



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

A G E N D A

- I. Call to Order and Approval of August 21, 2015 Minutes, Action
- II. 2016-2019 Transportation Improvement Program – Action
- III. WSDOT Corridor Sketch Initiative - Michael Williams, WSDOT
- IV. Metro 2018 RTP Update - Kim Ellis, Metro
- V. Metro Regional Transit Strategy -Jamie Snook, Metro
- VI. Review of RTC’s Certification Process for Local Comprehensive Growth Management Plans – Discussion
- VII. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - a. Data Collection

**Materials available at meeting*

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

20150918_RTAC_Agenda.docx

An advisory committee to:

Southwest Washington Regional Transportation Council

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
August 21, 2015**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, August 21, 2015, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington by Matt Ransom, RTC. Those in attendance follow:

Bill Baumann	Human Services Council
Mike Bomar	CREDC
Jim Carothers	City of Camas
Rob Charles	City of Washougal
Tony Cooper	City of La Center
Lynda David	RTC
Jason Gibbons	WSDOT
Jim Hagar	Port of Vancouver
Roger Hanson	C-TRAN
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	Battle Ground
B J Jacobson	Human Services Council
Bryan Kast	City of Ridgefield
Laurie Lebowsky	Clark County
Casey Liles	WSDOT
Jon Makler	ODOT
Chris Malone	City of Vancouver
Chris Myers	Metro
Matt Ransom	RTC
Dale Robins	RTC
Patrick Sweeney	City of Vancouver
Shann Weishaar	RTC
Susan Wilson	Clark County

Matt Ransom, RTC Executive Director, asked if there were any changes or corrections to the July 17, 2015, meeting minutes and asked for a motion for approval.

ROB CHARLES, CITY OF WASHOUGAL, MOVED FOR APPROVAL OF THE JULY 17, 2015 MEETING MINUTES, AND SUSAN WILSON, CLARK COUNTY, SECONDED THE MOTION. THE MOTION WAS APPROVED UNANIMOUSLY.

II. 2015-2018 TIP Amendment: WSDOT Projects - Action

Dale Robins, RTC, provided a memorandum for the 2015-2018 WSDOT TIP Amendment. Dale reminded the group that at the July RTAC meeting, Jon Makler, ODOT, had mentioned that the I-5 Northbound Bridge South Tower Trunnion repair is coming and WSDOT is now adding the Trunnion project to the TIP. WSDOT and ODOT will start the design process this fall. Also added

is the SR-502/SR-503 Vicinity Improvements in Battle Ground which is funded as part of the Connecting Washington package.

Matt Ransom, Executive Director, did ask that the WSDOT and ODOT RTAC members be sure that their RTC Board members are prepared to answer any questions on the Trunnion Project at the next RTC Board meeting.

BRYAN KAST, CITY OF RIDGEFIELD, MADE A MOTION RECOMMENDING ADOPTION OF THE 2015-2018 TIP AMENDMENT: WSDOT PROJECTS TO THE RTC BOARD FOR ADOPTION AT THEIR SEPTEMBER 2015 BOARD MEETING, AND ROB CHARLES, CITY OF WASHOUGAL, SECONDED THE MOTION. THE MOTION WAS APPROVED UNANIMOUSLY

III. Regional Project Evaluation and Prioritization – Action.

Dale Robins, RTC, indicated that RTC is the MPO for the region and has selection and programming authority for STP, CMAQ and TAP federal funding programs. Dale provided a memo including the evaluation process for the Urban STP and the CMAQ program for estimated 2019 funding. Dale went over the project selection process for the 15 project applications that were submitted to RTC, including six VAST projects. Dale went over the projects and how they ranked under funding categories.

Roger Hanson, C-TRAN, did comment that C-TRAN did have some issues with the scoring process and how their All-Electric Busses project couldn't have scored better in the ranking and evaluation process. Dale Robins gave C-TRAN some hints on how they could do better in the future. C-TRAN feels that transit has a disadvantage in the process and there needs to be some way of separating Transit from Road Projects. Dale did indicate that in early October a review of the evaluation process will begin and hopefully some of the current issues can be worked out.

There was some discussion around the table regarding the Selection Criteria. Bryan Kast asked about the Air Quality scoring and Dale indicated that TCM Tools is used to help make project evaluations comparable across modes. Patrick Sweeney wondered how the C-TRAN BRT project could score the same as a signal project and indicated he is looking forward to the conversations this fall.

MARK HERCEG, CITY OF BATTLE GROUND, MADE A MOTION TO RECOMMEND ADOPTION OF THE REGIONAL PROJECT EVALUATION AND RANKING OF STP-URBAN AND CMAQ PROJECTS TO THE RTC BOARD FOR ADOPTION AT THEIR SEPTEMBER 2015, BOARD MEETING, AND SUSAN WILSON, CLARK COUNTY, SECONDED THE MOTION. THE MOTION WAS APPROVED WITH ROGER HANSON, C-TRAN, ABSTAINING.

Dale Robins, RTC, handed out the proposed RTC Staff Recommendations for the 2016-2019 Project Selection and went over the CMAQ and STP-UL projects that are recommended for funding. Dale pointed out that the deadline dates are based off of the dates that were given on the project applications and includes allowable delay.

Dale announced that RTC staff plans to come back to the September RTAC Committee meeting for a recommendation on new STP and CMAQ grant awards and for adoption of the TIP by the RTC Board. Dale announced he is expecting to have the DRAFT TIP out by next Friday, August 28th for review and comment. It will be available for public review for at least 30 days per Federal Requirement and finalized at the October Board Meeting. Agencies can then start to obligate funds for programmed projects in January 2016.

IV. I-205 Bus on Shoulder Feasibility Study - Discussion

Bob Hart, RTC, started with a PowerPoint presentation on the I-205 Bus on Shoulder (BOS) Feasibility Study that described examples of BOS in other regions, outlined a draft scope of work and summarized the decision-making process for the study. This study is a follow up to the I-205 Access and Operations Study recommendations adopted by the RTC Board in November 2014 which found that BOS offers the opportunity for improved transit reliability, travel time savings, expanded transit ridership and can facilitate low-cost transit expansion in the corridor. Although BOS may have many potential benefits, there are still many unknowns including understanding how it operates alongside adjacent vehicle traffic and at high volume interchanges, as well as how it would work in coordination with incidents and its impact to law enforcement/public safety needs.

RTC staff developed a draft scope of work which has had initial review by agency staff from WSDOT, ODOT, C-TRAN, Tri-Met and Metro who are all partners in the study process and will make up the Technical Advisory Committee (TAC) in support of RTC. Phase one will identify engineering, technical, operational and policy consideration for BOS and recommend whether the region should proceed with a comprehensive phase two BOS study. If the regional partners agreed, a phase two study would move forward.

With current traffic volumes exceeding carrying capacity of corridors during peak periods, BOS would allow transit vehicles to use the shoulder when mainline speeds fall below a predetermined speed or dynamic. Bob mentioned that in 2012 there were 15 BOS systems in the US and described examples of systems in Minneapolis-St. Paul, Miami, Atlanta & Chicago, each with unique operating approaches and showed animations and video of how they operate. He noted that each region developed a system to meet their specific needs and that there is a lot of flexibility in how they are implemented.

He described the study area as encompassing I-205 from 18th Street to Gateway and SR-14 from 164th to I-205. He also mentioned that, although the detailed analysis will focus on I-205 and SR-14, the transit influence area may extend as far north as the Salmon Creek interchange in order to understand the technical issues and physical characteristics of the corridor if and when C-TRAN expands transit service north of 18th Street. Next steps consist of finalizing the Scope of Work, funding and budget in coordination with study partners, and then to develop and release a request for qualifications (RFQ). RTC's goal is to complete consultant selection and begin the Study by the end of year. There was input from the group including agencies acknowledging education being part of the process in the early stages. Jon Makler, ODOT, added that there is a Transit Cooperative Research Program 151 Report that documents what other agencies have done in operating BOS and

that not having to create some of the requirements will help make the transition go more smoothly and safety is always a priority. Matt Ransom mentioned that RTC hopes to have an RFQ out within the next month or two.

V. Clark County GMA Update – County Staff Presentation

Laurie Lebowsky, Clark County Community Planning, gave a status update of Clark County Growth Management Plan and the Draft Supplemental EIS and what's going on with the Growth Management Planning process. The Draft Supplemental EIS (DSEIS) has been submitted and has four land use alternatives suggested for the Comp Plan update. The DSEIS includes the impacts of those different alternatives including transportation. There will be joint Planning Commission and County Councilor meetings held in September on the 3rd and 10th. Public comment is open and all can submit written comments and are welcome to attend the September hearings. The preferred alternative will be chosen at the October 20th County Councilor hearing. Once the preferred alternative has been chosen a transportation capital facilities plan will be developed including financing.

Bryan Kast asked about Alternative 4 and if it is the preferred how will it be monitored and endorsed. Laurie indicated Alternative 4 was developed by the Board's office but thinking in terms of concurrency you would need to consider how additional development would impact the rural roads that were not designed to carry a significant volume of traffic. Lynda David, RTC, asked that once the preferred alternative has been selected on October 20th, when will Clark County develop the Transportation Element and the Capital Facilities Plan? Laurie indicated the draft Transportation Element should be completed by January 2016 but noted that with the addition of new Council members in early 2016, there could be some changes to the timeline. Nevertheless, the state required adoption of the updated Comprehensive Plan is by June 2016. Lynda commented that RTC, as Regional Transportation Planning Organization (RTPO), is required to make sure there is consistency between local and regional transportation plans, RTC also has to certify the Transportation Elements in local plans and has to ensure that local plans comply with the level of service requirements. Lynda indicated that RTC will come to the next RTAC meeting with a Draft document indicating how RTC is going to do these checks. The City of Battle Ground and Ridgefield representatives indicated they will be updating their GMA Plans once the County has selected their preferred alternative.

VI. Other Business

A. RTAC Members

Rob Charles, City of Washougal, announced they will be giving a presentation to City Council on the 27th Street Overpass project to talk about the preferred alternative.

Chris Malone, City of Vancouver, announced that the Mayor has established a Commission on Street Funding to recommend street funding options and transportation revenue sources for the City.

Laurie Lebowsky indicated that the County Traffic Impact Fees (TIF) evaluation is on hold as the Board wants to study the TIF rate issues more.

Jon Makler, ODOT, announced that with summer construction underway, there are a lot of paving and sign replacement projects going on. He also asked about increased traffic this year and wondered if all agencies are seeing this same trend. Dale Robins indicated RTC's CMP shows an increase in traffic and an increase in fatality rates. Mark Harrington commented that, nationwide, the total Vehicle Miles Traveled are at the highest since 2007.

Jim Hagar, Port of Vancouver, announced that the West Vancouver Freight Access trench project officially opened and will reduce freight congestion by about 40%.

Bryan Kast, City of Ridgefield, noted Ridgefield is scheduled to adopt their Complete Streets Resolution in September and will also be working on the Comp Plan update. Ridgefield is conducting an ADA inventory and will be hosting a seminar on the results.

Patrick Sweeney, City of Vancouver, indicated that Vancouver is conducting a city-wide safety study based on WSDOT's Safety Study and suggested a joint approach from all agencies. RTC's Safety Management Assessment is scheduled for update in 2017.

C-TRAN will be hosting the annual Washington State Transit Association (WSTA) conference and bus rodeo starting Sunday and going thru Wednesday. On Monday, August 24 at 4:30 p.m. there will be a BRT "The Vine" Ground Breaking Ceremony at Turtle Place.

B.J. Jacobson, Human Services Council (HSC), introduced Bill Baumann the new Mobility Coordinator for the HSC. The position is funded by C-TRAN through the federal FTA 5310 program. The Mobility Coordinator's responsibilities will include all of the functions of transportation in the area, particularly addressing mobility in rural areas and how to connect to transit for elderly, disabled and low income.

B. RTC Staff

- a) Dale announced that TIB Grant applications are due today, Friday August 21st.
- b) Bob Hart reminded agencies of the Save the Date for the Regional Traffic Signals Workshop being held October 1st. Please notify Bob if you would like to be included in the invite for the workshop. The workshop will include Traffic Signal planning and also connected vehicles.
- c) Connecting Washington: Dale Robins, RTC, handed out a sheet showing where revenues are coming from for the State's 2015 \$16 Billion Connecting Washington transportation package. The handout also included the Proposed Statewide Transportation List of Projects earmarked for funding by the new funding package.
- d) Lynda David, RTC, noted that RTAC members were e-mailed an opportunity to comment on an early Draft of the Statewide Public Transportation Plan. Comments on this initial draft are due August 28th. The official comment period starts September 8th. There was talk about a quote for the region that could be included in the Plan.

- e) Lynda also mentioned that the area is hosting the Washington State Public Transportation Conference next week and at the conference Jan Bowers, City of Vancouver, will be receiving an achievement award for her hard work and dedication to commute trip reduction planning over the years.

- f) Matt Ransom, RTC Executive Director, provided the group a handout from the US Senate Committee on Environment and Public Works. Before Congress went into recess in July, the Senate advanced and passed out of the Senate a full 6 year reauthorization of the federal transportation bill. The handout summarizes what the Senate Bill includes. Noted were a couple things; creation of a new freight program is proposed, dedicating money to the freight transportation, and also recommended is that more formula funds bypass the state level and go straight to the region. RTC will be monitoring this at the local level.

The meeting adjourned at 10:25 a.m. The next meeting will be on Friday, September 18, 2015.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: September 11, 2015
SUBJECT: **2016-2019 Transportation Improvement Program**

INTRODUCTION

As the Metropolitan Planning Organization for the Clark County region, RTC is required to develop a financially constrained regional Transportation Improvement Program (TIP). The requirements for the TIP are established in federal surface transportation legislation.

