Southwest Washington Regional Transportation Council

Unified Planning Work Program
for
Fiscal Year 2015

July 1, 2014 to June 30, 2015

DRAFT

March 5, 2014

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June 4, 2014 to June 30, 2015

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This Unified Planning Work Program has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, and the Washington State Department of Transportation.
The views expressed in this Program do not necessarily represent the views of these agencies.

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

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UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

UPWP PURPOSE

The Unified Planning Work Program is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The financial year FY 2015 UPWP runs from July 1, 2014 through June 30, 2015. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP.

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

UPWP OBJECTIVES

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

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

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

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

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

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

PARTICIPANTS, COORDINATION AND FUNDING SOURCES

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

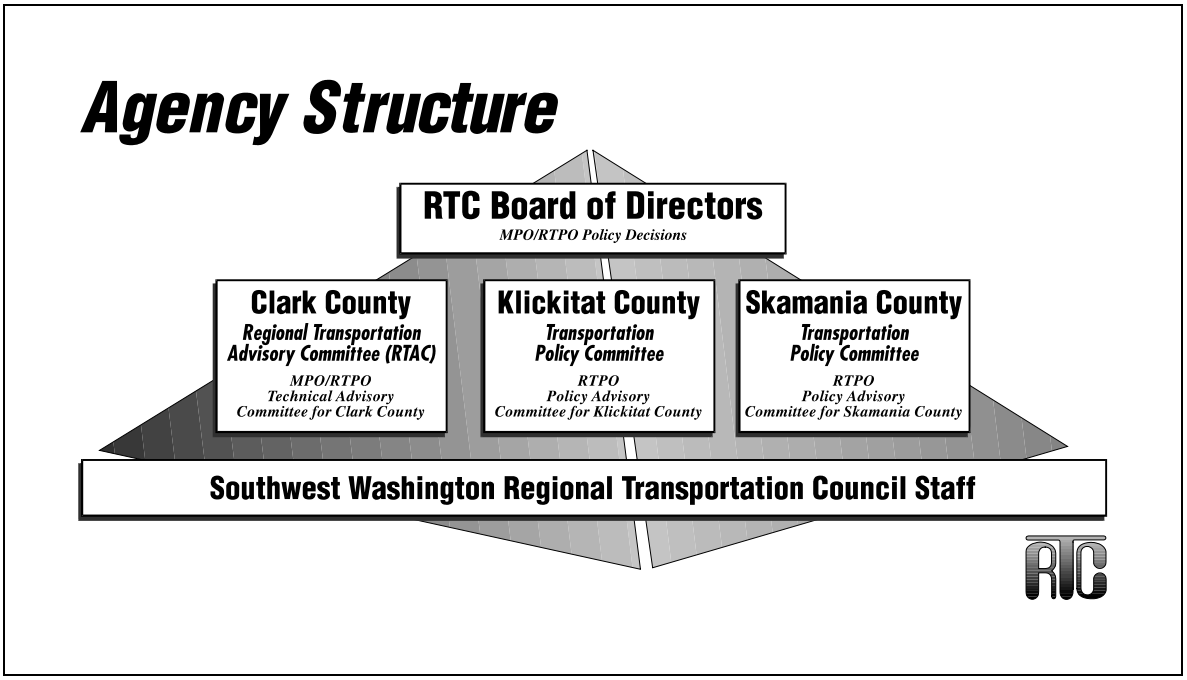

Figure 3: RTC's Agency Structure

A. Clark County

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

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

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

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

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

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

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

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

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

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: MEMBERSHIP 2014

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

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: BOARD OF DIRECTORS

RTC Board of Directors 2014

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

RTC Board of Directors 2014

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

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

Regional Transportation Advisory Committee Members

Jurisdiction/Agency	Represented By:
Regional Transportation Council	Matt Ransom **[Chair]**
Clark County, Planning	Mike Mabrey
Clark County, Public Works	Bill Wright
City of Vancouver, Public Works	Chris Malone
City of Vancouver, Community Development	Jennifer Campos
City of Camas	Jim Carothers
City of Washougal Port of Camas-Washougal	Rob Charles
City of Battle Ground Town of Yacolt Port of Ridgefield	Mark Herceg
Cities of Ridgefield City of La Center	Bryan Kast
C-TRAN	Tom Shook
WSDOT	Mike Clark
Port of Vancouver	Katy Brooks
ODOT	Alan Snook
Metro	TBD
Human Services Council	Colleen Kuhn

B. SKAMANIA COUNTY

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

SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

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

C. KLICKITAT COUNTY

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

KLICKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

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

D. BI-STATE COORDINATION

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

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

E. RTC STAFF

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

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

Figure 4: RTC Staff

PLANNING EMPHASIS AREAS

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

In FY 2015, continuation of usual planning activities as documented on the following pages is expected as well as specific areas of emphasis including tribal consultation, annual reporting, updating of interlocal agreements, participation in statewide planning efforts, website updating,

corridor planning and development of state and local performance measures and performance targets.

FEDERAL

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

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

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

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

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

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

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

STATE

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

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

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

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

Involvement in State Planning Activities can include:

- Statewide Public Transportation Plan
- Statewide Freight Mobility Plan
- State Rail Plan
- Highway System Plan
- Statewide Human Services Transportation Plan
- Corridor Planning Studies that focus on Moving Washington Corridors
- Various other modal technical studies
- Analysis of MAP-21 to understand impacts to planning practice in Washington State.

LOCAL

RTC's FY 2015 UPWP will continue its fundamental metropolitan transportation planning program activities such as the Clark County Regional Transportation Plan, the region's metropolitan Transportation Improvement Program and project grant request coordination, transportation system congestion management process, intelligent transportation system management program, data collection and analysis, travel model forecasting, air quality, and project coordination as well as Regional Transportation Planning Organization planning in Klickitat and Skamania counties.

