal Priority (TSP), regional transit fare integration and regional traveler information.

To fulfill the TSMO vision for the region, the Implementation Plan provides the necessary direction to agencies on the enabling ITS infrastructure that is required to support each of the TSMO strategies in the corridors defined in the TSMO network.

- *VAST Regional Communications Plan (RCP)*: RTC, in coordination with the VAST regional partner agencies, has completed an update to the regional ITS Communications Plan, now over 10 years old. The updated plan describes the existing communications networks of Clark County, the City of Vancouver, and WSDOT, identifies gaps in the network and other system needs, and develops a cohesive set of regional strategies to maintain, improve the network, and identify future needs.

## PLANS

- *Regional Transportation Data Archive*: RTC and the VAST agencies have an ongoing partnership with Portland State University in the regional transportation data archive known as Portal. The Portal archive contains, in a single location, historical and real-time transportation data from agencies in the Vancouver-Portland region. This information warehouse can be used by researchers, planners, traffic engineers, and the public to look at multimodal transportation performance throughout the region. In 2016, RTC has worked with Portal staff and VAST agencies to implement two key enhancements to the archive site.
  - RTC has coordinated with PSU, Clark County, WSDOT and ODOT retrieve vehicle length data from existing radar and loop detectors as an indicator of freight/truck volumes and have agreed on a definition of vehicle length categories. Sample vehicle length data is being tested in Portal and a regular vehicle length data feed from WSDOT and Clark County will be completed by the end of CY 2016.
  - PSU has completed testing of a data feed from C-TRAN and is now receiving a regular feed from C-TRAN. The user interface will be available on Portal by the end of September, 2016.

## PROJECTS

- *Bi-state Travel Time Project*. The Project provides real-time travel information to the public along the I-5, I-205, and SR-14 corridors in the Vancouver/Portland region. It consists of a combination of guide signs showing travel times via alternate routes as well as utilization of existing variable message signs. The project was activated in fall 2015. Four guide signs are located in Vancouver at route decision points while five variable message signs will display travel times for specific destinations along a route. RTC, through its responsibilities under the VAST program, assisted the two states on project development, resolving technical issues on data sharing and route and destination information and planned and facilitated meetings between the two transportation departments.
- *Westside Mobility Strategy*. City of Vancouver's study with data collection using portable blue tooth devices provided by VAST agencies.
- *WRIGHT Project*. Clark County. Software, hardware upgrades, multagency video sharing.
- *SR-14 ATIS*. WSDOT - New detection, cameras, and fiber between I-5 and I-205.
- *Joint ATMS* WSDOT - Move to single, shared central system with Clark County.
- *Mill Plain Signal Upgrades*. Vancouver - New CPUs at 15 intersections for improved signal coordination and analytics

- *Mill Plain TSP Phase 2 C-TRAN* - Expand TSP on Mill Plain; add TSP to 164<sup>th</sup> Avenue.

## COORDINATION

Overall VAST/TSMO Coordination.

- *Shared Communications Fiber and Asset Management*: VAST agencies have had a Communications and Interoperability Agreement in place since July 2006 that authorizes agencies to enter into fiber asset sharing permits. The agreement has led to better use of existing fiber and communication equipment by sharing available capacity among agencies. The VAST agencies have a shared GIS database that displays communications fiber and equipment as well as their detailed attributes. This asset management tool facilitates and supports fiber sharing among partner agencies and also allows them to manage their own assets more effectively. The agencies can easily review the fiber and communication network, fiber ownership, capacity, and availability.

## FUNDING

- *2016-2019 Transportation Improvement Program*. Ideas for CMAQ-funded VAST project applications.

## WORKSHOPS

- *VAST workshops*. RTC and IBI Group made plans for training workshops. On October 1, 2015, RTC hosted a Traffic Signals Workshop.
- RTC staff coordinated with bi-state partners, including Metro, and participated in meetings of Oregon Transport, which is the Oregon region's equivalent of the VAST Steering Committee, and Oregon Transport Technical Advisory Committee.
- RTC staff continued to participate in trainings related to VAST including:
  - Virtual Peer Exchange: Data Availability, Integration and Warehousing for TSM&O Performance Measures, webinar, August 14, 2015.
  - Reporting and Communicating TSM&O Performance Measures to External Audiences, Nov. 12, 2015.
  - VAST/BlueMac Training for Clark County and Vancouver staff, January 28, 2016.
  - Decision Support Systems for TSM&O Projects. a Florida case study, Feb. 29, 2016.
  - Automated Vehicles and Policy, U.S. DOT and the Intelligent Transportation Society of America (ITS America), AV Awareness webinar series. The webinar explores the key policy topics and challenges for automated vehicles and discussed what transportation policy makers need to know to adequately consider automation in the future. March 1, 2016.
  - Connected Vehicles, webinar, May 19, 2016.

## FY 2016 Products:

- 2014-2015 Annual Report on the VAST Program, its recent accomplishments and ongoing activities presented to the RTC Board of Directors at the Board's September 2015 meeting.
- Management of the VAST program, including coordination of the preparation of agreements needed to support the implementation of the VAST program and the deployment of ITS projects.

- Agenda and facilitation of the VAST Steering Committee and the Communications Infrastructure Committee (CIC).
- Coordination of ITS activities within Clark County and liaison with Oregon ITS.
- Update to RTC website materials to explain the work of the VAST program including regional collaboration on transportation system management and operations (TSMO) and on intelligent transportation systems (ITS).
- Update to the Regional Communications Plan.
- Update to the TSMO Plan as described above.
- Completion of joint funding applications and successful programming of projects in the Transportation Improvement Program (TIP). Operational projects programmed for funding in the 2016-2019 TIP are derived from and are consistent with the 10-year TSMO Implementation Plan.
- Continued implementation and monitoring of the 10-year TSMO Implementation Plan with completion of a draft update in FY 2016.
- Meeting materials for the October 1, 2015, RTC-hosted Traffic Signals Workshop.
- Continued coordination with Clark County on the consultant contract for the Andresen/Mill Plain Data Collection Pilot Project and monitoring of progress of the Pilot Project.
- Continued collaboration with the Portland State University (PSU) PORTAL (Portland Transportation Archive Listing) data archive for use in the VAST program.

**FY 2016 Financial Data:**

Amount Budgeted	VAST 2014/2017: STP		
	FY16	Balance	YTD Percent
\$195,000	\$190,446	\$4,554	98%

**FY 2017:**

RTC will continue the VAST work program in FY 2017 coordinating and managing ITS and operations-related activities which includes providing support to partner agencies.

## SKAMANIA AND KLICKITAT RTPO

RTC staff continued to assist Skamania and Klickitat Counties with regional transportation planning issues including monitoring of transportation system performance. Highlights of the program in FY 2016 included continued work on a Regional Freight Study, review of Regional Transportation Plans and enhanced regional and bi-state coordination through the efforts of the Gorge Translink partners.

- RTC provided ongoing transportation technical assistance to Skamania and Klickitat Counties as part of a coordinated transportation planning process.
- Freight transportation planning in the Gorge area included collection and compilation of truck classification counts and analysis of freight movement in the region.
- RTC staff organized and led regular meetings of the Skamania and Klickitat Transportation Policy Committees held on August 5, October 7 (joint meeting), and December 9, 2015, February 3, April 6 and June 1, 2016. RTC and WSDOT staff coordinated the development of agenda items, meeting materials and presentations as well as meeting minutes for each meeting. In FY 2016 these agenda items included:
  - A presentation on Connecting Washington by WSDOT SW Region Manager, Kris Strickler. Projects selected for funding included the SR-14/Wind River Road project in Skamania County and the SR-14 Bingen Overpass project in Klickitat County.
  - Appointment of a Klickitat County's RTC Board representative.
  - The Washington State Public Transportation Plan.
  - WSDOT Corridor Sketch Initiative and Practical Solutions
  - Freight study updates
  - Hood River Bridge and Bridge of the Gods: cross-Columbia River issues. Designation of the Hood River Bridge as a Principal Arterial on the National Highway System.
  - STIP development
  - TIB project development
  - State Legislative update
  - Update on and overview of the federal transportation Act, FAST.
  - SR-35 Columbia River Bridge Crossing/Hood River Bridge Replacement: possibility of FASTLANE grant and required local match.
  - 2016-2019 RTPO STIP Development and Adoption (October 2015) and input of projects to STIP software
  - Scoping for the Bingen/White Salmon Circulation Study. Traffic counts program to inform the Circulation Study will use balance of funds from the SR-35 Bridge Study.
  - TIB Project Development and results of TIB Project Selection. In addition, the TIB funding workshops on June 2 in Stevenson and June 7 in Vancouver were publicized.
  - Notification of the December 15 Safe Routes to School webinar and workshop on January 6.
  - TIB's Complete Streets awards program.
  - Obligation of federal transportation funds.
  - Freight planning: regional freight study, collection of classification counts, discussion of critical rural corridors as part of the National Highway Freight Network and project list update for the Washington State Freight Mobility Plan.

