



The Regional Transportation Advisory Committee meeting will be held on **Friday, December 18, 2015**, from **9 a.m. to 11 a.m.**, in the **6th Floor Training Room 679**, Clark County Public Service Center, 1300 Franklin Street, Vancouver, Washington.

A G E N D A

- I. Call to Order and Approval of November 20, 2015 Minutes, Action
- II. 2016-2019 TIP Amendment: WSDOT, Adoption
- III. Practical Solution - Andrew Beagle, WSDOT
- IV. Washington State Public Transportation Plan - Michael Williams, WSDOT
- V. Corridor Sketch Initiatives – Michael Williams, WSDOT *
- VI. RTC's Certification Process for Local Comprehensive Growth Management Plans: Update, Discussion
- VII. 2016 Federal Obligation, Discussion
- VIII. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - a. Approved FY 2016 Work Plan
 - b. TIB Funded Projects
 - c. January 6, 2016 Safe Routes to Schools Workshop

**Materials available at meeting*

*Served by C-TRAN Route 3 or 25
If you have special needs, please contact RTC*

20151218_RTAC_Agenda.docx

An advisory committee to:

Southwest Washington Regional Transportation Council

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
November 20, 2015**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, November 20, 2015, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington by Matt Ransom, RTC. Those in attendance follow:

Gary Albrecht	Clark County
Bill Baumann	Human Services Council
Ken Burgstahler	WSDOT
Jim Carothers	City of Camas
Rob Charles	Washougal
Tony Cooper	City of La Center
Lynda David	RTC
Michael Derleth	Clark County
Roger Hanson	C-TRAN
Jim Hagar	Port of Vancouver
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	Battle Ground
Chris Malone	City of Vancouver
Stephanie Millar	ODOT
Chris Myers	Metro
Matt Ransom	RTC
Patrick Sweeney	City of Vancouver
Bryan Snodgrass	City of Vancouver
Shann Weishaar	RTC

Matt Ransom, RTC Executive Direction, asked if there were any changes or corrections to the October 16, 2015, meeting minutes and asked for a motion of approval.

ROGER HANSON, C-TRAN, MOVED FOR APPROVAL OF THE OCTOBER 16, 2015 MEETING MINUTES, AND MICHAEL DERLETH, CLARK COUNTY, SECONDED THE MOTION. THE MOTION WAS APPROVED UNANIMOUSLY.

II. Washington State Public Transportation Plan - Michael Williams, WSDOT

Ken Burgstahler, WSDOT, gave a brief background of the Washington State Public Transportation Plan and noted the documents are located on WSDOT's website. WSDOT HQ is planning to present to RTAC at the December meeting.

III. City of Vancouver Street Fund Ordinance – Chris Malone, City of Vancouver

Chris Malone, City of Vancouver, provided a factsheet on the recommendations of the Mayor's Commission on Street Funding - "Taking Care of What We Have." Chris stated that the City has been trying to get a reliable source of revenues to fund transportation for over 20 years. The City reached out to business leaders, the community, neighborhoods and other stakeholders. No opposition or negative comments were received and the Funding Revenues Ordinances were approved by the Council. There will be five elements to the new street funding revenue including vehicle license fees, a business license surcharge, a utilities tax and a gas tax. Also, as loans are paid off from previous road construction projects, there will be a Debt Service Retirement element to allow for street funding on a pay-as-you-go basis. Chris explained some of the recommended allocation of the additional street funding revenues. There was discussion regarding the process the City took to get the Street Funding Ordinances passed and RTAC members remarked what a good job the City did. Patrick Sweeney, Vancouver, commented that the City did a great job of explaining the need for the revenues and kept the message very simple so it was well understood and well received taking out any controversy from the process.

IV. RTC's Certification Process for Local Comprehensive Growth Management Plans: Draft Guide, Discussion

Lynda David, RTC, indicated that RTC requirements under the Growth Management Act include the responsibility to certify the transportation element of local Comprehensive Plans and any Plan updates. The certification process requires review of the transportation element within the Comprehensive Plan to ensure conformity with the Growth Management Act and for purposes of maintaining consistency between State, Regional and Local Plans. RTC has to review County-Wide Planning Policies.

Lynda reviewed a draft of a guidance document that outlines RTC's requirements and process for fulfilling RTC's GMA Certification duties. She explained that the draft Certification Process Guide is based on the certification process developed by RTC staff and adopted by the RTC Board in 2003. Lynda reviewed a proposed timeline for submittal of draft Plan updates to RTC as part of the Certification Process. She explained that once each agency has adopted their Plan update, the RTC Board will be asked to issue a certification noting consistency between local and regional planning efforts.

Lynda explained an additional requirement to have a coordinated approach to setting transportation Levels of Service in the region first required by Washington State's Level of Service Bill (HB 1487). She reviewed the current established regional LOS standards as outlined in the RTP. There was discussion regarding Level of Service (LOS). LOS standards represent the minimum performance level desired for transportation facilities and services within the region. They are used as a gauge to evaluate the quality of service of the transportation system. Matt Ransom talked about possibly forming a committee to determine what Level of Service is to be used in the guide.

Another handout was the Spokane Regional Transportation Council's recently adopted Certification checklist. RTC will develop a similar checklist that local jurisdictions can use to complete their Plan submittal to RTC for Certification purposes. RTC will incorporate checklists into the next draft of

the Guide document. Lynda indicated RTC will update the draft Guide and review with RTAC at the December meeting. An overview of RTC's GMA Certification requirements will be provided to the RTC Board in January and the draft Certification Guide will be presented to the Board the following month. Matt asked agencies to look over the Guide and send any comments to Lynda. RTC will be contacting RTAC members relating to GMA Certification and Level of Service issues.

IV. GMA Process Update – Clark County

Gary Albrecht, Clark County, updated RTAC members on the GMA Comprehensive Plan Update Process. He explained the Board of County Councilors and Planning Commission held a joint work session on November 9 when Councilors proposed new planning assumptions. Public meetings were subsequently held on November 16 and 17 in Hockinson and Ridgefield to present the proposed new planning assumptions and revised Alternative 4 for review and comment. The Planning Commission met on November 19 and re-endorsed its September 17 recommendation to approve Alternative 2. The Board of County Councilors will be having a hearing to review and potentially adopt their preferred alternative to update the Growth Management Plan on November 24.

VI. Other Business

A. RTAC Members

- a) Chris Malone, COV, indicated that the City of Vancouver had made a presentation on the waterfront project to TIB which was well received. TIB staff handed out their recommendation for TIB grants for this grant cycle and Battle Ground, La Center, Ridgefield, and Vancouver projects were on the list.
- b) Chris Myers announced that the Metro Council chose last week to not expand the Urban Growth Boundary since in the last 10 years there has been little development in areas of previous expansion. Metro will revisit the Growth Boundary in three years rather than six.

B. RTC Staff

- a) Lynda David, RTC, gave a heads up that RTC will soon start developing the FY 17 UPWP. Lynda will be sending e-mails out to WSDOT, C-TRAN and locals asking for input on any significant transportation planning work that is anticipated for FY 2017 which begins July 1, 2016 and continues through June 30, 2017. Lynda will be compiling the Draft UPWP in January in preparation for the annual State and Federal review meeting to be held on February 18.
- b) Matt Ransom, RTC Executive Director handed out a Draft of the Clark County Transportation Alliance 2016 Policy Statement: This annual statement is directed to the legislative contingent. The most notable change to the 2016 statement is that bi-state river crossing has been added back onto the statement to help this region advance some type of conversation about the I-5/Columbia River corridor. The CCTA will be finalizing the Statement December 10th.