The 2016-2019 Transportation Improvement Program (TIP) is a four-year program of regionally significant transportation projects and indicates commitment for funding of these projects. Projects programmed in the TIP are drawn either directly from specific project recommendations made in the long-range Regional Transportation Plan or are developed from a more general series of recommendations (e.g. preservation, maintenance, safety, etc.).

The RTC Board has the responsibility for selecting projects for the regionally allocated Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) programs. The regionally selected federal transportation projects are incorporated into the TIP along with other regionally significant projects selected through other processes. The regionally competitive selection process includes the following three steps:

1. **Project Screening:** Projects are reviewed for consistency with the Metropolitan Transportation Plan, land use plans, air quality goals, and regional screening criteria.
2. **Evaluation and Ranking by Needs Criteria:** Each project is evaluated and ranked against a set of needs criteria which have been adopted by the RTC Board.
3. **Project Selection and Programming:** Projects are programmed for funding utilizing the project information generated by the previous steps.

The RTC Board completed the first two steps, via their acceptance with the evaluation and ranking of projects (September 1, 2015). At the September RTAC meeting, staff will initiate the final step by recommending a set of STP and CMAQ projects to be selected for programming and request RTAC's recommendation for the adoption of the 2016-2019 Transportation Improvement Program by the RTC Board.

The full Draft of the 2016-2019 Transportation Improvement Program is included in the September RTAC mailing.

PROJECT SELECTION

The project selection process is completed by matching the project ranking to the available funding levels. In order to meet financial constraints, project phases are sometimes programmed in a year later than anticipated. Most projects programmed in the TIP can proceed when ready beginning in January 2016. However, due to FTA/WSDOT transfer rules, FHWA fund transfers to FTA can only proceed by an agreed upon schedule. RTC staff is recommending that the following projects be selected for funding awards and programmed in the 2016-2019 TIP:

STP-Urban Project Selection

The following STP Urban and Rural projects are recommended for project selection:

Program	#	Jurisdiction	Project Name/Description	Phase	Year	STP	Total	Deadline
STP-UL	1	Clark County	NE 119th Street, 50th Av. to 72nd Av. <i>Widen to 3 lanes with bicycle lanes, sidewalks, etc.</i>	CN	2019	\$1,385,000	\$5,896,000	08/01/18
	2	Clark County	Highway 99 Pedestrian/Bicycle Improvement <i>Sidewalks, bicycle lanes, and Hawk Signal</i>	PE	2018	\$100,000	\$350,000	08/01/16
				CN	2019	\$200,000	\$1,036,000	08/01/19
	3	Clark County	NE 10th Avenue, 154th St. to 164th St. <i>Bridge 10th Av. over Whipple creek and upgrade road</i>	CN	2019	\$1,840,000	\$16,086,000	08/01/18
	4	Vancouver	Clark County Transportation Demand Management <i>Transportation Demand Management</i>	PE	2019	\$350,000	\$589,000	08/01/16
	4	RTC	VAST Coordination and Management <i>ITS coordination</i>	PE	2019	\$275,000	\$255,000	08/01/19
	4	RTC	UPWP and Congestion Management <i>Support work elements of the UPWP and CMP</i>	PE	2019	\$350,000	\$404,624	08/01/20
Total STP						\$4,500,000	\$24,616,624	

The following CMAQ projects are recommended for project selection:

Program	#	Jurisdiction	Project Name/Description	Phase	Year	CMAQ	Total	Deadline
CMAQ	1	Vancouver	Mill Plain Blvd. Arrival on Green Improvement <i>Signal Upgrades to improve arrival on green</i>	CN	2019	\$72,700	\$97,600	08/01/18
	2	Clark County	Working to Refine IntelliGent Highway Transportation <i>Adaptive Traffic Signals NE 139th St.</i>	PE	2019	\$685,400	\$920,000	08/01/16
				CN	2019	\$753,500	\$1,010,000	08/01/18
	3	WSDOT	SR-14 ATIS Infill, 1-5 to Evergreen <i>Install ITS devices and data stations</i>	PE	2018	\$67,000	\$90,000	08/01/17
				CN	2019	\$753,500	\$1,010,000	08/01/18
	4	C-TRAN	Mill Plain TSP Phase 2 <i>Transit Signal Priority</i>	PE	2018	\$139,700	\$187,500	08/01/17
				CN	2019	\$55,900	\$75,000	08/01/18
5	WSDOT	Centralized Signal System - Join ATMS <i>Central Traffic System - ATMS.now</i>	CN	2019	\$149,000	\$200,000	08/01/18	
6	Vancouver	BRT Corridor-Fort Vancouver/McLoughline Sidewalk <i>Sidewalks and HAWK Signal</i>	PE	2018	\$108,100	\$125,000	08/01/17	
			CN	2019	\$821,700	\$950,000	08/01/19	
Total CMAQ						\$2,853,000	\$3,655,100	

Selection Conditions

In order to meet obligation limits, RTC has implemented a project delay policy. Based on the date provided on each project application, an obligation deadline is created. Agencies must meet this deadline.

STIP REVIEW

It is important for local agencies to review their project STIP records for accuracy. A mistake (even minor) could trigger a STIP amendment or administrative modification which could delay a project several months.

2016-2019 Transportation Improvement Program

September 11, 2015

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ACTION

RTAC members are asked to recommend to the RTC Board: project selection for the new grant funding awards for the STP and CMAQ programs; and adoption of the 2016-2019 Transportation Improvement Program (TIP).

Attachment

20150918-RTAC-201619TIP.docx

Corridor Sketch Initiative

IMPLEMENTING LEAST COST PLANNING

What is the Corridor Sketch Initiative?

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

A corridor sketch will contain information that describes the characteristics of each corridor, its current and future function, as well as its performance expectations. It will ultimately identify cost-effective strategies for future consideration. A corridor sketch is not a substitute for detailed planning and analysis, nor is it a list of investments or projects.

The Corridor Sketch Initiative is one way [WSDOT is implementing Least Cost Planning](http://www.wsdot.wa.gov/Projects/PracticalDesign/lcp.htm)¹ at the corridor level. Statewide implementation of the Corridor Sketch Initiative is consistent with WSDOT's strategic plan, also known as [Results WSDOT](http://www.wsdot.wa.gov/Secretary/ResultsWSDOT.htm)², and the legislature's transportation system policy goals (see back), and supports [WSDOT's Practical Solutions](http://www.wsdot.wa.gov/Projects/PracticalDesign)³.

Practical Solutions maximize benefits at the lowest cost by optimizing the use of current capacity and efficient use of resources.

WSDOT will implement the Corridor Sketch Initiative in phases.

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

Corridor Sketch Goals

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

- **Integrated multimodal planning:** Work with local, regional, tribal, state and federal partners to develop an integrated multimodal planning approach for improving the transportation system.
- **Performance-based planning:** Implement performance-based Least Cost Planning to achieve performance goals.
- **Moving Washington Forward:** Develop cost-effective, integrated sets of strategies that first consider operational improvements, demand management, and policy change strategies before considering investments in capacity expansion to achieve mobility performance goals.

WSDOT'S VISION

The Washington State Department of Transportation's vision is to be the best in providing a sustainable and integrated multimodal transportation system.

WSDOT'S MISSION

The Washington State Department of Transportation provides and supports safe, reliable and cost-effective transportation options to improve livable communities and economic vitality for people and businesses.

WSDOT'S VALUES

SAFETY

Promote the safety of the public and employees at all times

INCLUSION

Ensure a wide array of perspectives, disciplines and backgrounds are represented in our outreach, decision making and workforce

INNOVATION

Foster an environment of trust that encourages creativity, finding solutions for challenges and leveraging opportunities

INTEGRITY

Build trust with each other and our communities by being ethical, accountable, responsive and honest

LEADERSHIP

Inspire, motivate and support to give each other the confidence to do great things

SUSTAINABILITY

Make decisions and take actions that promote the conservation of resources for future generations by focusing on the balance of economic, environmental and community needs

¹<http://www.wsdot.wa.gov/Projects/PracticalDesign/lcp.htm>

²<http://www.wsdot.wa.gov/Secretary/ResultsWSDOT.htm>

³<http://www.wsdot.wa.gov/Projects/PracticalDesign>

- **Simplified corridor information:** Provide a “one-stop shop” for background information for each corridor around the state that can be used by multiple agencies and organizations.
- **Community engagement:** Provide a framework to engage partners and transportation service providers around the needs of communities around the state.
- **Corridor development strategy:** Identify, document, and pursue appropriate strategies for every corridor. Include these strategies in WSDOT’s long-range Highway System Plan (HSP).

Why is the Corridor Sketch Initiative important?

The Corridor Sketch Initiative is a key component of the HSP. The HSP includes an assessment of state-owned transportation facilities and assets. The plan serves as the basis for the six-year highway program and two-year biennial budget request to the legislature. The Corridor Sketch Initiative provides an opportunity for enhanced collaboration with our partners to achieve a common understanding and develop a set of strategies for all state highways.

Next Steps

Phase I: WSDOT hosts a series of workshops and meetings* throughout the state to engage partners and

collect information to develop a common understanding of current conditions, performance expectations, and performance gaps for each of the state’s corridors - initial focus on corridors with funded Connecting Washington projects. This work will result in developing corridor sketch summaries that will be included in the HSP.

Winter 2015-2016 is the target for completion of Phase I across the state in order to incorporate this information into the HSP in summer 2016 and allow sufficient time for statewide review.

Phase II: WSDOT works closely with our partners on developing cost-effective strategies to address the performance gaps and achieve the performance expectations identified in Phase I. Schedule for Phase II will be prepared after completion of Phase I.

Getting involved

We invite you to attend workshops and meetings*, provide input through email, and participate at public forums.

*Each region will develop a Corridor Sketch Initiative Communication Plan to define their respective approach for engagement with our partners. Contact the Planning Manager for more information.

QUESTIONS?

Michael Williams
Planning Manager

Southwest Region

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Faris Al-Memar

Multimodal Planning Division

360-705-7956

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TRANSPORTATION SYSTEM POLICY GOALS

ECONOMIC VITALITY

To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy

PRESERVATION

To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services

SAFETY

To provide for and improve the safety and security of transportation customers and the transportation system

MOBILITY

To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility

ENVIRONMENT

To enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment

STEWARDSHIP

To continuously improve the quality, effectiveness, and efficiency of the transportation system

Americans with Disabilities Act (ADA) Information: Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

Title VI Statement to Public: It is the Washington State Department of Transportation’s (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT’s Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO’s Title VI Coordinator at (360) 705-7098.



Getting there
with a connected
region

2018 Regional Transportation Plan

Metro is working with local, regional and state partners and the public to update our region's shared vision and strategy for investing in the transportation system for the next 25 years.

The 2018 Regional Transportation Plan will be a key tool for strengthening the region's economy and connecting the people who live, work and visit here to jobs, schools, families, parks, and other important destinations.

The 2018 RTP will define a vision and policies to guide near-term and future investments in the transportation system for all forms of travel – motor vehicle, transit, bike, and pedestrian – and the movement of goods and freight throughout our metropolitan area.

Why is the 2018 RTP important?

Investment in a transportation system to provide safe, healthy, accessible and reliable options for getting around is important for our region's long-term prosperity and quality of life.

As the region continues to grow, the 2018 RTP will help us respond to the changing transportation needs of our communities and businesses. The new plan will establish priorities for state and federal funding and help set the stage for the options available for people and products to get where they need to go based on what's most important to people today.

What will be included in the 2018 RTP?

The 2018 RTP will include a financial plan of local, regional, state and federal transportation funds expected to be available over the next 25 years to meet the region's needs. It will also have a shared strategy of local, regional, state and federal transportation investment priorities to accomplish the plan's goals. Finally, it will have an action plan for how the region will work together to get this all done and monitor progress.

Who has a role in developing the 2018 RTP?

As a federally-designated Metropolitan Planning Organization (MPO), Metro is responsible for leading and coordinating updates to the RTP on a regular basis in cooperation with each of the region's 25 cities and 3 counties, transit providers, ports, the Oregon Department of Transportation and other transportation providers. The next update is due in 2018.

Business and community groups and the people who live and work in the region will also play an important role in shaping the 2018 RTP.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Metro Council President
Tom Hughes

Metro Council
Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Brian Evans

Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

 **Metro**
www.oregonmetro.gov

July 20, 2015

Components that will be updated during development of the 2018 RTP



2004 Designing Livable Streets policies, tools and best practices for making streets safe for all travelers



2010 Regional High Capacity Transit Plan, as part of development of the **Regional Transit Strategy** for providing community and regional transit connections and other actions needed to support expanded service



2010 Regional Freight Plan for supporting the efficient movement of freight and goods and enhance access to markets, reliable supply chains and industrial areas and intermodal facilities



2010 Transportation System Management and Operations Plan for providing information to expand use of travel options and using technology to improve the operation of existing facilities and services



2010 Atlas of Regional Mobility Corridors for monitoring congestion and mobility for all travelers



2012 Regional Transportation Safety Plan for improving the safety of the transportation system for all travelers and reducing transportation-related deaths and injuries



The 2018 RTP will also address new state and federal requirements and recommendations from the last RTP update related to transportation equity, and implement the region's active transportation plan and strategy for reducing greenhouse gas emissions from cars and small trucks.

Timeline of 2015 activities

May to August Outreach to identify priority topics or issues and ideas for how to address them during development of the 2018 RTP

September to October Metro Council and regional advisory committees discuss draft 2018 RTP work plan and outreach strategy

November to December JPACT and Metro Council consider approval of 2018 RTP work plan and outreach strategy

Contact

Contact Metro to receive periodic email updates and notices of public comment opportunities:

Regional transportation planning
503-797-1750
trans@oregonmetro.gov

For more information on the 2018 RTP, visit www.oregonmetro.gov/rtp.