- RTC Board Sub-committee Member Dues Review Report
- Gorge Transportation priorities
- Transit in the Gorge on the Oregon side
- WSDOT's call for projects for the Safe Routes to School and Pedestrian and Bicycle Programs
- Review of the Regional Transportation Plans for both Skamania and Klickitat Counties. The decision was to update the Skamania County RTP with added wording to address connection to the Bridge of the Gods but no update to the Klickitat County RTP at present. RTC Board action will be taken on Skamania County RTP update in FY 2017.
- Updates on transportation projects in Skamania and Klickitat Counties including:
  - SR-14, Paving/Chip Seal, 6<sup>th</sup> Street in Washougal to Clark/Skamania Line and Nelson to Bingen. (Completed August 2015).
  - SR-14/Wind River Road Intersection: WSDOT, Skamania County and FEMA met to work out project details. Connecting Washington project reviewed by WSDOT Practical Design Committee. WSDOT to establish project need through a public involvement process including business stakeholders, setting up of FEMA agreement. Working toward a 2018 construction date.
  - Bingen Overpass: WSDOT Connecting Washington project scoping, justification for project budget, practical design process.
  - SR-14/Humboldt: City of Bingen and WSDOT working to address pedestrian crossing solution.
  - SR-14 through Bingen: sweeping and centerline painting in spring 2016.
  - SR-14/Dam Access Road: need for funding.
  - SR-141/Oak Street: WSDOT working with City of Bingen on pedestrian crossing issues.
  - Cascade Avenue (completed September 2015).
  - Kanaka Creek Road and Gropper Road: design, right of way with 2016 scheduled construction.
  - Rock Scaling: WSDOT's rock scaling construction projects in 2015/16 include US-97 near Maryhill climbing lane and SR-14 near Tunnel 3. Project delayed as WSDOT negotiates with property owners.
  - WSDOT's scoping of guardrail needs in the region.
  - SR-97 Paver: Paving from Biggs Bridge to Mile Post 7.5.
  - Skamania Bridge Painters: Painting of the Conrad Lundy Jr. Bridge towers, Moore Bridge and High Bridge (completed in fall 2015). Hatchery Bridge: contractor to be hired for 2016 painting.
  - Wind River Road Paver (completed in fall 2015). Hot Springs Avenue to Metzger Road programmed for 2016.
  - Hot Springs Avenue: road continues to slide. Re-striped to gain several feet.
  - SR-97 Satus Creek Bridge: a small bridge on tribal land.
  - Fisher Hill Road: close in summer 2016 for reconstruction with long detour.
  - Wahkiacus Heights Road: Klickitat County rebuilding about 3 miles of road.
  - Port of Cascade Locks: a new road is to be constructed within the business park. Annual review of 10-year Bridge of the Gods Maintenance Plan. Bridge spring welding and spot painting. Review of tolls.

- Hood River Bridge: deck maintenance welding, auxiliary truss repair, seismic review and testing of piers, lift span repair (almost complete). Study of heavy haul trucking across the bridge.
  - Biggs Rapids Bridge Painter (completed August 2015).
  - SR-142 Klickitat River Bridge Replacement: design for the historic bridge in 2015 and construction in 2016.
  - Klickitat County projects on Bristol, Tunnel, Courtney, Grafton, Boulder Drive (Wishram), Loop/Snowden, Fisher Hill and Snohomish/Tohomish Streets were completed in FY 2016.
  - First Street, Stevenson: Council voted to remove stop sign.
  - Safety: Klickitat County collected data for a 5-year pilot project with FHWA to look at taking a systemic approach to address safety.
  - Stevenson Quiet Zone: Into effect on February 29, 2016.
- Review and development of the RTPPO work elements for calendar year 2016 and for the FY 2017 Unified Planning Work Program.
  - Skamania Senior Services was discussed with service running seven days a week and work to renew a grant with Western Federal Lands to provide continuing weekend recreational service for the next two years. The service between Fisher's Landing Transit Center and Dog Mountain began in June 2016. Shuttle service between the fairgrounds and Dog Mountain began in mid-April 2016 and ridership peaked on Mother's Day weekend with over 450 riders.
  - RTC staff provided ongoing technical assistance to Skamania and Klickitat County jurisdictions including assistance in applications for federal and state transportation funding, including state Transportation Improvement Board funding.
  - RTC staff attended the September 11 Columbia Gorge Bi-State Policy Summit organized by MCEDD to discuss transportation needs in the Gorge area, presented the work of the RTPPO to the October 14 One Gorge meeting organized by Insitu, a major employer in the Gorge area. Staff also attended the Mid-Columbia Economic Development District's January 7, 2016 meeting to discuss transportation priorities with the National Scenic Area and a follow-up meeting on January 25. Staff also attended the January 21, 2016 Gorge Commission meeting. RTC staff met with Krystyna Wolniakowski, Executive Director Columbia River Gorge Commission, on February 4 and attended the following Gorge Commission meeting on February 9, 2016. Staff participated in the April 18 Gorge Transportation Priorities meeting held at the Port of Hood River. A major priority in the Gorge area is to maintain or construct replacement bridges across the Columbia River to protect bi-state travel and commerce. Staff participated in the MCEDD-sponsored May 19, 2016 Connect Mid-Columbia meeting held in White Salmon. The focus of the meeting was on transportation in the mid-Columbia region. A subsequent June 23 meeting was held at the Gorge Commission office in White Salmon to discuss priority transportation projects in the National Scenic Area.
  - RTC's Director met with Commissioner Doug McKenzie in April 2016 to discuss Bridge of the Gods issues.
  - RTC staff participated in and reviewed meeting materials for Gorge Translink meetings including meetings held on August 12, and December 17, 2015 and on April 12 and June 22, 2016. RTC Staff coordinated with Michele Spatz, MCEDD's Mobility Manager.

- Staff participated in a Mach 28 conference call with Port of Hood River staff to discuss the possibility of applying for FASTLANE grant funding.

**FY 2016 Products:**

- Agendas and minutes for regular Skamania and Klickitat County Transportation Policy Committees.
- 2016-2019 RTPO Transportation Improvement Program (TIP) for Skamania and Klickitat Counties.

**FY 2016 Financial Data:**

Amount Budgeted	Skamania/Klickitat Counties: RTPO Expenses		
	FY16	Balance	YTD Percent
\$39,660	\$39,660	\$0	100%

**FY 2017:**

Klickitat and Skamania County RTPO activities will continue with the FY 2017 UPWP.

**BUS ON SHOULDER FEASIBILITY STUDY**

The I-205 Access and Operations 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. Recommendations, adopted by the RTC Board in November 2014, included a transit recommendation to carry out a feasibility study for bus on shoulder (BOS) operations in the I-205 corridor.

- After receipt of the Local Agency Agreement to proceed with the Feasibility Study and signing of an executed agreement with DEA for consultant services to help conduct the Study, preparatory work was underway for the first round of stakeholder meetings and outreach efforts.
- RTC staff attended the June 14, 2016 meeting of the C-TRAN Board of Directors to present the BOS Feasibility Study. A PowerPoint presentation was produced to help explain the Study and provide examples from other regions where BOS operates successfully.
- A project kickoff meeting was held on June 23, 2016 when the scope of work and study purpose, goals, and objectives were reviewed and discussed. The kickoff meeting included I-205 BOS Technical Advisory Committee members from RTC, WSDOT, ODOT, C-TRAN, Metro, and TriMet as well as consultant staff. Goals for Phase One of the BOS Study were explained. Phase One is to 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 corridors, 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.
- Future work will include coordination 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.

**FY 2016 Products: Bus on Shoulder Feasibility Study**

- Meeting materials and presentation preparation for the June 14 presentation to the C-TRAN Board of Directors.
- Meeting materials for the June 23, 2016 kickoff meeting of the BOS Study.
- RTC webpage information article describing the BOS Study.