- c) Matt also mentioned at the federal level Congress is trying to figure out how to merge the House and Senate bills, the Drive Act and the House Bill, STRR Act, and get a Bill to the President before the end of the year.
- d) Lynda David, RTC, reported she had participated in a Statewide Active Community Environments conference call and had some dates for workshops.
- Dec. 8th Target Zero Partners meeting on safety at the Great Wolf Lodge;
 - December 15th at 10:00 am there will be a Safe Routes to Schools webinar organized by Charlotte Claybrooke of WSDOT. Information about how to register for the webinar will be forwarded to RTAC members;
 - Wednesday January 6th, 2016, there will be a Safe Routes to Schools Funding Workshop in Clark County and will possibly be held at the Salmon Creek Kaiser facility. It is limited to 25 participants. Again, information on how to register will be forwarded to RTAC members once available.
- e) Matt said WSDOT will be at the December 18th RTAC meeting to talk about their Corridor Sketch Planning. He wanted the group to be prepared for the December meeting and learn how to get involved.

The meeting adjourned at 10:36 a.m. The next meeting will be on Friday, December 18, 2015.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: December 11, 2015
SUBJECT: 2016-2019 TIP Amendment: WSDOT

BACKGROUND

All regionally significant projects must be listed in the regional Transportation Improvement Program (TIP), which in turn becomes a part of the State Transportation Improvement Program (STIP).

WSDOT is proposing to add two new projects to the 2016-2019 TIP that will provide \$5.2 million to improve and maintain the transportation system. The projects include the following:

- I-5/Ridgefield Port of Entry-Scalehouse Reconstruction (\$4,700,000).
- I-5/Woodland Vic. At Horseshoe Lake-Upgrade Pump System (\$493,919).

The attached STIP project record report provides additional information on each project.

RTAC is asked to recommend adoption of the TIP amendment by the RTC Board. This amendment is found to be consistent with all state and federal requirements.

POLICY IMPLICATION

This amendment is consistent with the Congestion Management Process, air quality requirements, and is financially constrained. This amendment meets the goals of the Regional Transportation Plan (RTP) by enhancing the regional transportation system.

BUDGET IMPLICATION

Action on this amendment will program approximately \$5.2 million in federal and local match for improvements along the state highway system in Clark County. This includes \$4.6 million in federal National Highway Performance Program (NHPP) funds, \$0.5 million in federal Surface Transportation Program (STP) funds, and \$0.1 million in local WSDOT funds.

Attachment

20151218_RTAC_TIPAmend-WSDOT.docx

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

December 10, 2015

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400516S	400516S06	44	0.770	CE	No	15.04	15.81	4,700,000	16-01

I-5/Ridgefield Port of Entry - Scalehouse Reconstruction

Rehabilitate the existing scalehouse and add an additional scale pit at the Port of Entry on I-5 NB.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2016		NHPP	384,000			0	16,000	400,000
CN	2016		NHPP	1,503,501			0	30,684	1,534,185
CN	2017		NHPP	2,710,499			0	55,316	2,765,815
Project Totals				4,598,000			0	102,000	4,700,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	400,000	0	0	0	0
CN	1,534,185	2,765,815	0	0	0
Totals	1,934,185	2,765,815	0	0	0

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

December 10, 2015

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400517W	400517W06	06	0.500	CE	No	20.50	21.00	493,920	16-01

I-5/Woodland Vicinity at Horseshoe Lake - Upgrade Pump System

Retrofit or replace existing pump and screen system. This system pumps water from the Lewis River into Horseshoe Lake to enable consistent flow.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2016	STP	79,027		0	3,292	82,319
CN	2017	STP	403,368		0	8,232	411,600
Project Totals			482,395		0	11,524	493,919

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	82,319	0	0	0	0
CN	0	411,600	0	0	0
Totals	82,319	411,600	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	5,080,395	0	113,524	5,193,919



Analysis and Policy Unit Development Division

Practical Solutions

Practical Solutions is a two-part strategy that includes: least cost planning and practical design. WSDOT is implementing this strategy to enable more flexible and sustainable transportation investment decisions. The objective is to focus on the system rather than an individual project, by resolving the needs for the least cost. Least cost planning is an approach to making planning decisions that considers a variety of strategies to achieve the desired system performance. Practical design is an approach to making project decisions that focus on the needs and looks for cost-effective solutions that compliment the planning strategies.

The Practical Design Approach

Practical design has been implemented in several other states, with different methods of implementation. Though the name, definition and approach of practical design vary from state to state, the philosophy consistently emphasizes a renewed focus on the core purpose and need. With practical design, decision-making focuses on maximum benefit to the system, rather than maximum benefit to the project. Focusing on the specific project need minimizes the scope of work for each project. The goal is to allow more needs to be addressed system-wide by reducing spending on lesser priority items on each project. Practical design approach provides the flexibility to implement operational and demand management type solutions before implementing capitol solutions.

WSDOT's practical design approach centers around a procedural policy that creates a foundation for solution development in context- and performance-based methodology. The WSDOT *Design Manual* 2015 Update was published November 20th, and includes practical design procedures along with a complimentary suite of guidance documents that further explain the process, terminology and tools for implementation.

Design Manual Chapter 1100 provides a general overview of the practical design procedural process. The process centers around seven procedural steps.

1. Consent-based recommendations.
2. Identify the baseline need in terms of contributing factors and performance.
3. Identify the land use and transportation contexts
4. Select design controls consistent with context
5. Formulate and evaluate potential alternatives
6. Select design elements employed and/or changed by the alternative
7. Determine design element dimensions consistent with the context, design controls, and performance needs.

It is important to understand that these practical design procedural steps are not a linear process. Expect iterations between steps 2 and 3, as well as steps 5 through 7. Each step is further explained in *Design Manual* chapters 1101 through 1106.