Getting there



2018 REGIONAL TRANSPORTATION PLAN UPDATE

Draft Work Plan

May 2015 to September 2018

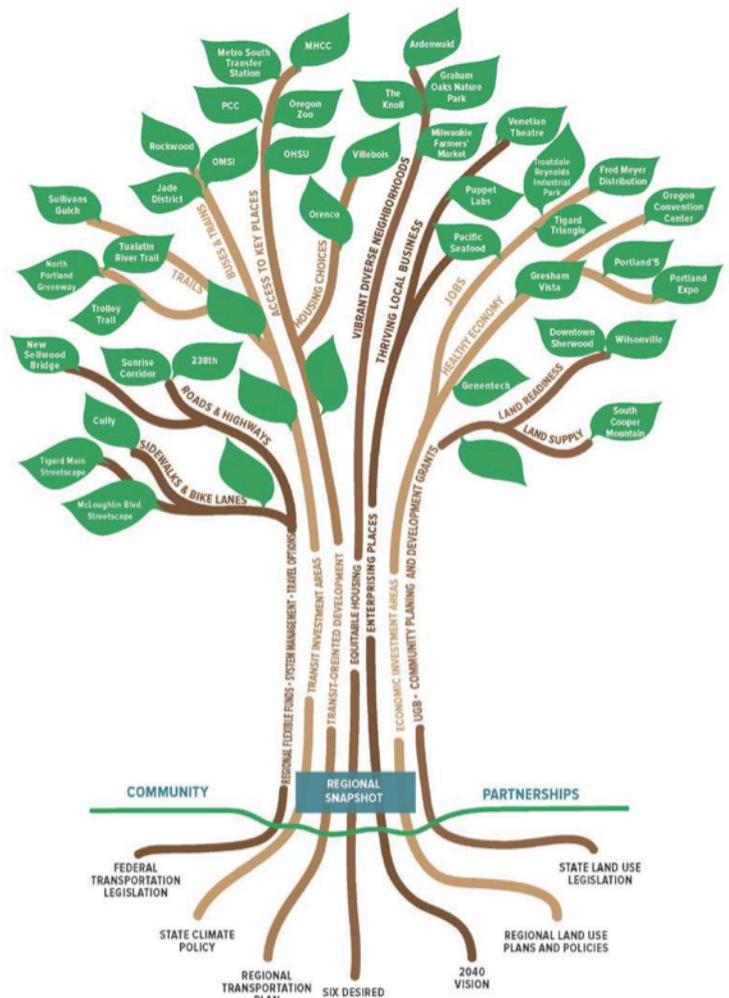
September 8, 2015

GOAL Adoption of a Regional Transportation Plan that uses the *My Place in the Region* framework to advance achievement of the region’s six desired outcomes and meet federal and state requirements.

METRO ROLE Adopt a Regional Transportation Plan that reflects community and regional goals and values, sound technical analysis, and input from partners and the public.

PROJECT OBJECTIVES

- Provide the Metro Council with a sound basis for adopting the 2018 RTP.
- Use an inclusive and place-based approach to:
 - Tell the story of our changing region,
 - Better connect plan outcomes to the values and experiences of people living and working in the region,
 - Ground policy development and implementation in community values.
- Build public confidence and demonstrate the need for increased investment to achieve healthy, equitable communities and a strong economy.
- Increase regional collaboration and coordination.
- Build new partnerships and strengthen existing ones to inspire innovative solutions to social, economic and environmental challenges facing the region.
- Implement the 2014 Climate Smart Strategy and 2014 Regional Active Transportation Plan.
- Comply with state and federal requirements and position the region to be more competitive in state and federal transportation funding programs.
- Adopt the plan prior to its federal air quality conformity expiration date, thus avoiding a “lapse” that would stop the flow of federal transportation funds to our region.

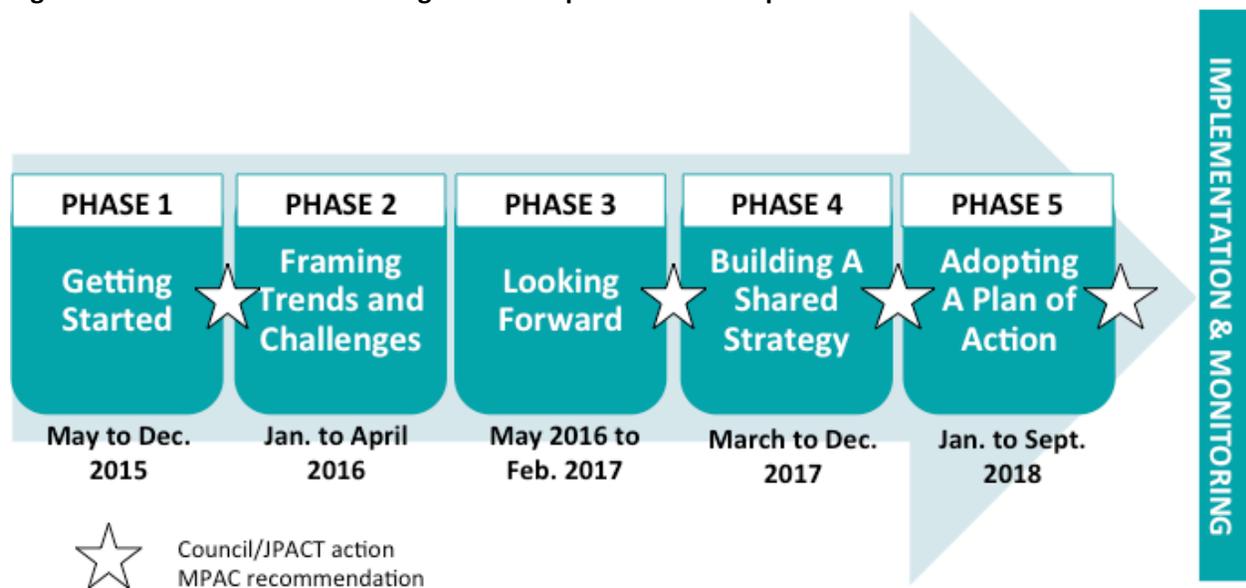


My Place in the Region
A framework for partnerships, planning and implementation

TIMELINE AND DECISION MILESTONES The 2018 RTP update will be completed in five phases. From May 2015 to Fall 2018, the Metro Council and staff will engage the public and local, regional and state partners to update the Regional Transportation Plan to meet current and future transportation needs over the next 25 years. Development of the 2018 Regional Transportation Plan will be guided by an existing federal, state and regional policy framework consisting of MAP-21, the Oregon Transportation Plan, Statewide Planning Goal 12, the 2040 Growth Concept, the Regional Framework Plan and the existing RTP.

Through this update, the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) will integrate public input and continue to work together through a series of Regional Leadership Forums to face the difficult decisions of how to make the most of limited funds to build safe, healthy, equitable communities and a strong economy, and build confidence that our public dollars are spent wisely.

Figure 1. Timeline for the 2018 Regional Transportation Plan Update



Public input opportunities to be provided prior to milestones (Council/JPACT action and MPAC recommendation).

PROJECT MILESTONES | METRO COUNCIL/JPACT ACTION AND MPAC RECOMMENDATION

☆	December 2015	Metro Council considers adoption of work plan and public engagement plan
☆	February 2017	Metro Council, MPAC and JPACT provide policy direction on development of shared investment strategy, including regional priorities, performance targets and funding levels
☆	December 2017	Metro Council, MPAC and JPACT provide policy direction on policy and financial frameworks, investment priorities, strategies and actions, subject to final public review and air quality conformity analysis
☆	September 2018	Metro Council considers adoption of 2018 RTP (and its components) for federal and state review

WORK PROGRAM ELEMENTS This work plan will be accomplished using the following approach:



Frame key regional trends and challenges, baseline conditions and needs. Frame key regional trends and challenges, current conditions, and current and future regional transportation needs for all modes of travel and the movement of goods and freight. This will include updating the atlas of regional mobility corridors to provide data on existing system performance, identifying the types of strategies that can help address challenges and needs, recognizing that some challenges and needs cannot be addressed through transportation strategies alone and will require supportive strategies from other sectors, such as land use, technology and education.



Update shared vision and outcomes-based policy goals. Update the region's vision for the transportation system and regional goals, objectives and performance targets that identify specific outcomes the region wants to achieve with investments in the transportation system to realize the plan's vision and six desired regional outcomes. This will inform policy direction on regional investment priorities and how best to achieve multiple objectives with our investments in the transportation.



Update outcomes-based performance evaluation framework and performance monitoring system. Develop data, methods and analytic tools needed to address MAP-21 national goal areas, Climate Smart Strategy performance monitoring, and regional performance targets. This work will improve the region's ability to measure the benefits and impacts of investments across economic, social equity and environmental outcomes, further advancing the region's consideration of return on investment across these outcomes.



Update financial plan. Update the financially constrained revenue forecast in coordination with local jurisdictions, transit agencies and ODOT to address current and future transportation needs, including keeping the existing transportation system in a state of good repair.



Update regional policies and strategies. Update policy elements of the RTP to address new federal and state requirements, 2012 Transportation Safety Plan recommendations, and recent regional policy actions, including adoption of the 2014 Climate Smart Strategy, the 2014 Regional Active Transportation Plan and the 2014 Regional Transportation Plan, and new policies and strategies recommended through this effort and related Metro projects and programs.



Update shared investment strategy and action plan. Update regional strategies for safety, transit, freight, active transportation and management of the transportation system and related investment priorities and near-term, medium-term and long-term actions and partnerships to support implementation. This will include defining a process for local coordinating committees, city of Portland, Port of Portland, ODOT, and transit providers to submit updated project lists for the financially constrained system as well as the more aspirational "state" system that fit within revenue projections and demonstrate progress toward achieving the plan's vision and performance targets for the region's transportation system. Analysis of the both systems of investments will also include demonstrating the priorities meet the federal Clean Air Act and the state-mandated greenhouse gas emissions reduction target for light-duty vehicles.



POLICY PRIORITIES The work plan has been designed to address the following policy priorities in an integrated manner:



Transit



Transportation equity



Finance



Freight



Transportation design



Transportation safety



**Performance and
return on investment**



Policy actions

The policy priorities define the primary focus of the 2018 RTP update. They reflect a combination of recommendations identified in the 2014 Regional Transportation Plan update related to transportation design and safety, 2014 Civil Rights Assessment related to transportation equity, 2014 Climate Smart Strategy and 2014 Regional Active Transportation Plan, MAP-21¹ requirements, and input received from partners and the public during Phase 1 of this update.

Engagement and planning activities have been organized support a regional discussion on the role that investment in our region’s transportation system can and should play in building healthy, equitable communities and a strong economy by:

- linking land use and transportation planning in concert with our shared values;
- making the most of the investments we have already made in our transportation system;
- providing safe, reliable and affordable access to jobs, education, healthcare and other services and opportunities; and
- addressing social equity, economic, and environmental challenges that come with a growing region.

To that end, the Metro Council will convene a series of **Regional Leadership Forums** to foster regional collaboration, discuss policy priorities in an integrated manner, consider public input, and provide policy direction to staff on development of the 2018 RTP. The forums are joint meetings of the Metro Council, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). The forums will include an opportunity to hear from national leaders,

¹ MAP-21, the Moving Ahead for Progress in the 21st Century Act, creates a streamlined and performance-based transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

presentations of community input and technical work prepared to support the policy discussion and facilitated discussions that lead to direction back to staff on development of the 2018 RTP.

There are eight **technical work groups** proposed to be convened to advise Metro staff on developing materials to support the Regional Leadership Forums and implementing policy direction from the Metro Council, MPAC and JPACT related to the policy priorities. In this role, the work groups will review draft materials and analysis, provide information to their organization's leadership and/or staff about the progress of the work group and integrate input from partners and the public to develop recommendations to Metro staff. Work group members will include topical experts and representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or the designees of members. **More information about the Regional Leadership Forums, technical work groups and other engagement activities can be found in the 2018 RTP Update Public Engagement Plan.**

RELATED RTP COMPONENTS TO BE ADDRESSED AS PART OF THE UPDATE

To inform the work program elements and discussion of the policy priorities, several individual components of the Regional Transportation Plan will be refined as part of the update. The components reflect updates to a combination of modal plans, topical plans and policy actions that guide how local jurisdictions implement the regional transportation plan. The components to be updated include:



2004 Designing Livable Streets policies, tools and best practices for making streets safe for all travelers. This will represent a significant update to develop and incorporate more current transportation design best practices and case studies. This work will also address design-related policy issues and recommendations identified through the 2014 RTP update, including arterial crosswalk spacing, transit and freight supportive street designs, motor vehicle bottlenecks, auxiliary lanes, and grade separated arterial intersections and sizing of arterials and throughways to advance a safe, healthy, and reliable multi-modal transportation system.



2010 Regional High Capacity Transit Plan, as part of development of the **Regional Transit Strategy** to guide community and regional transit connections and other investments and actions needed to support expanded service. This will represent a significant update to the region's transit vision and strategies. It will create an integrated strategy that includes high capacity transit and other priority investments and actions to support implementation, including a refined System Expansion Policy (SEP) to guide prioritizing transit and transit supportive improvements and investments.



2010 Regional Freight Plan for supporting the efficient movement of freight and goods and enhance access to markets, reliable supply chains and industrial areas and intermodal facilities. This will represent a minor update to reflect more current freight travel data and refine investment priorities and implementation actions.