**FY 2016 Financial Data: RTP**

Amount Budgeted	RTP: FHWA/FTA/STP/RTPO Expenditures		
	FY16	Balance	YTD Percent
\$26,000	\$15,127	\$10,873	58%

The full study budget is \$173,410; \$150,000 in federal STP funds.  
 The consultant, DEA, will use \$137,600.

**FY 2017: Bus on Shoulder Feasibility Study**

Most of the work on the Bus on Shoulder Feasibility Study will continue in FY 2017 and this work is identified in the FY 2017 UPWP.

## REGIONAL TRANSPORTATION DATA, TRAVEL FORECASTING, AIR QUALITY & TECHNICAL SERVICES

### Regional Transportation Data and Travel Forecasting

- The regional transportation database was maintained with updated demographic data, traffic count data and mapping. RTC staff input updated traffic counts, freight classification counts, transit ridership, vehicle occupancy and corridor travel time into the database to support the regional transportation planning program and for use in the Congestion Management Process report and in future performance based planning efforts.
- The traffic count program database is made available on RTC's website. The data is used by staff of local jurisdictions, agencies, consultants, businesses and the public. The traffic count program has an interactive data querying function and allows visualization of traffic count data locations through use of Google Maps to display satellite or mapping views of count locations. The public can access data by clicking on the area of interest on a map of the County. RTC continues to use the services of Quality Counts to support traffic count collection in corridors that are not automated. RTC staff met with jurisdictions to agree on FY 2016 traffic count locations and with Quality Counts to review their work providing traffic counts and corridor travel times in the region. A table showing the top 20 traffic volume intersections in Clark County was updated to 2015 using the latest data collected. Columbia river crossing traffic counts and trends, for both the I-5 and I-205 bridges, are updated annually and made available on RTC's website. Past years' data is available, year by year back to 1993, are also available on the RTC website. RTC and Clark County met to review use of Bluetooth for travel time data collection.
- Advances continue to be made in automating traffic counting with jurisdictions installing automation technology and using Portland State University's PORTAL (Portland Transportation Archive Listing) data system to collect, archive and retrieve the data. The ultimate goal is to have a rich and robust traffic count data set that will improve the ability to calibrate and validate the regional travel forecast model as well as provide data for analysis in transportation and planning studies. In FY 2016, RTC, C-TRAN and PSU staff continued to coordinate on development of the transit system data component of PORTAL and RTC met with local partners and PSU staff to discuss 2016 PORTAL database customization and activities for 2017. PORTAL data is used to support and enhance the Vancouver Area Smart Trek (VAST) and Congestion Management Process (CMP) work elements and may be useful in implementing performance based planning. On December 15, RTC spoke on the Washington Data Connection at the ITS Network Team Meeting held in Portland.
- RTC's technical staff continued work to design a transportation project database to complement work under the Transportation Improvement Program (TIP) element. The database will allow for information on past projects to be easily accessed.
- Technical staff continued to update RTC's website at <http://www.rtc.wa.gov>. The website includes a search feature and the web interface allows for ease of viewing on both computer and on mobile devices such as smart phones as well as language translation for those with Limited English Proficiency (LEP). The website provides RTC a tool for both disseminating information and for receiving feedback from the public. The website includes information on RTC meetings, the agency's core metropolitan transportation planning programs as well as transportation data and explanation of regional travel forecast services. Information on RTC's web site is regularly updated and the home page includes current topics and news items. Archived reports and information are also available on the website. In FY 2016, RTC staff added website items on, for

example, the State's New Transportation Funding Package; results of the 2014 CMP indicating increased bi-state congestion; results of the TAP project selection process; project showcase descriptions; the TIP's release for public comment; information on the Bi-State travel time signs switched on in early October 2015; an overview of RTC's October 1 ITS workshop; information on the federal Fixing America's Surface Transportation Act signed by President Obama on December 4, 2015; adding RTC's GMA Certification Process Guide and Checklist; reporting on Clark County's latest population estimate; a history of regional transportation planning decision making in SW Washington; adding the TIP Guidebook; and the adopted FY 2017 UPWP.

- RTC staff researched the National Performance Management Research Data Set (MPMRDS), the probe data FHWA is using internally for passenger and freight analysis and making available to States and MPOs.
- Staff updated the database of visual images and photography for use in transportation reports produced by RTC.
- Maps were produced using ARC-GIS software for the 2015 Congestion Monitoring Report, the TIP, and RTC project showcases.
- RTC staff continued to use the [Greater Portland Pulse](#) data set and its graphic capabilities to enhance data analysis capabilities. The Portland Pulse data set was compiled in support of the regional performance indicators project; Greater Portland-Vancouver Indicators (GPVI). The GPVI tracks the whole region's social, environmental and economic well-being and seeks to enhance collaboration between communities.
- RTC staff participated in meetings of the Clark County Geographic Information System (GIS) Users' Group and regularly coordinated with the Clark County Department of Assessment and GIS to support the regional transportation planning process with GIS data layers and mapping capabilities.
- RTC staff coordinated with the Clark County IT department throughout the year to help meet RTC's computer system needs. Work included keeping RTC's computer stations maintained and software functioning, installation and set-up of new computer work stations for transportation analysis and modeling as well as Geographic Information System (GIS) development.
- RTC's regional travel forecast model is EMME/4 based. Model development in the Portland-Vancouver region is led by Metro and RTC coordinates with Metro on its development. RTC uses the regional travel forecast model as a tool to analyze transportation system performance and to identify potential future regional transportation system deficiencies. RTC currently uses "WIN-MTX" model code for trip generation, distribution and mode split and EMME/4 software for generating skim matrices, determining mode split and assigning traffic volumes as part of the regional travel forecast process. The regional travel forecast model is continuously being assessed and upgrades implemented. Staff continued to work on updating the travel demand model structure and update MTX model coding to maintain consistency with Metro's model "Joan" and its successor "Kay". Staff used R programming language to update the model. Staff regularly reviews and updates the model's highway and transit network coding and can use the model for 1-hour peak or multiple-hour peak assignments.
- Dynamic Traffic Assignment (DTA) techniques are increasingly important in evaluating transportation systems; modeling and assessing HOV operations and impacts, ITS evaluation, congestion pricing analysis, and concurrency analysis. RTC is transitioning to use of DTA Lite for mesoscopic modeling purposes. [DTALite](#) is an open-source dynamic traffic assignment model, using dynamic traffic assignment to analyze changing transportation system conditions

and needs of the region. In FY 2016, RTC staff used DTALite to analyze scenarios and transportation system needs for Vancouver's Westside Mobility Strategy.

- Coordination with Metro this year has focused on training to use the DASH tour based model and future model needs. Metro worked on finalizing the Dynamic Activity Simulator for Households (DASH) tour-based model and coordinated with RTC to procure training for the new model system.
- RTC staff continues to provide Metro with updated TAZ level demographic forecast data and updated highway and transit networks. RTC staff met with Metro in August 2015 on allocation of demographics to TAZs for Metro's 2018 RTP update.
- In September 2015, RTC completed base year 2015 transit line coding and run-time calibration and submitted to Metro for the region-wide travel model.
- The Regional Travel Forecast Model continued to be used as a tool to analyze transportation needs to support regional transportation studies, plans and projects. Transportation analysis measures included use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Data compilation, analysis and model development focused on work to support the 2015-2018 TIP project evaluation and the Congestion Management Process. Staff continued to consider how model output can be used to meet performance based planning to integrate results into the next RTP update.
- RTC staff continued to research methods for project evaluation and prioritization for potential future use. Staff evaluated the use of TREDIS.
- RTC continued to work with C-TRAN on data and GIS data requests. In September 2015, RTC staff completed data analysis and maps for C-TRAN's Title VI Plan including PTBA, transit routes, estimate of 2014 population within 1/3 mile of fixed route transit lines, location of low income, minority populations and transit stops with amenities. C-TRAN adopted an updated Title VI Plan at its Board meeting on October 13 including maps produced by RTC.
- Select link regional travel forecast model assignments were used to evaluate projects for funding consideration in the 2016-2019 TIP process. Model data were used to evaluate the effect of various transportation projects on economic development and employment growth.
- Regional transportation planning, modeling and analysis efforts depend on the availability of data. In addition to traffic counts and household travel survey data, RTC continued to rely on US Census, American Community Survey, Washington Office of Financial Management, and Washington Employment Security Department databases as part of RTC's regional transportation planning work.
- RTC staff provided model output to consultants working on transportation projects. These outputs included select zone assignments to support traffic impact analyses.
- RTC staff attended training classes and workshops relating to transportation data, modeling software and processes. These webinars, workshops, conferences and demonstrations included:
  - "Virtual Peer Exchange: Data Availability, Integration and Warehousing for TSM&O Performance Measures.", webinar (August 14, 2015.)
  - NPMRDS webinar on probe data used by FHWA for passenger and freight traffic analysis, (November 2015).
  - FHWA/AASHTO webinar on Data Acquisition, Collection and Methods, (February 2016).