THE REGION'S KEY TRANSPORTATION ISSUES:

RTC's UPWP maintains the region's underlying regional transportation planning process that is led by the RTC Board, informed by accurate data/analysis, and provides for the multi-jurisdictional, multi-modal forum for the region's collaborative transportation decision making process. A key issue for planning the region's transportation system will be to continue to address the changed federal emphasis under the current federal transportation bill, Moving Ahead for Progress in the Twenty First Century. MAP-21 emphasizes making performance-managed transportation system investments. RTC's project programming process will need to change accordingly if our region is to continue to maximize opportunities to utilize federal transportation resources. The 2014/15 Work Plan includes activities to reformulate the program to meet the performance based investment criteria.

Local partners are ever mindful of the interconnectedness of transportation infrastructure investment, jobs and economic recovery. Though now showing signs of economic recovery following the economic downturn of the past few years, the region's ability to make progress in addressing its transportation issues is still a challenge. In 2012, RTC evaluated transportation

needs and adopted a list of 10 Year Project Priorities and in 2013, RTC conducted a scenario planning activity to analyze transportation system needs in light of slower growth in population and employment. This work becomes informative to the Regional Transportation Plan update underway in 2014.

Key transportation issues for the region include:

- Supporting growth in the region which has slowed over the past few years with Clark County population increasing by 0.99% between 2012 and 2013. In comparison, between 1990 and 2013 Clark County's population grew by over 83% from 238,053 to 435,500 with improvements made to the transportation system to meet existing and growth needs.
- Conducting a full update to the Regional Transportation Plan reassessing the demographic growth forecast, transportation needs, forecast revenues and resulting fiscally constrained RTP. RTC will work in sync local partners to ensure consistency between RTP and work underway on an updated with the Clark County Comprehensive Plan
- Ensuring sufficient funds are available for preservation and maintenance of the existing transportation system as well as providing a safe transportation system for both vehicle and non-vehicle travel and maintaining Level of Service and concurrency standards within the constraints of revenues available for transportation "mobility/capacity" projects.
- Investing in transportation infrastructure to support the economic and land use goals of our region. A new development on Vancouver's Waterfront is planned, the Port of Vancouver continues investment in transportation infrastructure to attract new employers and there are plans for growth in the Discovery Corridor adjacent to I-5 north.
- Implementing this region's projects funded through the 2003 Washington State Legislature's "Nickel Package" and 2005 Legislature's Transportation Partnership Account (TPA). Through these packages, Clark County is receiving about $700 million to invest in transportation projects. Projects remaining in Clark County include the Salmon Creek Interchange, the SR-502 widening to Battle Ground and a project in the I-205 corridor for interchange ramps at 18th Street.
- Programming transportation projects for funding in RTC's 2015-2018 Transportation Improvement Program (MTIP).
- Planning for transit service to provide for travel options and mobility for the growing Clark County community. C-TRAN adopted its 20-Year Transit Development Plan, C-TRAN 2030, in June 2010. The Plan outlines how C-TRAN will implement transit service into the future. Shorter-term strategies include service performance analysis for fixed route, demand response and vanpool service, park & ride planning and engineering as well as traffic signal priority. Longer term transit plans include working toward implementation of High Capacity Transit in corridors identified in RTC's High Capacity Transit System Study (Dec. 2008). C-TRAN is planning for the first HCT priority corridor on Fourth Plain. The HCT

study process demonstrated that any HCT project takes collaboration, community support, and requires transit revenues.

- Following a decision on the Columbia River Crossing project's Locally Preferred Alternative (LPA) in 2008, the CRC published the Final Environmental Impact Statement and a Record of Decision was issued in 2011. The LPA included the fundamental elements of the project which are a new I-5 replacement bridge, tolling and light-rail transit to a Clark College terminus.
- Coordinating with human service agencies and organizations concerned with providing transportation services for the aged, people with disabilities and low income, and identifying and implementing a special needs transportation pilot project through work of the Accessible transportation Coalitions Initiative (ATCI) in this region. An update to the region's Human Services Transportation Plan (HSTP) will be underway in 2014.
- Moving projects through the required planning and environmental review phases to ensure that they are "ready to construct" should funds become available.
- Implementation of regional and local Commute Trip Reduction (CTR) plans, initially adopted in October 2007, including implementing downtown Vancouver's Growth and Transportation Efficiency Center (GTEC); the Destination Downtown program. The CTR program can allow the region to make the most efficient use of existing transportation systems through Transportation Demand Management (TDM) measures and strategies.
- Continuing deployment of Intelligent Transportation System (ITS) projects, measures and strategies identified in the Transportation System Management and Operations program. The Andresen/Mill Plain Corridor TSMO Pilot Project includes a before and after analysis of corridor performance as well as lessons learned with the analysis due in late FY 2014.
- Addressing bi-state transportation needs in partnership with Metro (Portland), WSDOT, ODOT, C-TRAN and Tri-Met through the Bi-State Coordination Committee.
- Addressing environmental issues relating to transportation, including seeking ways to reduce transportation impacts on air quality and water quality and addressing environmental justice issues. An increased level of consultation and coordination with resources agencies at an earlier stage of the planning process is now required to meet federal transportation laws.
- Continuing work on implementing Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 47.01.440 relating to climate change, greenhouse gas and Vehicle Miles Traveled reduction goals.
- Monitoring transportation congestion in the region.
- Creating transportation options through implementing projects to allow people to walk and bike to their destinations throughout the region and working with local partners to improve the health of the community.

- Continuing the work of the Regional Transportation Planning Organization in Skamania and Klickitat counties.
- Involving the public in identifying transportation needs, issues and solutions in the region. The values of the community should be reflected in our regional transportation plans and programs.

