

**Southwest Washington Regional Transportation Council**

**Unified Planning Work Program  
for  
Fiscal Year 2014**

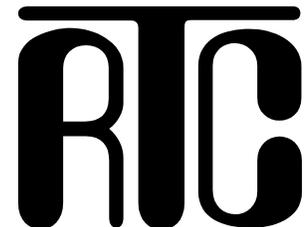
**July 1, 2013 to June 30, 2014**

**May 17, 2013**

**Southwest Washington Regional Transportation Council  
1300 Franklin Street  
Vancouver WA 98660**

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





# Southwest Washington Regional Transportation Council

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*This Unified Planning Work Program has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, and the Washington State Department of Transportation.*

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

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

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## **UNIFIED PLANNING WORK PROGRAM: INTRODUCTION**

### **UPWP PURPOSE**

The Unified Planning Work Program is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The financial year FY 2014 UPWP runs from July 1, 2013 through June 30, 2014. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP.

The UPWP focuses on transportation tasks that are priorities for federal and state transportation agencies as well as local jurisdictions. The planning activities relate to multiple modes of transportation and include planning issues significant to the Metropolitan Transportation Plan (MTP) for the Clark County region and Regional Transportation Plans (RTPs) for the rural counties of Skamania and Klickitat. The federal transportation Act, Moving Ahead for Progress in the 21st Century (MAP-21), provides direction for regional transportation planning activities. MAP-21 was signed into law by President Obama in July 2012. It sets the policy and programmatic framework for transportation investments. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established with Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991.

### **UPWP OBJECTIVES**

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

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

RTC is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area (Figure 1, map). An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. RTC's Metropolitan Planning Area (MPA) boundary is countywide. RTC was established in 1992 to carry out the regional transportation planning program. Following passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the region became a federally-designated Transportation Management Area (TMA) with a population of over 200,000. TMA status brings additional transportation planning requirements that the MPO must carry out. UPWP requirements are specified in 23CFR450.308 and 23CRF420.111.

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

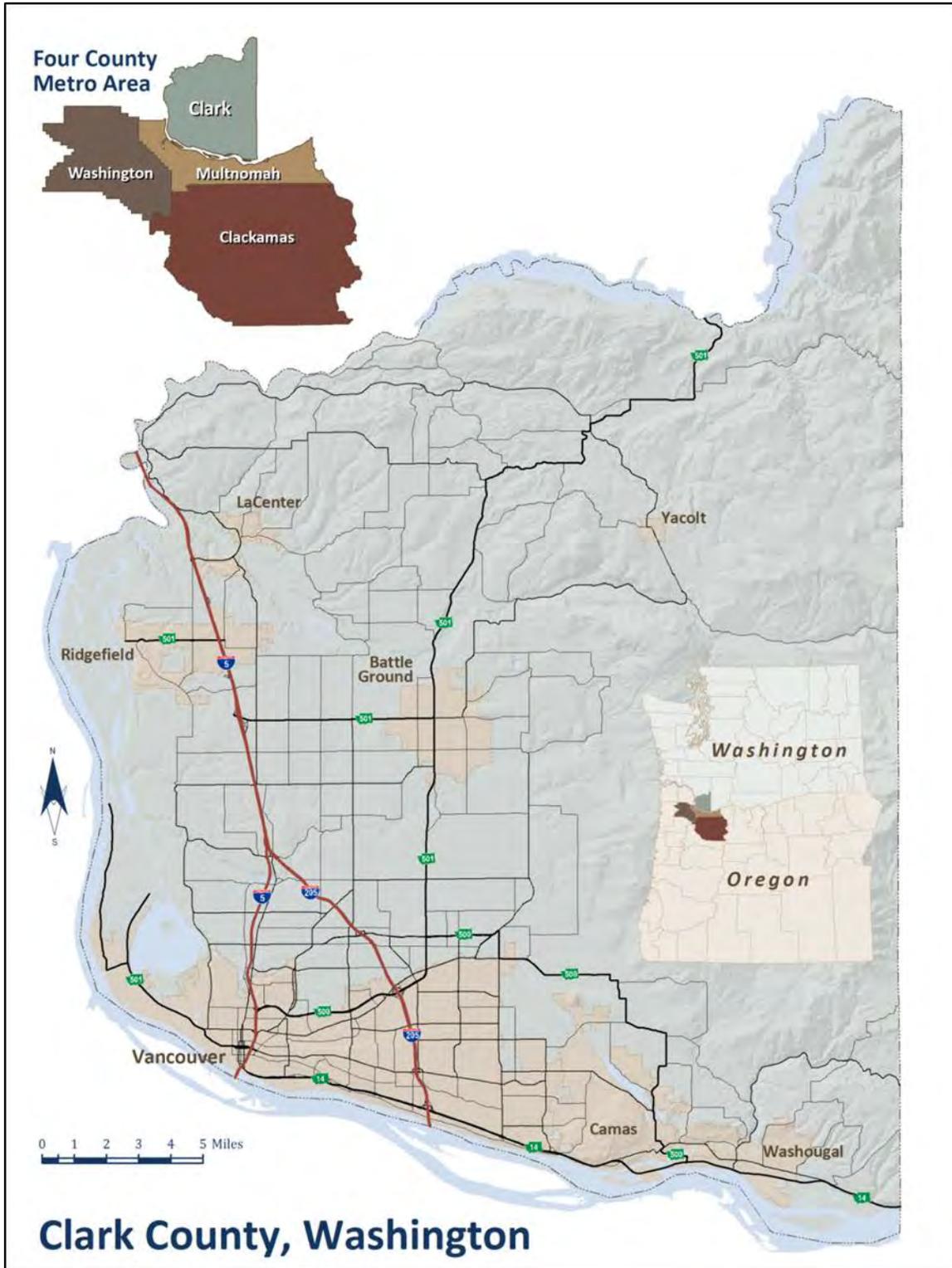


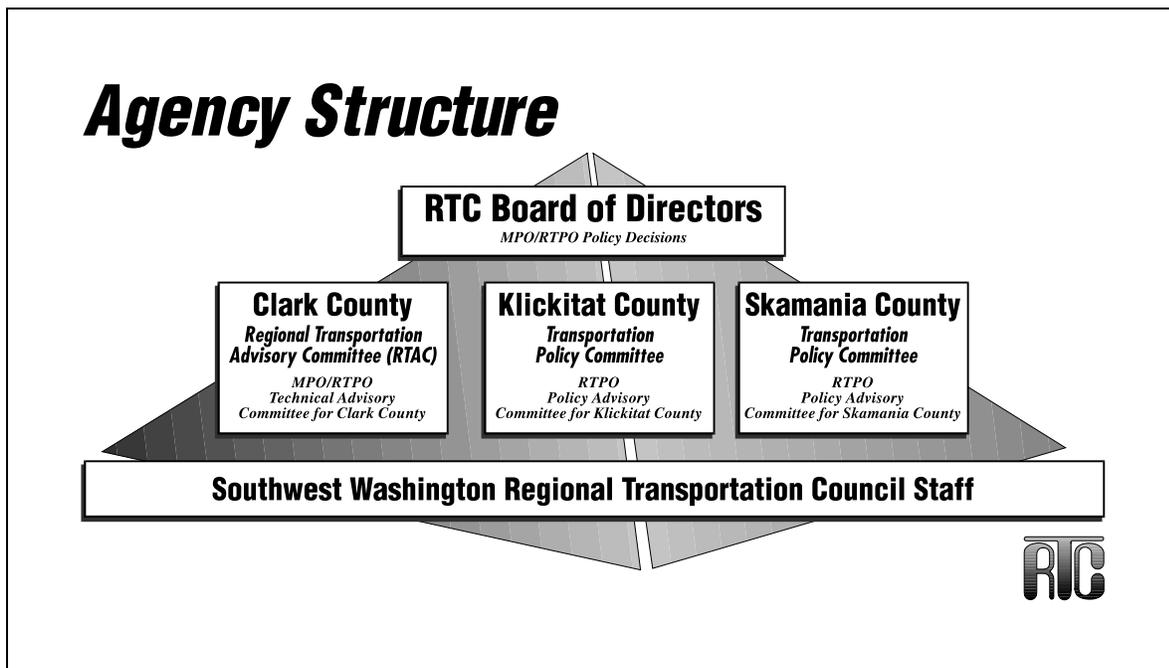
Figure 1: RTC, Metropolitan Planning Organization (MPO).  
The MPO covers the whole of Clark County.



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

**PARTICIPANTS, COORDINATION AND FUNDING SOURCES**

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



**Figure 3: RTC’s Agency Structure**

**A. Clark County**

The primary transportation planning participants in Clark County include the following: the Southwest Washington Regional Transportation Council (RTC), C-TRAN, Washington State Department of Transportation (WSDOT), Clark County, the cities of Vancouver, Camas, Washougal, Ridgefield, Battle Ground and La Center and the town of Yacolt, the ports of Vancouver, Camas-Washougal, and Ridgefield, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). In addition, the state Department of Ecology (DOE) is involved in the transportation program as it relates to air quality and, in particular, the State Implementation Plan (SIP) for carbon monoxide and ozone. The Human Services Council for the region coordinates with RTC on human services transportation issues. As the designated MPO for the Clark County region, RTC annually develops the transportation planning work program and endorses the work program for the entire metropolitan area that includes the Metro Portland region. RTC is also responsible

for the development of the Metropolitan Transportation Plan, the Metropolitan Transportation Improvement Program, the Congestion Management Process and other regional transportation studies.

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

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

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

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

Memoranda of Understanding (MOUs) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA) renamed the Southwest Clean Air Agency (SWCAA), and RTC and C-TRAN, the local public transportation provider, were adopted by the RTC Board on January 4, 1995

(Resolutions 01-95-02 and 01-95-03, respectively). A Memorandum of Understanding between RTC and Washington State Department of Transportation was adopted by the RTC Board at the August 1, 1995 Board meeting (RTC and WSDOT MOU; RTC Board Resolution 08-95-15). RTC is currently working on updating the MOA between RTC, WSDOT and C-TRAN and will establish a regular quadrennial review and update cycle.

An MOU between RTC and Metro was first adopted by the RTC Board on April 7, 1998 (RTC Board Resolution 04-98-08). The Metro/RTC MOU is currently reviewed triennially with adoption of the UPWP. It was reviewed in 2012 and adopted, along with the FY 2013 UPWP, in May 2012 (RTC Board Resolution 05-12-08, May 1, 2012).

**SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: MEMBERSHIP 2013**

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

**SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: BOARD OF DIRECTORS**

**RTC Board of Directors 2013**

<b>Jurisdiction/Agency</b>	<b>Represented By:</b>
City of Vancouver	Council Member Jack Burkman (Vice-Chair) Council Member Jeanne Stewart
Clark County	Commissioner David Madore Commissioner Tom Mielke Commissioner Steve Stuart
Small Cities East: City of Camas City of Washougal	Council Member Melissa Smith, Camas
Small Cities North: City of Battleground City of Ridgefield City of La Center Town of Yacolt	Council Member Bill Ganley, Battle Ground (Chair)
Skamania County: Skamania County City of North Bonneville City of Stevenson Port of Skamania County	Commissioner Doug McKenzie, Skamania County
Klickitat County: Klickitat County City of Bingen City of Goldendale City of White Salmon Port of Klickitat	Mayor David Poucher, White Salmon
C-TRAN	Jeff Hamm, Executive Director/CEO
WSDOT	Donald Wagner, Southwest Regional Administrator
Ports: Port of Vancouver Port of Camas-Washougal Port of Ridgefield	Commissioner Nancy Baker, Port of Vancouver
ODOT	Jason Tell, Region One Manager
Metro	TBD
14 <sup>th</sup> District	Senator Curtis King Representative Norm Johnson Representative Charles Ross
17 <sup>th</sup> District	Senator Don Benton Representative Paul Harris Representative Monica Stonier
18 <sup>th</sup> District	Senator Ann Rivers Representative Liz Pike Representative Brandon Vick

**RTC Board of Directors 2013**

**Jurisdiction/Agency**

**Represented By:**

20<sup>th</sup> District

Senator John Braun  
Representative Ed Orcutt  
Representative Richard DeBolt

49<sup>th</sup> District

Senator Annette Cleveland  
Representative Jim Moeller  
Representative Sharon Wylie

**SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL**

**Regional Transportation Advisory Committee Members**

<b>Jurisdiction/Agency</b>	<b>Represented By:</b>
Regional Transportation Council	Dean Lookingbill <b>[Chair]</b>
Clark County, Planning	Mike Mabrey
Clark County, Public Works	Bill Wright
City of Vancouver, Public Works	Chris Malone
City of Vancouver, Community Development	Jennifer Campos
City of Camas	Jim Carothers
City of Washougal Port of Camas-Washougal	Rob Charles
City of Battle Ground Town of Yacolt Port of Ridgefield	Mark Herceg
Cities of Ridgefield City of La Center	Steve Wall
C-TRAN	Scott Patterson
WSDOT	Mike Clark
Port of Vancouver	Katy Brooks
ODOT	Todd Juhasz
Metro	Josh Naramore
Human Services Council	Colleen Kuhn

**B. SKAMANIA COUNTY**

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

**SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE**

<b>Jurisdiction/Agency</b>	<b>Representative</b>
Skamania County	Commissioner Doug McKenzie
City of Stevenson	Ben Shumaker, Planning
City of North Bonneville	John Spencer, City Clerk/Treasurer
Port of Skamania County	John McSherry, Port Manager
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator

**C. KLINKITAT COUNTY**

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

**KLINKITAT COUNTY TRANSPORTATION POLICY COMMITTEE**

<b>Jurisdiction/Agency</b>	<b>Representative</b>
Klickitat County	Commissioner Jim Sizemore
City of White Salmon	Mayor David Poucher
City of Bingen	Mayor Betty Barnes
City of Goldendale	Larry Bellamy, City Administrator
Port of Klickitat	Marc Thornsby, Port Executive Director
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator

**D. BI-STATE COORDINATION**

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

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

**E. RTC STAFF**

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

<b>RTC: Staffing</b>	
<b>Position</b>	<b>Duties</b>
Transportation Director	Overall MPO/RTPO Planning Activities, Coordination, and Management
Project Manager	Transportation System Management and Operations (TSMO)/Intelligent Transportation System (ITS), I-5 Columbia River Crossing Project, I-205 Bi-state Corridor Study
Sr. Transportation Planner	Metropolitan Transportation Plan, Unified Planning Work Program, Human Services Transportation Plan, Active Community Environments, Commute Trip Reduction, Freight Planning
Sr. Transportation Planner	Metropolitan Transportation Improvement Program (MTIP), Project Programming, RTPO: Klickitat and Skamania Counties, Congestion Management Process, Traffic Counts, Fourth Plain Transit Improvement Project
Sr. Transportation Planner	Regional Travel Forecast Model, Data
Sr. Transportation Planner	Geographic Information System (GIS), Mapping, Data Graphics, Webmaster
Sr. Transportation Planner	Regional Travel Forecast Model, Air Quality, Travel Survey
Staff Assistant	RTC Board of Directors' Meetings, Bi-State Coordination Committee Meetings, Appointment Scheduling
Office Assistant	General Administration, Reception, Regional Transportation Advisory Committee (RTAC) Meetings
Accountant	Accounts Payable, Grant Billings

**Figure 4: RTC Staff**

**PLANNING EMPHASIS AREAS**

The UPWP is reflective of the national focus to encourage and promote the safe and efficient management, operation and development of transportation systems that will serve the mobility needs of people and freight as well as foster economic growth and development within and through urbanized areas. The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues during the upcoming year. The UPWP implements federal, state and local transportation planning emphasis areas (PEAs). The Federal Highway Administration, the Federal Transit Administration and Washington State Department of Transportation identify transportation planning emphasis areas intended to guide the development of work programs for both metropolitan and statewide transportation planning processes.