Design and Planning Linkage

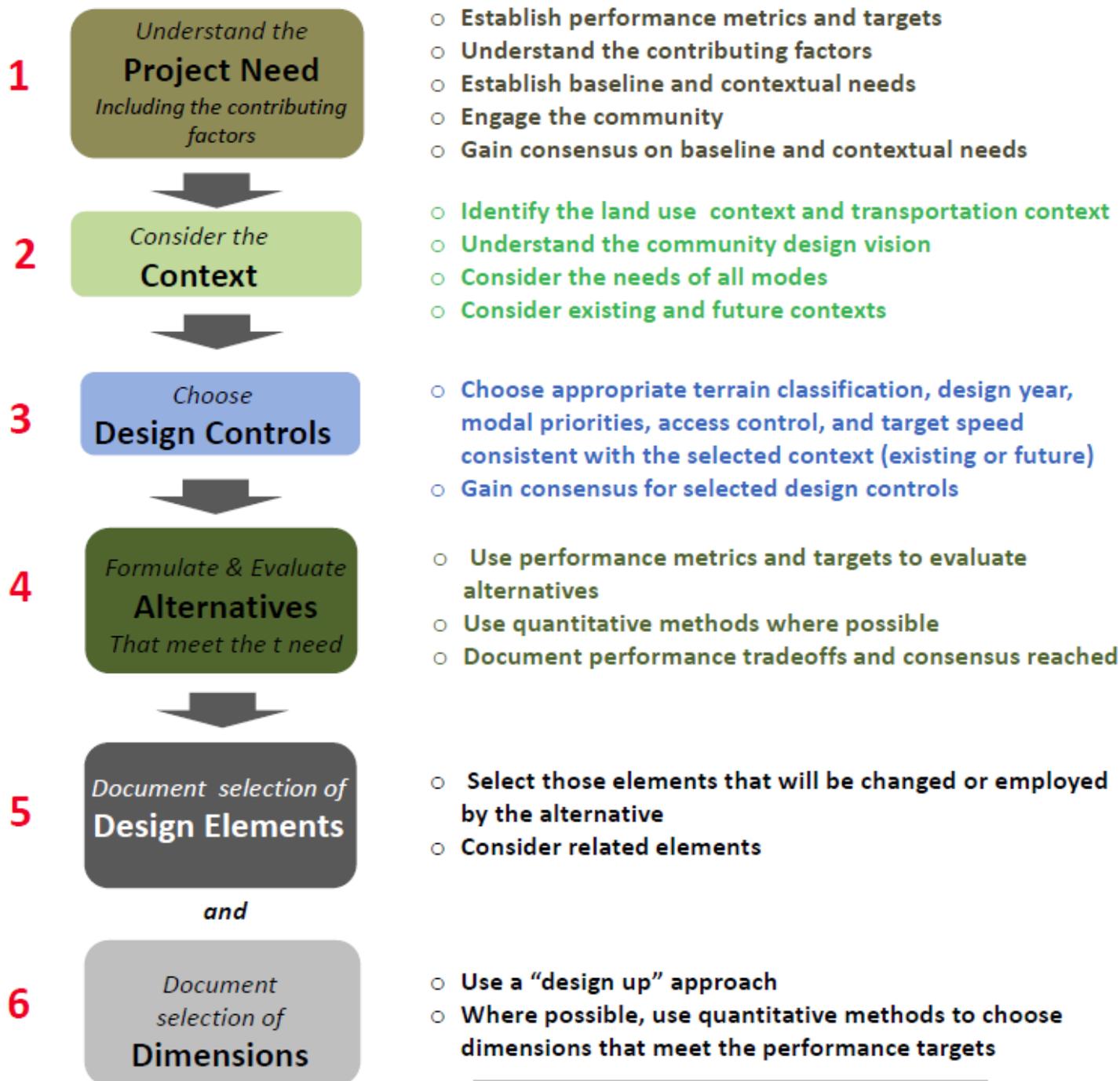
Practical design procedures rely on planning determinations that may or may not be established in various planning documents from WSDOT and partnering agencies. Context identification, strategy, performance metrics, performance targets and even some design controls may already be well understood, and can carry-forward into design. However, locations with dated plans or plans that lack specific detail, may need to support a level of planning work within the preliminary engineering phase to establish these key components necessary for practical design on near-term projects.

Near-Term Implementation Potential Effects

Implementation of the practical design approach will not likely affect overall project completion timelines, but may increase or decrease timelines and projected aging of individual project phases. All parties should anticipate an increase in Statewide Transportation Improvement Program (STIP) change requests for phase timelines and funding phase adjustments.

Don't "1-6" It!

Skipping steps in the process, and jumping to a solution without considering the steps in between is NOT following the Practical Design approach!



Activities may be iterative.

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Washington State Public Transportation Plan 2015-2035

Integrated and Performance Driven

► Goal 4: Customer Experience

Enhance people's transportation experience by providing public transportation that is safe, seamless, pleasant, convenient, reliable, relevant and understandable

Success is achieved only when customers' needs are met, whether they are using modes such as trails, ferries, buses, or HOV lanes.

How can we get there?

- » Deploy best practices in safety and security, taking into account issues of equity
- » Foster additional collaboration among Washington state transportation providers to identify, implement and sustain solutions that improve the public transportation experience
- » Increase consideration and use of multimodal options by piloting systems and programs to help the public better understand, consider and use various modal options – then support widespread adoption of proven approaches
- » Develop tools and processes to promote innovation that improves the customer experience

► Goal 5: Transportation System Stewardship

Protect, conserve and manage Washington's transportation assets in a manner that maximizes and sustains their value to the public, public transportation and the statewide transportation system

We all must be stewards of Washington state's transportation system. It is the economic lifeblood of Washington and its urban, suburban, rural and tribal communities--moving people and goods by various modes across many jurisdictions. Stewardship of the transportation system is a commitment to continuously improve the quality, effectiveness and efficiency of the transportation system.

How can we get there?

- » Manage, preserve, maintain and operate the transportation network as a complete multimodal system
- » Develop a dashboard that monitors Washington's transportation system around multimodal performance indicators, building toward a more integrated, connected multimodal system
- » Test pilot service concepts to increase vehicle occupancy and use of public transportation, including transit, active transportation, ridesharing, telework and more

We want your input!

WSDOT and public transportation partners are seeking input on the Washington State Public Transportation Plan through November.

Log on to WATransPlan.com to get further information about the plan and meetings that may be occurring near you.

Contact Information

Sarah Shannon

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E-mail: ShannSa@consultant.wsdot.wa.gov

Website: WATransPlan.com



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To speak with WSDOT about the Washington State Public Transportation plan, call 206.462.6357 during regular business hours. If you need this information translated, please call Sarah Shannon at 206.462.6357 or email ShannSa@consultant.wsdot.wa.gov. Persons who are deaf or hard of hearing may also make a request for alternative formats through the Washington Relay Service at 7-1-1.

THE VISION FOR PUBLIC TRANSPORTATION:

All transportation partners in Washington work together to provide a system of diverse, integrated public transportation options. People throughout the state use these options to make transportation choices that enable families, communities, the economy and their environment to thrive.

Washington's seven million residents and half million businesses are changing the ways to communicate, connect, travel and transact, and use public transportation. With a projected population growth of more than 25 percent during the next 20 years, the way we plan and manage public transportation must also change. The draft Washington State Public Transportation Plan offers a blueprint to better integrate all modes of transportation to meet the needs of Washington's people.

Washington's transportation future, which includes buses, light rail, bikes, pedestrians, etc., will be defined by new kinds of partnerships between communities, government agencies and service providers. This draft plan, developed by the Washington State Department of Transportation along with transportation agencies and service providers throughout Washington, takes the first step in defining these new partnerships.

Four Key Public Transportation Challenges in Washington State

- **DEMAND:** The demand for access to jobs, schools, services and community is growing, but public transportation providers' ability to meet this demand has been constrained
- **CONGESTION:** Congestion is hurting our economy and quality of life, and we must find ways to move more people with even greater efficiency
- **FUNDING:** Traditional methods for funding mobility are increasingly unsustainable
- **DISRUPTIVE CHANGE:** Emerging technologies and business models are challenging organizations to redefine how people communicate, work, travel and transact



What are the major themes of the draft Washington State Public Transportation Plan?

- » Broadly defines public transportation as any form of public or private transportation that is accessible and available to the public and does not involve a single person in a motorized vehicle
- » Recognizes that a connected, coordinated transportation system that serves all people is instrumental to thriving communities
- » Supports widespread innovation to improve customer experience and boost the efficiency and resiliency of the transportation system
- » Advocates for an ongoing emphasis on delivering positive customer experiences and continuous improvement
- » Provides a framework for market-driven, performance-focused and integrated transportation planning, design, construction, operations, policy and investments
- » Advances the state's interest and role as a public transportation partner

Proposed Statewide Public Transportation Goals

► Goal 1: Thriving Communities

Cultivate thriving communities by supporting health, equity, prosperous economies, energy conservation and a sustainable environment through transportation

Public transportation goes beyond simply transporting people from one place to another; it leads to greater human connection, productivity, health and quality of life.