1 REGIONAL TRANSPORTATION PLANNING PROGRAM

1 A (I). REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) for Clark County is the region's long-range transportation plan. The Plan's purpose is to promote and guide development of a multimodal transportation system for the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the same area encompassed by the Metropolitan Area Boundary. To meet planning requirements, the RTP has a planning horizon of at least 20 years. The most recent update to the Regional Transportation Plan was titled the Metropolitan Transportation Plan (MTP) for Clark County and was adopted in December 2011 extending the horizon year to 2035. The 2011 MTP is consistent with local land use plans in local Comprehensive Growth Management Plans, reflects the Washington Transportation Plan 2030 (WTP, December 2010) and state Highway System Plan (HSP) and is compliant with SAFETEA-LU, the federal transportation act in place at the time of MTP adoption. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments. In FY 2015, work will focus on completing an update to the MTP, retitled the Regional Transportation Plan for Clark County (RTP). The RTP update will focus on compliance with the new federal transportation act, Moving Ahead for Progress in the Twenty First Century (MAP-21) with its emphasis on making performance-managed transportation system investments, will likely have a slower demographic growth forecast than the 2011 MTP and will update consistency between federal, state and local plans .

Work Element Objectives: Regional Transportation Plan

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

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

Relationship to Other Work Elements: Regional Transportation Plan

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

FY 2015 Products: Regional Transportation Plan

2014 will see development of an updated RTP for Clark County.

- In early CY 2014, the RTP update will be launched with scoping of RTP update elements and issues to address, public outreach at the outset of RTP development, decisions on a demographic forecast to use for horizon year 2035, compilation of projects from local and state Capital Facilities Plans and Highway System Plan, analysis of transportation needs and revenue forecasting. In FY 2015, the RTP update is scheduled for completion.
- The RTP scoping process incorporates a performance-based approach for the RTP update as called for in the federal transportation act, MAP-21, as well as state policy direction such as use of "least cost" planning principles and WSDOT's Moving Washington principles.
- The next RTP update will focus on being compliant with MAP-21 and on making the transition to the federally required performance-based approach for federal surface transportation investments that aims to have a more efficient investment of federal transportation funds. In preparation for transitioning to performance-based approach in planning and programming surface transportation projects." RTC staff will work with federal, state, and other MPO's to provide input on how the performance measures are set for the 7 national transportation goals. RTC staff will work with our regional partners as well as other MPO's in the state to begin to develop our performance targets for the national performance measures. Federal rulemaking relating to a performance-based transportation plan is expected in spring 2014 and RTC will transition to use of the updated federal rules. During 2014, both the performance targets and performance measures will be integrated into RTC's long-range Regional Transportation Plan and the 4-year Transportation Improvement Program. Over the course of several years, the evaluation of the condition and performance of the region's transportation system in comparison with the established targets will become the standard practice for the metropolitan transportation planning process.

The 2014 RTP update will focus on addressing the following modal elements and planning issues:

- Federal Functional Classification – reflect changes to the Highway Urban Area Boundary demarcating urban and rural highway classifications in Clark County (December 2013) and resulting changes to the Federal Functional Classification of Streets.

- System Performance – Report on transportation system monitoring and system performance measures used to analyze transportation system performance and level of service assumptions and used to guide transportation investment decisions, project and strategies identified in the RTP.
- Safety – An update to the Safety Assessment for Clark County is anticipated in early CY 2014 and will be incorporated into the RTP update. This will involve working with WSDOT and partner agencies to compile, categorize, analyze and evaluate crash data and address transportation safety issues.
- Transit – The RTP includes recommendations and guidance provided by the region's transit development plans, notably C-TRAN's 20-Year Transit Development Plan, C-TRAN 2030, (C-TRAN, June 2010), and the Clark County High Capacity Transit System Study (RTC, December 2008). RTC will coordinate with C-TRAN on plans for Bus Rapid Transit in the Fourth Plain Transit Corridor.
- Efficiencies – It is recognized that the most efficient use of the existing transportation system can be realized through implementation of Transportation Demand Management (TDM) and Transportation System Management strategies. RTC will continue to coordinate with planning partners in developing the Congestion Management Process, Transportation System Management and Operations and Commute Trip Reduction plans. The resulting solutions identified in these Plans will be incorporated into the next RTP update. TDM planning in the region uses a broader definition of demand management and identifies policies, programs and actions including use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems.
- Preparation of a report documenting Commute Trip Reduction and the status of CTR implementation to submit to WSDOT. RTC works with local partners to implement transportation demand strategies as outlined in local Commute Trip Reduction plans initially adopted in 2007. Affected local jurisdictions, as currently determined by the State's CTR law, are: Vancouver, Camas, Washougal, and unincorporated Clark County. The Regional CTR Plan was initially adopted by RTC in October 2007 with minor update in 2013 and the Downtown Vancouver Growth and Transportation Efficiency Center program, Destination Downtown, continues to be developed by the City of Vancouver.
- Active Transportation – The RTP reflects work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed. RTC will continue to work with local partners to plan for pedestrian and bicycle policies and transportation needs to support transportation options, community quality and health. The State Growth Management Act requires that two components relating to active communities be addressed in local growth management plans: (1) a pedestrian and bicycle component, and (2) land use policies that promote greater physical activity. RTC staff will continue to participate in the Clark County Bike and Pedestrian Advisory Committee and report on the Committee's activities to the Regional Transportation Advisory Committee.