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## FEDERAL

MAP-21, Moving Ahead for Progress in the 21st Century, is the current Federal Transportation Act signed into law by President Obama on July 6, 2012. Surface transportation programs are funded at over \$105 billion for fiscal years 2013 and 2014. MAP-21 changes the policy and programmatic framework for transportation investments as it creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established under the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. In FY 2014, FHWA and FTA anticipate MPOs to focus on compliance with MAP-21, meeting the requirements of 23CFR 450.308 and 23 CFR 420.111.

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

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

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

Under MAP-21, the scope of the transportation planning process is continued with consideration of projects and strategies that will address the federal planning factors contained in CFR 450.306 to:

- Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

## STATE

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

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

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

MPOs and RTPOs work with WSDOT on state planning activities to ensure that MPO/RTPO plans and priorities are reflected in statewide and corridor efforts.

### **Involvement in State Planning Activities:**

- Statewide Freight Mobility Plan
- State Rail Plan

- Highway System Plan
- Corridor Planning Studies that focus on moving Washington Corridors
- Various other modal technical studies
- Incorporation of pertinent aspects of statewide transportation plans into the MTP, if being updated in the FY 2013 timeframe.
- Analysis of draft reauthorization legislation of the federal Surface Transportation Act to understand impacts to planning practice in Washington State.

#### **LOCAL**

RTC will continue its fundamental program activities such as the Clark County Metropolitan Transportation Plan, the Regional Transportation Planning Organization planning in Klickitat and Skamania counties, the Metropolitan Transportation Improvement Program and project grant request coordination, transportation system congestion management process, intelligent transportation system management program, data collection and analysis, travel model forecasting, air quality, program and project coordination. RTC's FY 2014 UPWP includes continuing the I-205 Corridor Study with an access and operational study phase, along with supporting C-TRAN in pursuing Fourth Plain Transit Corridor improvements.

#### **THE REGION'S KEY TRANSPORTATION ISSUES:**

RTC's UPWP maintains the region's underlying regional transportation planning process that is led by the RTC Board, informed by accurate data/analysis, and provides for the multi-jurisdictional, multi-modal forum for the region's collaborative transportation decision making process. A key issue for planning the region's transportation system will be to address the changed federal emphasis under the new federal transportation bill, Moving Ahead for Progress in the Twenty First Century. MAP-21 emphasizes making performance-managed transportation system investments. RTC's project programming process will need to change accordingly if our region is to continue to maximize their opportunities to utilize federal transportation resources. The 2014 Work Plan includes preparatory activities to reformulate the program to meet the performance based investment criteria.

The Clark County region continues to be challenged by the economic downturn. Local partners are mindful of the interconnectedness of transportation infrastructure investment, jobs and economic recovery. The slow economic recovery hampers the region's ability to make progress in addressing its pressing transportation issues. In 2012, RTC evaluated transportation needs and adopted a list of 10 Year Project Priorities.

Key transportation issues for the region include:

- Tracking growth in the region which has slowed over the past few years with population increasing by only 0.8% between 2011 and 2012. In comparison, between 1990 and 2012

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Clark County's population grew by over 81% from 238,053 to 431,250 with improvements made to the transportation system to keep pace with the growth.

- Preparing for the next full update to the Metropolitan Transportation Plan, though not due until 2015, RTC will re-evaluate the highest priority projects in the twenty year timeframe using a more conservative growth forecast than used in the MTP (adopted Dec. 2011). This follows on from the work to evaluate the Ten-Year Transportation Priorities (RTC Board adopted Nov. 2012). This will help to prepare for scoping the 2015 MTP update during FY 2014.
- Ensuring sufficient funds are available for preservation and maintenance of the existing transportation system as well as providing a safe transportation system for both vehicle and non-vehicle travel and maintaining Level of Service and concurrency standards within the constraints of revenues available for transportation "mobility/capacity" projects.
- Investing in transportation infrastructure to support the economic and land use goals of our region. A new development on Vancouver's Waterfront is planned, the Port of Vancouver continues investment in transportation infrastructure to attract new employers and there are plans for growth in the Discovery Corridor adjacent to I-5 north.
- Implementing this region's projects funded through the 2003 Washington State Legislature's "Nickel Package" and 2005 Legislature's Transportation Partnership Account (TPA). Through these packages, Clark County is receiving about \$700 million to invest in transportation projects. Project underway include the Salmon Creek Interchange, the SR-14 Camas/Washougal widening project, and the SR-502 widening to Battle Ground.
- Programming transportation projects for funding in the 2014-2017 Metropolitan Transportation Improvement Program (MTIP).
- Planning for transit service to provide for travel options and mobility for the growing Clark County community. C-TRAN adopted its 20-Year Transit Development Plan, C-TRAN 2030, in June 2010. The Plan outlines how C-TRAN will implement transit service into the future. Shorter-term strategies include service performance analysis for fixed route, demand response and vanpool service, park & ride planning and engineering as well as traffic signal priority. Longer term transit plans include working toward implementation of High Capacity Transit in corridors identified in RTC's High Capacity Transit System Study (Dec. 2008). C-TRAN is planning for the first HCT priority corridor on Fourth Plain. The HCT study process demonstrated that any HCT project takes collaboration, community support, and require transit revenues.
- Following a decision on the Columbia River Crossing project's Locally Preferred Alternative (LPA) in 2008, the CRC published the Final Environmental Impact Statement and a Record of Decision was issued in 2011. The LPA included the fundamental elements of the project which are a new I-5 replacement bridge, tolling and light-rail transit to a Clark College terminus. This high-profile project is led by a bi-state Project Sponsors Council consisting of local elected officials, transit operators and the Oregon and Washington state departments of transportation.

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- Coordinating with human service agencies and organizations concerned with providing transportation services for the aged, people with disabilities and low income, and identifying and implementing a special needs transportation pilot project through work of the Accessible transportation Coalitions Initiative (ATCI) in this region.
  - Moving projects through the required planning and environmental review phases to ensure that they are “ready to construct” should funds become available.
  - Implementation of regional and local Commute Trip Reduction (CTR) plans, adopted in October 2007, including implementing downtown Vancouver’s Growth and Transportation Efficiency Center (GTEC); the Destination Downtown program. The CTR program can allow the region to make the most efficient use of existing transportation systems through Transportation Demand Management (TDM) measures and strategies.
  - Continuing deployment of Intelligent Transportation System (ITS) projects, measures and strategies identified in the Transportation System Management and Operations program. The Andresen/Mill Plain Corridor TSMO Pilot Project will be fully implemented in FY 2014 and will include a before and after analysis of corridor performance as well as lessons learned.
  - Addressing bi-state transportation needs in partnership with Metro (Portland), WSDOT, ODOT, C-TRAN and Tri-Met through the Bi-State Coordination Committee.
  - Addressing environmental issues relating to transportation, including seeking ways to reduce transportation impacts on air quality and water quality and addressing environmental justice issues. An increased level of consultation and coordination with resources agencies at an earlier stage of the planning process is now required to meet federal transportation laws.
  - Continuing work on implementing Governor’s Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 47.01.440 relating to climate change, greenhouse gas and Vehicle Miles Traveled reduction goals.
  - Monitoring transportation congestion in the region.
  - Creating transportation options through implementing projects to allow people to walk and bike to their destinations throughout the region and working with local partners to improve the health of the community.
  - Continuing the work of the Regional Transportation Planning Organization in Skamania and Klickitat counties.
  - Involving the public in identifying transportation needs, issues and solutions in the region. The values of the community should be reflected in our regional transportation plans and programs.

# 1 REGIONAL TRANSPORTATION PLANNING PROGRAM

## 1 A (i). METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) for Clark County is the region's long-range Regional Transportation Plan (RTP). The Plan's purpose is to promote and guide development of a multimodal transportation system for the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the same area encompassed by the Metropolitan Area Boundary. To meet planning requirements, the MTP has a planning horizon of at least 20 years. The most recent update to the Metropolitan Transportation Plan (MTP) for Clark County was adopted in December 2011 and extended the horizon year to 2035. The 2011 MTP update is consistent with local land use plans in local Comprehensive Growth Management Plans, reflects the Washington Transportation Plan 2030 (WTP, December 2010) and state Highway System Plan (HSP) and is compliant with SAFETEA-LU. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments. In FY 2013/14 MTP work will focus on compliance with the new federal transportation act, Moving Ahead for Progress in the Twenty First Century (MAP-21) with its emphasis on making performance-managed transportation system investments. The next MTP update is due in 2015 with an air quality conformity determination required, at the latest, by January 16, 2016.

### Work Element Objectives: Metropolitan Transportation Plan

- Develop an MTP to comply with federal law and guidance including regular MTP updates or amendments to reflect changing land uses, demographic trends, economic conditions, financial trends, regulations and study results and to maintain consistency between state, local and regional plans. Regular update and amendment of the Metropolitan Transportation Plan (MTP) is a requirement of the Federal Transportation Act, currently MAP-21, and the state Growth Management Act (GMA). Existing federal laws require Plan update at least every four years and the state requires the Plan be reviewed for currency every two years. Whenever possible, major update to the MTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' land uses in the comprehensive growth management plans. MTP updates will also address federal transportation policy interests and reflect the latest version of Washington's Transportation Plan (WTP), Statewide Multimodal Transportation Plan (SMTP), Highway System Plan (HSP), and Route Development Plans (RDPs). At each MTP update, the results of recent transportation planning studies are incorporated and new or revised regional transportation system needs are identified and documented. MTP development relies on analysis of results from the 20-year regional travel forecast model as well as results from a six-year highway capacity needs analysis. The Plan reflects the transportation priorities of the region.
- Address the eight federal planning factors required of the metropolitan planning process as listed on page xii. The current MTP provides an overview of how these factors are being addressed.

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- Develop an MTP that complies with Washington's state law, the Revised Code of Washington (RCW), and guidance provided in Washington Administrative Code (WAC).
  - Involve the public in MTP development.
  - Reflect updated results from the Congestion Management Process. The latest monitoring report on the region's transportation congestion management is the 2011 Congestion Management Report (RTC, June 2012); to be used as a tool to help the region make decisions on transportation project needs to be identified in the MTP.
  - Address bi-state travel needs and review major bi-state policy positions and issues.
  - Address regional corridors, associated intermodal connections and statewide intercity mobility services.
  - Help maintain federal clean air standards consistent with the Clean Air Act Amendments of 1990.
  - Reflect regional freight transportation issues.
  - Address active transportation, bicycling and pedestrian, modes.
  - Describe concurrency management and its influence on development of the regional transportation system as well as concurrency's use as a tool to allow for the most effective use of existing transportation systems.
  - Describe transportation system management and operations, Intelligent Transportation System (ITS) applications, as well as Transportation Demand Management (TDM) strategies and Commute Trip Reduction efforts to make a more efficient transportation system.
  - Consult with environmental resource agencies and evaluate the environmental impacts and mitigation strategies related to the regional transportation system as required by MAP-21, the Clean Air Act and State law.
  - Develop an MTP that can be implemented through more detailed corridor planning processes and eventual programming of funds for project construction and implementation.
  - Maintain consistency between state, regional and local transportation plans as required by the state's Growth Management Act. This includes certification of the transportation elements of local Growth Management Plans.
  - Address planning for the future transit system guided by C-TRAN2030 (June 2010).
  - Monitor the transportation system performance and report on transportation system performance.

**Relationship to Other Work Elements: Metropolitan Transportation Plan**

The MTP takes into account the reciprocal connections between land use, growth patterns and transportation system needs and development. It also identifies the mix of transportation strategies needed to address future transportation system issues. The MTP for Clark County is interrelated with all other RTC transportation planning work elements. In particular, the MTP uses

information, data and analysis resulting from the Congestion Management Process to identify transportation needs and solutions. The MTP also serves to identify transportation projects and strategies to be funded by programming in the Metropolitan Transportation Improvement Program (MTIP).

#### **FY 2014 Products: Metropolitan Transportation Plan**

With a major update to the MTP adopted in December 2011, 2013/2014 will see a continuation of MTP-related work efforts that will, in time, be used in the next update to the MTP due in 2015.

- In early FY 2014, the re-evaluation of the 20-year Capital Facilities Plans and MTP transportation system needs will be completed. This work follows from the Ten Year Transportation Priorities adopted by the RTC Board in December 2012, taking a more conservative growth look as part of research preceding the launch of the 2015 MTP update.
- Toward the latter part of 2013, RTC will engage planning partners in beginning to scope all the elements to be worked on as part of the next MTP update. The scoping process will incorporate a performance-management process, as well as explore new policy approaches as called for via “least cost” planning principles and WSDOT’s Moving Washington principles.
- The next MTP update will focus on being compliant with MAP-21 and on making the transition to the federally required performance-based approach for federal surface transportation investments that aims to have a more efficient investment of federal transportation funds. In preparation for transitioning to performance-based approach in planning and programming surface transportation projects.” RTC staff will work with federal, state, and other MPO’s to provide input on how the performance measures are set for the 7 national transportation goals. RTC staff will work with our regional partners as well as other MPO’s in the state to begin to develop our performance targets for the national performance measures. During 2013 and into 2014, both the targets and performance measures will be integrated into RTC’s long-range Metropolitan Transportation Plan and the 4-year Metropolitan Transportation Improvement Program. Over the course of several years, the evaluation of the condition and performance of the region’s transportation system in comparison with the established targets will become the standard practice for the metropolitan transportation planning process.

In preparation for the next MTP update, due 2015, the following modal elements and planning issues will be addressed on an ongoing basis throughout FY 2014:

- Federal Functional Classification – reflect any changes to the Urbanized Area Boundary, Urban Area Boundary demarcating urban and rural lands in Clark County and resulting changes to the Federal Functional Classification of Streets in the next MTP update.
- System Performance – Report on transportation system monitoring and system performance measures used to analyze transportation system performance and level of service assumptions and used to guide transportation investment decisions, project and strategies identified in the MTP.

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- Safety – Update the Safety Assessment completed as part of the 2011 MTP update. This will involve working with WSDOT and partner agencies to compile, categorize, analyze and evaluate crash data and address transportation safety issues.
  - Transit – The MTP includes recommendations and guidance provided by the region’s transit development plans, notably C-TRAN’s 20-Year Transit Development Plan, C-TRAN 2030, (C-TRAN, June 2010), and the Clark County High Capacity Transit System Study (RTC, December 2008). RTC will coordinate with C-TRAN on Bus Rapid Transit plans for the Fourth Plain Transit Corridor.
  - Efficiencies – It is recognized that the most efficient use of the existing transportation system can be realized through implementation of Transportation Demand Management (TDM) and Transportation System Management strategies. RTC will continue to coordinate with planning partners in developing the Congestion Management Process, Transportation System Management and Operations and Commute Trip Reduction plans. The resulting solutions identified in these Plans will be incorporated into the next MTP update. TDM planning in the region uses a broader definition of demand management and identifies policies, programs and actions including use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems.
  - Preparation of a report documenting Commute Trip Reduction work and the status of CTR implementation to submit to WSDOT. RTC works with local partners to implement transportation demand strategies as outlined in local Commute Trip Reduction plans adopted in 2007. Affected local jurisdictions, as determined by the State’s CTR law, are: Vancouver, Camas, Washougal, and unincorporated Clark County. The Regional CTR Plan was adopted by RTC in October 2007 and the Downtown Vancouver Growth and Transportation Efficiency Center program, Destination Downtown, continues to be developed by the City of Vancouver.
  - Active Transportation – The MTP reflects work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed. RTC will continue to work with local partners to plan for pedestrian and bicycle policies and transportation needs to support transportation options, community quality and health. The State Growth Management Act requires that two components relating to active communities be addressed in local growth management plans: (1) a pedestrian and bicycle component, and (2) land use policies that promote greater physical activity. RTC staff will participate in the Clark County Bike and Pedestrian Advisory Committee and report on the Committee’s activities to the Regional Transportation Advisory Committee.
  - Changing Demographics and Lifestyles – the 2011 MTP update addressed changing demographics and lifestyles and how this will affect transportation demand in the region. In FY 2014, RTC will continue to work with local agencies to implement transportation recommendations of the Clark County’s Aging Readiness Task Force as documented in the Clark County Aging Readiness Plan.