How can we get there?

- » Research, test and share tools and best practices to advance sustainable and equitable transportation planning and investment
- » Quantify and communicate the economic, environmental, health and community benefits of public transportation to Washington state
- » Test ways to improve the quality and cost-effectiveness of transportation strategies that support people throughout their lives
- » Align transportation investments to support local comprehensive plans and community priorities, such as improving first and last mile pedestrian connections or connections between buses and ferries

► Goal 2: Access

Provide and sustain a transportation system that allows people of all ages, ability and geographic locations to access jobs, goods, services, schools and community activities

Washington's transportation system does not fully meet the current access needs of people throughout the state. Funding shortages and, in some cases, disconnected planning strategies, have left gaps between the supply of public transportation and the demand for service.

How can we get there?

- » Allow for system gaps and deficits to be more quickly identified and addressed - for example, during routine congestion, incidents, emergencies and disaster response
- » Remove barriers, such as conditions on special needs funding and other policy restrictions, and incentivize collaboration and integration between service providers
- » Work with a broad range of partners to plan and invest based on system-wide needs, priorities and performance

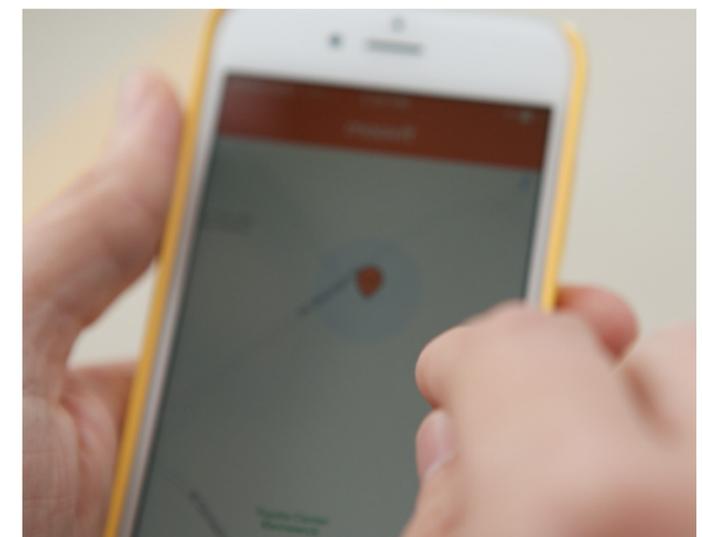
► Goal 3: Adaptive Transportation Capacity

Use new technologies and partnerships to make better use of existing transportation assets and meet changing customer needs

The concept of "adaptive transportation capacity" represents a range of strategies that help Washington's transportation system become more efficient, flexible, adaptable and customer oriented despite changes in our communities.

How can we get there?

- » Use technology to improve access for people with special transportation needs and maximize efficiency and effectiveness, e.g., develop systems to help providers better coordinate service delivery
- » Develop and implement integrated, multimodal system improvements that move more people in fewer vehicles and at least cost
- » Foster innovation that responds to emerging market opportunities and other system changes through public-private partnerships and agency coordination





MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: December 11, 2015
SUBJECT: **RTC's Certification Process for Local Comprehensive Growth Management Plans: Update**

INTRODUCTION

At the September RTAC meeting, RTC staff provided an overview of the role of RTC in the Growth Management planning process and at the November meeting RTAC members reviewed a draft Certification Process Guide which provides details of the GMA requirements and explains RTC's GMA Certification Process. At the December meeting, RTC staff will provide an update on the Certification Process Guide, review timelines and next steps including the proposed RTC Board schedule.

BACKGROUND

Southwest Washington Regional Transportation Council (RTC) is the Regional Transportation Planning Organization (RTPO) for the Clark County region and, as such, has responsibility for the regional transportation planning process. One of the duties of an RTPO is to certify the transportation element of local Comprehensive Plans and any update to the Plans. The Certification process reviews the transportation element within the Comprehensive Plan to assure that it conforms to the Growth Management Act (GMA), is consistent with the Regional Transportation Plan (RTP) and meets the requirements of Washington State's Level of Service (LOS) Bill.

The certification requirement was first addressed at RTC Board meetings in 1994 during the development of the first Comprehensive Growth Management Plan for Clark County. The certification requirement was again reviewed in 2003 when the RTC Board acted to endorse the updated Certification Process. Certification of local plans was ratified with subsequent updates to the Regional Transportation Plan (RTP) for Clark County, recognizing the close cooperation and coordination between the state, region and locals in developing Plans within the Clark County region. The Certification Process developed in 2003 provides the framework and basis for the Certification Process Guide reviewed at the November RTAC meeting.

Relisted below are key elements of the Certification Process as reviewed at the September and November RTAC meetings and described in more detail in the Certification Process Guide.

An advisory committee to:

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<http://www.rtc.wa.gov>

RTC's Certification Process for Local Comprehensive Growth Management Plans: Update December 11, 2015

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- **Guidelines and Principles**

Washington state law (RCW 47.80.026) calls for the RTPO to establish guidelines and principles to provide direction for development and evaluation of comprehensive plan transportation elements.

- **Conformity with the Growth Management Act (GMA)**

The RTPO is asked to certify that transportation elements of local Comprehensive Plans conform with the requirements of the Growth Management Act (GMA) as listed in RCW 36.70A.070.

- **Consistency with the Regional Transportation Plan (RTP)**

The second certification requirement calls for consistency between the transportation element and the Regional Transportation Plan (RTP). Consistency with the RTP will be determined through a comparison of the transportation elements in local plans with the transportation provisions in the RTP.

- **Meeting the Requirements of the Level of Service (LOS) Bill**

Of all the issues required to be addressed in the transportation element, Level of Service (LOS) requires significant coordination. LOS standards represent the minimum performance level desired for transportation facilities and services within the region. They are used as a gauge to evaluate the quality of the transportation system. RTC is required to coordinate with cities, counties, transit agencies, the department of transportation, and others to develop level of service standards or alternative transportation performance measures.

LOS was addressed at RTC meetings in 2003 and the agreed-to LOS standards were subsequently incorporated into Chapter 3 of the Metropolitan Transportation Plan for Clark County. By law, RTC is required to review level of service methodologies used by cities and counties planning under chapter 36.70A RCW to promote a consistent regional evaluation of transportation facilities and corridors. At the November RTAC meeting, a handout outlining LOS, as agreed to in 2003, was circulated. This handout generated significant discussion and will be a topic for further discussion at the December meeting.

As stated above, LOS relates to performance levels for the transportation system and ripples through many of our federal, state, region and local planning processes such as:

- LOS coordinated by the RTPO as part of state GMA requirements
- Federal MAP-21 Transportation System Performance Monitoring and Management
- Federal Congestion Management Process
- WSDOT Highway System Plan
- WSDOT State Corridor Sketch Initiatives
- Local Concurrency Programs

- **Process for Certification: checklist and timeline**

To expedite the certification process, local jurisdictions will be asked to complete a Consistency and Certification Report Form. This form will essentially be a checklist based on current

**RTC's Certification Process for Local Comprehensive Growth Management Plans: Update
December 11, 2015**

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statutory GMA and LOS requirements. Clark County and local jurisdictions will need to submit updated Comprehensive Growth Management Plans with completed checklist for certification by RTC in sync with submittal of the Notice of Intent to Adopt to the Department of Commerce Plan. The Department of Commerce requires a Notice of Intent to Adopt at least 60 days prior to the anticipated Plan adoption. RTC staff will review draft Comprehensive Plan updates prior to their adoption. If necessary, RTAC will discuss coordination issues and the RTC Board will be asked to take action to complete the certification process after the Comprehensive Plan updates are adopted by local jurisdictions.