- Changing Demographics and Lifestyles – the 2011 RTP update addressed changing demographics and lifestyles and how this will affect transportation demand in the region. In FY 2015, RTC will continue to work with local agencies to implement transportation recommendations of the Clark County's Aging Readiness Task Force as documented in the Clark County Aging Readiness Plan.
- The process to develop the region's Human Services Transportation Plan and human services transportation project priorities is led by RTC. RTC will continue to coordinate with local stakeholders and human service transportation providers to address the special transportation needs of the elderly, people with disabilities, and low-income populations. The HSTP prioritizes projects across all three counties of the RTC RTPO region. The most recent update to the Human Services Transportation Plan for Clark, Skamania and Klickitat Counties (HSTP) was adopted by the RTC Board in December 2010 to support funding applications for WSDOT's consolidated public transportation grant program. Under federal law, HSTPs must be updated at least every four years with RTC's next HSTP update due in late 2014 (FY2015). RTC will continue to be involved in the Accessible Transportation Coalition Initiative (ATCI) which brings together stakeholders with interest and representative of communities with special transportation needs.
- Freight Transportation – Elements of the Clark County Freight Mobility Study (RTC, December 2010) were incorporated into the 2011 RTP update ensuring that the significance of freight transportation and its importance to the local economy is documented. RTC will review the 2010 Mobility Study and update key data, as available, to integrate into the RTP update. RTC will continue to prepare materials relating to freight transportation and attend meetings of the Vancouver Freight Alliance; an alliance of freight transportation business leaders in the region, as well as Metro's Freight Committee.
- Air Quality and Climate Change – Strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions were considered by RTC as part of the requirements of RCW 70.235.020, RCW 47.01.440 and Governor's Executive Order 09-05 – Washington's Leadership on Climate Change. RTC will continue to address VMT reduction strategies as part of the regional transportation planning process.
- Corridor Planning – recent corridor planning efforts will be incorporated into the RTP update. Over the past few years, RTC engaged in corridor planning efforts for I-205. The I-205 Access and Operations Study will inform the RTP update while supporting the RTP goals for efficiency, safety, and performance of the region's multimodal transportation system. The recommendations of the I-205 Access and Operations Study will be incorporated into the RTP update.
- Financial Plan – The financial Plan section of the RTP update work will include the costs of system maintenance, preservation, safety improvement and operating costs. Local and state transportation project cost estimates will be compiled, a transportation revenue forecast made, and fiscal constraint applied in updating the financial plan for the region's transportation system.

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

FY 2015 Funding: RTP

FY 2015 Revenues:		**FY 2015 Expenses:**	
	$		**$**
• Federal FHWA	$165,847	• RTC	$308,834
• Federal FTA	$53,491		
• Federal STP	$30,000		
• State RTPO	$39,851		
• MPO Funds	$19,645		
	$308,834		**$308,834**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$38,914*

1B. TRANSPORTATION IMPROVEMENT PROGRAM

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

Work Element Objectives: Transportation Improvement Program

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

- Monitor TIP project implementation and obligation of project funding.
- Ensure TIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the STIP.

Relationship to Other Work Elements: Transportation Improvement Program

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

FY 2015 Products: Transportation Improvement Program

- RTC's 2015-2018 Transportation Improvement Program will be adopted with programming of projects for all four years. *(Fall 2014)*
- TIP amendments as necessary. *(Ongoing)*
- Coordination of regional transportation projects for federal and statewide competitive programs. *(Ongoing)*
- Reports on tracking of TIP project implementation and on obligation of funding for TIP programmed projects. *(Ongoing)*
- Provide input to update the State Transportation Improvement Program (STIP). *(Ongoing)*
- Public participation in TIP development. *(Ongoing)*

FY 2015 Funding: Transportation Improvement Program

FY 2015 Revenues:	**$**	**FY 2015 Expenses:**	**$**
• Federal FHWA	$55,282	• RTC	$102,944.
• Federal FTA	$17,830		
• Federal STP	$10,000		
• State RTPO	$13,284		
• MPO Funds	$6,548		
	$102,944		**$102,944**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$12,971*

1C. CONGESTION MANAGEMENT PROCESS

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

Work Element Objectives: Congestion Management Process

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

- Coordinate with WSDOT and local agencies to make more effective use of the CMP as part of the process to develop the RTP and TIP. *(Ongoing)*
- Develop capacity or operational solutions to address transportation deficiencies identified as part of the congestion management monitoring process and incorporate these solutions into the regional plan (RTP). *(Ongoing)*
- Provide CMP data and system performance indicators to inform state and local transportation plan updates. *(Ongoing)*
- The CMP will be integrated with the Regional Transportation Plan, MAP-21 performance measures, the Transportation Improvement Program, and the VAST/Transportation System Management and Operations process. *(Ongoing)*
- Coordinate with Metro on development of the congestion management process.

Relationship to Other Work: Congestion Management Process

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

FY 2015 Products: Congestion Management Process

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

- A comparison between most recent data and data from prior years back to 1999 to support identification of system needs and solutions and monitoring of impacts of implemented improvements.
- An updated Congestion Management Report. *(Congestion Management Process – 2013 Monitoring Report anticipated in Summer 2014).*
- The "Areas of Concern" list will be updated in the Congestion Management Report. RTC works with local jurisdictions to identify transportation solutions for the corridor segments of concern with linkage between the CMP and implementation of the traffic operations program outlined in RTC's VAST program (see separate VAST work element). *(Spring 2014)*
- Provide information to Federal Highway Administration to help in FHWA's assessment of the congestion management process. *(As needed)*
- Communicate with Metro on RTC's congestion management process and keep informed on development of Metro's Congestion Management Process. *(Ongoing)*

FY 2015 Funding: Congestion Management Process

FY 2015 Revenues:	**$**	**FY 2015 Expenses:**	**$**
• Federal STP	$100,000	• RTC	$90,607
• MPO Funds	$15,607	• Consultant*	$20,000
	$115,607		**$115,607**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$15,607*

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

D. VANCOUVER AREA SMART TREK PROGRAM

The ongoing coordination and management of regional Transportation System Management and Operations (TSMO) and Intelligent Transportation System (ITS) activities are encompassed within the Vancouver Area Smart Trek (VAST) program. VAST began in 2001 with a focus on ITS projects and infrastructure. With the adoption of the Clark County TSMO Plan (RTC, June 2011), the VAST Program was expanded to incorporate transportation system management and operations with its emphasis on the need for greater collaboration to improve the operation of the transportation system and enhance performance without expanding roadway capacity.