- DASH training. DASH, the Dynamic Activity Simulator for Households. is the next generation activity based model being developed by Metro. The model is to be used in estimating the activity and travel response of individuals to policies and infrastructure investments. The DASH model will include enhanced consideration of the socio-economic roles of individuals, discrete temporal dynamics, and intra-household dependencies. The May training session focused on Dynamic Choice Models featuring destination and mode choice and the following session focused on working with application code. (training ongoing).
- Washington URISA Conference - to learn of new techniques and GIS applications, (May 23-25, 2016).
- TREDIS 5; its use in preservation programs, (June 14, 2016).
- TMIP - DTA model calibration, webinar, (June 2016).
- RTC staff continued to coordinate with WSDOT to consider a Washington statewide transportation model. RTC participated in the July 21, 2015 first meeting of the WSDOT Statewide Multimodal Travel Demand Stakeholder Meeting, a second meeting held on September 14 when the agenda included purpose and need for a statewide model, and issues and consensus building and a third meeting held on October 29.
- RTC's regional travel forecast model is based on that of Metro, Portland, so RTC staff participates in regular meetings of the Oregon Model Steering Committee and Oregon Model Users' Group. The April 20 Oregon Modeling Steering Committee meeting included items on federal performance planning and discussion of future fleet and fuel assumptions.

### **Air Quality Planning**

- Given the air quality status of the Vancouver/Portland Air Quality Maintenance Area (AQMA), regional conformity analyses for ozone and carbon monoxide are not required for the Regional Transportation Plan and regional Transportation Improvement Program (TIP) for Clark County. The Vancouver/Portland AQMA is designated in "attainment" for Ozone and the Vancouver AQMA is re-designated back to "attainment" status for CO under a Limited Maintenance Plan (LMP) published by Southwest Clean Air Agency in 2007 and subsequently approved by the Environmental Protection Agency. Areas with approved maintenance plans are not subject to budget tests, but are subject to meeting other transportation conformity requirements of 40 CFR part 93, subpart A, including the timely implementation of State Implementation Plan (SIP) transportation control measures, transportation plans and projects that comply with the fiscal constraint requirement, interagency consultation and MTP and MTIP conformity determinations. Projects are still subject to air quality conformity analysis to ensure they do not cause or contribute to any new localized carbon monoxide (CO) violations.
- The 2016–2019 regional Transportation Improvement Program was reviewed by statewide resource agencies and state departmental representatives as part of the air quality interagency consultation with a review meeting/conference call held on October 27, 2015.
- RTC staff reviewed Metro TPAC and JPACT packet materials on air quality topics and status of air quality analysis in the Portland region.

### **Technical Services**

- RTC staff continued to provide technical services to local jurisdictions including advice and training in regional travel forecast model, output from model, and update of the model for local needs. RTC's technical services focused on transportation data and analysis to support local planning and project development such as assistance to Clark County and other cities in the

process of Comprehensive Plan and Capital Facilities Plan updates. The model was also used to inform Clark County's rural /industrial land use scenario which focuses on County lands adjacent to SR-503. RTC provided continued assistance to the City of Vancouver in use of DTA to inform the Westside Mobility Strategy transportation system analysis. RTC also coordinated with C-TRAN staff to support C-TRAN's service planning efforts.

- RTC provided technical advice to staff of local jurisdictions and C-TRAN on the use of the regional travel forecasting model. In July 2015, RTC staff met with Vancouver staff to explain regional travel forecast model trip productions and attractions. In December, staff provided training to a new WSDOT employee on the regional travel forecast model and on June 24 hosted a modeling workshop for planning partners to learn of the modeling process, analysis techniques and applications.

### **FY 2016 Products:**

#### **Regional Transportation Data and Travel Forecasting**

- Data input to the regional transportation database to keep data current from sources such as the U.S. Census, including Census Transportation Planning Package (CTPP) data and the American Community Survey (ACS).
- Reviewed, processed and input updated regional traffic counts from WSDOT and local jurisdictions as well as October/November 2015 counts by Quality Counts into RTC's traffic count database.
- Frequent update to RTC's website with enhanced navigation capabilities. The website enables information dissemination and public feedback.
- Regional travel forecast modeling to support local, regional and state planning and transportation project development. Output plots resulting from regional travel forecast model runs.
- Compilation of data and coordination with local jurisdictions on allocation of demographics to Transportation Analysis Zones (TAZs) to support model update and its use in the Comprehensive Plan update process.
- Prepared the Master Interlocal Services Agreement between RTC and Metro (Adopting Resolution 11-15-18, Nov. 2015) and RTC-Clark County Master Interlocal Services Agreement (Adopting Resolution 06-16-13, Jun. 2016) to help RTC contract for, for example, travel forecast modeling and GIS services from partner agencies and to supply the same agencies with RTC's data and provide technical assistance.
- Maps, graphics, databases, PowerPoint presentations and RTC website updates to support the regional transportation planning program.
- RTC's transportation photo image database was supplemented with updated photos of the local community and transportation projects. Photos and images in the database are used to make reports visually attractive and more appealing and accessible to the public.

#### **Air Quality**

- Consultation with air quality partners, local jurisdictions and consultants on conformity requirements and conformity determination for the Vancouver AQMA.
- RTC staff analyzed the air quality impacts of projects proposed for TIP Congestion Mitigation/Air Quality (CMAQ) funding. Staff also prepared an annual report on air quality

benefits derived from use of CM/AQ funds for transportation projects and submitted the report to WSDOT Local Programs.

**FY 2016 Financial Data:**

<b>Amount Budgeted</b>	<b>Data Mgmt/Forecasting: FHWA/FTA/STP/RTPO</b>		
	<b>FY16</b>	<b>Balance</b>	<b>YTD Percent</b>
\$476,136	\$467,712	\$8,424	98%

**FY 2017:**

Development and maintenance of the transportation database and regional travel forecast model, together with technical assistance to local jurisdictions, will continue in FY 2017 with a focus on preparation for federally-required performance analysis needs.

## REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

### Regional Transportation Program Coordination and Management

- Collaboration and coordination with RTC partner agencies in carrying out a regional transportation planning, policy, and programming process.
- Ongoing program coordination and management, including preparation of agenda, minutes, materials and presentations for monthly RTC Board, Skamania and Klickitat County Transportation Policy Committees and Regional Transportation Advisory Committee (RTAC) meetings as well as ad hoc meetings relating to the regional transportation planning process. During FY 2016, major topics for discussion and action by the RTC Board are listed below with the month of discussion and/or action noted:
  - Unified Planning Work Program: FY 2017 Draft UPWP Review (Apr. 2016) and Adoption (Resolution 05-16-08, May 2016). FY 2016 UPWP Amendment for Bus on Shoulder Feasibility Study (Resolution 03-16-03, Mar. 2016).
  - Transportation Improvement Program: 2016-2019 TIP, Year 2019 Regional Grant Proposals – Project Evaluation and Prioritization (Sept. 2015); 2019 Regional Grant Selection (Resolution 10-15-16; Oct. 2015); TIP Adoption (Resolution 10-15-17, Oct. 2015); Project Funding and Obligation Status (Oct. 2015); TIB Project Award Announcement (Dec. 2015); TIP Regional Grant Process (Jan. and Feb. 2016); 2015-2018 and 2016-2019 TIP Amendments (Sep. 2015, Jan., Feb. Mar. and Jun. 2016); Transportation Alternatives Program: Project Selection (Resolution 07-15-11, Jul. 2015); Regional project showcases (Jul. and Nov. 2015, Apr. and Jun. 2016); 2015 Federal Funding Obligation Annual Report (Apr. 2016); Transportation Programming Guidebook Draft (May 2016) and Adoption (Resolution 06-16-14, Jun. 2016); 2017-2020 TIP, 2020 Call for Projects (Jun. 2016).
  - Public Participation Plan Update and RTC Tribal Consultation Policy: (May 2016).
  - Washington State Public Transportation Plan Update (Nov. 2015).
  - Congestion Management Process: 2014 CMP Monitoring Report Adoption (Resolution 07-15-13, Jul. 2015). 2015 CMP Initial Data – discussion (May 2016), update (Jun. 2016).
  - Growth Management Act: RTC Certification Process and Policy (Jan. 2016); RTC Certification Process Guide and Checklist (Feb. 2016); adoption of the RTC Guide and Checklist (Mar. 2016).
  - Agreements: Master Interlocal Services Agreement between RTC and Metro (Adopting Resolution 11-15-18, Nov. 2015), RTC-Clark County Master Interlocal Services Agreement (Adopting Resolution 06-16-13, Jun. 2016).
  - Gorge Communities: brief update under Other Business (Apr. 2016).
  - RTC Director’s Performance: Annual Review (Dec. 2015).
  - I-5 Bridge: Seismic Upgrade Options (Mar. 2016).
  - Regional Project Update: (I-205/ NE 18<sup>th</sup> Street Interchange (Nov. 2015).
  - Bus on Shoulder Feasibility Study: TIP and FY 2016 UPWP Amendment (Resolution 03-16-03, Feb. 2016); Consulting Services Agreement (Resolution 03-16-04, Apr. 2016).
  - Legislative Updates: State and Federal Status Report (Jul. 2015), Federal Update (Sep. 2015), State Legislative Update (Feb. 2016), FAST Act (Mar. 2016); State Legislative Session Update including Connecting Washington (Mar. 2016).