2012 Regional Transportation Safety Plan for improving the safety of the transportation system for all travelers and reducing transportation-related deaths and injuries. This will represent a significant update to reflect more current data and refine 2012 recommendations and strategies for reducing travel-related deaths and serious injuries to inform investment priorities.





2010 Transportation System Management and Operations Plan for providing information to expand use of travel options and using technology to improve the operation of existing facilities and services. This will represent a minor update to review and refine policies in the existing RTP to inform refinements to investment priorities and implementation actions. A more comprehensive update is planned to begin upon completion of the Regional Travel Options Strategic Plan update in 2018 and will continue beyond the 2018 RTP update.

Regional Transportation Functional Plan which contains policy actions and guidelines to guide how local jurisdictions implement the policies in the Regional Transportation Plan and its components, including the Regional Active Transportation Plan, Regional High Capacity Transit Plan, Regional Transportation System Management and Operations Plan and Regional Freight Plan. This may represent a significant update to address 2014 Climate Smart Strategy recommendations on parking management and relevant policy actions identified through the 2018 RTP.

The 2018 RTP update will also implement the 2014 Regional Active Transportation Plan and the 2014 Climate Smart Strategy, and to the extent possible, address new state and federal requirements that are currently under development.

COORDINATION WITH RELEVANT METRO AND PARTNER PROJECTS AND PROGRAMS

Activities that support project and program planning and implementation will be conducted by Metro and other partners concurrent with the update process. Some of these activities will provide input for updating policies, investment priorities and actions. Staff will seek opportunities to coordinate and collaborate with these other programmatic efforts and initiatives at Metro and at other organizations and public agencies.

Relevant Metro projects and programs

- My Place in the Region
- 2015 Growth Management Decision
- 2018-21 Metropolitan Transportation Improvement Program and Regional Flexible Fund Allocation (RFFA) process
- Regional Travel Options Strategic Plan update
- Diversity, Equity, and Inclusion (DEI) program
- Metro Equity Strategy and Action Plan development
- Oregon Innovation Award partnership with the Center for Public Service at Portland State University and 1000 Friends of Oregon to develop a model for effectively engaging historically underrepresented communities, youth, and older adults
- Regional Snapshots Series
- Metro Equitable Housing Initiative
- Metro Economic Value Atlas
- Southwest Corridor Project
- Powell-Division Transit and Development Project

Relevant partner projects and programs

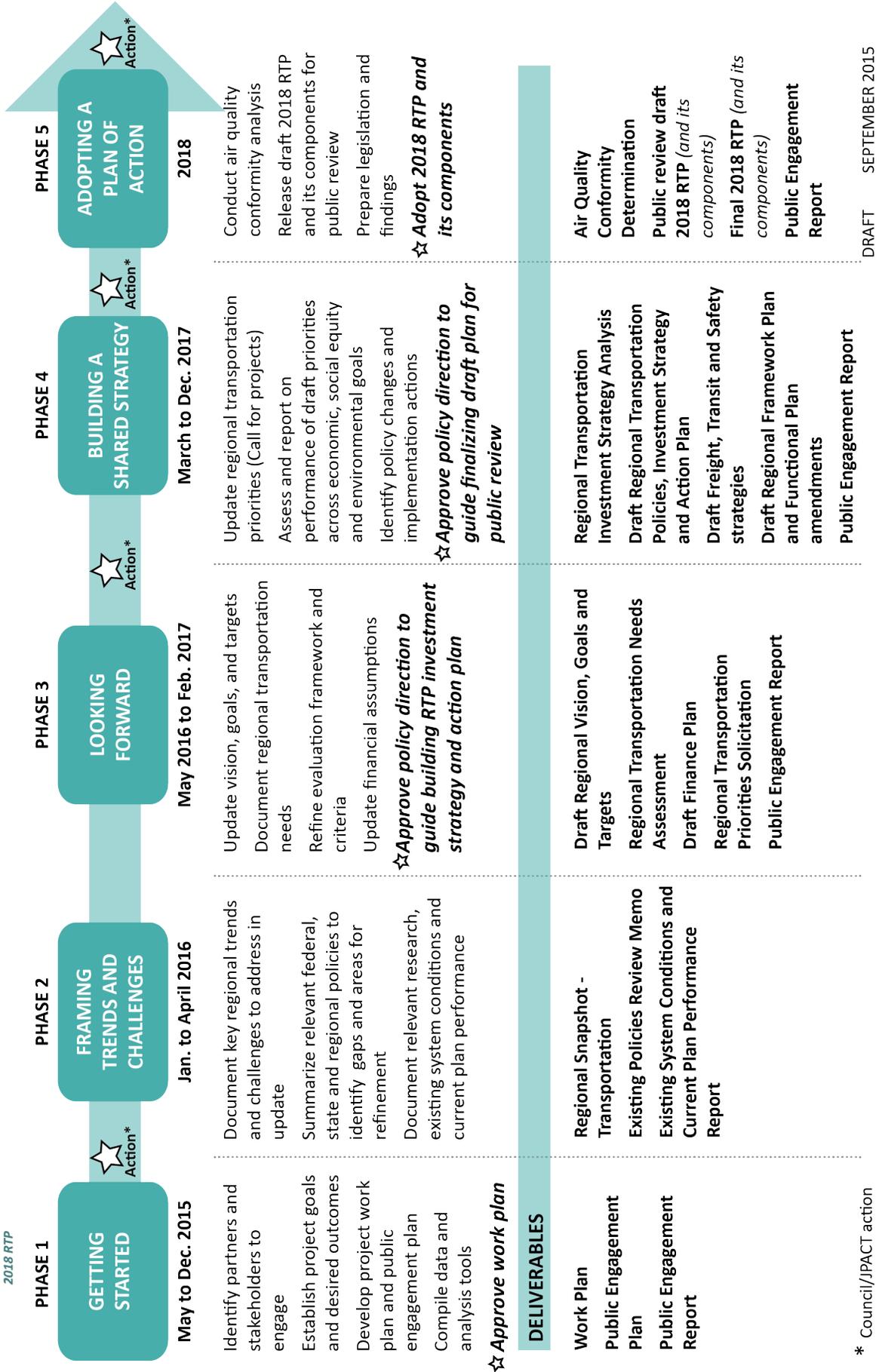
- City and county transportation system plan updates, corridor plans, area plans and studies
- TriMet's Service Enhancement Plans
- South Metro Area Regional Transit (SMART) Master Plan update
- Washington County Transportation Futures Study
- Updates to the ODOT Region 1 Active Transportation Needs Inventory, Interchange Atlas, Facility Bottleneck and Solutions Feasibility Assessment, and performance measures for State highways
- Port of Portland and Portland Business Alliance Economic Impacts of Congestion Study
- MAP-21 Target Setting and Data and Tools Development (ODOT, TriMet and SMART)

Summaries of the overall work plan for the 2018 RTP update and individual work plans for the Regional Transit Strategy, Transportation Equity Analysis, Regional Freight Strategy, Transportation Safety Strategy and Designing Livable Streets are provided for reference. Work plan summaries of the updates to the RTP finance plan, performance measures and policy actions are under development and will be added.