The VAST Program has proven to be been an effective way for agencies to coordinate and partner on ITS and operational project development and delivery, with successful funding outcomes, monitoring of project development, and project integration. The Vancouver Area Smart Trek Program is a coalition of state, regional and local agencies working together to implement Intelligent Transportation Systems (ITS) and operations solutions to address the region's transportation needs. Partners in the coalition include the City of Vancouver, Washington State Department of Transportation (WSDOT), Clark County, C-TRAN, the City of Camas, the Oregon Department of Transportation, and RTC.

Transportation System Management and Operations

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

While there may be no single solution to transportation deficiencies, Transportation System Management and Operations (TSMO) is one of the tools to manage congestion, and improve the safety, security and efficiency of our transportation system. TSMO is a key regional strategy for managing traffic congestion and for addressing transportation system capacity needs where additional highway expansion and/or capital resources are constrained. Currently, TSMO efforts in the region include the following: 1) the continued implementation of the TSMO Plan as a low capital-cost approach to meeting the region's transportation needs, 2) completion of the evaluation phase of the Andresen/Mill Plain Corridor Pilot Project, 3) ensuring ITS and TSMO project consistency with the regional Intelligent Transportation System Architecture, and 4) enhancement and utilization of the Portal data element.

The adopted Clark County TSMO Plan (RTC, June 2011) provides a strategic framework to guide transportation system management objectives. The Plan builds upon a proven reputation of success and national leadership in interagency coordination. It informs future ITS technology investments and capital improvements necessary to support the objectives over the next 10 years.

The Regional Transportation Data Resources developed under this element provide a means for tracking congestion and supporting the Congestion Management Process using TSMO performance metrics for recurring and non-recurring sources of congestion. Use of Portal is a key component. Portal is the official transportation archive for the Portland-Vancouver metropolitan region being developed and housed at the Intelligent Transportation Systems Laboratory at Portland State

University (PSU). The purpose of Portal is to implement the U.S. National ITS Architecture's Archived Data User Service in the Portland-Vancouver region. PSU works cooperatively with regional partners including ODOT, Metro, the City of Portland, TriMet, and RTC. Currently, the Portal system archives a wide variety of transportation-related data including the freeway loop detector data from the Portland-Vancouver metropolitan region, weather data, incident data, transit data and freight data. There are plans to expand the capabilities of the system to include multimodal data sources such as additional transit data, arterial data and bicycle-pedestrian data from both Oregon and Washington.

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

Intelligent Transportation Systems

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

Work Element Objectives: VAST

- Address the use of ITS technology and collaboration between planning and traffic operations staff of partner agencies as part of the consolidated VAST program which incorporates ITS and operational management into the planning process.
- Lead the ongoing management of the VAST Program, including the development of cooperative project funding applications and coordination between partner agencies on operational projects and ITS technology. Continue management of the TSMO Steering Committee, the VAST Steering Committee and Communications Infrastructure Committee. VAST program management includes review and endorsement of ITS and communications infrastructure, as well as operational projects, development of ITS and operations policy issues, preparation of joint funding applications, and managing consultant technical support for the VAST program.
- Ongoing planning, coordination and management of the VAST program by RTC to ensure the region is meeting federal requirements for ITS deployment through integration and interoperability.
- Ensure that operational and ITS initiatives are integrated and that consistency with the regional ITS architecture is addressed.
- Continue to develop and implement VAST program projects, such as freeway management, traveler information, transportation signal optimization, and transit signal priority, programmed for Congestion Mitigation/Air Quality (CMAQ) funding in the Transportation Improvement Program.

- Assist partner agencies on funding applications for individual operational and ITS projects. Continue process of Committee partnerships for joint project funding applications.
- Focus on performance measurement, metrics, and tools to analyze the benefits of operational strategies and outreach to policy makers and other stakeholders.
- Lead the evaluation phase of the TSMO Pilot Project in coordination with Clark County and other agency staff to ensure the project meets the intended purpose and need. Coordinate with all agencies affected by the project.
- Manage the before and after analysis of the TSMO Pilot Project including the technology evaluation, analysis of corridor performance, lessons learned, and white paper on results.
- Continued implementation of the TSMO Plan with monitoring of the TSMO corridors and update to reflect changing conditions on an as-needed basis.
- Use of the 10-year TSMO Implementation Strategy to carry out operational improvements in the region.
- Collaboration with TSMO Steering Committee members to provide technical support for operational measures consistent with upcoming MAP-21 guidance. Identify the role the Committee should play to provide input to the operations element of the RTP update.
- RTC will coordinate regularly with TSMO partners to develop guidelines and protocols for regional operations. Performance measures will be further developed for assessing operations and identifying effective TSMO strategies. RTC will also continue management of the consultant and TSMO stakeholders including the TSMO Steering Committee for TSMO Plan implementation.
- RTC will collaborate with partner agencies for ongoing refinement of the Portal interface to improve its interface and usability. Improvements to the Portal data archive are defined in the data archive scope of work with PSU and include updating coverage for freeway data, expanding arterial data, and a concept of operations for transit data. RTC will coordinate with partner agencies as they begin to utilize the data archive.
- RTC participation on the Portal Advisory Committee which considers strategies for the ongoing management and maintenance of the Portal data archive.
- Continue development of standards for fiber, equipment, and infrastructure through the VAST Communications Infrastructure Committee (CIC). Maintain and continue expansion of the multi-agency shared asset management database and mapping system and facilitate the ongoing development of communications sharing and execution of permits between the VAST agency partners.
- Expand areas of communications infrastructure sharing and integration authorized under the executed Regional Communication Interoperability and Fiber Interlocal Agreement.
- Develop rules, procedures, and process, security issues among VAST partners and gain agreement on a common protocol for VAST to receive detailed communications infrastructure information from agency construction projects.
- Identify additional areas for coordination and improvement of the communications infrastructure, including coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.