- FAST Act: Funding (Apr. 2016).
- Vancouver Area Smart Trek Program (TSMO): VAST Annual Program Report (Sep. 2015).
- Clark County Transportation Alliance 2016 Policy Statement: provided to members (Dec. 2015), 2016-2017 Washington State Legislative Policy Statement (Jan. 2016).
- Bi-State Coordination Committee, RTC Board Update: (Dec. 2015).
- RTC FY 2015 Annual Report: (Oct. 2015).
- Section 218 Agreement: regarding RTC and payment of Social Security (Resolution 06-16-12).
- 2016 RTC Work Program: UPWP and Emphasis Areas Discussion (Nov. 2015) and Budget (Resolution 12-15-20, Dec. 2015).
- RTC Member Dues Review: (Jul. 2015; Sub-Committee established, Sep. 2015; report on October Dues Committee meeting (Nov. 2015); first draft Member Dues Review Report (Jan. 2016); RTC Board Sub-Committee – Draft Member Dues Review Report (Feb. 2016); Updated Member Contributions (Dues) for YR 2017 (Resolution 04-16-07, Apr. 2016).
- Election of 2016 RTC Officers (Dec. 2015).
- Professional Services Contracts: with RSG for training on the regional traffic model process (Resolution 09-15-15, Sep. 2015).
- Disposition of Depreciated RTC Equipment (Resolution 12-15-19, Dec. 2015)
- After several meetings, the final meeting of the RTC Member Dues Evaluation Sub-Committee met on December 10. The recommendation was to readjust dues up to a total of \$180,000 and apply the ECI inflation factor annually. Every 5 years the Sub-Committee will meet to review population and annexation. Klickitat and Skamania communities' dues will not be inflated annually but every 5 years with Gorge counties to pay \$1,000 annual dues and Gorge cities and ports to pay \$800. RTC staff presented the proposed RTC dues increase to the Clark County Council on February 10.
- RTC's Director and RTC staff continued to coordinate and meet regularly with staff of WSDOT, C-TRAN, Clark County, City jurisdictions and Ports to discuss regional transportation needs. RTC's Director also met regularly with 2015 RTC Board Chair, Camas Councilperson Melissa Smith, and 2016 Chair, Vancouver Councilperson, Jack Burkman.
- Coordination with WSDOT included review of updates to significant statewide Plans such as the Washington State Public Transportation Plan and work on the updated project list for the upcoming update to the state's Freight Mobility Plan.
- Coordination with the Washington State Transportation Commission to organize the panels of speakers for the WSTC meeting held in Vancouver on June 15, 2016. RTC staff developed the agenda for and helped panelists with presentations in preparation for the June 15 meeting. RTC's Executive Director attended the WSTC meeting, helped to present transportation issues and challenges faced in the region on the WSTC's tour of transportation facilities and locations on June 16. Topics included transportation issues and challenges faced by Vancouver, Clark County, public transportation, regional transportation, the bi-state region, and WSDOT as well as panels convened to discuss Community Development and Transportation Initiatives in SW Washington and Transportation Alternatives in Healthy Communities. RTC's Director also attended some sessions of the Tri-State Transportation Commission meeting held in Portland on

June 17. RTC's Executive Director will also be a representative of MPOs in Phase II of the Washington Transportation Plan (WTP).

- RTC's Director attended the "Innovations and Partnerships in Transportation: Thinking Boldly To Move Forward Together", conference held in Tacoma on September 22, 2015.
- RTC's Director attended the annual AMPO conference in the week of October 19, 2015.
- RTC staff reviewed meeting packet materials for monthly C-TRAN Board meetings in efforts to coordinate transportation planning activities.
- RTC continued to coordinate with local jurisdictions on Comprehensive Planning and Capital Facilities Plan issues. RTC attended Clark County Commissioners' work sessions and hearings on the County's 2016 Comprehensive Plan update.
- RTC coordinated with the Cowlitz tribe, providing RTC meeting packets and meeting with tribal staff as part of the Accessible Transportation Coalition Initiative.
- RTC's Director attended quarterly meetings of the MPO Statewide Committee and the State's MPO/RTPO Coordinating Committee and participated in meetings on MAP-21/FAST Act-required performance measurement, management and target setting. The August 25 meeting included comprehensive plan review and Level of Service (LOS), legal implications for crash data in plans, an update from H&LP, ADA Transition Plans, and WSDOT collaboration opportunities including 2015 MPO Self-Certification, RTPO Allocation Formula, the Statewide Travel Demand Model and corridor sketches. The November 17 meeting including agenda items on the Joint Transportation Committee's study on rail/road conflicts, crash data information for MPOs, a legislative proposal to provide state operating assistance to rural and small urban transit districts, an update from Local Programs including finances, obligation authority and Connecting Washington projects, the Statewide Public Transportation Plan, FY 2017 UPWP guidance and RTPO funding formula.
- RTC coordinated with Columbia River Economic Development Council (CREDC) to identify trends, opportunities, and obstacles to local job growth and economic development and attended CREDC's annual meeting on January 14, 2016. The Director also attended meetings of the three Ports in Clark County, coordinated with the Clark County Transportation Alliance and RTC staff attended the Governmental Round Table meetings on November 17, 2015 and January 28, 2016. Transportation and economic growth were topics discussed with Governor Inslee at meetings on January 13 and 20.
- During FY 2016, RTC's Executive Director coordinated with elected officials representing the region and local governments when requested. RTC's Executive Director met with new, incoming RTC Board members individually to brief them on the work of RTC and regularly met with RTC's Chair to brief the Chair on regional transportation issues prior to each RTC Board meeting.
- RTC coordinated with health agencies, including the Clark County Public Health and State Department of Health on active transportation issues. RTC staff participated in meetings of the Southwest Washington Healthy Living Collaborative, affirming transportation's role in the health of the community.
- RTC coordinated with environmental resource agencies on regional transportation planning, including air quality issues.
- RTC staff members participated in various conferences and training opportunities throughout the year such as FHWA/FTA webinars on MAP-21 and FAST Act compliance and freight

transportation as documented in the RTP element, on travel modeling software training as documented in the Regional Transportation Data, Travel Forecasting, Air Quality and Technical Services element and Intelligent Transportation System trainings as documents in the VAST work element.

- RTC's Director attended the February 17 Metro presentation by Denny Zane, founder of the Move LA Coalition.
- RTC's Executive Director met with elected officials and their aides, when requested, to provide them with background on the work of RTC and educate them on regional transportation policies, studies, plans and projects.
- RTC's Director participated in a WSDOT interview panel to interview candidates for senior management positions in WSDOT's SW Region.
- The State Auditor conducted the annual audit of RTC's books in March and April 2016. RTC's Executive Director, Chair and Vice-Chair participated in the exit interview with RTC receiving a clean audit report.