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- The process to develop the region's Human Services Transportation Plan and human services transportation project priorities is led by RTC. RTC will continue to coordinate with local stakeholders and human service transportation providers to address the special transportation needs of the elderly, people with disabilities, and low-income populations. The HSTP prioritizes projects across all three counties of the RTC RTPO region. The most recent update to the Human Services Transportation Plan for Clark, Skamania and Klickitat Counties (HSTP) was adopted by the RTC Board in December 2010 to support funding applications for WSDOT's consolidated public transportation grant program. Under federal law, HSTPs must be updated at least every four years with RTC's next HSTP update due in late 2014 (FY2015). In FY 2014, RTC anticipates being involved in Accessible Transportation Coalition Initiative (ATCI) activities.
  - Freight Transportation – Elements of the Clark County Freight Mobility Study (RTC, December 2010) were incorporated into the 2011 MTP update ensuring that the significance of freight transportation and its importance to the local economy is documented. RTC will continue to prepare materials relating to freight transportation and attend meetings of the Vancouver Freight Alliance; an alliance of freight transportation business leaders in the region, as well as Metro's Freight Committee.
  - Air Quality and Climate Change – Strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions were considered by RTC as part of the requirements of RCW 70.235.020, RCW 47.01.440 and Governor's Executive Order 09-05 – Washington's Leadership on Climate Change. RTC will continue to address VMT reduction strategies as part of the regional transportation planning process.
  - Financial Plan – The financial work will include the costs of system maintenance, preservation, safety improvement and operating costs and will be used as information to support the next update to the MTP.
  - Consistency – RTC will continue work with planning partners to maintain consistency between state, local, and federal transportation plans. Certification of the transportation elements of the cities' and county's comprehensive growth management plans is required under Washington State's Growth Management Act.
  - RTC will continue to involve the public in development of the metropolitan transportation planning process and, in particular, in development of the MTP.
  - Consultation between RTC and state and federal environmental agencies to address environmental mitigation strategies as part of the MTP process and coordination with tribal governments will continue. (Ongoing)
  - The MTP development process involves the Regional Transportation Advisory Committee whose members provide technical review and recommendations for the MTP. The RTC Board will be updated, as needed, on the status of the MTP's development. At these monthly Board meetings, time is set aside to allow citizens to comment on metropolitan transportation planning issues. (ongoing).

**FY 2014 Funding: MTP**

<u>FY 2014 Revenues:</u>		<u>FY 2014 Expenses:</u>	
	\$		\$
• Federal FHWA	\$111,941	• RTC	\$197,208
• Federal FTA	\$33,187		
• Federal STP	\$8,000		
• State RTPO	\$33,180		
• MPO Funds	\$10,900		
	<b>\$197,208</b>		<b>\$197,208</b>

*Federal \$ are matched by State and local MPO Funds. Minimum required match: \$23,899*

**1 A (ii). I-205 ACCESS AND OPERATIONAL STUDY**

Extensive planning and project development work has focused on the I-5 corridor in the last several years. For the I-205 corridor, however, the last significant planning effort was in 2002 with completion of the I-205 Corridor Study using a 2025 horizon year. Recommendations at that time included: additional capacity on the I-205 mainline, new access to I-205 at 18<sup>th</sup>/Burton Road, and other interchange modifications. These identified projects were incorporated into the MTP and early phases programmed in the MTIP. One of the recommendations, the new I-205 ramp to 112<sup>th</sup> Avenue, was opened in February 2010. The 18<sup>th</sup> Street Interchange is programmed for construction in 2014. The first segment of the connecting 18<sup>th</sup> Street project, completed in 2011, expanded 18<sup>th</sup> Street to four lanes with center turn lane from I-205 east to Four Seasons Lane. The next segment of the 18<sup>th</sup> Street project, from Four Seasons Lane to 136<sup>th</sup> Avenue, is not yet funded but is currently in design.

RTC initiated the first phase of the I-205 Corridor Study in 2010 to review and reassess capacity needs in the corridor. This first phase identified the wide-ranging and multiple sets of projects that have been recommended across a series of studies in the corridor carried out over the last twenty years. The first phase effort also packaged documented the multiple lists of highway, transit, and high capacity transit projects and conducted an initial assessment from a safety and travel demand perspective and identified problems in the corridor. As the initial first phase was being completed, it became evident that a more detailed analysis was needed to better understand the benefits of the individual projects and the corridor-wide impacts of the combined projects. Hence, the second phase of the I-205 Corridor Study was started in 2012.

The study began with the adopted Metropolitan Transportation Plan’s list of highway and transit service improvements that were previously identified across a series of planning studies. The MTP’s list of highway and transit service improvements in the I-205 corridor which are tied to the growth assumptions in the 20-year GMA land use plan and its associated transportation impacts. The study then assessed how different sets of improvements may address today’s needs and 2035 travel demand.

The study focused on identifying a set of critical capacity improvement projects in order to address both the high level of growth forecast as well as the new reality of very limited revenue. The

resulting recommendations for core capacity projects address I-205 corridor mainline improvements and identify the most critical set of projects for funding that ensure a reasonable long-term level of operation of the corridor. The study addressed I-205 mainline mobility needs and did not assess operational issues. It called for further operational, transit, and transportation demand management analysis to look at both immediate and future problem areas in the corridor with a focus on freeway operations as well as the associated performance of the freeway ramps and the immediate I-205 arterial feeder system.

The core capital project recommendations were adopted by the RTC Board on November 6, 2012. The recommendations included moving forward with an I-205 Access and Operational Study for a detailed examination of low-cost operational strategies, transit, and transportation demand management to maximize the efficiency and performance of the I-205 corridor.

The purpose of the I-205 Access and Operations Study is to develop both short term and long term operational improvement recommendations that address increasing travel demand in the I-205 corridor before building new mainline roadway capacity projects other than the currently funded I-205 projects and the core capital facility projects identified in the recently adopted I-205 Corridor Study (RTC, 2012).

The currently adopted MTP identifies \$545 million in capital improvements for I-205. The newly adopted I-205 core capital project recommendations reduced this to \$138 million in capital improvements. Given the current economic climate, it is questionable if funds will be available over the next 20 years to even reach the core level of project needs. Hence, the overarching policy issue for this study is to identify the range of lower-cost operational improvements that do not add freeway lanes yet address safety needs and provide a reasonable level of travel time reliability and travel mobility in the corridor.

The I-205 corridor provides for both intra Clark County access to connecting arterials and for bi-state commuters and commerce that travels across the Columbia River. The study recommendations will need to achieve a balance between addressing intra-county access needs and bi-state mainline needs.

Study recommendations will inform the 2015 update of the region's MTP while supporting the MTP goals for efficiency, safety, and performance of the region's multimodal transportation system. The recommendations of the I-205 Access and Operations Study may ultimately result in amendments to the freeway and transit project recommendations in the MTP.

#### **Work Element Objectives: I-205 Access and Operational Study**

- Complete a technical report summarizing key findings and a recommended set of multi-modal improvements for the I-205 corridor that includes transportation management and operations, transit and low cost capacity-related projects.
- Continue the Technical Advisory Committee established during the I-205 Corridor Study which is comprised of WSDOT, Clark County, City of Vancouver, and C-TRAN to get concurrence on findings and needs for the I-205 corridor.

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- Establish a Transportation Model Development Team to provide expertise and assistance on the application of travel model and transportation analysis software.
  - Work with partner agencies to identify, screen and select operational, transit and TDM strategies for analysis.
  - Cooperatively develop a set of performance measures to analyze impacts of low cost capital and TSMO strategies on the I-205 mainline, ramps, and the connecting arterial system.
  - Provide briefings and updates to RTAC, the RTC Board and other I-205 corridor stakeholders.
  - Review surrounding roadway infrastructure and changes to local transportation plans and policies with potential for impacting I-205 recommendations or operations.
  - Consider Clark County High Capacity Transit recommendations for the I-205 corridor and the relationship with I-205 capacity and operations. Review latest transit elements under consideration in the corridor.
  - Incorporate 2022 and 2035 land use and transportation network assumptions into the transportation analysis tools for the short term, core project and long term analysis.
  - Evaluate I-205 core projects using updated 2035 travel forecasts. Compare performance to the full MTP project list and refine or change projects as needed to finalize in preparation for a possible MTP amendment.
  - Develop a set of recommended management and operational strategies for the I-205 corridor.
  - Amend the MTP to modify or delete roadway projects and transit improvements in the adopted MTP, if warranted.

**Relationship to Other Work Elements: I-205 Access and Operational Study**

The I-205 Access and Operational Study may amend the adopted MTP and will inform the next major update of the MTP due in late 2015. It also supports goals for the efficiency, safety, and performance of the multimodal transportation system and relates to the TSMO/ITS Work Program in that it will first consider transportation management and operational strategies to address system performance.

**FY 2014 Products: I-205 Access and Operational Study**

- Technical memorandum with updated 2035 analysis and a summary of key findings.
- A set of operational and capital recommendations and priorities proposed for the full length of the Clark County portion of the I-205 corridor.
- Collaborative work with partner agencies to incorporate the new set of recommendations into the next MTP update's set of regional transportation system recommendations.

**FY 2014 Funding: I-205**

**FY 2014 Revenues:**

	\$
• Federal FHWA	\$27,985
• Federal FTA	\$8,297
• Federal STP	\$2,000
• State RTPO	\$4,063
• MPO Funds	\$2,725
	<u>\$45,070</u>

**FY 2014 Expenses:**

	\$
• RTC	\$45,070
	<u>\$45,070</u>

*Federal \$ are matched by State and local MPO Funds.*

*Minimum required match: \$5,975*

**1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

The Metropolitan Transportation Improvement Program (MTIP) is a multi-year program of federally funded and regionally significant transportation projects within the Clark County, Washington region. The MTIP includes a priority list of projects to be carried out in the next four years and a financial plan that demonstrates how it can be implemented. The projects programmed in the MTIP originate from project recommendations made in the Metropolitan Transportation Plan (MTP) or are developed into projects from a series of program recommendations such as preservation, maintenance, and safety. The MTIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, C-TRAN and the Washington State Department of Transportation (WSDOT). Projects listed in the MTIP should have financial commitment and meet federal requirements.

**Work Element Objectives: Metropolitan Transportation Improvement Program**

- Develop and adopt the Metropolitan Transportation Improvement Program (MTIP) consistent with the requirements of the Federal Transportation Act.
- Review of the MTIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal highway and transit funding. Project selection criteria reflect the multiple policy objectives for the regional transportation system (e.g. safety, maintenance and operation of existing system, multimodal options, mobility, economic development and air quality improvement).
- Understand and implement the new federal transportation reauthorization act (MAP-21) regarding the Metropolitan Transportation Improvement Program.
- Coordinate the grant application process for federal, state and regionally-competitive fund programs such as federal National Highway Performance Program (NHPP), Surface Transportation Program (STP), Transportation Alternatives (TA) program, state Transportation Improvement Board (TIB) programs, corridor congestion relief and Safe Routes to School programs, etc.
- Program Congestion Mitigation/Air Quality (CMAQ) funds with consideration given to emissions reduction benefits provided by projects.
- Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs.
- Coordinate with transit and human service agencies to address human services transportation needs and develop human services transportation projects.
- Develop a realistic financial plan for the MTIP that addresses costs for operation and maintenance of the transportation system. The MTIP is to be financially constrained by year.
- Consider air quality impacts.
- Amend the MTIP as necessary.
- Monitor MTIP project implementation and obligation of project funding.

- Ensure MTIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the STIP.

**Relationship to Other Work Elements: Metropolitan Transportation Improvement Program**

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

**FY 2014 Products: Metropolitan Transportation Improvement Program**

- The 2014-2017 Metropolitan Transportation Improvement Program will be adopted with programming of projects for all four years. *(Fall 2013)*
- MTIP amendments as necessary. *(Ongoing)*
- Coordination of regional transportation projects for federal and statewide competitive programs. *(Ongoing)*
- Reports on tracking of MTIP project implementation and on obligation of funding for MTIP programmed projects. *(Ongoing)*
- Provide input to update the State Transportation Improvement Program (STIP). *(Ongoing)*
- Public participation in MTIP development. *(Ongoing)*

**FY 2014 Funding: Metropolitan Transportation Improvement Program**

<u>FY 2014 Revenues:</u>		<u>FY 2014 Expenses:</u>	
	\$		\$
• Federal FHWA	\$67,165	• RTC	\$103,432
• Federal FTA	\$19,912		
• State RTPO	\$10,157		
• MPO Funds	\$6,198		
	<b>\$103,432</b>		<b>\$103,432</b>

*Federal \$ are matched by State and local MPO Funds. Minimum required match: \$13,590*

**1C. CONGESTION MANAGEMENT PROCESS**

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

**Work Element Objectives: Congestion Management Process**

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

- Coordinate with WSDOT and local agencies to make more effective use of the CMP as part of the process to develop the MTP and MTIP. *(Ongoing)*
- Develop capacity or operational solutions to address transportation deficiencies identified as part of the congestion management monitoring process and incorporate these solutions into the regional plan (MTP). *(Ongoing)*
- Provide CMP data and system performance indicators to inform state and local transportation plan updates. *(Ongoing)*
- Coordinate with Metro on development of the congestion management process.

#### **Relationship to Other Work: Congestion Management Process**

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

#### **FY 2014 Products: Congestion Management Process**

- A Congestion Management Process that includes all six elements outlined in 23 CFR Part 500 Sec. 109). *(Ongoing)*
- Updated traffic counts, turning movement counts, vehicle classification (truck) counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data will be made available on RTC's web site (<http://www.wa.gov/rtc>). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. Scans of traffic counts are stored to help meet other needs and to help future regional travel forecast model enhancement and update. *(Ongoing)*
- Updated data, other than traffic counts, for CMP corridors including auto occupancy, roadway lane density, vehicle classification (truck counts), transit ridership, transit capacity, travel time and speed. Data should support the CMP, concurrency and/or other regional transportation planning programs. *(Ongoing)*
- A comparison between most recent data and data from prior years back to 1999 to support identification of system needs and solutions and monitoring of impacts of implemented improvements. "Areas of Concern" are listed in the Congestion Management Report and RTC works with local jurisdictions to identify transportation solutions for the corridor segments of

concern. The linkage between Congestion Management Monitoring and traffic operations will also be addressed. *(Spring 2014)*

- An updated Congestion Management Report. *(Congestion Management Process – 2012 Monitoring Report anticipated in Summer 2013)*
- Provide information to Federal Highway Administration to help in FHWA’s assessment of the congestion management process. *(As needed)*
- Communicate with Metro on RTC’s congestion management process and keep informed on development of Metro’s Congestion Management Process. *(Ongoing)*

**FY 2014 Funding: Congestion Management Process**

**FY 2014 Revenues:**

	\$
• Federal STP	\$100,000
• MPO Funds	\$15,607
	\$115,607

**FY 2014 Expenses:**

	\$
• RTC	\$90,607
• Consultant	\$25,000
	\$115,607

*Federal \$ are matched by State and local MPO Funds.*

*Minimum required match: \$15,607*

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**1D. TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO)/INTELLIGENT TRANSPORTATION SYSTEM WORK PROGRAM (ITS)**

Traditionally, our region has met demand for mobility by building more highways and bridges and/or by adding more lanes to roads. Southwest Washington faces complex transportation challenges including congestion, transportation choices, freight mobility, and the impact of transportation on the changing climate. Today, the urban area's highway system can no longer support a strategy that continues lane-capacity expansion into the indefinite future.