NEXT STEPS

Background to the GMA Certification Policy and requirements of RTC as RTPO for the region will be presented at the January 2016 RTC Board meeting. At the January RTAC meeting, members will review an updated Certification Guide which will be presented at the February RTC Board meeting. A request for Board action to approve RTC's Certification Policy and Process will be on the Board's March agenda. RTC staff will be contacting RTAC members and GMA planners relating to GMA Certification and Level of Service issues in the coming weeks.

20151218-RTAC-GMACERTIFICATIONRTC.DOCX



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: December 11, 2015
SUBJECT: 2016 Federal Obligation

BACKGROUND

As the Metropolitan Planning organization for the Clark County region, RTC is responsible for selecting and programming projects for the local share of the Federal Highway program. This includes the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP).

Beginning in 2012, WSDOT placed additional responsibility on MPO's to ensure obligation of the local share of the Federal Highway (FHWA) program. This policy requires that by August 1st of each year that each MPO must obligate 100% of their regional federal Obligation Target or funds could be lost. To ensure that our region meets our Obligation Target, RTC revised project delay policies to ensure the timely delivery of projects. Local agencies responded to these policies, and the region has surpassed our obligation target for 2015 by approximately one year. The timely obligation of funds means that the region is getting the most out of the federal funds allocated to the region.

In 2015, WSDOT instituted a new policy that limits regional obligation to two years in advance of their current federal allocation. Reaching the two-year obligation limit will create significant complications for future obligation and the region will need to keep a reserve. At the December meeting, RTAC will need to discuss how to implement the WSDOT obligation limit policy.

Please come to the December RTAC meeting prepared to discuss obligation in 2016.

PROJECT DELAY POLICY

The obligation dates for regionally selected projects are tied to the dates provided on the RTC funding application. For preliminary engineering phase, projects must be obligated in the same federal fiscal year as indicated on the project application. For right-of-way and construction phases, projects can be delayed to the next fiscal year.

Agencies can also request an exception to the delay policy and receive a delay up to one additional year from RTAC. Delays over the one additional year will require approval of both RTAC and RTC Board.

2016 OBLIGATION DEADLINES

According to the RTC Project Delay Policy, the following projects must be obligated by August 1, 2016:

An advisory committee to:

Southwest Washington Regional Transportation Council

1300 Franklin Street, Floor 4

P.O. Box 1366

Vancouver, Washington 96666-1366

360-397-6067

fax: 360-397-6132

<http://www.rtc.wa.gov>

2016 Federal Obligation

July 11, 2014

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Agency	Project	Program	Phase	Amount
Battle Ground	SR-502/SR503 Right Turn Lanes	STP-UL	PE	\$143,900
Battle Ground	Chelatchie Prairie Rail with Trails	TAP-UL	CN	\$225,000
C-TRAN	Open Trip Planner and Alerts System	CMAQ	PE	\$128,000
Clark County	Carty Road Reconstruction	STP-R	CN	\$1,270,000
Clark County	WRIGHT Project	CMAQ	PE	\$685,400
La Center	4 th St. and Pacific Highway Roundabout	STP-R	CN	\$692,000
La Centr	LED Signs at Stonecreek and E. 4 th St.	TAP-R	CN	\$47,000
Vancouver	Main St.-Columbia St. Traffic Signal Int.	CMAQ	CN	\$855,000
Vancouver	Fourth Plain Subarea Sidewalk Infill	CMAQ	CN	\$380,000
Vancouver	BRT Corridor Ft. Vancouver/McLoughlin	CMAQ	PE	\$108,000
Vancouver	NE 18 th Street, Four Seasons to 136 th Av.	STP-UL	CN	\$4,000,000
Vancouver	Vancouver Waterfront Trail	TAP-UL	CN	\$600,000
Vancouver	Clark County Transportation Demand	CMAQ	PE	\$350,000
WSDOT	SR-503, Fourth Plain to Main ITS Infill	CMAQ	PE	\$32,800
Washougal	Evergreen/32 nd St. Intersection	STP-UL	CN	\$850,000

ADDITIONAL OBLIGATION

In addition to the projects that are required to be obligated by August 1, 2016, agencies may anticipate obligating additional projects. The following projects would like to proceed in 2016: *(Please come to the December RTAC prepared to report on any additional projects that your agency would like to obligate prior to August 1, 2016).*

Agency	Project	Program	Phase	Amount
C-TRAN	Mill Plain TSP Phase II	CMAQ	All	\$195,500
Clark County	Highway 99 Pedestrian/Bicycle Imp.	TAP-UL	CN	\$200,000
Clark County	Highway 99 Pedestrian/Bicycle Imp.	STP-UL	CN	\$200,000
Port of Van.	Port Connector Bike/Ped Path	CMAQ	CN	\$400,000
Port of Van.	Port Connector Bike/Ped Path	TAP-UL	CN	\$100,000
Vancouver	Mill Plain Blvd. Arrival on Green	CMAQ	CN	\$72,700
WSDOT	SR-502 ATIS infill, 4 th Plain to Main St.	CMAQ	CN	\$865,000
WSDOT	Centralized Signal System	CMAQ	CN	\$149,000

CONCLUSION

The region's federal allocation is near \$9 million per year. Due to advanced obligation over the last few years, the region has approximately \$18.2 million available for year 2016-2018. There is \$10.4 million required to be obligated in 2016 and \$2.2 million additional projects that would like to be obligated in 2016. Please come to the December RTAC meeting prepared to discuss which projects will be prepared to proceed in 2016.

The region will no longer be able to proceed with a first come, first serve obligation. RTAC will need to discuss setting an obligation target and which projects can precede to obligation in 2016.



MEMORANDUM

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director 
DATE: November 24, 2015
SUBJECT: **TIB Project Announcement**

AT A GLANCE - DISCUSSION

Nine transportation improvement projects in SW Washington will receive approximately \$8.8 million in grants through the Transportation Improvement Board.

INTRODUCTION

The Transportation Improvement Board (TIB) distributes grant funding to cities and counties for priority local transportation improvements. Funds come from a portion of the statewide gas tax.

Attached for your information is a status report of the 2015 Transportation Improvement Board (TIB) project selection within the RTPO region (Clark, Skamania, and Klickitat Counties). The TIB Board selected projects at their November 20, 2015 meeting. A total of nine projects within our region were selected for TIB funding, totaling approximately \$8.8 million in grant funding.