### **Bi-State Coordination**

- RTC was represented at Metro's monthly Joint Policy Advisory Committee on Transportation (JPACT) and monthly Transportation Policy Advisory Committee (TPAC) meetings.
- RTC and Metro hosted Bi-State Coordination Committee meetings in FY 2016. The Committee met three times in FY 2016 on July 30, 2015, at Vancouver Library when agenda items included affordable and equitable housing studies, RTC's Bus on Shoulder Feasibility Study work scope, Metro's 2018 RTP update, RTC's 2014 Congestion Management Process - Bi-state corridor observations, state legislative updates and Columbia River Bridges - issues and news updates. The November 12, 2015 meeting, held at Metro, included items on Greater Portland 2020 - Comprehensive Economic Development Strategy, Regional Growth Management Planning Updates from both Clark County and Metro, and Columbia River Bridges issues and updates. The July 28, 2016 meeting focused on redevelopment of the Vancouver Waterfront, RTC's 2015 Congestion Monitoring Report, I-5 Corridor Status Report, legislative updates on the NPRM on MPO Planning Reform and Washington and Oregon legislative sessions. Prior to each meeting, RTC and Metro staff met to decide on agenda items and to prepare briefing materials.
- Metro staff provided an overview of the process to update Metro's RTP by mid-2018 and Metro's Regional Transit Strategy at the September 2015 RTAC meeting.
- RTC's Executive Director and Metro's Director of Planning and Development met several times during FY 2016 to discuss coordinated planning activities and issues.

### **Public Participation**

- In FY 2016, RTC's website was frequently updated to maintain it as a current resource tool to enable information to be accessible to the public as well as allow for RTC to receive comments from the public. Website information and feedback opportunities were key elements in supporting RTC's public participation efforts. RTC's regional transportation planning program documents are available on the website, monthly RTC Board packet materials, a search feature and language translation. The web-site provides notice of public meetings on transportation, [media releases](#), RTC Committee meeting informational materials, core transportation planning reports such as the Unified Planning Work Program, Regional Transportation Plan, the region's Transportation Improvement Program, Congestion Management Process Report, the Transportation System Management and Operations Plan, and Human Services Transportation

Plan as well as transportation data for the RTPO region and information on transportation studies underway.

- A process to review the current Public Participation Plan together with RTC's Title VI and Limited English Proficiency Plan began in spring 2016. Work was also initiated on a Tribal Consultation Policy.
- Notice of meetings of the RTC Board of Directors together with agenda, minutes and materials for the RTC Board and agenda for the Regional Transportation Advisory Committee (RTAC) are all posted on the RTC website and meeting notices are regularly published by the 3 local newspapers in Clark County as well as The Insider e-News. Meeting notices for the RTC Board of Directors, Regional Transportation Advisory Committee (RTAC) and Bi-State Coordination Committee are posted to the web site and are delivered, electronically, to citizens wishing to receive notice and be linked to meeting packets.
- Monthly RTC Board meetings are recorded by CVTV, broadcast on cable television and meeting recordings are available online and through YouTube.
- RTC's Director attended the September 18, 2015 Vancouver Community Partners Forum; a strategic planning forum to discuss community priorities survey results and roundtable discussion with community organizations.
- RTC received several public comments as a result of the public comment period for the draft 2016-2019 TIP. The comment period was publicized in neighborhood and local news media including the Columbian and City of Vancouver weekly neighborhood outreach e-mail newsletters. RTC issued 2 press releases explaining the TIP project selection.
- RTC hosted the Washington State Transportation Commission which met in Vancouver on June 15 and 16, 2016. The meeting was attended by members of the public and the government and business communities. Details of the event are covered in the Coordination section above.
- Citizen comments on regional transportation issues were solicited through RTC's web site and during Citizen Communications at monthly RTC Board meetings.
- RTC is able to provide translation services to support RTC's planning program, as necessary, through Telelanguage.com.

Some of the many transportation public participation meetings and activities held in FY 2016 are documented below with links provided to additional information:

- [RTC Board monthly meetings](#). Board meetings are open to the public and time is allotted at each meeting for public comment. The full citizen communications are reported in detail in the Minutes of the RTC Board meetings available on RTC's website.
- To support public participation efforts, RTC staff communicated with the media including local and regional newspapers such as the Columbian, the Oregonian, the Vancouver Business Journal, the Portland Daily Journal of Commerce, the Skanner, The El Hispanic News and the Asian Reporter. RTC also communicated with neighborhood leaders, the Greater Vancouver Chamber of Commerce and other Chambers of Commerce in Clark County.
- RTC staff drafted [a history of RTC](#) and the agency's predecessors together with a history of regional transportation planning activities.
- RTC's Executive Director met with members of Identity Clark County to discuss the Clark County Transportation Alliance Policy Statement for 2016 and attended the December 11 Vancouver chamber of Commerce/Identity Clark County Legislative Breakfast.

- RTC's Director met with Jeanne Bennett of the Southwest Washington Workforce Development Council to discuss commuter traffic.
- RTC's Director attended The Columbian's 2016 Economic Forecast held in January 2016.
- RTC helped to publicize public outreach and participation opportunities of transportation partner agencies and jurisdictions.
- WSDOT hosted public and business outreach events in the region relating to projects underway and doing business with WSDOT:
  - Southwest Washington Contracting Workshop - Vancouver, March 23, 2016. The event was hosted by WSDOT from 4:30 – 6:30 p.m. at the Vancouver office. The agency invited contractors and consultants to meet with regional engineering staff, representatives from Clark County, and the cities of Battle Ground and Vancouver to learn about upcoming contracting opportunities. For firms eligible to register as a disadvantaged business enterprise (DBE), minority-owned business (MBE), women-owned (WBE), small or veteran owned business, on-site assistance was available to help professionals understand the process and next steps.
  - Office of Equal Opportunity Community Forum - Vancouver, April 13. The event was hosted by WSDOT from 5 – 8 p.m. at Vancouver office for individuals – particularly minorities, veterans and women who are interested in working with WSDOT as a contractor or consultant, and those who are interested in working in the highway construction trades. The intent was to offer paths of opportunity for community members through on-the-job training support services, as well as the Disadvantaged Business Enterprise Program and related support services. The meeting also responded to WSDOT's Office of Equal Opportunity's questions about how the agency can better serve the needs of the community.
  - WSDOT participated in the Oregon Association of Minority Entrepreneurs Trade Show - Portland, May 5. WSDOT participated in the event that was held at the Oregon Convention Center from 10 a.m. – 3 p.m. Agency staff hosted a booth to talk about upcoming opportunities for working with WSDOT and answered questions from consultants and contractors.
  - WSDOT Disparity Study Community Meeting - Vancouver, May 11. The informational meeting was held from 5:30 – 7:30 p.m. at the WSDOT office in Vancouver. Agency staff and consultants hired to conduct the disparity study hosted an informational meeting to explain the intent, timeline and open a dialogue with the local community.
  - SR 14 Wind River Open House - Stevenson, June 7, 2016. The event was held from 4 – 7 p.m. at the Hegewald Center in Stevenson. Agency engineering staff informed the public about a project to keep Carson connected to SR 14, and gather design input from the community.
  - WSDOT has been an active member of the Oregon Association of Minority Entrepreneurs (OAME) since April, 2016. OAME's mission is to promote and develop entrepreneurship and economic development for ethnic minorities in the state of Oregon and Southwest Washington. WSDOT staff members regularly attend networking meetings that are held twice a month at the OAME offices in Portland.
- C-TRAN hosted regular meetings of its C-TRAN Board with time allotted for citizen comment. In addition, C-TRAN conducted outreach efforts related to proposed service changes and the Fourth Plain Bus Rapid Transit Project. A listing of C-TRAN community outreach meetings and events is provided below:

## 2015

- July (various dates), 4th Plain BRT Latino Outreach – Adelante and LULAC on 4th Plain
- Jul. 4, Fourth of July – Fort Vancouver Community Event
- Jul. 9- 4th Plain BRT Presentation – Vancouver Downtown Association
- Jul. 17, BRT Art Committee Meeting – C-TRAN Administrative Offices
- Jul. 22, 4th Plain BRT Presentation – City of Vancouver Parking Advisory Committee
- Jul. 28, Bus and 4th Plain BRT Service Presentation – Smith Tower Retirement
- Aug. 7-16, Clark County Fair – Clark County Event Center
- Aug. 24, 4th Plain BRT Groundbreaking Event – Turtle Place
- Aug. 26, 4th Plain BRT Presentation – 17th Legislative District Democrats
- Aug. 29, 4th Plain BRT Latino Outreach Presentation – Adelante Group at Marshall Center
- Sept. 10, 4th Plain BRT Federal Grant Presentation – Clark College
- Sept. 17, 4th Plain BRT Presentation – Camas/Washougal Chamber of Commerce
- Sept. 21, 4th Plain BRT Presentation – Vancouver City Council
- Oct. 8, 4th Plain BRT Presentation – Vancouver Downtown Association
- Oct. 21, 4th Plain BRT Presentation – Esther Short Neighborhood Association
- Oct. 22-29, 4th Plain BRT Business Outreach - Downtown Vancouver Canvassing
- Oct. 27, PTIC Conference – Vancouver Community Library
- Nov. 6, Arts of Clark County/Poetry Moves – Media Event Van Mall
- Nov. 17, 4th Plain BRT Construction Update and Open House – Downtown Vancouver
- Dec. 4, 4th Plain BRT Art Open House – Vancouver Downtown Association
- Dec. 15, 4th Plain BRT Construction Update and Open House – Downtown Vancouver