While there may be no single solution, Transportation System Management and Operations (TSMO) is one of the tools to manage congestion, and improve the safety, security and efficiency of our transportation system. TSMO is one of the key regional strategies for managing traffic congestion and for addressing transportation system capacity needs where additional highway expansion and/or capital resources are constrained.

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

The ongoing coordination and management activities that began in 2001 under the Vancouver Area Smart Trek (VAST) Program are being reshaped so that the Program's current accent on ITS projects and infrastructure is being joined with TSMO's emphasis on the need for greater coordination to improve the operation of the transportation system and enhance performance without expanding roadway capacity. Therefore, TSMO and ITS work elements are being combined to present an integrated transportation operations program which will be known as the TSMO/ITS Program.

The VAST Program has been an effective way for the agencies to coordinate on: ITS project delivery, joint funding, monitoring project development, and project integration. The VAST program has also addressed the sharing, maintenance, and standards for communications infrastructure and equipment. The Clark County TSMO Plan (RTC, June 2011) represents the region's first ever Regional TSMO Plan. The TSMO Plan for RTC builds upon a proven reputation of success and national leadership in interagency coordination established through the Vancouver Area Smart Trek program, a coalition of state, regional and local agencies which have been working actively together for over 10 years implementing Intelligent Transportation Systems (ITS) and operations solutions to address the region's transportation needs.

The TSMO/ITS Program represents an expansion of the VAST Program activities that have been managed by RTC and have focused on ITS technology. Agency partnerships established when the VAST Program was initiated will continue under the combined program implemented in

collaboration with City of Vancouver, Washington State Department of Transportation (WSDOT), Clark County, C-TRAN, City of Camas, the Oregon Department of Transportation, and RTC. Past cooperation and partnerships have resulted in successful partnerships to develop and secure funding for ITS projects. More than \$18.7 million in federal funding for VAST projects have been programmed over the past 10 years. The combined TSMO/ITS Program further advances the integrated transportation operations program for the region.

The adopted TSMO Plan provides a strategic framework to guide transportation system management objectives. It informs future ITS technology investments and capital improvements necessary to support the objectives over the next 10 years. The TSMO Plan also supports the regional Congestion Management Process (CMP). The CMP identifies regional transportation needs that can be addressed through application of TSMO strategies. The Regional Transportation Data Resources developed under this project provide a means for tracking CMP and TSMO performance metrics for recurring and non-recurring sources of congestion. The TSMO Implementation Plan has a planning horizon of approximately ten years to reflect both the nature of TSMO strategies as viable near-term solutions to transportation needs as well as the dynamic evolution of ITS technologies and operations practices.

The TSMO element of the work program continues the TSMO process and the implementation of the TSMO Plan. It includes the following elements: completion of the TSMO Pilot Project on the Andresen Road and Mill Plain Boulevard corridor, completion of the regional Intelligent Transportation System Architecture, implementation and utilization of the PORTAL data element, and the continued implementation of the TSMO Plan.

The ITS/VAST element of the work program will continue its focus on ITS, communications and the associated infrastructure and technology. The VAST program encompasses ITS and communications infrastructure as well as ITS technologies for integration of transportation information systems, management systems and control systems for the urbanized area of Clark County. The use of the ITS technology and collaboration between planning and traffic operations staff of partner agencies is addressed in the consolidated TSMO work element.

This consolidated program includes incorporating ITS and operational management into the planning process, managing the TSMO Steering Committee and the VAST and Communications Infrastructure Committees, review and endorsement of ITS and communications infrastructure, as well as operational projects, development of ITS and operations policy issues, preparation of joint funding applications, and managing consultant technical support for the TSMO/ITS program.

**Work Element Objectives: TSMO/ITS**

- Lead the ongoing management of the TSMO/ITS Program, including the development of cooperative funding applications and coordination between partner agencies on operational projects and ITS technology. Continue management of the TSMO Steering Committee and the VAST Steering and Communications Infrastructure Committees.

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- Continue the TSMO/ITS program including implementation of projects currently programmed for CMAQ funding in the MTIP which include: traveler information and transportation signal optimization.
  - Provide for ongoing planning, coordination and management of the TSMO/ITS program by RTC. This will include ensuring the region is meeting federal requirements for ITS deployment through integration and interoperability.
  - Ensure that operational and ITS initiatives are integrated and that consistency with the regional ITS architecture is addressed.
  - Assist partner agencies on funding applications for individual operational and ITS projects. Continue process of Committee partnerships for joint project funding applications.
  - Focus on performance measurement, metrics, and tools to analyze the benefits of operational strategies and outreach to policy makers and other stakeholders.
  - Lead the construction phase of TSMO Pilot Project in coordination with Clark County staff to ensure the project meets the intended purpose and need. Coordinate with all agencies affected by the project.
  - Develop and manage the before and after analysis of the TSMO Pilot Project including analysis of corridor performance, lessons learned, and white paper on results.
  - Expand implementation of the Portal data archive project including additional coverage for freeway, arterial, and transit transportation data. RTC will coordinate with partner agencies as they begin to utilize the data archive and will hold a workshop for Clark County agencies on the use of Portal. RTC will collaborate with partner agencies to refinement of the Portal interface will continue throughout FY 2013 program to improve its interface and usability.
  - Continued implementation of the TSMO Plan will involve several elements. TSMO corridors will be monitored and updated as needed to reflect changing conditions. The 10-year TSMO Implementation Strategy will be used to carry out operational improvements in the region.
  - RTC will coordinate regularly with TSMO partners to develop guidelines and protocols for regional operations. Performance measures will be further developed for assessing operations and identifying effective TSMO strategies. RTC will also continue management of the consultant and TSMO stakeholders including the TSMO Steering Committee for TSMO Plan implementation.
  - Maintain participation on the Portal Advisory Committee and consider strategies for the ongoing management and maintenance of the Portal data archive.
  - Continue development of standards for fiber, equipment, and infrastructure through the VAST Communications Infrastructure Committee (CIC). Maintain and continue expansion of the multi-agency shared asset management database and mapping system and facilitate the ongoing development of communications sharing and execution of permits between the VAST agency partners.

- Expand areas of communications infrastructure sharing and integration authorized under the executed Regional Communication Interoperability and Fiber Interlocal Agreement.
- Work to develop: rules, procedures, and process; security issues among VAST partners and on getting agreement on a common protocol for VAST to receive detailed communications infrastructure information from agency construction projects.
- Identify additional areas for coordination and improvement of the communications infrastructure, including coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.
- Continue to work with ITS stakeholders, including emergency service providers, such as Clark Regional Emergency Services Agency (CRESA), police departments and fire departments, as part of the VAST process to assess how VAST/ITS can facilitate and benefit public safety needs.

**Relationship to Other Work Elements: TSMO/ITS**

The TSMO/ITS work program relates to the MTP as the operations element of the long range plan. The TSMO Plan serves to define operational improvement strategies and develop the metrics for measuring performance. The transportation data archive element will also feed into the Congestion Management Process and will supplement or replace the CMP data. Operational/ITS strategies are identified in the MTP and are programmed for funding in the MTIP.

**FY 2014 Products: TSMO/ITS**

- Carry out and monitor the 10-year TSMO Implementation Plan. Maintain the Regional ITS Architecture for the VAST using the most recent National Architecture and Turbo Architecture. Include documentation of functions, subsystems, and information and data flow connections. *(Ongoing)*
- Report on performance of the TSMO Pilot Project. This will include a before and after Pilot Project analysis, use of performance measures, and overview of lessons learned.
- Implement ITS technologies/operational strategies on the TSMO corridor(s) within the budget available. *(Ongoing)*
- Develop interagency Memorandum of Understanding to define agency responsibilities and agreements for sharing, merging, and transfer of Portal data.
- Update and expansion of PORTAL to include all partner agencies. *(Ongoing)*
  - Coordination of TSMO/ITS activities within Clark County and with Oregon. *(Ongoing)*
  - Report on the overall effectiveness of the Program. *(Ongoing)*
  - Management of the ITS element of the work program, including preparation of memoranda of understanding for coordinated ITS implementation, interlocal agreements, and operational and maintenance agreements, fiber sharing permits and other coordination needed between partner agencies to deploy ITS projects. *(Ongoing)*

- Develop policies for operational requirements, acceptable use, security and other policies for the shared ITS network. *(Ongoing)*
- Identify additional needs for shared ITS network including infrastructure, network transport, and data elements. *(Ongoing)*
- Update, maintain and utilize the shared communications assets management database and mapping system as new fiber projects are completed. *(Ongoing)*
- Work to update the Regional Communications Master Plan.
- Adopt standards for fiber, equipment, and infrastructure based on priorities set by the Communications Infrastructure Committee. *(Ongoing)*
- Facilitation of the activities of the Steering Committee and the Communications Infrastructure Committee. *(Ongoing)*
- Management of consultant technical support activities as needed. *(Ongoing)*
- Regional ITS goals and policies for the Clark County region and for bi-state ITS issues. *(Ongoing)*

**FY 2014 Funding: TSMO/ITS**

**FY 2014 Revenues:**

	\$
• Federal STP	\$112,450
• Federal CM/AQ	\$60,550
• MPO Funds (13.5%)	\$27,000
	<b>\$200,000</b>

**FY 2014 Expenses:**

	\$
• RTC	\$140,000
• Consultant*	\$60,000
	<b>\$200,000</b>

*Federal \$ are matched by State and local MPO Funds. Minimum required match: \$27,000*

Consultant\* estimated \$60,000 per year (contract to be awarded later in 2013)

**1E. FOURTH PLAIN TRANSIT IMPROVEMENT PROJECT**

The region completed a two-year effort to develop a High Capacity Transit System Plan and the RTC Board adopted the Plan's recommendations in December 2008. The plan recommends bus rapid transit (BRT) in the Highway 99, Fourth Plain, and Mill Plain corridors and significant bus improvements in the I-205 corridor. In addition, the plan recommends a number of general policies as well as land use policies to support the development of high capacity transit. The Plan serves as a guide for C-TRAN and Clark County communities as they move forward with transit improvements in the planned HCT corridors. In June 2010, the C-TRAN Board adopted C-TRAN's 20-year Transit Plan, C-TRAN 2030. C-TRAN's Plan recommended the Fourth Plain corridor as the priority High Capacity Transit corridor.

C-TRAN, in conjunction with RTC and the City of Vancouver, conducted an Alternatives Analysis for the Fourth Plain corridor beginning in the spring of 2011. The Alternatives Analysis resulted in identifying a Locally Preferred Alternative by August 7, 2012. The Locally Preferred Alternative broadly describes a recommended project mode, termini, and alignment. This recommendation sets the guideline for a more detailed project design. The Local Preferred alternative incorporated into the Metropolitan Transportation Plan includes the following:

- Transit Mode-Bus Rapid Transit in primarily mixed traffic.
- Project Termini-The project would extend from downtown Vancouver with an eastern terminus in the vicinity of the Westfield Vancouver Mall Transit Center. Future BRT Corridor extensions should consider extending the corridor easterly to the vicinity of 121<sup>st</sup> Avenue and/or to 162<sup>nd</sup> Avenue.
- Alignment-The alignment being proposed would follow the Columbia River Crossing LRT route in downtown Vancouver then travel north on Fort Vancouver Way and turn east on Fourth Plain to serve the Westfield Vancouver Mall area and Transit Center with future Fourth Plain Corridor eastern extension to 162<sup>nd</sup> Avenue.

C-TRAN is beginning the Project Development phase. The Project Development phase will include preliminary engineering, National Environmental Policy Act (NEPA) process, and final cost for the Fourth Plain alternative. C-TRAN will continue to work with RTC and the City of Vancouver to further the project development for the Fourth Plain Transit Improvement Project.

**Work Element Objectives: Fourth Plain Transit Improvement Project**

- Completion of preliminary engineering, final cost, and National Environmental Policy Act (NEPA) process.
- Provide support to C-TRAN in the following:
  - Project Management and Coordination Support – RTC staff will participate in the Project Management Team to help provide oversight and guidance to the project.
  - Community Outreach Support – RTC to provide information for outreach materials and by attending meetings and events.

- Project Development – RTC will help to identify, screen and narrow the range of alternatives.
- Regional Travel Model – RTC to provide modeled data to inform the process to identify, screen and narrow the range of alternatives.

**Relationship to Other Work Elements: Fourth Plain Transit Improvement Project**

Transit, as an important component of the regional transportation system, provides mobility and accessibility to help support the region’s growth and economic development goals. The Locally Preferred Alternative for the Fourth Plain Transit Improvement Project has been adopted by City of Vancouver, C-TRAN, and RTC Board.

**FY 2014 Products: Fourth Plain Transit Improvement Project**

- Preliminary engineering. *(Ongoing)*

**FY 2014 Funding: Fourth Plain Transit Improvement Project**

<u>FY 2014 Revenues:</u>		<u>FY 2014 Expenses:</u>	
	\$		\$
• Federal STP	\$20,000	• RTC	\$23,121
• MPO Funds	\$3,121		
	<u>\$23,121</u>		<u>\$23,121</u>

\*Residual balance carried over from FY 2012/13

**IF. SKAMANIA COUNTY RTPO**

The regional transportation planning work program for Skamania County was established in FY 1990 when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Skamania County Transportation Policy Committee meets regularly to discuss Skamania County transportation issues and concerns. The Skamania County Regional Transportation Plan was initially adopted in April 1995 with updates in 1998, 2003, 2006, 2009, and 2012. Development and traffic trends are monitored and the regional transportation planning database for Skamania County kept up to date. RTC continues to provide transportation planning technical assistance for Skamania County.

**Work Element Objectives: Skamania County RTPO**

- Conduct a regional transportation planning process.
- Ensure the Skamania County Transportation Plan is reviewed regularly and opportunity for regular update, if needed, is provided.
- Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
- Develop and update the Skamania County transportation database.
- Review plans of local jurisdictions for consistency with the Regional Transportation Plan and Washington's Transportation Plan (WTP).
- Continue transportation system performance monitoring program.
- Assist Skamania County in implementing the federal transportation reauthorization act, MAP-21. This will include continued assistance in development of federal and state-wide grant applications, and development of the Regional TIP.
- Continue assessment of public transportation needs, including specialized human services transportation, in Skamania County. Work with Skamania County in coordinating with Gorge TransLink, an alliance of transportation providers offering public transportation services throughout the Mid-Columbia River Gorge area as well as to destinations such as Portland and Vancouver. These transportation services are available to everyone regardless of age or income. To help meet the region's special services transportation needs, coordination with the state's Agency Council on Coordinated Transportation (ACCT) will continue.
- Coordinate with Skamania County to implement the next steps of the SR-35 Columbia River Crossing Study. This would include moving forward with preliminary design and seeking funding to complete a Final Environmental Impact Statement (FEIS).
- Assist Skamania County in conducting regional transportation planning studies.

**Relationship to Other Work Elements: Skamania County RTPO**

The RTPO work program for Skamania County is tailored to the County's specific needs and issues and, where applicable, coordinated across the RTPO region with Clark County to the west and with Klickitat County to the east.