- Continue to work with ITS stakeholders, including emergency service providers, such as Clark Regional Emergency Services Agency (CRESA), police departments and fire departments, to assess how the VAST partners can facilitate and benefit public safety needs.

Relationship to Other Work Elements: VAST

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

FY 2015 Products: VAST

- Coordination of all VAST activities within Clark County and with Oregon. *(Ongoing)*
- Facilitate the activities of the three VAST related committees. *(Ongoing)*
- Report on the overall effectiveness of the Program. *(Ongoing)*
- Carry out and monitor the 10-year TSMO Implementation Plan. Maintain the Regional ITS Architecture for the VAST using the most recent National Architecture and Turbo Architecture. Include documentation of functions, subsystems, and information and data flow connections. *(Ongoing)*
- Implement ITS technologies and operational strategies on the TSMO corridor(s) within the budget available. (Ongoing)
- Report on performance of the TSMO Pilot Project. This will include a before and after Pilot Project analysis, use of performance measures, and overview of lessons learned. *(Sept. 2014)*
- Work to determine need for the development of regional policies for the consideration of operational strategies.
- Develop interagency Memorandum of Understanding to define agency responsibilities and agreements for sharing, merging, and transfer of Portal data.
- Update and expansion of Portal to include all partner agencies. RTC will coordinate with partner agencies as they begin to utilize the data archive and will hold a workshop for Clark County agencies on the use of Portal. Collaboration with partner agencies will also address ongoing refinement of the Portal interface to improve its interface and usability. *(Ongoing)*
- Management of the ITS element of the work program, including preparation of memoranda of understanding for coordinated ITS implementation, interlocal agreements, and operational and maintenance agreements, fiber sharing permits and other coordination needed between partner agencies to deploy ITS projects. *(Ongoing)*
- Develop policies for operational requirements, acceptable use, security and other policies for the shared ITS network. *(Ongoing)*
- Identify additional needs for shared ITS network including infrastructure, network transport, and data elements. *(Ongoing)*

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

FY 2015 Funding: VAST

FY 2015 Revenues:	**$**	**FY 2015 Expenses:**	**$**
• Federal STP	$150,000	• RTC	$73,410
• MPO Funds (13.5%)	$23,410	• Consultants*	$100,000
	$173,410		**$173,410**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$23,410*

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

IE. SKAMANIA AND KLICKITAT RTPO

The regional transportation planning work program for Skamania and Klickitat Counties was established in FY 1990 when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Skamania County and Klickitat County Transportation Policy Committees meet regularly to discuss regional transportation issues and concerns. RTC provides transportation planning technical assistance for each County in addition to developing Regional Transportation Plans and monitoring transportation system performance. The Skamania County and Klickitat County Regional Transportation Plans were initially adopted in April 1995 with updates in 1998, 2003, 2006, 2009, and 2012. Development and traffic trends are monitored and the regional transportation planning database for the region is kept up to date.

Work Element Objectives: Skamania and Klickitat RTPO

- Conduct a regional transportation planning process.
- Ensure that Regional Transportation Plans are reviewed regularly and opportunity for regular update, if needed, is provided.
- Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
- Develop and update the regional transportation database.
- Review plans of local jurisdictions for consistency with the Regional Transportation Plans and Washington's Transportation Plan (WTP).
- Continue transportation system performance monitoring program.
- Assist Counties in implementing the federal transportation reauthorization act, MAP-21. This will include continued assistance in development of federal and state-wide grant applications, and development of the Regional TIP.
- Continue assessment of public transportation needs, including specialized human services transportation. Work with regional partners in coordinating with Gorge TransLink, an alliance of transportation providers offering public transportation services throughout the Mid-Columbia River Gorge area as well as to destinations such as Portland and Vancouver. These transportation services are available to everyone regardless of age or income. To help meet the region's special services transportation needs, coordination with the state's Agency Council on Coordinated Transportation (ACCT) will continue. In FY 2015, work will continue with stakeholders to develop an updated Human Services Transportation Plan for the RTC region to identify needs, develop potential solutions, and projects to forward to WSDOT for competitive funding.
- Assist partner agencies in conducting regional transportation planning studies.

Relationship to Other Work Elements: Skamania and Klickitat County RTPO

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

FY 2015 Products: Skamania and Klickitat RTPO

- Continued development of a coordinated, technically sound regional transportation planning process. *(Ongoing)*
- Continued development of a technical transportation planning assistance program. *(Ongoing)*
- Development and update of RTC's Human Services Transportation Plan. *(beginning in FY 2014 with adoption in fall of FY 2015)*
- Development of the 2014-2017 Regional Transportation Improvement Program. *(Fall 2014)*
- Update Regional Transportation Plans. *(Summer 2014)*

FY 2015 Funding: Skamania and Klickitat RTPO

FY 2015 Revenues:	$	FY 2015 Expenses:	$
• State RTPO	$39,660	• RTC	$39,660
	$39,660		**$39,660**