**2016**

- Jan. 11, 4th Plain BRT Construction Update and Open House – Downtown Vancouver
- Jan. 13, eFare Public Outreach Meeting – FLTC Rose Besserman Room
- Jan. 19, eFare Public Outreach Meeting – Fort Vancouver Regional Library
- Jan. 28, eFare Public Outreach Meeting – C-TRAN Headquarters/CCAC Mtg.
- Feb. 5, Service Change Open House – Washington State University
- Feb. 10, Service Change Open House – FLTC Rose Besserman Room
- Feb. 16, 4th Plain BRT Construction Update and Open House – Downtown Vancouver
- Mar. 2, Fisher’s Landing Park & Ride Expansion Outreach - Mailing
- Mar. 9, 4th Plain BRT Presentation – Vancouver Neighborhood Alliance
- Mar. 10, Service Concepts Open House – WSU Vancouver
- Mar. 10, 4th Plain BRT Presentation – Ogden Neighborhood Association
- Mar. 16, Service Concepts Open House – Fort Vancouver Regional Library
- Mar. 17, 4th Plain BRT Presentation – Maplewood Neighborhood Association
- Mar. 21, 4th Plain BRT Construction Update and Open House – Downtown Vancouver
- Mar. 30, Service Concepts Open House – Three Creeks Community Library
- Apr. 1, 4th Plain BRT Art Open House – Vancouver Downtown Association
- Apr. 14, 4th Plain BRT Presentation – Ogden Neighborhood Association
- Apr. 19, 4th Plain BRT Presentation – Neighborhood Traffic Safety Alliance
- Apr. 21, 4th Plain BRT Construction Update and Open House – 4th Plain Corridor
- Apr. 28, Service Concepts Meeting with Faculty – WSU Vancouver
- May 6, Downtown Parking Outreach – Downtown Vancouver Businesses
- May 13, Downtown Parking Outreach – Downtown Vancouver Businesses
- May 16, Service Concepts Presentation/Outreach – Mt. Vista HOA

- May 19, 4th Plain BRT Construction Update and Open House –4th Plain Corridor
- May 26, Employer Outreach Presentation – Banfield Pet Hospital Headquarters
- Jun. 16, Dump the Pump Rider Outreach – Various Transit Centers
- Jun. 23, 4th Plain BRT Construction Update and Open House – 4th Plain Corridor
- Clark County hosted monthly meetings of the Clark County Bicycle and Pedestrian Advisory Committee at the Center for Community Health in Vancouver. Meetings are attended by RTC staff.
- The City of Vancouver hosted regular meetings of the Neighborhood Traffic Safety Alliance comprised of neighborhood leaders from throughout the City. The City also hosted meetings to gain public input and feedback on the Vancouver Street Fund Ordinance and on its Westside Mobility Strategy.
- Washougal Council had a presentation on SR-14 roundabouts at the January 11 Washougal Council meeting.
- RTC staff participated in an October 6 webinar presented by Metroquest on Best Practices for Online Public Engagement.

### **Federal Compliance**

- The FY 2017 Unified Planning Work Program (UPWP) Annual Progress Report was prepared and submitted to WSDOT, FHWA and FTA. The FY 2016 UPWP was amended in March 2016, to include a Bus on Shoulder Feasibility Study work element (Resolution 03-16-03). In spring 2016, development and adoption of the FY 2017 Unified Planning Work Program (Resolution 05-16-08, May 2016) included federal and state review of the draft document at a meeting held at RTC on February 18, 2016. RTC staff also participated in the federal and state review of Metro’s FY 2016/2017 UPWP also held on February 17. Adoption of the planning program is part of the required documentation to allow RTC to receive federal highway planning funds, federal transit planning funds, state funds and RTC’s local match. The FY 2017 UPWP reflects federal, state and local planning emphasis areas.
- RTC staff met with representatives of FHWA from Washington DC HQ, other FHWA Division staff and Volpe Center to review RTC’s 2012 MPO Certification process as part of a four state review throughout the USA including Louisiana, District of Columbia, and Washington State.

### **FY 2016 Products:**

#### **Regional Transportation Program Coordination and Management**

- Agenda, minutes, meeting packets and meeting materials for monthly meetings of the RTC Board and RTAC.  
See <http://www.rtc.wa.gov/agency/board/archive/> for RTC Board, and  
See <http://www.rtc.wa.gov/rtac/> for RTAC meetings.
- RTC’s 2016 Work Plan and Budget, January 1 through December 31 2016, (Resolution 12-15-20, December 1, 2015).

#### **Bi-State Coordination**

- Bi-State Coordination Agenda and meeting packets.

#### **Public Participation**

- Frequent RTC website updates, press releases and materials for public outreach activities.

- RTC staff reviewed traffic to RTC’s website noting specific pages of most interest and through which page RTC’s website is most often accessed.
- Continued agreement with Telelanguage.com to provide translation services on an as-needed basis in addition to web translation to support access to the regional transportation planning process for Limited English Proficiency populations.

**Federal Compliance**

- FY 2015 UPWP Annual Report (September 2015).
- FY 2017 UPWP (adopted by RTC Board, Resolution 05-16-08, June 7, 2016).
- An updated MPO Self-Certification document signed by RTC.
- Title VI Annual Report.
- A signed, self-certification of RTC’s MPO planning program assuring that RTC’s regional transportation planning process meets federal laws was submitted to WSDOT in fall 2015.
- All corrective actions documented in the October 2012 MPO Certification Process for RTC have been completed as documented in Appendix A to this Report.

**FY 2016 Financial Data:**

Amount Budgeted	Program Coord & Mgmt: FHWA/FTA/STP/RTPO		
	FY16	Balance	YTD Percent
\$261,875	\$257,881	\$3,994	98%

**FY 2017:**

Program coordination and management activities will continue in FY 2017 with the UPWP element III.A. ‘Regional Transportation Program Coordination and Management’.

**FY 2016 SUMMARY OF EXPENDITURES:**

**FY 2016 SUMMARY OF EXPENDITURES  
 July 1, 2015 to June 30, 2016**

	<b>FY2016 Budget (A)</b>	<b>FY2016 Expended (B)</b>	<b>FY2016 (Over) Under Budget (=A-B)</b>	<b>FY2016 Budget Percent Expended (=B/A)</b>	<b>FY2016 Local Funds Expended (E)</b>	<b>FY2016 Percent Local Funds Expended (=E/(B+E))</b>		<b>Total Amount Available (G)</b>	<b>Amount Remaining as of 6/30/16 (=G-B)</b>
<b>Consolidated Planning Grant</b>									
FHWA	584,500.00	584,455.37	44.63	99.99%	91,215.58	13.50%	(1)	584,455.37	0.00
FTA	223,000.00	190,573.15	32,426.85	85.46%	29,742.62	13.50%	(2)	323,072.00	132,498.85
<b>Total</b>	<b>807,500.00</b>	<b>775,028.52</b>	<b>32,471.48</b>	<b>95.98%</b>	<b>120,958.20</b>	<b>13.50%</b>		<b>907,527.37</b>	<b>132,498.85</b>
<b>RTPO</b>	<b>172,500.00</b>	<b>172,495.00</b>	<b>5.00</b>	<b>100.00%</b>	<b>1,529.39</b>	<b>0.89%</b>		<b>172,495.00</b>	<b>0.00</b>
<b>STP</b>									
UPWP Program	250,000.00	250,000.00	0.00	100.00%	39,017.32	13.50%	(3)	650,000.00	400,000.00
Congestion Management Process	90,000.00	86,430.18	3,569.82	96.03%	13,489.12	13.50%	(3)	100,708.05	14,277.87
VAST 2014-2017	195,000.00	190,446.16	4,553.84	97.66%	29,722.81	13.50%	(3)	334,872.29	144,426.13
Bus on Shoulder Feasibility Study	26,000.00	15,126.89	10,873.11	58.18%	2,360.85	13.50%	(4)	150,000.00	134,873.11
<b>Total</b>	<b>561,000.00</b>	<b>542,003.23</b>	<b>18,996.77</b>	<b>96.61%</b>	<b>84,590.10</b>	<b>13.50%</b>		<b>1,235,580.34</b>	<b>693,577.11</b>
<b>TOTAL</b>	<b>1,541,000.00</b>	<b>1,489,526.75</b>	<b>51,473.25</b>	<b>96.66%</b>	<b>207,077.69</b>	<b>12.21%</b>		<b>2,315,602.71</b>	<b>826,075.96</b>