**FY 2014 Products: Skamania County RTPO**

- Continued development of a coordinated, technically sound regional transportation planning process in Skamania County. *(Ongoing)*
- Continued development of a technical transportation planning assistance program. *(Ongoing)*
- Development of the 2014-2017 Regional Transportation Improvement Program. *(Fall)*

**FY 2014 Funding: Skamania County RTPO**

**FY 2014 Revenues:**

	\$
• State RTPO	\$18,353
	\$18,353

**FY 2014 Expenses:**

	\$
• RTC	\$18,353
	\$18,353

**1G. KLICKITAT COUNTY RTPO**

The regional transportation planning work program for Klickitat County was established in FY 1990 when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Klickitat County Transportation Policy Committee meets regularly to discuss Klickitat County transportation issues and concerns. The Klickitat County Regional Transportation Plan was initially adopted in April 1995 with updates in 1998, 2003, 2006, 2009 and 2012. Development and traffic trends are monitored and the regional transportation planning database for Klickitat County is kept up to date. RTC continues to provide transportation planning technical assistance for Klickitat County.

**Work Element Objectives: Klickitat County RTPO**

- Conduct a regional transportation planning process.
- Ensure the Klickitat County Transportation Plan is reviewed regularly and opportunity for regular update, if needed, is provided.
- Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
- Develop and update a transportation database for Klickitat County.
- Review plans of local jurisdictions for consistency with Regional Transportation Plan and Washington’s Transportation Plan (WTP).
- Continue transportation system performance monitoring program.
- Assist Klickitat County in implementing the federal transportation reauthorization act, MAP-21. This will include continued assistance in development of federal and state-wide grant applications and development of the Regional TIP.
- Continue assessment of public transportation needs, including specialized human services transportation, in Klickitat County. Work with Klickitat County in its coordination with Gorge

TransLink, an alliance of transportation providers offering public transportation services throughout the Mid-Columbia River Gorge area as well as to destinations such as Portland and Vancouver. These transportation services are available to everyone regardless of age or income. To help meet the region’s need for special services transportation, coordination with the state’s Agency Council on Coordinated Transportation (ACCT) will continue.

- Coordinate with Klickitat County to implement the next steps of the SR-35 Columbia River Crossing Study. This would include moving forward with preliminary design and seeking funding to complete a Final Environmental Impact Statement (FEIS).
- Assist Klickitat County in conducting regional transportation planning studies.

**Relationship to Other Work Elements: Klickitat County RTPO**

The RTPO work program activities for Klickitat County are tailored to the specific needs and issues of the Klickitat County region and, where applicable, coordinated across the RTPO.

**FY 2014 Products: Klickitat County RTPO**

- Continued development of a coordinated, technically sound regional transportation planning process in Klickitat County. *(Ongoing)*
- Continued development of a technical transportation planning assistance program. *(Ongoing)*
- Development of the 2014-2017 Regional Transportation Improvement Program. *(Fall 2013)*

**FY 2014 Funding: Klickitat County RTPO**

**FY 2014 Revenues:**

	\$	
• State RTPO	\$21,307	
	\$21,307	

**FY 2014 Expenses:**

	\$	
• RTC	\$21,307	
	\$21,307	

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

This element includes the development, maintenance and management of the regional transportation database and website to support the regional transportation planning program. The database is used to assess transportation system performance, evaluate level of service standards and calibrate the regional travel forecasting model. The element also includes development and use of the regional travel forecasting model to estimate and analyze future transportation needs, air quality planning because mobile emissions are a significant source of air emissions in this region, and technical support to local jurisdictions.

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

#### **Work Element Objectives: Regional Transportation Data and Travel Forecasting**

- Maintain an up-to-date transportation database and map file for transportation planning and regional modeling that includes functional classification of roadways, traffic counts, transit ridership and transit-related data provided by C-TRAN. The database is used in development of regional plans, regional travel forecast model development and in making transportation maps. Maps are used by RTC as visualization tools to help make transportation plans more understandable.
- Collect, analyze and report on regional transportation data from data sources such as the U.S. Census, the Census Bureau's American Community Survey, Census Transportation Planning Package data, National Household Travel Survey (NHTS) data, travel behavior survey data, and County GIS information.
- Maintain and update a comprehensive traffic count program coordinated with local jurisdictions and agencies.
- Compile crash data for use in development of safety management plans and project priorities.
- Analyze growth trends and relate these trends to future year population and employment forecasts. Demographic forecasts for the region are analyzed and used as input for the regional travel forecast model. RTC reviews Clark County-produced region-wide growth totals for population, households and employment allocated to Clark County's transportation analysis zones (TAZs) and incorporates these assumptions into the regional travel model. The TAZ allocation is used by RTC in the travel forecast modeling process.
- Coordinate with Metro on procedures for forecasting the region's population and employment data for future years, including "Metroscope" development; a process that integrates land use development and transportation system change in an integrated model.
- Continue to incorporate transportation planning data elements into the Geographic Information System (GIS) using ArcInfo and coordinate with Clark County's GIS Department to incorporate data into the County ArcGIS system. This includes maintaining GIS layers for the Urban Area Boundary, designated regional transportation system, federal functional classification system of highways and freight data. Clark County's Maps Online and GIS Workbench is used as a

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resource by RTC to obtain layers of information such as zoning, comprehensive plan, service district boundaries, and geophysical and environmental elements such as stream channels, floodplains, hydric soils, shoreline buffers, watersheds, and groundwater protection areas, slopes and geologic hazards. These layers of information are used by RTC in considering environmental mitigation in the regional transportation planning process.

- Assist local jurisdictions in analyzing data and information from the regional transportation data base in updating and implementing Comprehensive Plans required under the state's Growth Management Act, capital facilities plan development and transportation concurrency.
- Maintain and update computer RTC's computer equipment and software.
- Update the content of RTC's website regularly to allow public access to the regional transportation planning program.
- Maintain, develop and enhance the regional travel model. The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs and its output is used to support development of the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program. Model development and enhancement includes: update to model inputs such as household travel behavior survey data, transition to tour based modeling, travel demand modeling, periodic update to provide updated base year and twenty year horizons together with necessary re-calibration, network changes, speed flow relationships, link capacity review, turn penalty review, land use changes, and interchange/intersection refinements, and Dynamic Traffic Assignment (DTA).
- Coordinate with local jurisdictions, state agencies and Metro to develop the regional travel forecast model and use it as a tool to help analyze the transportation system in the region, use its output to identify deficiencies in the regional transportation system, to develop performance measures and standards to be reported in regional plans, local plans, and use to assess transportation demand management and transit planning applications.
- Increase the ability of the existing travel forecasting procedures to respond to information needs placed on the forecasting process. The model needs to be able to respond to emerging issues, including concurrency, peak hour spreading, latent demand, design capacity, performance measures, air quality, growth management, and life-style changes relating to transportation needs. Staff will continue to research and assess travel forecast model enhancement and enhanced modeling software and tools to further develop traffic operational modeling capabilities and true dynamic assignment techniques that are increasingly important in evaluating new planning alternatives, such as High Occupancy Vehicle operations and impacts, Intelligent Transportation System impact evaluation, congestion pricing analysis, and concurrency analysis.
- Provide a forum for local model developers and users to meet and discuss model development and enhancement.
- Participate in the Oregon Modeling Steering Committee (OMSC) meetings, organized as part of the Oregon Travel Model Improvement Program (OTMIP), to learn about model development in Oregon and the Portland region. RTC's regional travel model is a part of the Portland-

Vancouver regional travel forecast model with a finer grained level of detail for the Clark County transportation network and zone system.

- Develop economic benefit measures associated with highway and transit system improvements by utilizing Congestion Management Process data, FTA's Summit software program developed to prepare information for evaluation of transit projects and economic impact of freight improvements.
- Continue to develop data, including vehicle miles traveled (VMT) and vehicle occupancy measures, for use in air quality and Commute Trip Reduction (CTR) planning.
- Assist WSDOT and local agencies by supplying regional travel model data for use in local planning studies, environmental analyses, development reviews, Capital Facilities Planning and Transportation Impact Fee program updates. , the implementation of projects funded through the state Nickel and Partnership funding packages will continue to move forward. RTC will provide WSDOT with transportation model data and analysis to support project design and implementation.
- Provide support and assistance to corridor studies such as the I-205 Corridor Study which includes an in-depth analysis of the full corridor from the 179th St/I-5 Interchange to the I-205/SR-14 Interchange, by forecasting the future demand and assessing the corridor projects and their performance.
- Provide technical support for local transportation studies and transit analyses, such as the Fourth Plain Bus Rapid Transit Project. .

### **Air Quality Planning**

Transportation planning and project programming cannot occur without consideration for air quality impacts. In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. Under the 1997 8-hour federal Ozone standard, the Vancouver/Portland Air Quality Maintenance Area (AQMA) was re-designated from "maintenance" to "unclassifiable/attainment" area for Ozone. Consequently, as of June 15, 2005, regional emissions analyses for Ozone precursors in the Plan (MTP) and Program (MTIP) are no longer required.

The Vancouver AQMA is currently designated as a CO maintenance area. In January 2007, the Southwest Clean Air Agency submitted a Limited Maintenance Plan (LMP) for CO to the Environmental Protection Agency (EPA) which was approved. Based on the population growth assumptions and technical analysis of on-road transportation sector emissions, it was concluded the Vancouver region will continue to maintain CO standards. Therefore, regional conformity is presumed and regional emissions analyses and emission budget tests are no longer required. 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.

EPA designates areas that are in violation of standards for Particulate Matter of 2.5 mcg (PM2.5). The Vancouver AQMA is designated as attainment/unclassifiable for PM2.5. Therefore, there are no transportation conformity requirements for PM2.5 in the Vancouver region.

#### **Work Element Objectives: Air Quality**

- Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of requirements. This includes addressing any issues concerning the Limited Maintenance Plan for Carbon Monoxide (CO) for the Vancouver Air Quality Maintenance Area and the “unclassifiable/attainment” area for ozone based on the Environmental Protection Agency’s (EPA’s) eight-hour ozone standard.
- Monitor the EPA’s federal regulatory process and requirements for any possible new ozone standard and potential changes to the current “attainment” designation of the Vancouver/Portland Air Quality Maintenance Area (AQMA). Staff will also coordinate with the Southwest Clean Air Agency, the Washington State Department of Ecology, EPA and other MPOs in the state on any changes or new conformity requirements that may affect transportation agencies as a result of a new standard.
- Assist the region’s air quality planning program by providing demographic forecasts and Vehicle Miles Traveled (VMT) data and analysis required to estimate emission inventories. The current eight-hour standard for ozone does not require an ozone emissions budget for the MTP. The Limited Maintenance Plan for CO eliminates the need for a CO mobile emissions budget but the LMP does call for the Southwest Clean Air Agency to triennially verify continued attainment through tracking of countywide mobile emissions using the Department of Ecology’s emission inventories.
- Coordinate with air agencies on the regulatory and technical requirements to determine air quality conformity. This may include coordination with the State Department of Ecology to develop Vehicle Miles Traveled projections to track growth compared with Limited Maintenance Plan projections.
- Program identified Transportation Control Measures (TCMs) in the Metropolitan Transportation Improvement Program (MTIP), if necessary.
- Cooperate and coordinate with State Department of Ecology in research and work on air quality in Washington State and provide support for the Governor’s Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 47.01.440 relating to climate change, greenhouse gas and Vehicle Miles Traveled reduction goals. RTC is one of the four affected RTPOs in Washington State required to collaborate and engage with WSDOT to implement Sections 2a and 2b of Governor’s Executive Order 09-05 – Washington’s Leadership on Climate Change. The requirements in RCW 47.01.440 relates to statewide reductions in vehicle miles traveled (VMT), RCW 70.235.020 and chapter 173-441 WAC relates to limiting and reporting of

greenhouse gas (GHG) emissions. Subsequent policy directives in state and federal requirements will also be addressed. (Ongoing)

- Coordinate with Southwest Clean Air Agency (SWCAA) in carrying out the provisions established in the Memorandum of Understanding (MOU) between RTC and Southwest Clean Air Agency (SWCAA), adopted by the RTC Board in January, 1995 [RTC Board Resolutions 01-95-02]. Depending on current air quality laws and air quality status, RTC's responsibilities include, if necessary, conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and MTIP. The MOU also seeks to ensure that inter-agency coordination requirements in the State Conformity Rule are followed.
- Coordinate and cooperate with air quality consultation agencies (Washington State Department of Ecology, EPA, FHWA, FTA, WSDOT, and SWCAA) on air quality technical analysis protocol, mobile emissions estimation procedures, and conformity requirements. This consultation process includes support for the use of the Mobile 6 emissions model and the Motor Vehicle Emissions Simulator (MOVES). RTC will consult with the agencies in the review, update, testing, and use of the MOVES emissions model to ensure accuracy and validity of model inputs for the Clark County region and ensure consistency with state and federal guidance.
- Coordinate with Metro to ensure consistency of mobile emissions estimation procedures and air quality emissions methodology using the travel-forecasting model in the Portland bi-state region.
- Tracking of mobile emission strategies required in Maintenance Plans. Strategies equate to emissions benefits. If a strategy cannot be implemented then alternatives have to be sought and substituted.
- Prepare and provide data for DOE in relation to the vehicle exhaust and maintenance (I/M) program implemented in the designated portion of the Clark County region.
- Use TCM Tools, where applicable, to assess the comparative effectiveness of potential TCMs in terms of travel and emissions reductions. TCM Tools can also be used to quantify the Carbon Monoxide air quality benefits of projects proposed for CMAQ program funding through the MTIP and to measure the impacts of air quality improvement strategies that cannot be assessed through the regional travel model.
- Estimate air quality emissions impacts for projects proposed for funding by the Congestion Mitigation and Air Quality program through the MTIP and for the annual CMAQ information report required by WSDOT Highways and Local Programs Division for submittal to FHWA.
- Conduct project conformity analysis for agency members, when requested, for the Vancouver AQMA and work with local agencies to implement Clean Air Action Days, as necessary.
- Provide technical support for local jurisdictions and agencies in the use of the EPA MOVES emissions model and analysis of project-level air quality impacts for CO.

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## Transportation Technical Services

### Work Element Objectives: Transportation Technical Services

- Provide technical transportation planning and analysis services for member agencies and provide a common and consistent regional basis for analysis of traffic issues. Consistency is a key element in maintaining, planning for, and building an efficient transportation system with adequate capacity. Technical service activities are intended to support micro traffic simulation models, the input of population, employment and household forecasts, and the translation of land use and growth forecasts into the travel demand model. In FY 2014, RTC staff will continue providing requested technical services related to development and implementation of the cities' and County's Comprehensive Growth Management Plans, transportation elements and transportation capital facilities plans.

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

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

### FY 2014 Products: Regional Transportation Data and Travel Forecasting

- Update the regional transportation database with data from the U.S. Census, including Census Transportation Planning Package (CTPP) data and the American Community Survey (ACS) which derives data from a smaller sample than the census, as well as the National Household Travel Survey (NHTS). (Ongoing)
- Mapping of the updated Urbanized Area (UZA) following the 2010 decennial census and subsequent updated Urban Area Boundary (UAB) together with resulting federal functional classification system changes. Submittal of federal functional classification requests from local jurisdictions to Highways and Local Programs.
- Analysis of Clark County transportation information. The main elements include: transportation measures, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations will be used to address environmental justice issues. (Ongoing)
- Use information and data from the 2009 Clark County household travel survey to update the travel characteristics of Clark County households and integrate this information into the regional travel forecast model. Also, work with Metro to integrate the Clark County survey

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results into the regional travel forecast model. The travel survey data is used to reset travel patterns and modes as part of recalibrating the regional travel forecasting model.