IF. HUMAN SERVICES TRANSPORTATION PLAN UPDATE

Regular update of the region's Coordinated Human Services Transportation Plan (HSTP) continues to be a requirement of the federal transportation act under MAP-21. The intent of the Human Services Transportation Plan is to identify transportation needs and solutions and thereby improve transportation services for people with disabilities, seniors, and individuals with lower incomes as well as those in rural locations who cannot provide transportation for themselves. The RTC Board adopted the region's first Human Services Transportation Plan for Clark, Skamania and Klickitat Counties in January 2007 and a Plan update in 2010. From the needs identified in the HSTP, human services transportation providers can then develop projects to submit to WSDOT for funding consideration through the consolidated public transportation grant program. Development and update of an HSTP is a condition for receiving Federal Transit Administration Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities program, funds. In Washington State the Consolidated Grant Program combines applications for FTA 5310 funds as well as FTA Section 5311 Rural Area Apportionments and Rural Transit Assistance Program, and state transit funds for paratransit, special needs and rural mobility competitive programs. Projects funded under this program must be derived from a locally developed public transit-human services transportation plan. The MPO/RTPO must work with the local stakeholders and human service transportation providers to develop the Plan and prioritize projects.

Work Element Objectives

- Develop an update to the consolidated Human Services Transportation Plan for Clark, Skamania and Klickitat Counties. A Coordinated plan can help to enhance transportation access, minimize duplication of services, and encourage the most cost-effective transportation possible. Development of the Human Services Transportation Plan brings together service providers, agencies that distribute funds, riders, and the community at-large to improve special needs transportation throughout the region. Following the template provided by the Agency Council on Coordinated Transportation, the Plan should include the following elements:
    - Stakeholder collaboration
    - Data and information on common trip origins and destination, and existing transportation services. This may require collaboration and an agreement with County GIS department for Plan update mapping.
    - Identification of unmet transportation needs including technology.
    - Development of prioritized solutions to meet public transportation needs including unmet needs. This should include coordination, community priorities and performance measures set to determine if priorities are met.
- Outreach, engage and coordinate with stakeholders because stakeholder involvement is the key to successful human service transportation planning. Primary stakeholders include public transportation providers in the region such as C-TRAN, Skamania County Senior Services, and Klickitat County Senior Services. Additional stakeholders may include the Area Agency on Aging and Disabilities of Southwest Washington, assisted living communities, city councils,

community action programs, community colleges, County Commissioners, disability organizations, DSHS, foundations, group homes, hospitals and other health care providers, local Medicaid brokers and/or providers, local school districts, major employers or employer organization, non-profit transportation providers, organizations that service low income people, other non-profit organizations, nursing homes, private bus operators, public transit districts, Retired Senior Volunteer Program, senior centers, student/teen organizations, taxicab operators, tribal governments and work-first local planning area representatives. Notable opportunities to engage with local stakeholders in the region include with Gorge Translink for the Columbia Gorge area, with C-TRAN Citizens Advisory Committee, with Clark County's Commission on Aging and through the region's Accessible Transportation Coalition.

- Coordinate with regional decision-makers through the Klickitat County Transportation Policy **Committee**, Skamania County Transportation Policy Committee, the Regional Transportation Advisory Committee in Clark County and the RTC Board of Directors.
- Continue to coordinate with the Washington State's Agency Council on Coordinated Transportation (ACCT) to learn of funding opportunities, data availability and statewide decision-making regarding special needs transportation.

Relationship To Other Work Elements

The HSTP work element is related to the Regional Transportation Plan for Clark County, the metropolitan Transportation Improvement Program for project programming, Coordination and Management, and the Skamania and Klickitat RTPO work elements.

FY 2015 Products

- An updated Human Services Transportation Plan for Clark, Skamania and Klickitat Counties. *(draft Plan by September 1, 2014, final Plan update by December 31, 2014*. The updated HSTP will be used as the basis for applying for funds through the state's Consolidated Public Transportation Grant Program to meet the transportation needs of people with disabilities, seniors, individuals with lower incomes as well as those in rural locations who cannot provide transportation for themselves.

FY 2014/15 Expenses:		**FY 2014/15 Revenues*:**	
	$		$
RTC and GIS Dept.	$60,000	FTA through WSDOT formula allocation	$60,000
Total	**$60,000**		**$60,000**

*Estimated budget remaining as of July 1, 2014. Total 2-year budget (2014/15) is $80,000

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

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

Regional Transportation Data and Travel Forecasting

Work Element Objectives: Regional Transportation Data and Travel Forecasting

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

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

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

- Participate in the Oregon Modeling Steering Committee (OMSC) meetings, organized as part of the Oregon Travel Model Improvement Program (OTMIP), to learn about model development in Oregon and the Portland region. RTC's regional travel model is a part of the Portland-Vancouver regional travel forecast model with a finer grained level of detail for the Clark County transportation network and zone system.
- Investigate the application of multimodal cost benefit analysis packages and the potential application to the Regional Transportation Plan update. Continue to develop data, including vehicle miles traveled (VMT) and vehicle occupancy measures, for use in air quality and Commute Trip Reduction (CTR) planning.
- Assist WSDOT and local agencies by supplying regional travel model data for use in local planning studies, environmental analyses, development reviews, Capital Facilities Planning and Transportation Impact Fee program updates. , the implementation of projects funded through the state Nickel and Partnership funding packages will continue to move forward. RTC will provide WSDOT with transportation model data and analysis to support project design and implementation.
- Provide support and assistance to corridor studies such as the I-205 Corridor Study which includes an in-depth analysis of the full corridor from the 179th St/I-5 Interchange to the I-205/SR-14 Interchange, by forecasting the future demand and assessing the corridor projects and their performance.
- Provide technical support for local transportation studies and transit analyses.