- (1) Available amount equals SFY 16 and SFY 15 carry forward
- (2) Available amount equals 100% of federal FY 15 & 75% of federal FY 16
- (3) Available amount equals the remaining federal funds available for this project as of June 30, 2015
- (4) Available amount equals federal funds budgeted for the entire project



**APPENDIX A: MPO CERTIFICATION STATUS REPORT**  
**Follow-up from RTC's MPO Certification (October 2012)**  
**Summary Status Report on Corrective Actions, Recommendations, and Commendations**  
**(as of September 15, 2015)**

Topic	Corrective Actions	Recommendations/ Commendations	Status (Sept. 15, 2015)
Study Area Organizational Structure (23 CFR 450.310)	None	None	N/A
Metropolitan Planning Area Boundaries (23 CFR 450.312)	None	None	N/A
Agreements and Contracts (23 CFR 450.314)	An updated MOA between RTC and WSDOT addressing the MPO's relationship to WSDOT including project funding and prioritization consistent with 23 CFR 450.314 is required within 1 year (March 2014).	RTC should determine a regular schedule to review the effectiveness of each their MOUs / Agreements and document the process and conclusions of these reviews.	<p><b>Corrective Action:</b> MOA between WSDOT, RTC and C-TRAN completed on November 6, 2014.</p> <p><b>Recommendation:</b> As stated in the MOA, update will be at least every 5 years.</p>
Unified Planning Work Program (23 CFR 450.308)	None	None	N/A
Transportation Planning Process (23 CFR 450.318)	None	RTC is commended for maintaining the collaborative relationship with its partner agencies.	N/A
Congestion Management Process (CMP) (23 CFR 450.316)	None	<p>The CMP provides a good overview of the data collection efforts and the analysis necessary to define possible strategies necessary to address congestion issues.</p> <p>In order to clearly demonstrate what congestion problems</p>	<p><b>Recommendation:</b> RTC's planning activities as part of the <u>CMP</u> are documented on the RTC's website.</p> <p>RTC continues to publish annual CMP Monitoring Reports. The <u>2014 Report</u> is available online and includes background description of the CMP process with an overall process graphic showing linkage to the RTP, other plans and the TIP included on page 3. Using the data referenced in</p>

Topic	Corrective Actions	Recommendations/ Commendations	Status (Sept. 15, 2015)
		<p>were found and what solutions are identified, the CMP should link the final four steps listed above (Monitor system performance, Identify and evaluate strategies, Implement strategies, and Monitor strategy effectiveness) directly to project selection either in the CMP or the MTP or both.</p>	<p>the paragraph below, congestion issues are summarized in a series of maps showing future and forecast conditions. Chapter 3 focuses on strategies to address the congestion problems and on page 53 describes how RTC and local transportation agencies work together to use the CMP as a tool to identify strategies and implement them through the RTP and TIP processes. Monitoring of effectiveness is also addressed in Chapter 3 (see pages 53-54). New to the 2014 Report is the Strategy Corridor Analysis, beginning on page 54. This new section displays the linkage between transportation infrastructure improvements and corridor performance over time from 2005 and forecast into the future.</p> <p>From the website’s right panel, a link to data relating to transportation corridor performance is provided. Data includes traffic volume, truck percent, travel time and speed, average vehicle occupancy, transit ridership and seat capacity. Corridor data prior to 2012 was included within the monitor report documents.</p>
<p>Regional Transportation Plan (RTP) 23 CFR 450.322)</p>	<p>The next Metropolitan Transportation Plan update (January 2016) is required to: Satisfy Federal fiscal constraint requirements by identifying funds committed or reasonably expected to be available for local projects identified in the MTP.</p> <p>(23CFR450.322(f)(10)(iv))</p>	<p>Identify and emphasize the benefits possible from the implementation of modal and other plans as they relate to MTP goals and strategies outlined in the CMP.</p>	<p><b>Corrective Action:</b> The current <u>RTP</u> (December 2014) addresses revenue sources and project cost estimates for local as well as regional transportation projects. As noted on page 73 of the RTP, information from WSDOT’s finance division, sourced from WSDOT, cities and Clark County, was used “to provide a basis for determining federal, state and local revenues likely to be generated for future transportation needs”. The methodology used to determine revenue available for regional versus local projects is discussed on page 75 and full system project costs are summarized on page 77. In addition, local transportation projects are derived from Capital Facilities Plans of</p>

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Topic	Corrective Actions	Recommendations/Commendations	Status (Sept. 15, 2015)
			local Growth Management Plans with requirements for addressing fiscal constraint for projects identified. The Washington Growth Management process requires an analysis of funding capability to judge needs against probable funding sources. The transportation financial analysis must include a multiyear financing plan based on the needs identified in the comprehensive plan. <b>Recommendation:</b> The RTP (Dec. 2014) includes a graphic (page 121) showing how the RTP relates to the CMP as well as additional modal plans. The Plan also describes how the CMP helps in identifying effective transportation strategies to address transportation congestion and mobility.
	Address the receipt, nature and disposition of all public comments.		<b>Corrective Action:</b> All public comments and their disposition are documented in Appendix M of the current <u>Regional Transportation Plan for Clark County</u> (RTC, December 2014).
Metropolitan Transportation Improvement Plan (23 CFR 450.322)	None	The process for identification, prioritization and selection for all projects included in the MTIP should be documented and shown to be consistent with RTP system performance goals and measures.	<b>Recommendation:</b> The process for project identification and selection is described on the <u>TIP website</u> . The <u>TIP project selection criteria</u> , also available online, aligns with the RTP's goals and project performance measures. The first screening criterion, as part of the project evaluation process, requires consistency with the RTP.
Financial Planning and Fiscal Constraint (23 CFR 450.322)	See corrective action above under MTP development.	None	<b>Corrective Action:</b> Covered under MTP/RTP above.
Public Outreach (23 CFR 450.316)	Update Public Participation Plan (dtd. 2007) to fully meet all Federal planning requirements by		<b>Corrective Action:</b> An updated Public Participation Process, reviewed by FHWA staff and meeting all Federal planning requirements, was adopted by the RTC Board in January 2014. The <u>Public Participation Plan</u> is

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Topic	Corrective Actions	Recommendations/ Commendations	Status (Sept. 15, 2015)
	September 30, 2013.		available on RTC's website.
Air Quality and Conformity (40 CFR 93)	None	None	N/A
Self-Certification (23 CFR 450.334)	None	RTC is commended for its cooperative and thorough approach to documenting the "Long-Form" Self-Certification.	N/A
Title VI (23 CFR 200.9)	Update Title VI Plan (dtd. 2006) to fully meet FHWA & FTA requirements by September 30, 2013.	While it is acknowledged that RTC is in the process of revising its 2006 Title VI Plan, the 2006 version was in place at the time of this review. RTC's revised Title VI Plan needs to be inclusive of how RTC will address Environmental Justice and Limited English Proficiency in its planning decisions.	<b>Corrective Action:</b> <u>Title VI</u> is addressed on RTC's website with a link to the latest <u>Title VI Plan</u> updated in May 2014. <b>Recommendation:</b> The May 2014 Plan addresses Environmental Justice and Limited English Proficiency with links provided from the Title VI Plan to a separate <u>EJ demographic profile report</u> and <u>LEP plan</u> .
ITS and Management & Operations	None	In coordination with WSDOT and C-TRAN, RTC should report progress regularly and revise the regional ITS plan as needed.	<b>Recommendation:</b> The <u>Vancouver Area Smart Trek (VAST)</u> program is an ongoing core regional transportation program managed by RTC and is described on RTC's VAST website page. From the VAST website page links are provided to key program reports.  WSDOT and C-TRAN are partners in the region's program.  A <u>VAST program update</u> is provided to the RTC Board at least annually. The latest Board updates were provided on July 1, 2014 and September 1, 2015.  Progress was reported in an RTC website "In the News" feature in May 2014 titled " <u>Smart Transportation Operations in the Region</u> ".