- Re-calibration and validation of regional travel forecast model. (As needed)
- Compilation and analysis of data relating to minority and low income populations to support transportation plans for the region and for specific corridors and for specific Title VI requirements. (Ongoing)
- Integration of transportation planning and GIS Arc/Info data. (Ongoing)
- Coordination with Clark County on maintenance and update of the highway network, local street system and federal functional classification system in a GIS coverage. (As needed)
- Update the traffic count database. (Ongoing)
- Continue to work with regional bi-state partners on freight transportation planning including ongoing work to improve truck forecasting ability. Continue to integrate freight traffic data into the regional transportation database. (Ongoing)
- Technical assistance to local jurisdictions. (Ongoing)
- Transportation data analysis provided to assist C-TRAN in planning for future transit service. (Ongoing)
- Purchase updated computer equipment using RTPO revenues. (As needed)
- Coordinate with the County's computer division to update computer equipment and software, as needed.
- Continue implementation of interlocal agreements relating to use of RTC's regional travel forecast model and implementation of sub-area modeling. (As needed)
- Participate and coordinate with Metro in the development of new and revised models based on the recent household travel behavior survey data that was collected in the region. A new tour-based model will be deployed early in FY 2014, followed by a revised trip-based model later in FY 2014.
- The transition to the use of EMME4 software for regional travel demand model highway and transit assignment will continue in FY 2014.
- Metro Portland is also using EMME4 as their main travel modeling tool. RTC continues to coordinate with Metro on use of Metro's regional model and to ensure input model data, including census demographic data and land uses, are current. The most useful modeling tools for use in the region will continue to be assessed by RTC and Metro staff. Refine travel forecast methodology using EMME4 software. (Ongoing)
- Continue to expand RTC's travel modeling scope through research into development of operational modeling applications and emerging true dynamic assignment techniques that are increasingly important in evaluating new planning alternatives, such as HOV operations and impacts, ITS impact evaluation, congestion pricing analysis, and concurrency analysis. At the

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

- Update travel demand codes in WinMTX as Metro updates the regional travel forecast model structure. (As needed)
- Review and update of model transportation system networks, including highway and transit. (Ongoing)
- Documentation of regional travel forecasting model procedures. (Ongoing)
- Participate in the development of Metro's Dynamic Traffic Assignment (DTA) tools by providing the Clark County data and information to Metro. DTA modeling will eventually be a regional level mezzo-scopie modeling practice and provide better results and understanding of intersection analysis, peak spread analysis, incident or event analysis, and other traffic operational analyses.
- Host Transportation Model Users' Group (TMUG) meetings. (As needed)
- Use regional travel forecasting model data to support MTP and MTIP development, as well as for Clark County Comprehensive Plan analysis, state HSP and support for corridor planning studies, such as the I-205 Corridor, I-5 Columbia River Crossing Project, the Transportation System Management and Operation (TSMO) Study, Fourth Plain Transit Improvements, etc. (Ongoing)
- Analysis of Commute Trip Reduction (CTR), congestion pricing and Transportation System Management/Intelligent Transportation System (ITS) impacts. (As needed)
- Complete a full redesign of RTC's website, creating a modern user-friendly digital information center with a consistent look and navigation scheme. The home page will be updated to provide quick and focused access to the most frequently requested information; including, calendar, meeting information and materials, current planning activities, and provide a brief description of RTC. The redesigned website will provide RTC with a valuable tool for both disseminating information and for receiving feedback from the public at large as well as the RTC Board and its member jurisdictions.

#### **Work Element Objectives: Air Quality Planning**

- Participate in development of the transportation elements of air quality Maintenance Plan updates coordinated with Southwest Clean Air Agency. (As needed)
- Air quality conformity analyses/determinations and documentation for updates and/or amendments to the MTP and MTIP as required by the Clean Air Act Amendments of 1990. (MTIP in Fall 2013)
- Consultation with local agencies, Washington State Department of Transportation (WSDOT), the Washington State Department of Ecology (DOE), the Environmental Protection Agency

(EPA), Southwest Clean Air Agency (SWCAA), Metro and Oregon Department of Environmental Quality (DEQ) relating to air quality activities. (As needed)

- Project level air quality conformity analyses/determinations as requested by local jurisdictions and agencies. (As needed)
- Work to support RCW 80.80 relating to climate change and greenhouse gas reduction including Vehicle Miles Traveled and VMT per capita in the region. Also implementation of Sections 2a and 2b of the Governor’s Executive Order 09-05. (Ongoing)

**Work Element Objectives: Transportation Technical Services**

- Fulfill local jurisdictions’ needs for travel modeling and analysis. (Ongoing)
- Use output from the regional travel forecast model to aid local transportation concurrency analyses. A regular travel model update procedure for base year and six-year travel forecast is established that can be used in concurrency programs. As part of the process, the travel model is used and applied in the defined transportation concurrency corridors to determine available traffic capacity, development capacity and to identify six-year transportation improvements. (As needed)
- Travel Demand Forecast Model Workshops will be organized and held. Invitees will include staff of local agencies and jurisdictions. These will help to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region. (As needed or requested)
- Use of model results for local development review purposes and air quality hotspot analysis. (Ongoing)
- Technical support for the comprehensive growth management planning process in the Clark County region. Local comprehensive plans were last updated in 2007. (Ongoing and as needed)

**FY 2014 Funding: Regional Transportation Data and Travel Forecasting**

<u>FY 2014 Revenues:</u>		<u>FY 2014 Expenses:</u>	
	\$		\$
• Federal FHWA	\$240,673	• RTC	\$444,880
• Federal FTA	\$71,352	• Computer Equipment	\$6,000
• Federal STP	\$52,000	Use of RTPO funds	
• State RTPO	\$60,943		
• MPO Funds	\$25,912		
	<b>\$450,880</b>		<b>\$450,880</b>

*Federal \$ are matched by State and local MPO Funds. Minimum required match: \$56,813*

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**REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT****3A. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**

This element provides for overall coordination and management required of the regional transportation planning program. Ongoing coordination includes holding regular RTC Board and Regional Transportation Advisory Committee (RTAC) meetings. It also provides for bi-state coordination with Metro to discuss and address both transportation and land use issues of bi-state significance. In addition, this Coordination and Management work element provides for public participation activities as well as the fulfillment of federal and state requirements.

**Work Element Objectives: Program Coordination and Management**

- Coordinate, manage and administer the regional transportation planning program.
- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Coordination Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
- Report to the Board and promote RTC Board interests on key transportation issues. These may include Federal Transportation Act implementation and reauthorization, livability, climate change and performance measures, legislation and planning regulations, and funding situations. This may include participation on statewide transportation committees, advisory boards and commenting and reporting back on actions of national transportation interest groups. Specific opportunities for this include participation on the Statewide MPO/RTPO Coordinating Committee.
- Provide leadership, coordination and represent RTC Board positions on policy and technical issues at Committee meetings within the Portland-Vancouver region. Specifically, the key committees include: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Alternatives Committee (TPAC) and, if re-convened, the Bi-State Coordination Committee.
- Coordinate with the Washington State legislative delegation and with the Washington State congressional delegation to promote regional and bi-state transportation issues. Members of the Washington State legislative delegation from this region are ex-officio, non-voting, members of the RTC Board of Directors.
- Represent RTC's interests when working with organizations such as: Greater Vancouver Chamber of Commerce, Columbia River Economic Development Council, and the Washington State Transit Association.
- Coordinate with WSDOT on implementation of the Washington Transportation Plan 2030 (adopted December 2010) and on development of the Statewide Multimodal Transportation Plan (SMTP).
- Address the transportation needs of the elderly, low income and people with disabilities as part of the transportation planning program. An update to the Human Services Transportation Plan

(HSTP) for the RTC region was adopted in December 2010. RTC will continue to coordinate with the Human Services Council and other stakeholders on issues related to human services transportation needs. Also, RTC will continue to work with Clark County and stakeholders on completing and implementing the recommendations of Clark County's Aging Readiness Task Force (Clark County report, adopted February 2012) as they relate to transportation and work with local partners as part of the Accessible Transportation Coalition Initiative (ATCI).

- Coordinate with WSDOT and the state Department of Health on the Active Community Environments (ACE) program. RTC will continue to work with local partners and stakeholders to work on pedestrian and bicycle needs as a member of the Clark Communities Bicycle and Pedestrian Advisory Committee. RTC staff will continue to collaborate with statewide ACE stakeholders and participate in meetings of the Healthy Communities Regional Coalition. These stakeholders include the state Departments of Health, Transportation, and Commerce as well as other Regional Transportation Planning Organizations and local health departments. RTC will work with local partners to review policies and suggest projects to improve non-motorized transportation modes in the region.
- Coordinate regional transportation plans with local transportation plans and projects.
- Coordinate with the Growth Management Act (GMA) planning process. The latest update to the Clark County Comprehensive Growth Management Plan was adopted in September 2007. RTC is required under state law to review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the MTP.
- Coordinate with I-5 Columbia River Crossing Project on transportation policy and technical issues.
- Consult with, communicate with and outreach to tribes with interest in the region regarding transportation issues.
- Work with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation. Facilitate early environmental decisions in the planning process through work with resource agencies, possibly including the Statewide Advisory Group for Environmental Stewardship (SAGES), formerly the Signatory Agency Committee (SAC) in Washington and the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) in Oregon, the State Historic Preservation Office and local partners.
- Represent the MPO at Environmental Impact Statement (EIS) scoping meetings relating to transportation projects and plans.
- Provide support for the Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 477.01.440 relating to climate change, greenhouse gases and Vehicle Miles Traveled reduction.
- Implement the updated federal transportation act, the Moving Ahead for Progress in the 21st Century (MAP-21). Also, monitor new legislative activities as they relate to regional

transportation planning requirements and provide comments if asked. Federal transportation, livability, climate change and performance measures legislation and planning regulations as well as funding situations will be tracked by RTC.

- Participate in transportation seminars and training.
- Prepare RTC's annual budget and indirect cost proposal.
- Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to efficiently carry out the regional transportation planning program. Provide computer training opportunities for MPO/RTPO staff.
- Continue the Bi-State Memorandum of Understanding between Metro and RTC, both acting as Metropolitan Planning Organizations in the Portland metropolitan region in two separate states; Oregon and Washington.
- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.
- Continue to address bi-state transportation strategies and participate in any bi-state transportation studies.
- Liaison with Metro and Oregon Department of Environmental Quality on air quality planning issues.
- All regional transportation planning activities carried out by RTC and its staff will be conducted in compliance with the Hatch Act that restricts the political activity of individuals principally employed by state, county or municipal agencies who work in connection with programs financed in whole or in part by federal loans or grants.

#### **Work Element Objectives: Bi-State Coordination Committee**

- RTC and Metro serve as staff of the Bi-State Coordination Committee which serves as the communication forum to address transportation and land use issues of bi-state significance. In 2004 a new charter was adopted for the Bi-State Coordination Committee. Since that time, the Bi-State Coordination Committee has been charged with addressing transportation issues of bi-state significance as well as transportation related land use issues of bi-state significance that impact economic development, environmental, and environmental justice issues. The Committee's discussions and recommendations are advisory to RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee's advisory recommendations are to the appropriate local and regional governments. The Committee has not been very active since 2010/2011 with bi-state interests in such transportation projects as the Columbia River Crossing Project being addressed through CRC meetings. There continues to be bi-state interest in Portland/Vancouver population and employment forecasts, freight mobility, and priority projects for federal consideration. The two existing interstate highways now serve business, commercial, freight and personal travel needs, including around 60,000

daily Clark County to Portland commuters and BN/SF rail lines also cross the Columbia river between the two states.

**Work Element Objectives: Public Participation**

- Increase public awareness of and provide information on regional and transportation issues. The federal transportation act requires that public outreach include visualization techniques including web site content, maps and graphics.
- Involve and inform all sectors of the public, including the traditionally under-served and under-represented, in development of regional transportation plans, programs and projects. Incorporate public participation at every stage of the planning process and actively recruit public input and consider public comment during the development of the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program.
- Periodically review the Public Participation Plan (PPP) to ensure the effectiveness of RTC's public participation process and update the Plan as necessary. When changes are made to the PPP, RTC will follow the procedures outlined in federal Metropolitan Planning guidelines.
- Hold public outreach events, including meetings relating to the MTP and MTIP, in coordination with outreach events and activities hosted by local jurisdictions and WSDOT Southwest Region, WSDOT Headquarters and C-TRAN. Also, conduct public participation efforts for special projects and planning studies led by RTC tailored to the specific project or plan.
- Continue to update the RTC web site (<http://www.rtc.wa.gov>) which allows public access to monthly RTC Board agenda materials as well as information on planning studies being developed by RTC. The website also allows public access to RTC's regularly updated traffic count database and information on the household travel survey conducted in fall 2009. Links are also provided to other transportation agencies and local jurisdictions.
- Participate in the public participation programs for transportation projects of the local jurisdictions of Clark.
- Communicate with local media.
- Maintain a mailing list of interested citizens, agencies, and businesses.
- Ensure that the general public is kept well informed of developments in transportation plans for the region.
- Respond to requests from various groups, agencies and organizations to provide information and give presentations on regional transportation topics. These requests provide an important opportunity to gain public input and discussion on a variety of transportation issues.
- Support Identity Clark County's efforts to raise awareness and solicit feedback from the public on transportation issues. Identity Clark County is a private, non-profit organization focused on Clark County's community and economic development.

**Work Element Objectives: Federal Compliance**

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

development process led by the Washington State Department of Ecology (DOE), as appropriate. Coordinate with Southwest Clean Air Agency (SWCAA) on air quality maintenance plans and seek to implement transportation strategies to promote mobile source emissions reductions that will help to maintain clean air standards.

- Address environmental issues at the earliest opportunity in the transportation planning process. Participate in scoping meetings for National Environmental Policy Act (NEPA) process. RTC will address environmental mitigation in Plan documents, developed in consultation with Federal, State and Tribal wildlife, land management, and regulatory agencies. As part of the metropolitan transportation planning process, RTC will consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. Consultation may address local and State conservation plans or maps, and inventories of natural or historic resources, as available.

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

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

#### **FY 2014 Products: Program Coordination and Management**

- Meeting minutes and presentation materials. (Ongoing)
- Year 2014 Budget and Indirect Cost Proposal. (Fall 2013)
- Use the updated funding formula for allocation of PL funds among MPOs as agreed upon in by WSDOT and statewide MPOs in FY 2013.
- Coordination with and participation in Metro's regional transportation planning process. (Ongoing)

#### **FY 2014 Products: Bi-State Coordination Committee**

- If the Bi-State Coordination Committee meets in FY 2014, RTC will work in partnership with Metro to produce meeting materials. (As needed)

#### **FY 2014 Products: Public Participation**

- Participate in public outreach activities related to regional transportation planning program and projects. (Ongoing)
- Document RTC's public participation activities in the annual UPWP report. (Ongoing)
- Media communication through press releases and press conferences as well as through regular update to RTC's website on significant issues and outcomes relating to the regional transportation planning process. Media outlets include local newspapers, radio and television stations. (Ongoing)

**FY 2014 Products: Federal Compliance**

- Updated MPO self-certification documentation to include a signed certification statement in the MTIP to self-certify that the regional transportation planning process meets federal laws. (late summer/early fall 2013)
- Respond to corrective actions and recommendations resulting from the quadrennial federal MPO certification of RTC as MPO for the Clark County region held in October/November 2012.
- Adopt the FY 2015 UPWP, prepare an annual report on the FY 2013 UPWP and, if needed, provide amendments to the FY 2014 UPWP. (FY 2013 Annual Report, before August 31, 2013. FY 2015 UPWP in Winter 2013/14. UPWP amendments, as needed.)
- Review, and possibly update, the intergovernmental agreements/Memoranda of Understanding between RTC and WSDOT, RTC and C-TRAN, RTC and Metro and RTC and Southwest Clean Air Agency as part of a regular review process. An updated Memorandum of Agreement between RTC, WSDOT and C-TRAN is being prepared in FY 2013 but may extend to FY 2014 depending on statewide MPO and WSDOT timeline. (late FY 2013/early FY 2014)
- Conduct data analyses and produce maps as support documentation for Title VI, LEP and Environmental Justice (Executive Order 12898) programs. RTC completes updates to its Title VI report as data and information warrants. The next annual update will include an organizational chart reflective of RTC’s operations as MPO and RTPO. RTC also commits to assist member jurisdictions in complying with ADA requirements. (Ongoing)

**FY 2014 Funding: Regional Transportation Program Coordination & Management**

<u>FY 2014 Revenues:</u>		<u>FY 2014 Expenses:</u>	
	\$		\$
• Federal FHWA	\$111,941	• RTC	\$223,250
• Federal FTA	\$33,187		
• Federal STP	\$38,000		
• State RTPO	\$27,086		
• MPO Funds	\$13,036		
	<b>\$223,250</b>		<b>\$223,250</b>

*Federal \$ are matched by State and local MPO Funds.*

*Minimum required match: \$28,581*

#### **4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES**

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

##### **4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION**

Washington State Department of Transportation, Southwest Region, publishes the Washington State Department of Transportation, Southwest Region, FY 2014 Unified Planning Work Program that provides details of each planning element outlined below.