2018 REGIONAL TRANSPORTATION PLAN WORK PLAN

Getting there with a connected region

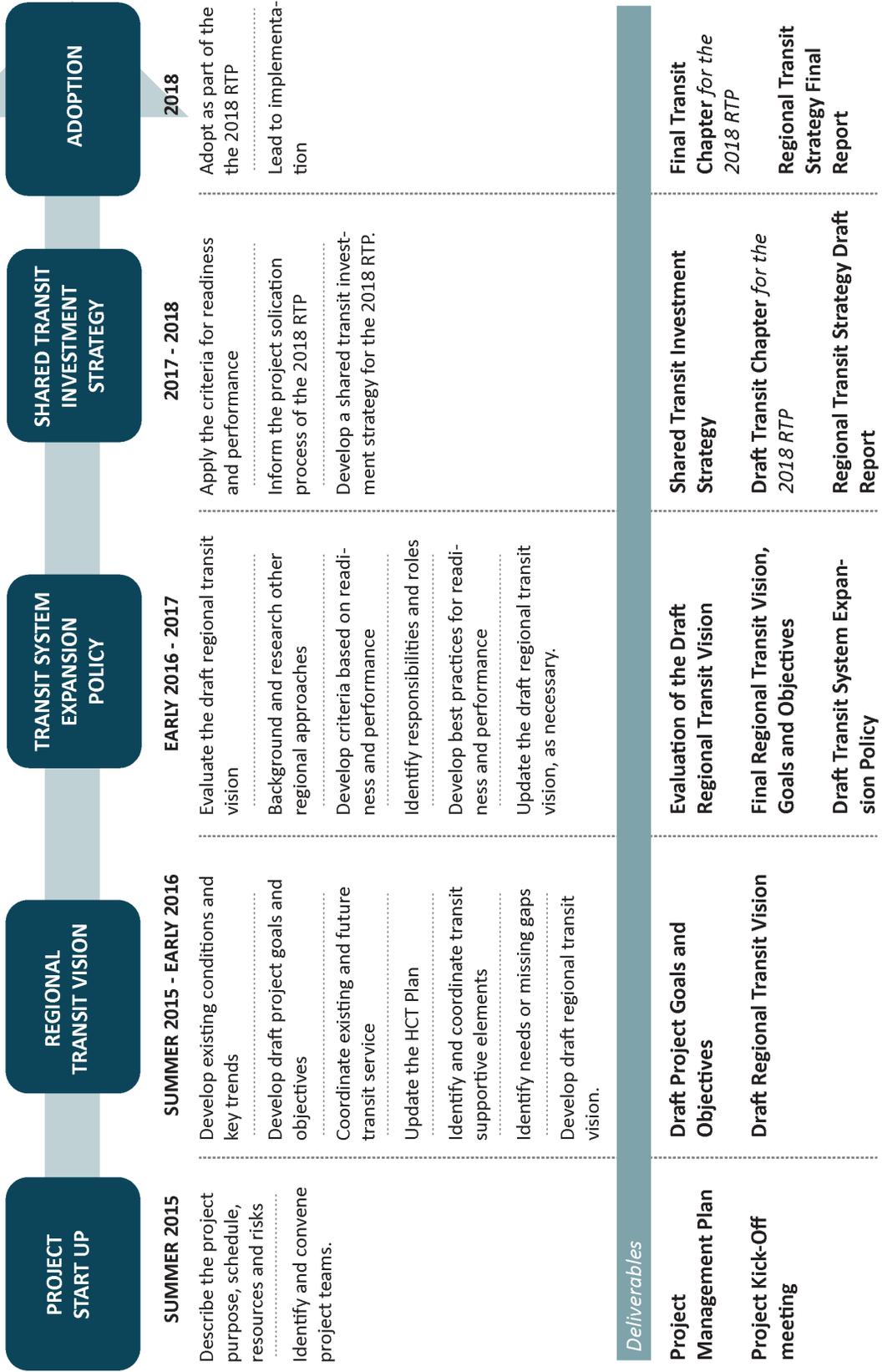


* Council/JPACT action
MPAC recommendation



2018 RTP | REGIONAL TRANSIT STRATEGY

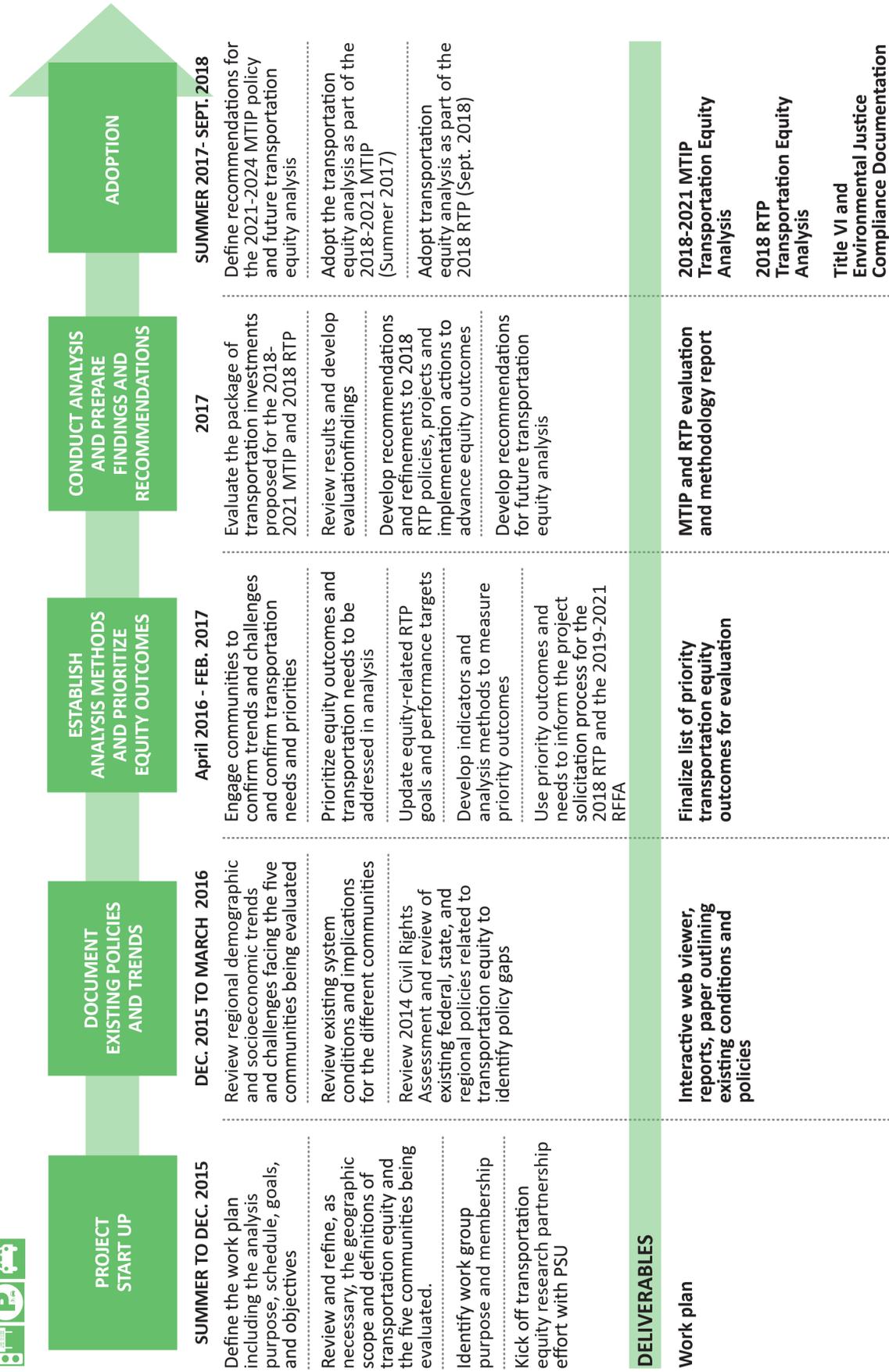
Getting there by transit





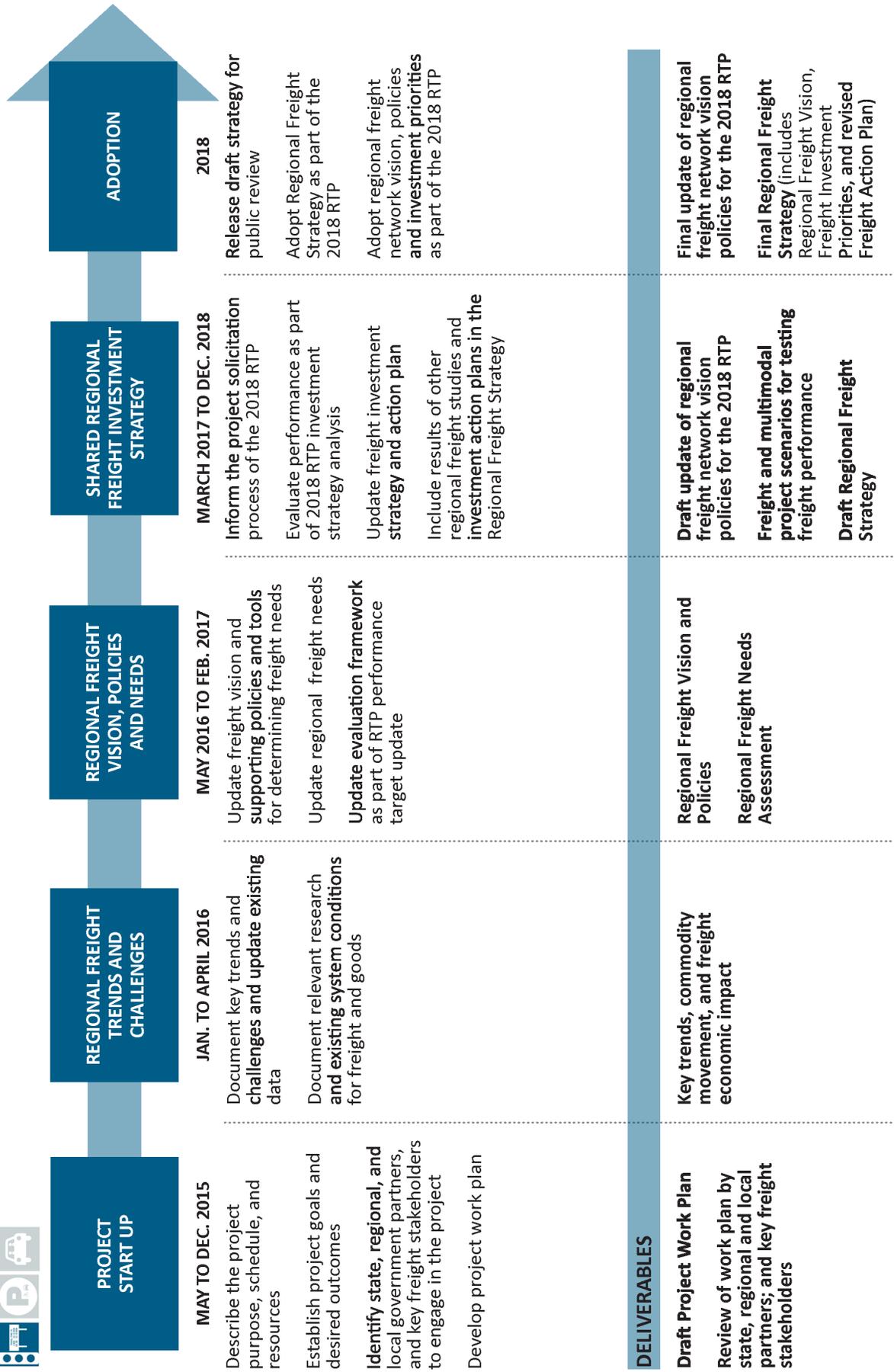
2018 RTP/2019-21 MTIP | TRANSPORTATION EQUITY ANALYSIS WORK PLAN

Getting there equitably



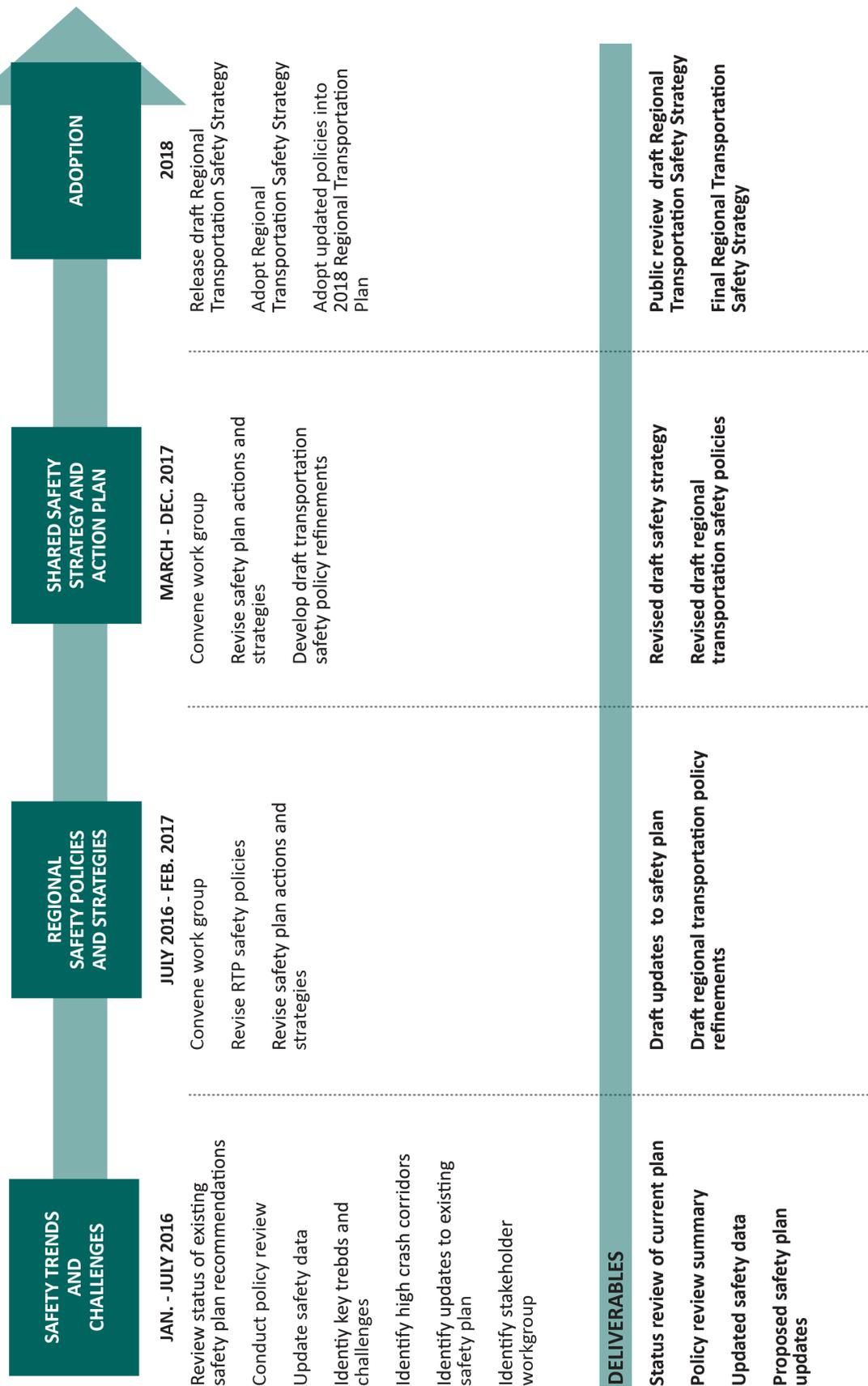
2018 RTP | REGIONAL FREIGHT STRATEGY WORK PLAN

Getting there by moving freight



2018 RTP | REGIONAL SAFETY STRATEGY WORK PLAN

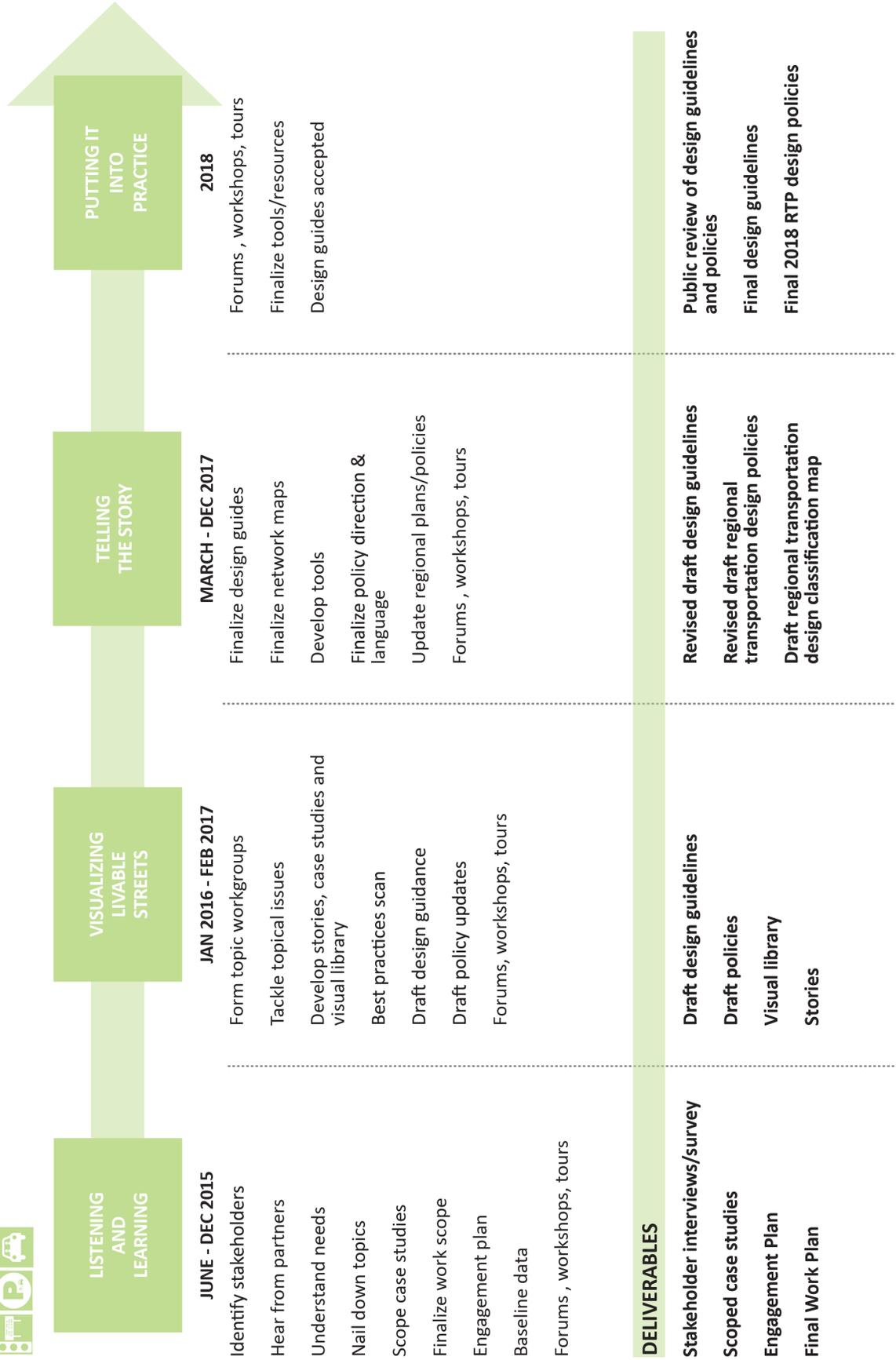
Getting there safely





2018 RTP | DESIGNING LIVABLE STREETS WORK PLAN

Getting there with design



Work plan summaries of the updates to the RTP finance plan, performance measures and policy actions are under development and will be added.

Getting there



with a connected region

2018 REGIONAL TRANSPORTATION PLAN UPDATE

Draft Public Engagement Plan

May 2015 to September 2018

September 8, 2015

2018 REGIONAL TRANSPORTATION PLAN UPDATE

The Regional Transportation Plan serves as a blueprint to guide investments in the region's transportation system for all forms of travel – motor vehicle, transit, bicycle, and pedestrian – and the movement of goods and freight. The plan identifies current and future regional transportation needs, investments recommended to meet those needs, and local, regional, state and federal transportation funds the region expects to have available over the next 25 years to make those investments a reality.