Urban Arterial Programs

- **Pioneer Street/35th Avenue Roundabout.** (Ridgefield): This project will install a roundabout at the intersection of Pioneer Street and 35th Avenue fixing alignment and functionality issues of the current intersection. *Total project cost of \$2,500,000, with a TIB grant of \$2,154,000.*
- **NE 18th Street, Four Seasons to 136th Av.** (Vancouver): This project will construct a restricted access 5 lane road with bike lanes and detached sidewalks. A frontage road will also be built between 126th Avenue and 136th Avenue. *Total project cost of \$11,518,000, with a TIB grant of \$4,000,000. This project has leveraged \$7.1 million in regional STP funds.*

Urban Arterial Preservation Program

- **FY 2017 Arterial Preservation Project** (Battle Ground): This project will allow the City to restore arterial road surfaces at multiple locations. *Total project cost of \$431,467, with a TIB grant of \$366,747.*
- **FY 2017 Arterial Preservation Project** (Ridgefield): This project will allow the City to restore arterial road surfaces at multiple locations. *Total project cost of \$383,000, with a TIB grant of \$344,700.*

Urban Sidewalk Program

- **SE Evergreen Way, 34th Street to 36th Street** (Washougal): This project will add a sidewalk along the north side of Evergreen Way to improve access to and from retail area. *Total project cost of \$206,019, with a TIB grant of \$164,815.*

Small City Arterial Program

- **W Allyn, W Burgen, W Collins, S Grant, S Golden, W Court, W Darland, S Klickitat, S Columbus** (Goldendale): This project will reconstruct multiple arterials with curbs, sidewalk, and upgraded lighting and storm drainage. *Total project cost of \$2,330,932, with a TIB grant of 504,699.*
- **Pacific Highway/4th Street Roundabout** (La Center): This project will construct a roundabout at the intersection to allow better traffic circulation during peak times. *Total project cost of \$1,730,330, with a TIB grant of \$680,930. **This project has leveraged \$830,000 in regional STP funds.***
- **Evergreen Driver, SR-14 to Hamilton Creek** (North Bonneville): This project will restore road surface to support economic development. *Total project cost of \$470,216, with a TIB grant of \$446,705.*

Small City Preservation Program

- **FY 2017 Seal Coat Project** (Yacolt): This project will allow the Town to restore arterial road surfaces at multiple locations. *Total project cost of \$144,604, with a TIB grant of \$144,604.*

Annual Report

2015



Southwest Washington Regional Transportation Council



Mission of RTC

To encourage and promote the development of a balanced, efficient and affordable regional transportation system to meet the mobility and accessibility needs of people and goods, within and through this region, and minimize transportation-related air pollution.

RTC Board of Directors

Clark County	3 Councilors
Klickitat County	1 Elected Official
Skamania County	1 Elected Official
City of Vancouver	2 Council Members
Camas/Washougal	1 Council Member
Battle Ground/Ridgefield/La Center/Yacolt.....	1 Council Member
Ports of Vancouver/Ridgefield/Camas-Washougal	1 Port Commissioner
Clark County Public Transportation Benefit Area (C-TRAN)	Executive Director
Washington State Department of Transportation	Southwest Region Administrator
Oregon Department of Transportation	Regional Administrator
Metro.....	1 Council Member

Ex-officio Members

14 th Legislative District.....	3 Legislative Members
17 th Legislative District.....	3 Legislative Members
18 th Legislative District.....	3 Legislative Members
20 th Legislative District.....	3 Legislative Members
49 th Legislative District.....	3 Legislative Members

Legislative Mandate

Federal and State laws mandate regional transportation planning and decision making as a pre-requisite for use of Federal and State transportation investment funds. The RTC acts as the Metropolitan Planning Organization (MPO) under Federal law ([Title 23, USC 450](#)) and the Regional Transportation Planning Organization (RTPO) under State law ([RCW 47.80](#)). The RTC carries out the duties of an MPO and RTPO on an annual basis and ensures compliance with all applicable Federal and State regulations.

Functions

The RTC's 1992 [Interlocal Agreement](#) establishes the organization's responsibilities and select functions are highlighted as follows:

- ◆ Maintain a process for developing plans and programs that consider all modes of transportation and is continuing, cooperative, and comprehensive.
- ◆ Ensure that interstate transportation issues are coordinated between Washington and Oregon. Develop and adopt a [Regional Transportation Plan](#) that is consistent with the comprehensive plans of the counties, cities, and towns within the region and the state transportation plans.
- ◆ Develop a [Transportation Improvement Program](#) for the area.
- ◆ Provide citizens, affected public agencies, representatives of transportation departments, and other interested parties with a reasonable opportunity for comment on the long range plan.

Through 2015, the RTC delivered a host of major regional plans and recommendations designed to advance smart investments in regional transportation systems over the coming decades.

Regional Funding and Smart Technology

YR 2015 marked a major breakthrough in funding the next wave of regional transportation investments on the RTC region's state highway system.

At the conclusion of one of the longest legislative sessions in state history, the Washington Legislature passed, and the Governor signed, a multi-year \$16 Billion dollar transportation bill ([Connecting Washington](#)) which funds major state highway maintenance and safety programs and several key transportation investments within the RTC region. In addition, the Connecting Washington program solidifies funding for many competitive grant programs utilized by RTC members, funds multi-modal solutions, and also distributes a portion of the newly enacted gas tax to all local governments. The Connecting Washington program is an ambitious program and one that members of the RTC are ready to implement in the years ahead.

At the federal level, there is hope that a new Federal bill might come to fruition, as the House recently passed a bill similar to the Senate bill acted on this past fall. The federal funding needs within the RTC region are significant, and all eyes look to see whether Congress can ratify a joint bill, one that the President signs into law and Congress funds.

Beyond funding, the RTC region continues to nurture smart investments in technology through the VAST program. A highlight of this past year is the continued evolution of the multi-agency VAST partnership and exploration of the next round of signal and technology investments that are needed as we transition into the age of connected and "smart" vehicles. RTC and VAST members hosted a half day workshop to explore this topic and regional dialogue is ongoing relative to the standards needed for cutting edge signal and supporting systems. While not all answers are defined at this point, one thing is for sure, RTC and its members are in tune with many of the questions about the region's "connected" future and will continue to work collaboratively to ensure regional signal and related investments accommodate the vehicle fleets of the future by wise technology investment and planning for impacts to congestion, safety and how people travel.

2015 Top Line Results

The remainder of the report highlights major 2015 Work Program accomplishments. The work of RTC supports regional progress towards investing and building the systems and infrastructure for future population growth and to promote a vibrant and resilient economy. The 2015 results are reported by line of business as follows:

1. Grant and Project Funding;
2. Regional Planning;
3. Technical Services;
4. Regional Partnerships and Collaboration; and
5. MPO Administration.

Grant and Project Funding

Grant Project Awards

The RTC administers the largest annual seed investment grant fund in Clark County. On average, the investment fund awards \$9-10 million in competitive grants for regional roadway improvements each year. In 2015, the [RTC Board of Directors](#) awarded 19 grant awards equaling \$8.9 million in investment.

Over the past 10-years, the RTC has awarded over \$120 million in grant awards. These seed investment dollars are further leveraged, creating a multiplier effect of hundreds of millions in regional transportation investments being catalyzed by the RTC investment fund over the past decade.