Key issues and planning activities for the WSDOT Southwest Region within the RTC's region are:

1. Support to the I-5 Columbia River Crossing.
2. Coordinate with the RTC, local jurisdictions, transit agencies, and tribes on updating the WTP, and finalizing the HSP.
3. Participate with bi-state partners on policies, issues, and coordination related to the bi-state regional transportation system.
4. Continue planning and coordination with the MPO's, transit agencies, local jurisdictions and tribes located in the region on multimodal and intermodal planning, air quality analysis, transportation system performance, congestion management, intelligent transportation systems (ITS), livable communities, corridor and project studies.
5. Coordinate with local jurisdictions and tribes on implementing Washington Transportation Plan (WTP), Statewide Multimodal Transportation Plan (SMTP), Highway System Plan (HSP), Route Development Plans (RDPs), and other work plan elements.
6. Work with the Program Management section in supporting development of the Capital Improvement and Preservation Program (CIPP).
7. Provide public information and support opportunities for public participation and communication in elements of regional and statewide activities.
8. Coordinate with counties and local jurisdictions on planning efforts to update comprehensive land use plans, transportation plans and capital facilities plans to comply with Growth Management Act requirements. Provide consultation and plan review for locally initiated studies or projects that include state facilities.
9. Review transportation sections of local comprehensive plans and development ordinances to assure consistency among jurisdictions, and with the State Highway System Plan.

10. Work closely with RTC and Clark County on integration of local comprehensive plans in updating the Metropolitan Transportation Plan.
11. Coordinate freight and passenger rail planning issues with WSDOT Rail Offices, RTC, local jurisdictions and ports.
12. Participate in regional data collection, analysis and planning activities related to freight mobility issues.
13. Continue to integrate Transportation Demand Management Planning Strategies.
14. Coordinate with RTC, C-TRAN, Clark County and cities on development of transportation demand management strategies for inclusion in the Metropolitan Transportation Plan (MTP).
15. Support the development of a long-term route development plan for routes consistent with the Highway System Plan.
16. Manage various studies and participate on various committees that strive to identify solutions to improve safety, mobility and relieve congestion. Support other topics, such as implementing transportation options that help reduce congestion and vehicle miles traveled and solutions to the climate change challenge.
17. Support Governor and Transportation Technical Working group as they develop goals for Climate Change, reductions in greenhouse gas emissions and strategies for transportation.

**WSDOT PLANNING GROUP WORK ELEMENTS:****Planning and Administration****Public Information/Communications/Community Involvement****MPO/RTPO Regional and Local Planning**

MPO/RTPO Coordination and Planning

Bi-State Coordination

Tribal Coordination

Regional or Local Studies

**Corridor Planning**

Corridor Planning

Corridor Management Planning

Special Studies

**State Highway System Plan**

Corridor Vision Statements

**Washington Transportation Plan****Data and Research**

Data Collection/Analysis

Travel Demand Forecasting

### **Transportation Planning and Coordination**

Public Transportation and Rail Planning/Coordination

Multimodal/Intermodal Planning/Coordination

Transportation Demand Management (TDM)

Congestion Relief/High Occupancy Vehicle (HOV)/High Capacity Transportation (HCT) Coordination

Non-Motorized (Bike & Pedestrian) Planning/Coordination

Freight Mobility Planning/Coordination

Local Comprehensive Plans/County Planning Policies and Other Policy Review

Climate Change Transportation Planning and Coordination

#### **4B. C-TRAN**

C-TRAN has identified the following planning elements for the Unified Planning Work Program (UPWP) FY 2014 (July 2013 through June 2014):

##### **Regional Participation**

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

##### **Regional Transportation Planning**

C-TRAN will be involved in the following regional planning and engineering studies during FY 2014:

1. Columbia River Crossing Project: C-TRAN continues to work with regional partners in developing and recommending multimodal and highway capacity improvements to the I-5 Trade Corridor, including:
  - a. Conducting public outreach
  - b. IGA negotiations with City of Vancouver, TriMet and WSDOT including, but not limited to:
  - c. Parking Management Plan
  - d. Operating Cost Agreement with TriMet.
2. Metropolitan Transportation Plan and Transportation Improvement Program: C-TRAN will participate in developing revised and updated regional plans and programs.
3. Human Services Transportation Plan: C-TRAN will coordinate and collaborate with regional partners to plan for and deliver human services transportation.

4. Participate in ongoing regional HCT planning and engineering studies, including the environmental analysis and design of the Fourth Plain Bus Rapid Transit.
5. Continue participation in regional Transportation System Management and Operations planning and pilot project led by RTC.

**Transit Planning**

In accordance with an adopted plan and implementation strategy, C-TRAN will begin phasing in elements of C TRAN 2030, its 20-Year Transit Development Plan, to include the activities described below:

**Long Range Transit Planning:** C-TRAN will continue long-range transit system planning, facilities and route development consistent with the adopted 20-year plan.

**Fourth Plain Bus Rapid Transit Project:** Using the adopted Locally Preferred Alternative, C-TRAN will undertake Project Development and Engineering to include design, routing and environmental documentation. Phase 1 of Project Development will be undertaken in 2013 and Phase 2, contingent on Small Starts funding and a local match funding decision by the C-TRAN Board, would complete preliminary and final design work and lead toward a Construction Grant Agreement with the Federal Transit Administration. C-TRAN has a \$2,000,00 CMAQ grant, with \$500,000 in matching funds in C-TRAN’s adopted 2013-2014 budget, for Phase 1 Project Development work. C-TRAN will actively work to secure C-TRAN Board decisions on the future of the project and funding for successive project phases.

**FY 2013/2014 Funding: C-TRAN, Fourth Plain Corridor Bus Rapid Transit Project**

	\$
Federal Earmark (80%)	\$ 2,000,000
Local Match (20%)	\$ 500,000
	\$ 2,500,000

**Short-Range Planning:** Following public review and input in early 2013, the published 2013-2017 Transit Development Plan will identify capital and operational changes planned over the six-year period.

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

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

**Fisher’s Landing Park & Ride Development Plan:** C-TRAN will conduct a pre-design study in 2013 for phase two of this park and ride, exploring options for best use of the remaining undeveloped property currently owned by C-TRAN.

**Station Area Planning:** C-TRAN will participate in station area planning to provide for higher densities and transit-oriented, mixed use developments within ½ mile of proposed future HCT stations and termini associated with various HCT lines under consideration by various planning processes.

**Traffic Signal Priority:** C-TRAN, in partnership with the City of Vancouver, will complete the traffic signal priority systems pilot project along the Mill Plain corridor. C-TRAN will continue to collaborate with Vancouver and Clark County to consider TSP operations on other major corridors in the C-TRAN system.

**VAST, Phase II and III:** C-TRAN will continue planning and implementation of Intelligent Transportation System technology. In addition to signal priority, C-TRAN's VAST project includes enhanced passenger information, ADA-compliant on-board announcements, and traveler information delivered electronically. These projects are coordinated with partners to maximize benefits from transportation technology investments.

#### **4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS**

**CLARK COUNTY** has identified the following transportation planning activities:

- Updating the Transportation Improvement Program (TIP) and, if needed, the Transportation Capital Facilities Plan (CFP).
- Assessing and updating the Concurrency Management System.
- Working to implement promising ITS strategies through the Vancouver Area Smart Trek (VAST) process and in the Transportation System Management & Operations (TSMO) Plan.
- Working with the Clark County Regional Bicycle & Pedestrian Advisory Committee and other stakeholders to implement the Bicycle & Pedestrian Plan.
- Developing neighborhood and sub-area circulation plans for selected unincorporated urban areas in order to reduce direct access to classified arterials and to serve local trips on the local street system.
- Identifying the localized critical links and intersection improvements necessary to remove urban holding in selected areas of the Vancouver UGA.
- Amending the Arterial Atlas as directed by the Clark County Commissioners through the docket process.
- Completing a comprehensive review and update of transportation design standards and standard drawings.
- Continuing to implement the transportation and land use recommendations in the Clark County Aging Readiness Plan.
- **CITY OF VANCOUVER** has identified the following planning studies and other activities:

***Citywide Planning / Studies***

- Street Funding – new revenue and program evaluation.
- 2014-2019 Transportation Improvement Program.
- 2013-2014 Transportation Impact Fee Program reassessment of fees.
- ADA Program – Transition Plan implementation.
- Transportation Standards Code updates (Title 11) – annual docket updates.

***Focus Area Studies/Implementation***

- Columbia River Crossing, City of Vancouver coordination and project involvement.
- Mill District Sub-Area and Park-n-Ride Garage Planning and Financial Study.
- City and Port of Vancouver coordination – connections/circulation
- Fourth Plain Street standard implementation – BRT project
- Fort Vancouver Way, Great Street standards and implementation – BRT project
- Bike mobility – bike lanes, sharrows, education
- Sunday Streets Alive event – manage, coordinate bicycle community event

***Capital Improvement Program – Projects and Planning Support***

- CDBG Program – project planning and implementation.
- 2013-14 NTS REET Program – project planning and implementation.
- Transportation System Management and Operations/ITS planning and coordination.
  - Vancouver Area Smart Trek (VAST) coordination.
- Train Horn Quiet Zone implementation.

***Transportation Demand Management***

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

**CITY OF CAMAS** has identified the following planning studies:

- ADA Transition Plan
- Transportation Improvement Program (TIP) – Annual Update.
- Commute Trip Reduction- Incentives Program

**CITY OF WASHOUGAL** has identified the following studies:

- Transportation Improvement Program (TIP) – Annual Update.

- Transportation Capital Facility Plan update.
- Continue coordination with WSDOT, The Port of Camas/Washougal and RTC on plans for SR 14 improvements east of Union and grade separation over BNSF Mainline.

**CITY OF BATTLE GROUND** has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Work with WSDOT on planning for access points onto SR-503 within Battle Ground.
- Work with WSDOT on planning for reducing congestion along SR-502 within the City of Battle Ground.
- Implement the pathways element that is part of Battle Ground's Parks Plan Update.
- Battle Ground will continue participation in the WSDOT project to widen SR-502. This project is programmed in the MTIP.

**CITY OF RIDGEFIELD** has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Complete revisions to the City's Transportation Capital Facilities Plan as necessary to remain consistent with yearly updates to the City's Comprehensive Plan.
- Complete reviews of the City's Transportation Impact Fee Program as necessary to support revisions to the Transportation Capital Facilities Plan.
- Continue to work with WSDOT on the improvement of the SR-501 corridor and future access points onto the highway, including the two remaining intersection improvement projects (roundabouts) at the intersections of SR 501 with 51<sup>st</sup> Avenue and 35<sup>th</sup> Avenue.

**CITY OF LA CENTER** has identified the following planning studies:

- Complete annual revision to the city's Six-Year Transportation Improvement Plan.
- Update to Transportation Impact Fees program.

**PORT OF VANCOUVER:**

- The Port of Vancouver relies on rail to transport more than 70 percent of its cargo, growing to more than 80 percent by 2025. Continuing its multi-year construction, the West Vancouver Freight Access Project will provide competitive, efficient rail service to existing customers and new customers, ultimately generating between 1,000 and 2,000 new jobs. In 2010 the port completed a unit train loop track facility at Terminal 5, and is proceeding with construction of additional track features. The project will be completed in 2017 or sooner depending upon funding, and will include the following transportation benefits:
  - Improves mainline velocity and capacity by removing a major chokepoint at the Vancouver Wye.
  - Enables the WSDOT Vancouver Bypass Project to function as designed.

- 
- Allows for unit-train access into the Port, and improves rail infrastructure to existing Port facilities and tenants.
  - Allows the port to serve new tenants on newly-developing maritime and industrial property.
  - Helps the Port of Vancouver USA to maintain its competitive advantage as a premier state of the art rail-served, international trade facility that has outstanding connectivity to US West Coast, Midwest and Western Canada locations via two rail corridors of national significance.
  - Provides for dual rail carrier access to the all of the port's facilities and customers.

**PORT OF RIDGEFIELD:**

- The Port of Ridgefield intends to solicit the assistance of the City of Ridgefield and the US Fish and Wildlife Service in funding and executing a downtown traffic circulation study for the Ridgefield downtown area and waterfront.

**PORT OF CAMAS-WASHOUGAL:**

- Continue coordination with WSDOT and RTC on plans for SR 14 improvements east of Union.
- Assist in seeking grant funding, possibly from FHWA program sources, for the Port's waterfront trail along the Columbia River.