The 2018 RTP will include updates and refinements to seven related components including the 2004 Designing Livable Streets tools and best practices, 2010 Regional High Capacity Transit Plan (as part of developing a Regional Transit Strategy), 2010 Regional Freight Plan, 2010 Atlas of Regional Mobility Corridors, 2010 Regional Transportation System Management and Operations (TSMO) Plan, 2012 Regional Transportation Safety Plan, and the 2012 Regional Travel Options (RTO) Strategic Plan. The update will also implement the 2014 Climate Smart Strategy and 2014 Regional Active Transportation Plan, and advance the region's consideration of equity, economic and environmental outcomes in the transportation planning and decision-making process.

PROJECT GOAL Adopt a Regional Transportation Plan that uses the *My Place in the Region* framework to advance achievement of the region's six desired outcomes and meet federal and state requirements.

PUBLIC ENGAGEMENT PLAN The public engagement plan will guide stakeholder and public engagement during development of the 2018 Regional Transportation Plan. The plan describes the engagement objectives and activities that will be implemented to ensure the public and identified partners have adequate opportunities to provide meaningful input to the update. The plan also describes the engagement timeline and milestones, and an evaluation strategy to measure success. The purpose of the public engagement plan is to share information and gather input regarding the values, needs and priorities of the public and identified partners.



PUBLIC ENGAGEMENT GOAL To strengthen existing and build new partnerships with local, regional, state and federal governments, business and community leaders, academic institutions, and historically underrepresented communities (people of color, people with low incomes, and people with limited English proficiency) as well as youth and older adults through *a strategic engagement approach that builds support for and momentum to achieve the project goal and helps build public trust in Metro's transportation planning process.*

METRO ROLE Implement a public engagement plan for the 2018 RTP update that builds on previous engagement efforts and relationships, is informed by input from partners and the public, and advances recommendations from the Metro’s innovation work on building public trust (sponsored by the Oregon Innovation Award).



PUBLIC ENGAGEMENT OBJECTIVES

- **Communicate complete, accurate, understandable, and timely information to the public and partners throughout the project.**
- **Provide meaningful public engagement opportunities and demonstrate how input has influenced the process.** Implement a strategic approach that 1) demonstrates how the decision-making process operates and where/when to provide input, 2) provides outreach early enough in the decision-making process to promote meaningful opportunities for the public to shape policies and outcomes, 3) tracks how input is considered by decision-makers and impacts final action or outcome of decision, 4) provides follow-up with those who provided input about final action or outcome of decision, 5) seeks public evaluation of engagement experience, and 6) creates monitoring process whereby success at reaching historically underrepresented communities is monitored and measured.
- **Actively seek public input prior to key milestones during the project and share with Metro Council and regional committees in a manner that best supports the decision-making process.** Develop meaningful public engagement activities to generate input relevant to project milestones. Share themes and verbatim comments with decision-makers in a manner that creates a sound basis for an informed decision to adopt the 2018 Regional Transportation Plan.
- **Support an inclusive and place-based approach.** Strategically connect the 2018 RTP outcomes to the experiences of people living and working in the region through the integration of community storytelling in public engagement activities, public comment opportunities, and decision-making.
- **Comply with all public participation requirements.** Ensure engagement approach meets requirements as articulated in MAP-21, Title VI of the Civil Rights Act, the Environmental Justice Executive Order, Oregon’s Statewide Planning Goal 1 for citizen involvement, and Metro’s Public Engagement Guide.



- **Coordinate engagement efforts with relevant Metro projects and programs.** Incorporate engagement needs of relevant Metro projects and programs to create a coordinated effort that connects projects and programs for the public as they learn about and provide input on the 2018 RTP. Projects and programs include but are not limited to the Metropolitan Transportation Improvement Program (MTIP) and Regional Flexible Funds Allocation (RFFA) process, development of the Regional Transit Strategy, updates to the Regional Freight Plan, Designing Livable Streets program, Regional Transportation Safety Plan, Regional Travel Options strategic plan, TSMO plan, the Diversity Equity and Inclusion (DEI) program, development of Metro’s Equity Strategy and Action Plan, refinements to the Transportation Equity Analysis, and the development of the regional Economic Value Atlas and Investment Areas Action Plan.

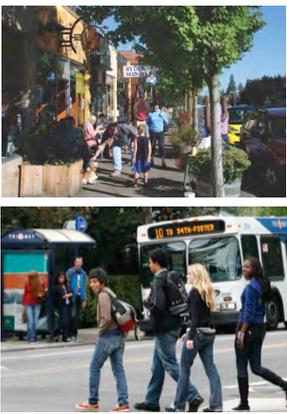
PUBLIC ENGAGEMENT PLAN APPROACH

This public engagement plan has been and its approach will continue to be refined through the following three-step approach:

1. **Assess recommendations and outcomes of previous public engagement efforts.** Review and assess formal recommendations and outcomes of Climate Smart Communities, 2014 RTP update, 2014 Civil Rights Assessment and other recent Metro engagement efforts. *(May to June 2015)*
2. **Implement robust public participation tools reflecting life-cycle of public engagement.** Provide community opportunities to 1) learn how the decision-making process operates and where/when to provide input, 2) engage early enough in the planning and decision-making process to shape policies and outcomes, 3) learn how input is considered by decision-makers and impacts final action or outcome of decision, 5) provide evaluation of public engagement experiences and 6) understand outcomes of agency success in reaching historically underrepresented communities as well as youth and older adults. *(May 2015 to September 2018)*
3. **Incorporate best practices, inclusive engagement strategies and tools, and recommendations generated by Metro’s work on building public trust (sponsored by the Hatfield School of Government Oregon Innovation Award).** Use findings from innovation work occurring on parallel time frame to inform and help build participation infrastructure. *(June to December 2015)*

KEY MESSAGE THEMES

- **We need to ensure all communities thrive as we grow and change.** Planning as the Portland metropolitan region grows helps ensure jobs and the economy keep pace with our growing population and that all community members have safe, reliable and affordable options for getting around. Changes in the makeup of our communities and continued job growth will alter our travel patterns and transportation needs. The 2018 Regional Transportation Plan update is a critical tool to help build and shape our communities as we grow. In order to keep our region a great place to live and work and keep nature close by in the face of anticipated growth, we must



continue linking land use and transportation planning, in concert with our shared values.

- **We must make every dollar count.** Given the current challenges of our communities across the region, it's more important than ever to look critically at potential investments and evaluate them on the basis of the outcomes they achieve – safety, a well maintained system, congestion relief, access to jobs, schools and services, options for getting around, clean air, etc. – outcomes the public has said they want. Investments in the region's transportation system should seek to achieve multiple objectives and take into consideration how regional transportation investments affect land use, the economy, the environment and social equity, particularly for communities of color, people with low incomes, people with limited English proficiency, older adults and youth.



- **We are most successful when we work together.** The Regional Transportation Plan update will set up a new agreement about how the region is planning to design, fund and operate its transportation system over the next 25 years. There is broad agreement among the regional partners to make the most of investments in our existing transportation system as well as new projects to ensure our transportation choices work over time. The region will also look at innovative, sustainable funding solutions to pay for needed local and regional transportation investments that are most critical to our region's success. We need everyone's help to arrive at informed decisions on how to get the most value out of investments in our transportation system, answering the question "What outcomes do we need from our investments and how will we pay for them over the long term?"



BUILDING THE 2018 RTP THROUGH PARTNERSHIPS

Taking stock of where our region has come from, what our needs are, and how we will remain strategically focused reminds us that partnerships and collaboration will be critical to the 2018 RTP update. Engagement and partnerships will be essential to shaping the 2018 RTP to help ensure that as our region grows and we make investments in the transportation system, we preserve and protect what residents and businesses value most. A collaborative approach reinforces the importance of shared responsibility for the region's transportation system and building healthy, equitable communities and a strong economy.

The engagement efforts will seek participation of all potentially affected and/or interested individuals, communities, and organizations. To date, the project team has identified a number of stakeholders to engage in the process.

The list below is not exhaustive and additional stakeholders will be included as the region builds a shared strategy for the 2018 Regional Transportation Plan.

- General public
- Communities historically underrepresented in the decision-making process including people of color, people with low incomes, and people with limited English proficiency
- Youth and older adults
- People with disabilities
- Community leaders and organizations, including community-based advocacy organizations for historically underrepresented communities, health and equity interests, environmental and land use issues, and transportation advocacy groups, including Drive Oregon
- Business and economic development interests, including large and small employers, business organizations, associations and chambers of commerce
- Local jurisdictions and special districts, including transit providers and Ports
- Bi-State Coordination Committee, Southwest Washington Regional Transportation Council (RTC) and other Clark County governments
- Transportation Research and Education Consortium, and Mark O. Hatfield School of Government at Portland State University
- Philanthropic foundations and institutions
- Federal and State legislators and elected officials representing counties and cities in the region
- State agencies, including the Oregon Department of Environmental Quality, Oregon Department of Land Conservation and Development, and Oregon Department of Transportation
- Federal agencies, including the Federal Highway Administration, Federal Transit Administration and the U.S. Environmental Protection Agency



Engagement Roles and Responsibilities

<p>Policy partnerships: Council, JPACT and MPAC</p> <ul style="list-style-type: none"> • Provide leadership and policy direction to staff • Build partnerships and collaborate • Engage partners and the public • Participate in Regional Leadership Forums • Incorporate input from partners and the public 	<p>Community partnerships: Partners and the public</p> <ul style="list-style-type: none"> • Tell us about your experiences traveling in the region and the places that are important • Provide community values, needs and priorities • Provide inspiration and ideas • Provide input and recommendations to decision-makers
<p>Technical partnerships: TPAC, MTAC and work groups</p> <ul style="list-style-type: none"> • Implement policy direction to update plan • Provide technical expertise • Keep decision-makers informed of progress • Incorporate input from partners and the public • Make recommendations to decision-makers 	
<p>Technical support: Metro staff</p> <ul style="list-style-type: none"> • Implement policy direction to update plan • Provide technical expertise • Keep decision-makers informed of progress • Incorporate input from partners and the public • Make recommendations to decision-makers and technical advisory committees 	<p><i>Community partnerships and engagement activities will seek to strengthen public trust and be more inclusive of historically underrepresented communities, youth and older adults.</i></p>

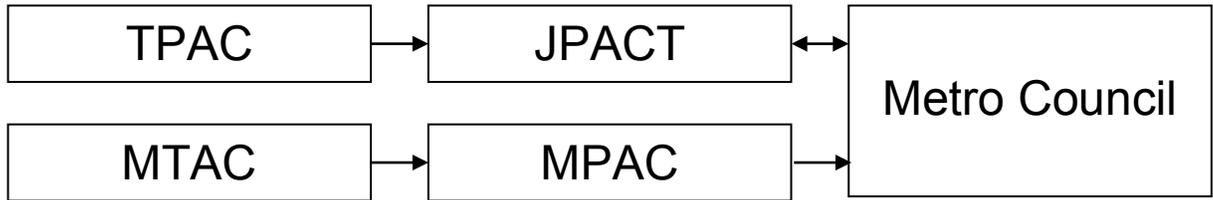
REGIONAL TRANSPORTATION DECISION-MAKING FRAMEWORK

The RTP update will rely on Metro’s role as the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region and its existing decision-making structure. The decision-making framework includes the Metro Council and four advisory committees that have varying levels of responsibility to review, provide input, and make recommendations on the development of the 2018 RTP.

The Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will make recommendations at key decision points based on input from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC). Integral to this decision-making process is providing timely opportunities for partners and the public to provide meaningful input to the Metro Council and the policy and technical advisory committees prior to key decision milestones throughout the RTP update.

The chart below shows how the technical advisory committees make recommendations to the policy advisory committees, and the policy advisory committees make recommendations directly to the Metro Council. The two-way arrow between JPACT and the Metro Council indicates that for final adoption of the RTP, the Metro Council must approve the plan as recommended by JPACT.

Regional Transportation Decision-Making Framework



Work Groups: Several work groups will be formed to advise Metro staff on implementing policy direction from the Metro Council, MPAC and JPACT related to specific technical and topical issues that have been identified as policy priorities for this update:



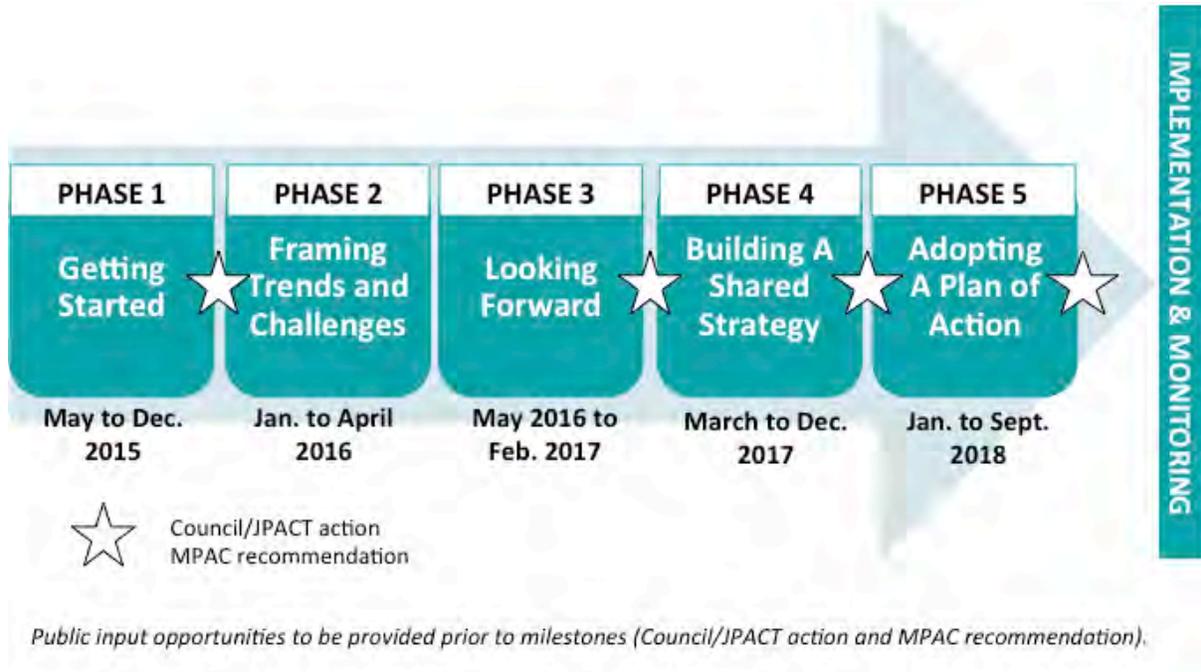
- Transit
- Transportation equity
- Finance
- Performance and return on investment
- Freight
- Transportation design
- Transportation safety
- Policy actions

In this role, the work groups will review draft materials and analysis. Work group members will include topical experts and representatives from MTAC and TPAC, or the designees of members. Opportunities to share information and collaborate across work groups will be provided. Work group meetings are open to the public. Meeting information will be posted on Metro’s website at www.oregonmetro.gov.