2015 Grant Awards

Program	#	Jurisdiction	Project Name/Description	Phase	STP	Total
STP-UL	1	Clark County	NE 119th Street, 50th Av. to 72nd Av. <i>Widen to 3 lanes with bicycle lanes, sidewalks, etc.</i>	CN	\$1,385,000	\$5,896,000
	2	Clark County	Highway 99 Pedestrian/Bicycle Improvement <i>Sidewalks, bicycle lanes, and Hawk Signal</i>	PE CN	\$100,000 \$200,000	\$350,000 \$1,036,000
	3	Clark County	NE 10th Avenue, 154th St. to 164th St. <i>Bridge 10th Av. over Whipple creek and upgrade road</i>	CN	\$1,840,000	\$16,086,000
	4	Vancouver	Clark County Transportation Demand Management <i>Transportation Demand Management</i>	PE	\$350,000	\$589,000
	4	RTC	VAST Coordination and Management <i>ITS coordination</i>	PE	\$275,000	\$255,000
	4	RTC	UPWP and Congestion Management <i>Support work elements of the UPWP and CMP</i>	PE	\$350,000	\$404,624
	Total STP					\$4,500,000

Program	#	Jurisdiction	Project Name/Description	Phase	CMAQ	Total
CMAQ	1	Vancouver	Mill Plain Blvd. Arrival on Green Improvement <i>Signal Upgrades to improve arrival on green</i>	CN	\$72,700	\$97,600
	2	Clark County	Working to Refine IntelliGent Highway Transportation <i>Adaptive Traffic Signals NE 139th St.</i>	PE	\$685,400	\$920,000
	3	WSDOT	SR-14 ATIS Infill, 1-5 to Evergreen <i>Install ITS devices and data stations</i>	PE CN	\$67,000 \$753,500	\$90,000 \$1,010,000
	4	C-TRAN	Mill Plain Transit Signal Priority Phase 2 <i>Transit Signal Priority</i>	PE CN	\$139,700 \$55,900	\$187,500 \$75,000
	5	WSDOT	Centralized Signal System - Join ATMS <i>Central Traffic System - ATMS.now</i>	CN	\$149,000	\$200,000
	6	Vancouver	Fort Vancouver/Mcloughlin Sidewalk Infill <i>Sidewalks and HAWK Signal</i>	PE CN	\$108,100 \$821,700	\$125,000 \$950,000
Total CMAQ					\$2,853,000	\$3,655,100

2015 Transportation Alternative Program (TAP) Grant Awards

Rank	Projects	Agency	TAP Request	TAP Award	Source
1	Port Connector Segment 2	Port of Vancouver	\$500,000	\$500,000	Urban
2	Highway 99 Pedestrian / Bike Improvements	Clark County	\$250,000	\$250,000	Urban
3	East 4th St. LED Pedestrian Sign	La Center	\$47,000	\$47,000	Rural
4	Columbia River Renaissance Trail	Vancouver	\$800,000	\$600,000	Urban/Flex
5	Main Avenue Access Improvements	Clark County / Ridgefield	\$200,000	\$148,000	Rural/Flex
				\$1,545,000	

Regional Projects Moving Forward

Through calendar year 2015, local agencies obligated \$11.4 million in regional federal funds. This obligation level allowed the region to exceed the required statewide obligation target.

RTC staff also administered [12 amendments](#) to the 2015-2018 TIP to ensure regional projects had timely access to awarded grant funds.



2016-2019 Transportation Improvement Program

The [RTC Board of Directors](#) adopted the 2016-2019 [Transportation Improvement Program](#) in October 2015. The TIP programs \$194.5 million in funds for regional transportation investment over the next four years.



Connecting Washington Funding Program

Governor Inslee and the Washington Legislature enacted a 16 year, \$16 billion multi-modal transportation funding program during the 2015 legislative session.



This multi-year investment plan will benefit the RTC region. The plan invests in: funding major state highway system spot investments, adds state funds for additional maintenance and safety projects, and funds many competitive grant programs across the array of multi-modal programs which benefit the RTC region.

Notable funded projects within the RTC region include over \$238 million in needed system investments. Those include:

RTC Region Gas Tax Distribution to Local Agencies

Projects in Clark County	Total (1000s)
I-5 Mill Plain Interchange	\$98,700
SR-14/Camas Slough Bridge	\$25,000
SR-502 Main Street Project/Widening	\$7,700
I-5/179 th St. Interchange	\$50,000
SR-501/I-5 to Port of Vancouver	\$6,000
Ridgefield Rail Overpass	\$7,768
West Vancouver Freight Access	\$1,900
27 th Street Extension & Rail Overpass	\$7,500
Brady Road	\$6,000
Street Improvements near School for Blind	\$50
<i>Subtotal:</i>	\$210,618
Transit Projects in Clark County:	
Vancouver Mall Transit Center	\$3,200
<i>Subtotal:</i>	\$3,200
Projects in Gorge Region:	
SR-14/Bingen Overpass	\$22,900
SR-14/Wind River Junction	\$5,150
<i>Subtotal:</i>	\$28,050
Total:	\$238,668

Compiled by RTC; July 2015.

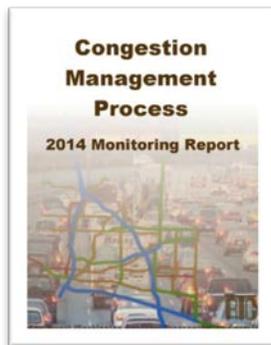
[Connecting Washington](#) enacted July 15, 2015, for FY2016-FY2031

Wrap up of Prior State Funding Program

Significant progress was made in finalizing construction on two major state projects funded through prior state funding packages (Nickel, Partnership) in 2015. [SR-502](#) and [I-205/18th St interchange](#) improvements were well underway and should be completed for use in 2016. These two projects will provide significant safety and access improvements to rapidly growth areas in Clark County, represent a milestone for enhancing regional mobility, and should act as a catalyst for economic development.

Regional Planning

Regional transportation planning is a primary responsibility of the RTC. Multiple long-range plans were developed within the RTC region through 2015 and are highlighted below. Each plan is designed to identify needs and smart investments to keep the region's regional transportation systems safe, accessible to all populations, and moving to support economic growth.



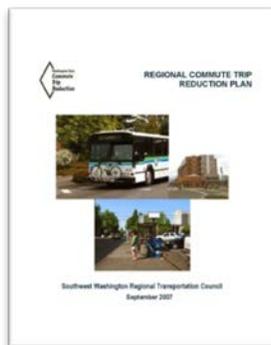
Congestion Management Process

Annual evaluation of [traffic and congestion conditions](#) within Clark County was completed in July 2015. The 2014 Report confirms that the region's traffic is exceeding pre-recession travel levels and the transportation system is showing signs of stress during the peak travel periods. The findings of this monitoring report indicated significant uptick in congestion delay on major bi-state commute routes (ex. I-5, I-205, and SR-14) as well as the highest ever recorded number of [bridge crossings](#). Monitoring and planning for investments along these critical bi-state corridors is ongoing.



Vancouver Area Smart Trek (VAST)

RTC worked closely with the [VAST](#) agency partners to identify projects and develop funding applications for the partner agencies. \$2.2 million in federal funds were programmed in 2015 through the VAST process including projects for signal optimization, transit signal priority, fiber communications, common software platforms and program oversight projects. Implementation of the long-awaited freeway travel time reader boards went active in the fall, and continued migration of data feeds into the multi-agency [PORTAL](#) data-warehouse system will augment the region's ability to research and plan the next wave of system investments. VAST partners also hosted a regional workshop on the future of traffic signal and connected vehicle infrastructure in order to anticipate and prepare for the coming wave of "connected" and smart vehicle technologies. Working together, the VAST program will stage the RTC region to utilize advanced signal and data technologies and increase the efficiency and operating capacity of the regional transportation systems.



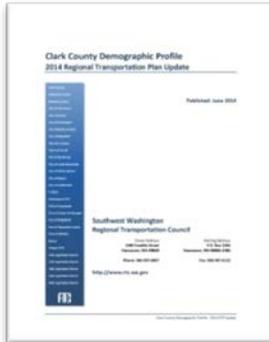
Commute Trip Reduction Plans

The RTC worked as part of a multi-agency effort to update both the regional and local Commute Trip Reduction plans. The Regional CTR Plan supports the region's and state strategy to use trip demand management tools to help commuters and

offset some demand on the transportation system during peak-travel periods. The RTC's Regional Transportation Plan emphasizes the need for a robust commute trip reduction program. The CTR Plan updates emphasize the region's need to expand the emphasis on promoting carpools and other alternatives to driving during peak periods.