**TRANSPORTATION ACRONYMS**

<b>Acronym</b>	<b>Description</b>
<b>AA</b>	Alternatives Analysis
<b>AADT</b>	Annual Average Daily Traffic
<b>AASHTO</b>	American Association of State Highway and Transportation Officials
<b>AAWDT</b>	Annual Average Weekday Traffic
<b>ACCT</b>	Agency Council on Coordinated Transportation
<b>ACE</b>	Active Community Environments
<b>ACS</b>	American Community Survey
<b>ADA</b>	Americans with Disabilities Act
<b>ADT</b>	Average Daily Traffic
<b>AIP</b>	Urban Arterial Trust Account Improvement Program
<b>APC</b>	Automatic Passenger Counter
<b>APTA</b>	American Public Transportation Association
<b>APTS</b>	Advanced Public Transportation System
<b>AQMA</b>	Air Quality Maintenance Area
<b>ARRA</b>	American Recovery and Reinvestment Act of 2009
<b>ATCI</b>	Accessible Transportation Coalition Initiative
<b>ATIS</b>	Advanced Traveler Information System
<b>ATMS</b>	Advanced Transportation Management System
<b>AVL</b>	Automated Vehicle Location
<b>AVO</b>	Average Vehicle Occupancy
<b>AWDT</b>	Average Weekday Traffic
<b>BEA</b>	Bureau of Economic Analysis
<b>BLS</b>	Bureau of Labor Statistics (federal)
<b>BMS</b>	Bridge Management System
<b>BNSF</b>	Burlington Northern Santa Fe
<b>BRAC</b>	Bridge Replacement Advisory Committee
<b>BRT</b>	Bus Rapid Transit
<b>BRRP</b>	Bridge Replacement and Rehabilitation Program
<b>CAA</b>	Clean Air Act
<b>CAAA</b>	Clean Air Act Amendments
<b>CAC</b>	Citizens' Advisory Committee

<b>Acronym</b>	<b>Description</b>
<b>CAPP</b>	County Arterial Preservation Program
<b>CBD</b>	Central Business District
<b>CCAC</b>	C-TRAN Citizen Advisory Committee
<b>CCI</b>	Corridor Congestion Index
<b>CCRI</b>	Corridor Congestion Ratio Index
<b>CDBG</b>	Community Development Block Grant
<b>CE</b>	Categorical Exclusion
<b>CERB</b>	Community Economic Revitalization Board
<b>CETAS</b>	Collaborative Environmental and Transportation Agreement for Streamlining (Oregon)
<b>CFP</b>	Capital Facilities Plan
<b>CFP</b>	Community Framework Plan
<b>CHAP</b>	City Hardship Assistance Program
<b>CIC</b>	Communications Infrastructure Committee
<b>CIT</b>	Community Involvement Team
<b>CIPP</b>	Capital Improvement and Preservation Program
<b>CM/AQ</b>	Congestion Mitigation/Air Quality
<b>CMM</b>	Congestion Management Monitoring
<b>CMP</b>	Congestion Management Process
<b>CMS</b>	Congestion Management System
<b>CO</b>	Carbon Monoxide
<b>CRAB</b>	County Road Administration Board
<b>CRC</b>	I-5 Columbia River Crossing Project
<b>CREDC</b>	Columbia River Economic Development Council
<b>CRESA</b>	Clark Regional Emergency Services Agency
<b>CTPP</b>	Census Transportation Planning Package
<b>CTR</b>	Commute Trip Reduction
<b>C-TRAN</b>	Clark County Public Transportation Benefit Area Authority
<b>CVISN</b>	Commercial Vehicle Information Systems and Networks
<b>DEIS</b>	Draft Environmental Impact Statement
<b>DEQ</b>	Oregon State Department of Environmental Quality
<b>DLCD</b>	Oregon Department of Land Conservation and Development
<b>DNS</b>	Determination of Non-Significance
<b>DOE</b>	Washington State Department of Ecology

<b>Acronym</b>	<b>Description</b>
<b>DOL</b>	Washington State Department of Licensing
<b>DOT</b>	Department of Transportation
<b>DS</b>	Determination of Significance
<b>DSHS</b>	Washington Department of Social and Health Services
<b>DTA</b>	Dynamic Traffic Assignment
<b>EA</b>	Environmental Assessment
<b>ECO</b>	Employee Commute Options
<b>EIS</b>	Environmental Impact Statement
<b>EJ</b>	Environmental Justice
<b>EMME/4</b>	EMME/4 is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
<b>EPA</b>	Environmental Protection Agency
<b>ETC</b>	Employer Transportation Coordinator
<b>ETRP</b>	Employer Trip Reduction Program
<b>FEIS</b>	Final Environmental Impact Statement
<b>FEMA</b>	Federal Emergency Management Agency
<b>FFY</b>	Federal Fiscal Year
<b>FGTS</b>	Freight and Goods Transportation System
<b>FHWA</b>	Federal Highways Administration
<b>FMSIB</b>	Freight Mobility Strategic Investment Board
<b>FONSI</b>	Finding of No Significant Impact
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Fiscal Year
<b>GIS</b>	Geographic Information System
<b>GHG</b>	Greenhouse Gas
<b>GMA</b>	Growth Management Act
<b>GTEC</b>	Growth and Transportation Efficiency Center
<b>GTF</b>	Governors' Task Force
<b>HB</b>	House Bill
<b>HC</b>	Hydrocarbons
<b>HCM</b>	Highway Capacity Manual
<b>HCT</b>	High Capacity Transportation
<b>HOV</b>	High Occupancy Vehicle
<b>HPMS</b>	Highway Performance Monitoring System

<b>Acronym</b>	<b>Description</b>
<b>HSP</b>	Highway System Plan
<b>HSS</b>	Highways of Statewide Significance
<b>HSTP</b>	Human Services Transportation Plan
<b>HUD</b>	Department of Housing and Urban Development
<b>HSP</b>	Highway System Plan
<b>IM</b>	Interstate Maintenance
<b>I/M</b>	Inspection/Maintenance
<b>IMS</b>	Intermodal Management System
<b>InterCEP</b>	Interstate Collaborative Environmental Process <i>(relates to Columbia River Crossing Project)</i>
<b>IPG</b>	Intermodal Planning Group
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act (1991)
<b>ITS</b>	Intelligent Transportation System
<b>IV/HS</b>	Intelligent Vehicle/Highway System
<b>JARC</b>	Job Access and Reverse Commute
<b>JPACT</b>	Joint Policy Advisory Committee on Transportation (Metro)
<b>LAS</b>	Labor Area Summary
<b>LCDC</b>	Oregon Land Conservation and Development Commission
<b>LCP</b>	Least Cost Planning
<b>LEP</b>	Limited English Proficiency
<b>LMC</b>	Lane Miles of Congestion
<b>LMP</b>	Limited Maintenance Plan <i>(relating to air quality)</i>
<b>LOS</b>	Level of Service
<b>LPA</b>	Locally Preferred Alternative
<b>LPG</b>	Long Range Planning Group
<b>LRT</b>	Light Rail Transit
<b>M&amp;O</b>	Management and Operations
<b>MAB</b>	Metropolitan Area Boundary
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century (2012)
<b>MDNS</b>	Mitigated Determination of Non-significance
<b>MIA</b>	Major Investment Analysis
<b>MOA</b>	Memorandum of Agreement
<b>MOU</b>	Memorandum of Understanding
<b>MOVES</b>	Motor Vehicle Emissions Simulator

<b>Acronym</b>	<b>Description</b>
<b>MP</b>	Maintenance Plan (air quality)
<b>MPO</b>	Metropolitan Planning Organization
<b>MST</b>	Modeling Support Team
<b>MTIP</b>	Metropolitan Transportation Improvement Program
<b>MTP</b>	Metropolitan Transportation Plan
<b>MUTCD</b>	Manual on Uniform Traffic Control Devices
<b>MVET</b>	Motor Vehicle Excise Tax
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NEPA</b>	National Environmental Policy Act
<b>NHPP</b>	National Highway Performance Program (federal funding program)
<b>NHS</b>	National Highway System
<b>NHTS</b>	National Household Travel Survey
<b>NOX</b>	Nitrogen Oxides
<b>NSSG</b>	New Starts Strategy Group
<b>O/D</b>	Origin/Destination
<b>ODOT</b>	Oregon Department of Transportation
<b>OFM</b>	Washington Office of Financial Management
<b>OMSC</b>	Oregon Modeling Steering Committee
<b>OTP</b>	Oregon Transportation Plan
<b>OTMIP</b>	Oregon Travel Model Improvement Program
<b>P&amp;M</b>	Preservation and Maintenance
<b>P&amp;R</b>	Park and Ride
<b>PAG</b>	Project Advisory Group
<b>PCE</b>	Passenger Car Equivalents
<b>PDT</b>	Project Development Team <i>(relates to Columbia River Crossing Project)</i>
<b>PE</b>	Preliminary Engineering
<b>PE/DEIS</b>	Preliminary Engineering/Draft Environmental Impact Statement
<b>PEA</b>	Planning Emphasis Area
<b>PHF</b>	Peak Hour Factor
<b>PIA</b>	Portland International Airport
<b>PM10</b>	Particulate Matter
<b>PM2.5</b>	Particulate Matter (fine)
<b>PMG</b>	Project Management Group

<b>Acronym</b>	<b>Description</b>
<b>PMS</b>	Pavement Management System
<b>PMT</b>	Project Management Team
<b>POD</b>	Pedestrian Oriented Development
<b>PORTAL</b>	Portland Transportation Archive Listing
<b>PPP</b>	Public Participation Plan
<b>Pre-AA</b>	Preliminary Alternatives Analysis
<b>PSC</b>	Project Sponsors Council <i>(relates to Columbia River Crossing Project)</i>
<b>PSMP</b>	Pedestrian, Safety & Mobility Program
<b>PTBA</b>	Public Transportation Benefit Area
<b>PTMS</b>	Public Transportation Management System
<b>PTSP</b>	Public Transportation Systems Program
<b>PVMATS</b>	Portland-Vancouver Metropolitan Area Transportation Study
<b>PWTF</b>	Public Works Trust Fund
<b>RACMs</b>	Reasonable Available Control Measures
<b>RACT</b>	Reasonable Available Control Technology
<b>RAP</b>	Rural Arterial Program
<b>RCW</b>	Revised Code of Washington
<b>RDP</b>	Route Development Plan
<b>RID</b>	Road Improvement District
<b>RJT</b>	Route Jurisdiction Transfer
<b>ROD</b>	Record of Decision
<b>ROW</b>	Right of Way
<b>RPG</b>	Regional Partners Group <i>(relates to the Columbia River Crossing Project)</i>
<b>RTAC</b>	Regional Transportation Advisory Committee
<b>RTC</b>	Southwest Washington Regional Transportation Council
<b>RTFM</b>	Regional Travel Forecasting Model
<b>RTP</b>	Regional Transportation Plan
<b>RTPO</b>	Regional Transportation Planning Organization
<b>RUGGO</b>	Regional Urban Growth Goals and Objectives
<b>RW</b>	Right of Way
<b>SAC</b>	Signatory Agency Committee Agreement (Washington) <i>(superseded by SAGES)</i>

<b>Acronym</b>	<b>Description</b>
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
<b>SAGES</b>	Statewide Advisory Group for Environmental Stewardship
<b>SASS</b>	Sponsor Agency Senior Staff
<b>SCAP</b>	Small City Arterial Program (TIB funding program)
<b>SCPP</b>	Small City Preservation Program (TIB funding program)
<b>SCSP</b>	Small City Sidewalk Program (TIB funding program)
<b>SEIS</b>	Supplemental Environmental Impact Statement
<b>SEPA</b>	State Environmental Policy Act
<b>SIC</b>	Standard Industrial Classification
<b>SIP</b>	State Implementation Plan
<b>SMS</b>	Safety Management System
<b>SMTTP</b>	Statewide Multimodal Transportation Plan
<b>SOV</b>	Single Occupant Vehicle
<b>SPG</b>	Strategic Planning Group
<b>SP</b>	Sidewalk Program (urban TIB funding program)
<b>SPUI</b>	Single Point Urban Interchange
<b>SR-</b>	State Route
<b>STHB</b>	Stacked Transit Highway Bridge
<b>STIP</b>	State Transportation Improvement Program
<b>STP</b>	Surface Transportation Program
<b>SWCAA</b>	Southwest Clean Air Agency
<b>TA or TAP</b>	Transportation Alternatives Program (federal)
<b>TAZ</b>	Transportation Analysis Zone
<b>TC</b>	Transit Center
<b>TCM's</b>	Transportation Control Measures
<b>TDM</b>	Transportation Demand Management
<b>TDP</b>	Transit Development Plan
<b>TEA-21</b>	Transportation Equity Act for the 21 <sup>st</sup> Century (1998)
<b>TIA</b>	Transportation Improvement Account
<b>TIB</b>	Transportation Improvement Board
<b>TIFIA</b>	Transportation Infrastructure Finance and Innovation Act
<b>TIMACS</b>	Transportation Information, Management, and Control System
<b>TIP</b>	Transportation Improvement Program

<b>Acronym</b>	<b>Description</b>
<b>TIPIT</b>	Transportation Improvement Program Involvement Team
<b>TMA</b>	Transportation Management Area
<b>TMC</b>	Traffic Management Center
<b>TMIP</b>	Transportation Model Improvement Program
<b>TMS</b>	Transportation Management Systems
<b>TMUG</b>	Transportation Model Users' Group
<b>TMZ</b>	Transportation Management Zone
<b>TOD</b>	Transit Oriented Development
<b>TPA</b>	Transportation Partnership Account <i>(Washington state funding program)</i>
<b>TPAC</b>	Transportation Policy Alternatives Committee (Metro)
<b>TPEAC</b>	Transportation Permit Efficiency and Accountability Committee
<b>TPMS</b>	Transportation Performance Measurement System (WSDOT)
<b>TPP</b>	Transportation Partnership Program
<b>TPR</b>	Transportation Planning Rule (Oregon)
<b>Transims</b>	Transportation Simulations
<b>TSMO</b>	Transportation System Management and Operations
<b>Tri-Met</b>	Tri-county Metropolitan Transportation District
<b>TRO</b>	Traffic Relief Options
<b>TSM</b>	Transportation System Management
<b>TSMO</b>	Transportation System Management and Operations
<b>TSP</b>	Transportation System Plan
<b>UAB</b>	Urban Area Boundary
<b>UAP</b>	Urban Arterial Program (TIB funding program)
<b>UATA</b>	Urban Arterial Trust Account
<b>UCP</b>	Urban Corridor Program (TIB funding program)
<b>UGA</b>	Urban Growth Area
<b>UGB</b>	Urban Growth Boundary
<b>UPWP</b>	Unified Planning Work Program
<b>USDOT</b>	United States Department of Transportation
<b>UZA</b>	Urbanized Area
<b>V/C</b>	Volume to Capacity
<b>VAST</b>	Vancouver Area Smart Trek
<b>VHD</b>	Vehicle Hours of Delay

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<b>Acronym</b>	<b>Description</b>
<b>VISSIM</b>	Traffic/Transit Simulation Software <i>(a product of PTV AG of Karlsruhe, Germany)</i>
<b>VMS</b>	Variable Message Signs
<b>VMT</b>	Vehicle Miles Traveled
<b>VOC</b>	Volatile Organic Compounds
<b>VOT</b>	Value of Time
<b>VWG</b>	Vancouver Working Group
<b>WAC</b>	Washington Administrative Code
<b>WSDOT</b>	Washington State Department of Transportation
<b>WTP</b>	Washington Transportation Plan

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**FY 2014 SUMMARY OF EXPENDITURES AND REVENUES: RTC**

*Note: Numbers may not add due to rounding*

<b>SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL</b>									
<b>FY 2014 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE</b>									
Work Element	N O T E S	1. FY 2014 Federal FHWA PL	1. FY 2014 Federal FTA	State RTPO	1. Federal STP	Federal CM/AQ	State (WSDOT /ODOT)	MPO Funds	RTC TOTAL
<b>I REGIONAL TRANSPORTATION PLANNING PROGRAM</b>									
A (i)	Metropolitan Transportation Plan	111,941	33,187	33,180	8,000			10,900	197,208
A (ii)	I-205 Corridor Study	27,985	8,297	4,063	2,000			2,725	45,070
B	Metropolitan Transportation Improvement Program	67,165	19,912	10,157				6,198	103,433
C	Congestion Management Process 2.				100,000			15,607	115,607
D	Transportation System Management & Operations/ITS				112,450	60,550		27,000	200,000
E	Fourth Plain Transit Improvement Project				20,000			3,121	23,121
F	Skamania County RTPO			18,353					18,353
G	Klickitat County RTPO			21,307					21,307
	Sub-Total	207,091	61,396	87,060	242,450	60,550	0	65,552	724,099
<b>II DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES</b>									
A	Reg. Transp. Data, Forecast, AQ & Tech. Services	240,673	71,352	60,943	52,000			25,912	450,881
<b>III TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT</b>									
A	Reg. Transp. Program Coord. & Management	111,941	33,187	27,086	38,000			13,036	223,250
<b>TOTALS</b>		<b>559,705</b>	<b>165,936</b>	<b>175,089</b>	<b>332,450</b>	<b>60,550</b>	<b>0</b>	<b>104,500</b>	<b>1,398,230</b>

04/19/13

**NOTES:**

1. Minimum local match for federal PL, FTA and STP funds is provided from State RTPO, MPO and local funds. PL revenue estimate from WSDOT (1/29/13). Local match for both FHWA and FTA planning funds assumed at 13.5%.
2. CMP: Assumes use of \$100,000 per year programmed in MTIP to support the CMP including consultant data collection assistance.