TIMELINE AND DECISION MILESTONES The 2018 RTP update will be completed in five phases. From May 2015 to Fall 2018, the Metro Council and staff will engage the public and local, regional and state partners to update the Regional Transportation Plan to meet current and future transportation needs over the next 25 years.

Through this update, the Metro Council, JPACT and MPAC will integrate public input and continue to work together through a series of Regional Leadership Forums to face the difficult decisions of how to make the most of limited funds to build healthy, equitable communities and a strong economy, and build confidence that our public dollars are spent wisely.

TIMELINE FOR THE 2018 REGIONAL TRANSPORTATION PLAN UPDATE



PROJECT MILESTONES | METRO COUNCIL/JPACT ACTION AND MPAC RECOMMENDATION

★	December 2015	Metro Council considers adoption of work plan and public engagement plan
★	February 2017	Metro Council, MPAC and JPACT provide policy direction on development of shared investment strategy, including regional priorities, performance targets and funding levels
★	December 2017	Metro Council, MPAC and JPACT provide policy direction on policy and financial frameworks, investment priorities, strategies and actions, subject to final public review and air quality conformity analysis
★	September 2018	Metro Council considers adoption of 2018 RTP (and its components) for federal and state review

PUBLIC ENGAGEMENT OPPORTUNITIES

The regional advisory committees and technical work groups will serve as the primary engagement mechanisms for collaboration and consensus building. In addition to these committees and work groups, engagement with other potentially affected and/or interested individuals, communities, and organizations will continue to be an important element of the engagement strategy.

Ongoing involvement will occur throughout the update process at levels that inform, involve or collaborate with audiences, based on their identified level of interest in the project. The project team will seek specific input using a variety of public engagement tools.

The following describes ongoing engagement and key outreach points and lists the types of outreach tools that will be used to engage the public and partners during the development of the 2018 RTP.

Ongoing Engagement Opportunities (May 2015 – September 2018)

The website will be the primary portal for information and engagement throughout. Staff will pursue an open comment form that members of the public can use to submit substantive comments at any time during the update. As envisioned, the project team would respond to comments as needed and track comments and responses through an ongoing database.

Outreach points (January 2016 – September 2018)

There are multiple milestones and decision points through the development of the 2018 RTP and its components. Using the tools outlined below, the project team will facilitate a dialogue between the public and decision-makers that will ensure that decision-makers are considering and addressing the recommendations and concerns of the public, and that the public understands the policies being considered in the 2018 RTP. The project team expects to hold two large scale engagement periods each year in coordination with other Metro planning and development efforts, including issues related to land use, housing and transportation.

The overall strategy is to allow easy entry to the issues being discussed at the regional table without requiring members of the public to fully understand the processes, programs and plans working to address those issues. Members of the public who would like to learn more and offer more detailed insight on the processes, programs and plans will be given the option to do so. These key outreach points will be coordinated with the release of quarterly Regional Snapshots around priority issues in the region and be timed to inform the planned Regional Leadership Forums in 2016 through 2018.

PUBLIC ENGAGEMENT TOOLS

These tools will be used throughout the public engagement effort, timed to best leverage the needs of the RTP and its components:

- **Public Engagement Plan (December 2015)** Details outreach activities, schedule, public engagement framework, and key stakeholders.
- **Comment tracking database (Ongoing)** The team will pursue a method to log all public comments, questions and concerns and respond to or coordinate a response when appropriate. The log is intended to include direct comments or comment themes from all sources, including emails, phone calls, web form submissions and comments made during presentations and briefings with stakeholders.
- **Website (Ongoing)** The project website will be the primary portal for information about the project. It includes pages that describe project activities and events, the process timeline, and support documents and materials. The site will host online quick polls, open houses and surveys. At any time, members of the public may submit comments through the project website's online comment tool. Staff will receive comments, coordinate responses as needed, and track comments.
 - **Regional Snapshots (Beginning fall 2015)** The website will host quarterly Regional Snapshots, expressing and contextualizing data and stories regarding regional issues. On



a rotating basis, these snapshots will explore regional issues of housing/land use, jobs/employment, transportation and other livability issues. Snapshots will feature data, personal stories and case studies through infographics, narratives and videos, and feature an interactive element for viewers to provide their reactions to what they have learned and to share their experiences. The first Regional Snapshot for Transportation is planned for release in March 2016.

- **Web-based outreach, including online quick polls, surveys and open houses (Ongoing)**
The project will use a combination of online quick polls, surveys and open houses designed to seek ideas and input from the broader public. Staff will pursue use of an online interactive mapping tool to seek input on transportation needs and priorities.
- **Video (Spring 2016)** An overview video will be developed to explain the 2018 RTP update context and purpose. The video will include Spanish subtitles and be hosted on the project website to serve as a key information piece. It will also be shown at community briefings and presentations to help explain the update.
- **Storytelling, project newsfeeds and electronic newsletters (Ongoing)** Metro staff will develop stories, newsfeeds and e-newsletters to provide information about key milestones, and to invite the public to participate in engagement opportunities. The stories and newsfeeds will also be important tools for audiences to learn about the people and places that make up the region and related transportation needs and priorities. The project will maintain an interested parties email list that will be an ongoing feature of the public engagement effort.

It is expected that newsfeeds and e-newsletters will be developed during these key points:

- Introduction and announcement of the project
 - Invitation to participate in online quick polls and surveys
 - Refinement of RTP goals, objectives and performance targets
 - Identification of transportation needs and priorities
 - Development of a shared investment strategy and action plan
- **Regional Leadership Forums (Ongoing)** The project will use a series of Regional Leadership Forums that will be convened by the Metro Council to hear from national leaders, foster regional collaboration, discuss policy priorities, consider public input, and provide policy direction to staff on development of the 2018 RTP. The forums are joint meetings of the Metro Council, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). The forums will include a keynote speaker, presentations of community input and technical work prepared to support the policy discussion and facilitated discussions that lead to direction back to staff on development of the 2018 RTP.
 - **Future of Transportation Speaker Series (Ongoing)** The project team will develop a speaker series to discuss emerging and future issues related to transportation. The series will provide an opportunity to discuss issues of interest but that have not identified as policy priorities for the update. The series will be more fully developed as part of the process to support the Regional



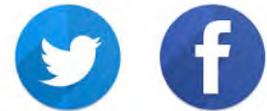
Leadership Forums, Regional Snapshot Speaker Series and other engagement activities. Metro will seek to co-host the series with business and community organizations, public agencies, academic institutions and other partners. Potential topics include congestion pricing, intelligent transportation networks and connected and autonomous vehicles, the link between social media, technology and traveler information, and emergency preparedness. This engagement activity will be further developed through the process in coordination with other Metro programs.

- **Individual and small group stakeholder meetings (Ongoing)** Metro Council and staff will provide updates to stakeholders throughout the project, and will have discussions at standing meetings of county-level coordinating committees, community groups and organizations, and other stakeholders who have an interest in the project. This will include briefings and discussions with elected officials, businesses, business and economic development groups, community-based groups and organizations. The purpose of these meetings will be to provide updates, and to solicit input on key elements of the project. Councilors and staff will also distribute fact sheets or other informational materials at these meetings.
- **Publications (Ongoing)** Fact sheets, project updates, and other materials will be developed to describe the RTP update, as well as to describe specific topical components of the project, such as transportation equity, finance and safety, modal plans to be updated as part of the process, and specific aspects of the update at key milestones. The materials will be distributed at briefings and meetings. Summary reports documenting the results and findings of major tasks will also be developed and made available on Metro’s website and meeting presentations.
- **Public comment reports (Ongoing)** Throughout the process, the project team will document all public involvement activities and key issues raised through the process.
- **Final public comment report (Spring 2018)** A public comment report will be compiled and summarized at the end of the formal public comment period.
- **Metro Council public hearings (2018)** Hearings will be hosted by the Metro Council as part of regular meetings as part of the final adoption process.
- **Final public engagement summary report (Fall 2018)** A final summary report containing a complete evaluation and overview of the engagement effort, including a discussion of the successes and potential areas for improvement will be created at the end of the process.
- **Equity outreach and engagement (Ongoing)** A focused effort will be made to engage historically underrepresented populations. A proposed contract would engage a proven equity and inclusion consultant to work with the public engagement team to serve as a liaison to these communities, conduct targeted outreach to leaders of these communities, and advise on messaging and methods of outreach to the potentially affected communities. This equity work would leverage



and enhance broader equity outreach effort to be conducted by Metro staff. The equity outreach program consists of the following strategies and elements:

- Transportation Equity Work Group (described above).
 - Translation of key materials into Spanish and/or other languages, including online quick polls and surveys, and fact sheets.
 - Targeted outreach and presentations/briefings to organizations that serve historically underrepresented communities (for example, outreach to Transportation Justice Alliance)
 - Other strategies and elements will be identified through proposed consultant contract.
- **Social media (Ongoing)** Metro staff will use social media, including Twitter and Facebook, to invite members of the public to participate in online quick polls, surveys and other major public engagement activities. Social media will also be used to announce major project milestones.



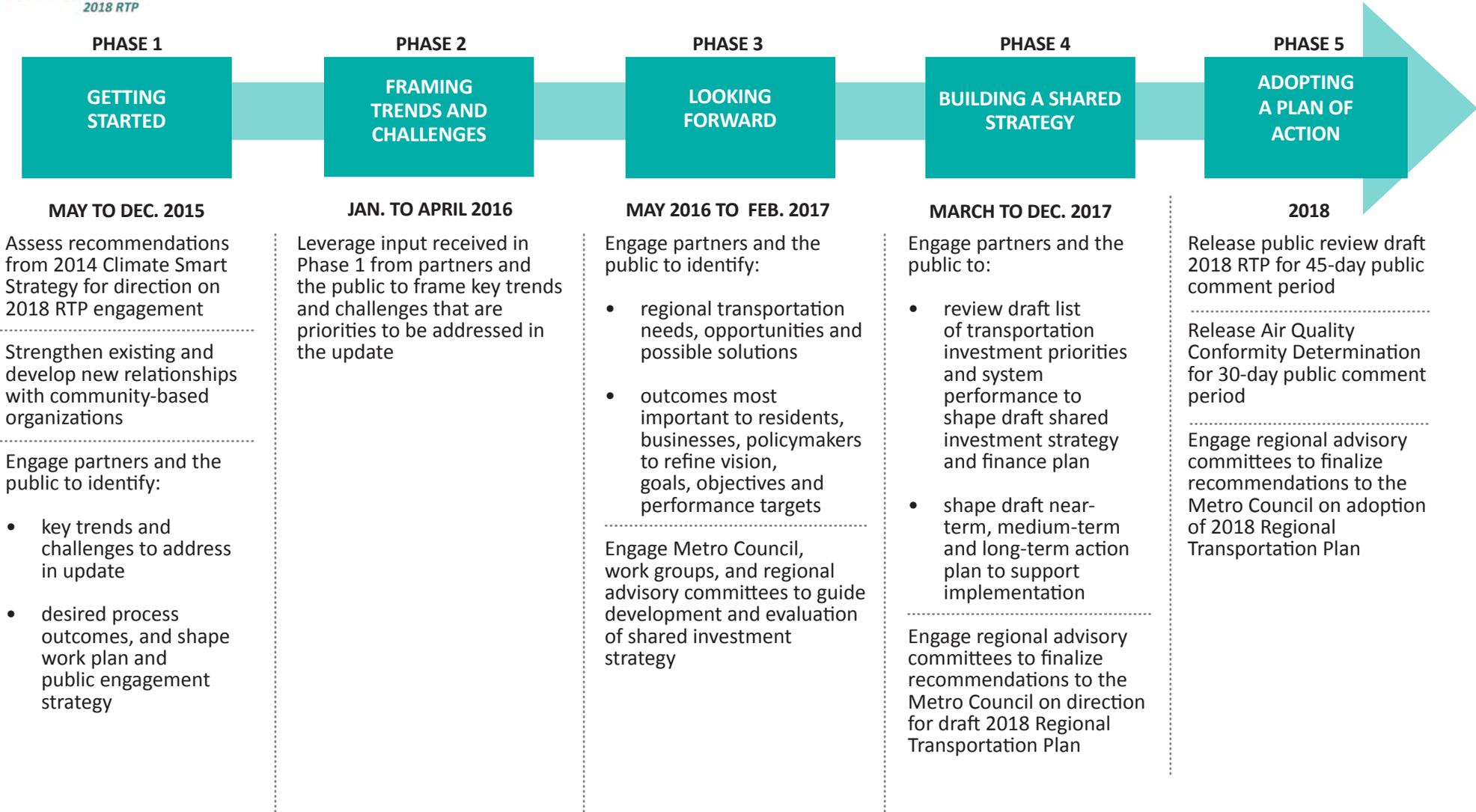
HOW WE MEASURE SUCCESS

Characteristics of a successful effort	Performance measures
1. Key champions from the stakeholder community emerge and gain momentum within their communities for engaging with RTP update process as a viable activity for shaping the future of their communities	A. Key champions, including a majority of MPAC, JPACT and Metro Council members and a minimum of three stakeholders from the business, freight, environmental, environmental justice and public health communities support the final recommendation for the 2018 RTP update.
2. Meaningfully and successfully engages a broad range of audiences, including communities historically underrepresented in Metro's decision-making process	B. The project's public record reflects representative and active participation by local and state public agencies, and business, freight, environmental and public health leaders, with increased participation from communities of color, people with low income, and youth relative to total regional percentage of population.
3. Strengthens relationships with public officials and community leaders across the region and provides more options for public officials to hear directly from their networks of voters and community leaders	C. Social equity and environmental justice leaders are engaged throughout plan development in collaboration with Metro staff. Historically underrepresented communities are represented in greater numbers during public comment periods than in the past.
4. Supports or is connected with other Metro programs	D. Stakeholders and interested public understand how RTP provides safe and reliable transportation choices that connect residents and visitors to jobs, schools, families, parks, and more.