Long term benefits of demand management strategies include helping to offset some demand during peak periods and also offer individual benefits to users, which could include a more active lifestyle and compressed work week schedules. Together with other congestion management tools, the commute trip reduction plan and strategies are techniques the region is using to offer a comprehensive and efficient transportation strategy.

Technical Services

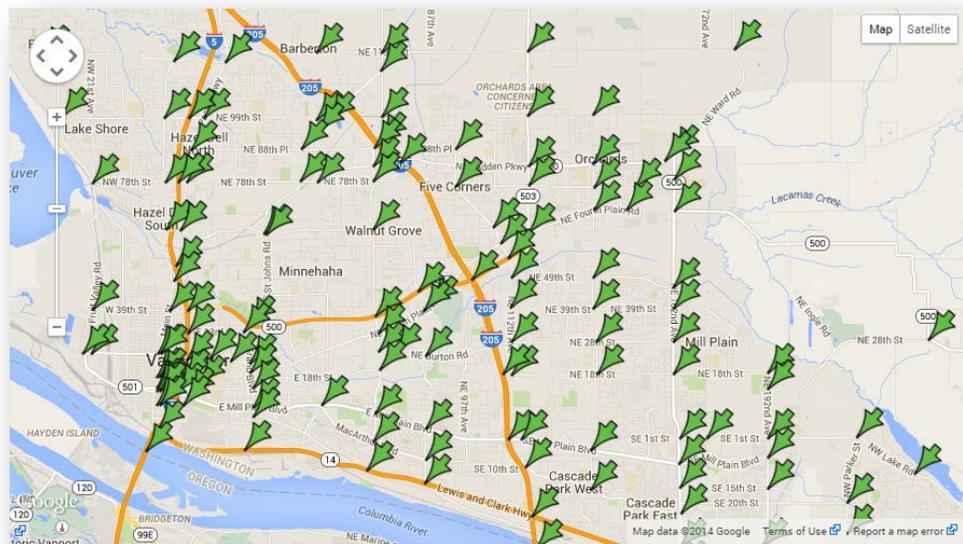


Growth and Demographic Forecasting

RTC staff continued to provide technical services and analysis to member agencies in conjunction with the [Clark County 2016 Comprehensive Plan Update](#) process. An analysis of persons with Limited English Proficiency was provided to the City of Camas to assist their staff in the development of the city's Title VI program. Additionally, maps of minority and low-income populations were produced for C-TRAN to assist C-TRAN staff in the development of their Title VI program documentation for the Federal Transit Administration.

Traffic Counting and Data

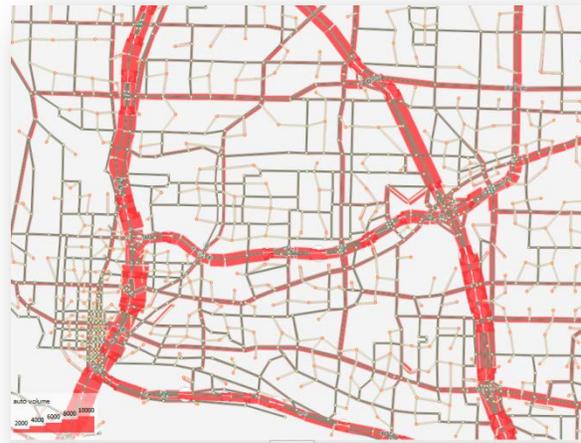
Traffic and collision count data collections efforts were completed in 2015. The RTC collects, stores, and makes available to all member agencies and the public [historical traffic count records](#). An emphasis of the 2015 count program included the additional collection of freight data at 27 key locations in support of a regional freight study. Through the [VAST](#) partnership efforts, additional software enhancements are now underway which will result in live traffic count feeds into the database structure.



Regional Traffic Modeling

Throughout the year, the RTC has participated in County Comprehensive Plan Update discussions to lay the groundwork for incorporating a new 2035 land use forecast. RTC's modeling efforts included inputting growth targets into the regional travel forecasting model, as well as updating the 2035 model transportation networks based on soon to be updated local

transportation Capital Facilities Plans. RTC staff continued to participate in a statewide expert panel in support of WSDOT's efforts to develop a statewide transportation modeling tool as well as committees guiding the improvement of regional travel forecasting tools.



Project Traffic Modeling

RTC provided travel model forecasts for internal and external transportation studies and projects, including support for the following studies:

- ◆ City of Ridgefield – Downton Circulation Study
- ◆ City of Vancouver - Westside Mobility Strategy, including the application of new Dynamic Traffic Assignment tools
- ◆ Clark County – Manley Road/ NE 259th Street
- ◆ Clark County – NE 99th Street
- ◆ City of Camas – NW 6th and Norwood Intersection

Fee-for-Service

RTC provides technical data and modeling services to private business on a pay-for-service basis. During 2015, the RTC processed 25 data requests and billed private vendors for direct hours of service, creating a net revenue stream to the RTC.

Regional Partnerships and Collaboration

Agency Outreach

Opportunities for strengthening and building new partnerships with member agencies, and stakeholders were advanced in 2015. Significant efforts were put into information sharing of regional project priorities in concert with the Washington State legislative sessions. The RTC partnered with the Clark County Transportation Alliance and participated in numerous meetings and forums in pursuit of securing additional state and federal transportation funding for regional projects. Outreach to other agencies and organizations such as the Columbia River Economic Development Council (CREDC), Identity Clark County (ICC), the Mid-Columbia Economic Development District (MCEDD), local Chambers of Commerce, and related stakeholders continued to be emphasis areas through 2015, with the goal of leveraging regional resources and information.

Regional Initiatives

The RTC has consulted with Identity Clark County and other regional partners in the formation of the [Southwest Washington Freight and Commerce Task Force](#) (SW-FACT). Led by the private sector, SW-FACT was organized to advance regional dialogue and funding for critical freight and commerce related projects. The coalition is currently sponsored by over 100 private sector businesses that are interested in or dependent upon regional freight movements to advance their business interests. Given the freight and export dependence of the RTC and greater Portland region, initiatives such as SW-FACT can be used as coordinating and organizing forums where special attention is given to advancing critical freight system investments identified as priorities with the RTC's Regional Transportation Plan. The RTC provided in-kind consulting and mapping services to this effort.

Bi-State Collaboration

The RTC jointly hosted three [Bi-State Coordination Committee](#) meetings with Metro-JPACT. A range of topics were explored including: regional commute patterns, regional economic development initiatives, and regional community values. The findings of these meeting reports and discussions indicate that the Portland/Vancouver region is inextricably tied together economically, freight transportation wise, and that our values are mostly the same. Continued collaboration among agencies assigned to the Bi-State Committee is expected in 2016.

MPO Program Administration



Federal and State Program Compliance

The RTC remained fully compliant with federal laws governing MPO business through 2015. The RTC's Unified Planning Work Program was approved by the State, Federal Highway Administration and Federal Transit Administration on June 29, 2015.

General Administration

The RTC continues to achieve high marks from the Washington State Auditor for financial accounting and reporting and the RTC's annual audit was completed with no recommendations for improvement on May 11, 2015. Multiple Interlocal Reimbursement Service Agreements were executed with member agencies to advance efficient and cost effective contracting and service delivery among members.