2018 REGIONAL TRANSPORTATION PLAN | PUBLIC ENGAGEMENT PLAN

Getting there with a connected region



DELIVERABLES

Public engagement plan

Engagement reports on:

- community summits as they relate to public engagement and transportation issues
- quick poll on the public's transportation priorities
- stakeholder interviews
- Innovation team forums on public trust, decision-making, and evaluation methods for measuring effectiveness in reaching historically under-represented communities

Engagement report on:

- regional trends and challenges affecting future travel in the region

Engagement report on:

- regional transportation needs, opportunities and possible solutions
- priority outcomes to inform refining vision, goals, objectives and performance targets

Engagement reports on:

- draft list of transportation investment priorities and system performance to shape draft shared investment strategy
- draft near-term, medium-term and long-term actions to support implementation

Materials to support engagement with regional advisory committees in finalizing recommendations to the Metro Council on direction for draft 2018 Regional Transportation Plan

Public review draft of 2018 RTP

Air Quality Conformity Determination

Engagement reports on:

- 45-day public comment period on draft 2018 RTP
- 30-day public comment period on Air Quality Conformity Determination



2018 REGIONAL TRANSIT STRATEGY
Getting there by transit
Process overview
 SUMMER 2015 TO FALL 2018

Metro, TriMet, South Metro Area Regional Transit (SMART) and other regional partners are embarking on the next generation of a regional transit plan to expand focus beyond high capacity transit projects alone and encompass the range of transit opportunities and needs within and around the region, in a shared vision and investment strategy. The following timeline represents the key phases to the Regional Transit Strategy, as part of the 2018 Regional Transportation Plan (RTP) update.



WHAT IS THE REGIONAL TRANSIT STRATEGY?

The Regional Transit Strategy (RTS) will serve as the transit component of the 2018 Regional Transportation Plan update and provide a coordinated vision and strategy for transit in the Portland metropolitan region. The plan will be developed in coordination with the Future of Transit vision being developed by TriMet through its Service Enhancement Plans and with the South Metro Area Regional Transit (SMART) Master Plan. Reflecting the Future of Transit vision, the plan will include community connector services that provide important connections between regional centers, jobs, schools and other community destinations.

The RTS builds on the Regional High Capacity Transit (HCT) System Plan and the Transit System Expansion Policy, adopted in 2010. The RTS will help guide investments in the region for bus service as well as future capital investments in high capacity transit, including bus rapid transit, rapid streetcar, light rail and commuter rail. The plan will provide local and regional partners with a blueprint for prioritizing transit and transit-supportive improvements that support the regional transit vision.

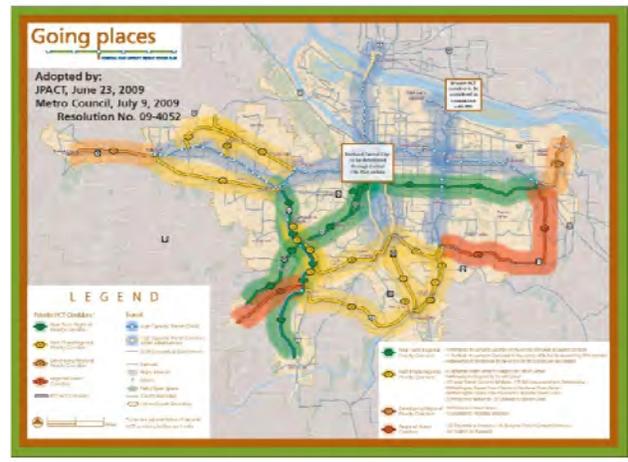


WHY IS THE REGIONAL TRANSIT STRATEGY NEEDED?

The regional transit strategy will provide a coordinated vision and strategy for making transit more convenient, frequent, accessible and affordable.

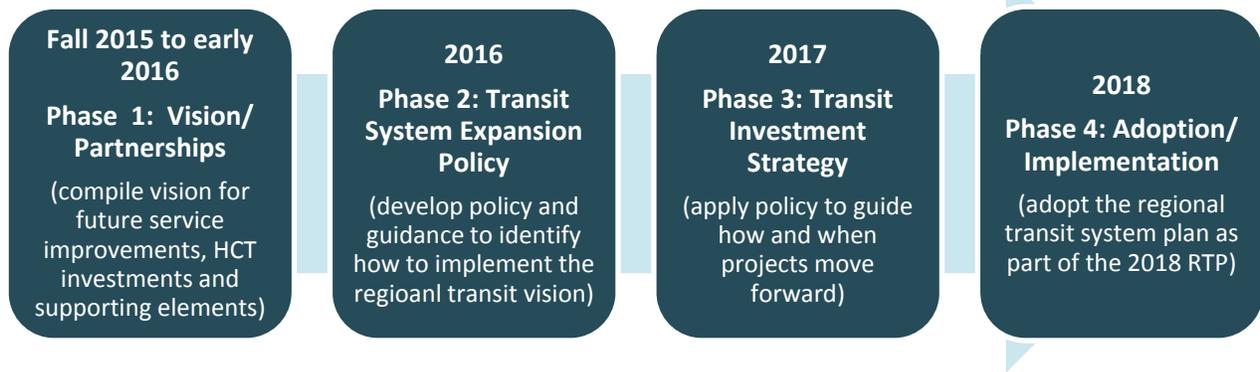
The regional transit strategy will:

- build upon the High Capacity Transit Plan (HCT) Plan
- provide a long term transit system vision
- implement the the 2014 Climate Smart Strategy
- provide for the transit modal component of the 2018 Regional Transportation Plan
- identify a process to prioritize transit and transit-supportive improvements.



HOW WILL THE REGIONAL TRANSIT STRATEGY BE DEVELOPED?

There are four key phases to development of the Regional Transit Strategy: Vision-Partnerships, Planning-Policy, Transit Investment Strategy and Adoption-Implementation. The Regional Transit Strategy is guided by an overall policy framework consisting of the 2040 Growth Concept, the Regional Framework Plan and the Regional Transportation Plan. The plan will be an element of the 2018 RTP update, advancing the implementation of the coordinated regional transit vision and policies and implementing the Climate Smart Strategy.



PHASE 1: WHAT WILL BE INCLUDED IN THE TRANSIT VISION?

The transit vision is a comprehensive look at the transit service, major capital investments and supporting elements of the region's transit network, such as access to transit improvements and transit priority treatments. Service improvements include current and future transit networks of the **providers** listed below.

- Canby Ferry
- Canby Area Transit (CAT) Dial-A-Ride
- Clackamas Community College Shuttle (CCC Xpress)
- Clackamas County Transportation Reaching People (TRP)
- C-TRAN
- Forest Grove's GROVELink
- Lake Oswego's Mary's Wood Shuttle
- Linkbus Newberg Town Flyer
- Ride Connection
- Mt Hood Express Sandy Area Metro (SAM)
- Portland Aerial Tram
- Portland International Airport shuttle services
- Portland Streetcar Inc
- Sandy Area Metro (SAM)
- SMART
- South Clackamas Transportation District (SCTD)
- Swan Island Evening Shuttle
- TriMet
- Tualatin Employee Shuttle

Capital investments include the **high capacity transit options** identified in the Regional High Capacity Transit Plan, such as the Southwest Corridor and Powell-Division Transit Projects. The supporting elements of the vision include a variety of **policies, programs and identified improvements that support the transit vision**, including:

- Climate Smart Strategy
- Regional Active Transportation Plan
- Regional Transportation Safety Plan
- Regional Mobility Corridors
- Local land use and transportation plans
- Regional Travel Options (RTO) and Regional Transportation System Management and Operations (TSMO) Plans
- Transit Oriented Development (TOD) Strategic Plan

PHASE 2: WHAT IS THE TRANSIT SYSTEM EXPANSION POLICY?

The transit system expansion policy will be updated to advance the regional transit vision. This phase will consist of updating the current transit system expansion policy to provide the region with a clear and transparent process for implementing and prioritizing the transit investments based their readiness and performance. For service improvements, the transit system expansion policy will reflect the policies and prioritization processes defined by the service providers, developed through a detailed and extensive public process. The policy will also support project sponsors who want to move forward but may not meet the readiness criteria by providing tools, best practices and other support. Finally, the policy will guide coordinated investment in the supporting elements that may be needed for the service and major capital improvements to succeed.



PHASE 3: WHAT IS THE TRANSIT INVESTMENT STRATEGY?

The transit investment strategy is the application of the policies and guidelines developed with the transit system expansion policy framework to develop a coordinated set of transit and transit supportive investments that support the regional transit vision. This will also inform the transit and transit supportive elements of the 2018 RTP.

PHASE 4: HOW DO TRANSIT INVESTMENTS GET IMPLEMENTED?

The Regional Transit Strategy will be adopted as part of the 2018 RTP, guide how transit investments can advance, clarify roles and responsibilities and lead to implementation.

HOW DOES THIS PLAN SUPPORT OTHER EFFORTS?

By clearly defining the vision and implementation strategy for transit improvements throughout the region, the RTSP will support the 2018 Regional Transportation Plan update and other relevant projects and programs, including but not limited to Metro's Equitable Housing Strategy Initiative, Active Transportation Plan, Regional Safety Plan, Designing Livable Streets, Regional Travel Options Strategy among others. A collaborative approach reinforces the importance of shared responsibility for the success of region's transit system in helping build healthy, resilient and equitable communities and a strong economy.





MEMORANDUM

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

INTRODUCTION

At the September RTAC meeting, RTC staff will provide an overview of the role of RTC in the Growth Management planning process. The current status regarding the process to certify local Comprehensive Growth Management Plans will be reviewed and there will be opportunity to discuss timeline and approach to the certification process as it relates to 2016 updates to local Growth Management Plans.

BACKGROUND

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

The certification requirement was first addressed at RTC Board meetings in 1994 during the development of the first Comprehensive Growth Management Plan for Clark County. The certification requirement was again reviewed in 2003 when the RTC Board acted to endorse the updated Certification Process. Certification of local plans was ratified with subsequent updates to the Regional Transportation Plan (RTP) for Clark County, recognizing the close cooperation and coordination between the state, region and locals in developing Plans within the Clark County region. The current update to Clark County's Comprehensive Plan is an opportune time to revisit the required certification process and to refresh our understanding of RTC's duties as RTPO for the region.

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Highlighted below are key issues that will be discussed at the September 18th RTAC meeting.

- **Guidelines and Principles**

Washington state law (RCW 47.80.026) calls for the RTPO to establish guidelines and principles to provide direction for development and evaluation of comprehensive plan transportation elements. To date, RTC has relied upon the goals and polices described in the Regional Transportation Plan as the guiding principles.

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

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

- (i) Land use assumptions used in estimating travel
- (ii) Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions
- (iii) Facilities and services needs
- (iv) Finance
- (v) Intergovernmental coordination efforts
- (vi) Demand management strategies
- (vii) Pedestrian and bicycle component

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

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

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

Of all the issues required to be addressed in the transportation element, Level of Service (LOS) requires significant coordination. RTC is required to review level of service methodologies used by cities and counties planning under chapter 36.70A RCW to promote a consistent regional evaluation of transportation facilities and corridors. RTC is also required to work with cities, counties, transit agencies, the department of transportation, and others to develop level of service standards or alternative transportation performance measures.

- **Process for Certification**

To expedite the certification process, local jurisdictions will be asked to complete a Consistency and Certification Report Form. This form will essentially be a checklist based on current statutory GMA and LOS requirements. Clark County and local jurisdictions will need to submit updated Comprehensive Growth Management Plans for certification by RTC. RTC staff will review draft Comprehensive Plan updates prior to their adoption. If necessary, RTAC will

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Plans
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Page 3**

discuss coordination issues and the RTC Board will be asked to take action to complete the certification process after the Comprehensive Plan updates are adopted by local jurisdictions.

NEXT STEPS

Following discussion at the September 18 RTAC meeting, RTC staff will update Certification materials and will further coordinate with transportation and land use planners, possibly through a Certification Workshop.

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