Air Quality Planning

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

The Vancouver AQMA is currently designated as a CO maintenance area. In January 2007, the Southwest Clean Air Agency submitted a Limited Maintenance Plan (LMP) for CO to the Environmental Protection Agency (EPA) which was approved. Based on the population growth assumptions and technical analysis of on-road transportation sector emissions, it was concluded the Vancouver region will continue to maintain CO standards. Therefore, regional conformity is presumed and regional emissions analyses and emission budget tests are no longer required. Areas with approved maintenance plans are not subject to budget tests, but are subject to meeting other transportation conformity requirements of 40 CFR part 93, subpart A, including the timely implementation of State Implementation Plan (SIP) transportation control measures, transportation plans and projects that comply with the fiscal constraint requirement, interagency consultation and MTP and MTIP conformity determinations. Projects are still subject to air quality

conformity analysis to ensure they do not cause or contribute to any new localized carbon monoxide (CO) violations.

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

Work Element Objectives: Air Quality

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

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

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

Transportation Technical Services

Work Element Objectives: Transportation Technical Services

- Provide technical transportation planning and analysis services for member agencies and provide a common and consistent regional basis for analysis of traffic issues. Consistency is a key element in maintaining, planning for, and building an efficient transportation system with adequate capacity. Technical service activities are intended to support micro traffic simulation models, the input of population, employment and household forecasts, and the translation of

land use and growth forecasts into the travel demand model. In FY 2015, RTC staff will continue providing requested technical services related to development and implementation of the cities' and County's Comprehensive Growth Management Plans, transportation elements and transportation capital facilities plans.

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

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

FY 2015 Products: Regional Transportation Data and Travel Forecasting

- Update the regional transportation database with data from the U.S. Census, including Census Transportation Planning Package (CTPP) data and the American Community Survey (ACS) which derives data from a smaller sample than the census, as well as the National Household Travel Survey (NHTS). (Ongoing)
- Analysis of Clark County transportation information. The main elements include: transportation measures, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations will be used to address environmental justice issues. (Ongoing)
- Work with Metro to integrate the Clark County survey results into the regional travel forecast model. The travel survey data is used to reset travel patterns and modes as part of recalibrating the regional travel forecasting model.
- Re-calibration and validation of regional travel forecast model. (As needed)
- Compilation and analysis of data relating to minority and low income populations to support transportation plans for the region and for specific corridors and for specific Title VI requirements. (Ongoing)
- Integration of transportation planning and GIS Arc/Info data. (Ongoing)
- Coordination with Clark County on maintenance and update of the highway network, local street system and federal functional classification system in a GIS coverage. (As needed)
- Update the traffic count database. (Ongoing)

- Continue to work with regional bi-state partners on freight transportation planning including ongoing work to improve truck forecasting ability. Continue to integrate freight traffic data into the regional transportation database. (Ongoing)
- Technical assistance to local jurisdictions. (Ongoing)
- Transportation data analysis provided to assist C-TRAN in planning for future transit service. (Ongoing)
- Purchase updated computer equipment using RTPO revenues. (As needed)
- Coordinate with the County's computer division to update computer equipment and software, as needed.
- Continue implementation of interlocal agreements relating to use of RTC's regional travel forecast model and implementation of sub-area modeling. (As needed)
- Participate and coordinate with Metro in the development of new and revised models based on the recent household travel behavior survey data that was collected in the region. A new tour-based model will be deployed early in FY 2015, followed by a revised trip-based model later in FY 2015.
- Complete transition to the use of EMME4 software for regional travel demand model highway and transit assignment.
- Metro Portland is also using EMME4 as their main travel modeling tool. RTC continues to coordinate with Metro on use of Metro's regional model and to ensure input model data, including census demographic data and land uses, are current. The most useful modeling tools for use in the region will continue to be assessed by RTC and Metro staff. Refine travel forecast methodology using EMME4 software. (Ongoing)
- Continue to expand RTC's travel modeling scope through research into development of operational modeling applications and emerging true dynamic assignment techniques that are increasingly important in evaluating new planning alternatives, such as HOV operations and impacts, ITS impact evaluation, congestion pricing analysis, and concurrency analysis. At the conclusion of the research, staff will make recommendations regarding the development and implementation of new dynamic modeling tools and their application within RTCs regional transportation analysis role.
- Update travel demand codes in WinMTX as Metro updates the regional travel forecast model structure. (As needed)
- Review and update of model transportation system networks, including highway and transit. (Ongoing)
- Documentation of regional travel forecasting model procedures. (Ongoing)
- Participate in the development of Metro's Dynamic Traffic Assignment (DTA) tools by providing the Clark County data and information to Metro. DTA modeling will eventually be a regional

7level mezzo-scopic modeling practice and provide better results and understanding of intersection analysis, peak spread analysis, incident or event analysis, and other traffic operational analyses.

- Host Transportation Model Users' Group (TMUG) meetings. (As needed)
- Use regional travel forecasting model data to support RTP and MTIP development, as well as for Clark County Comprehensive Plan analysis, state HSP and support for corridor planning studies, such as the I-205 Corridor, , the Transportation System Management and Operation (TSMO) Study, C-TRAN's 20-year Transit Development Plan, etc. (Ongoing)
- Analysis of Commute Trip Reduction (CTR), congestion pricing and Transportation System Management/Intelligent Transportation System (ITS) impacts. (As needed)
- The RTC website is a valuable tool for both disseminating information and receiving feedback from the public, as well as the RTC Board and its member jurisdictions. RTC will continue to maintain the RTC website with current data and information in order in inform and engage the public in the transportation planning process.

Work Element Products: Air Quality Planning

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

Work Element Products: Transportation Technical Services

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

traffic capacity, development capacity and to identify six-year transportation improvements. (As needed)

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

FY 2015 Funding: Regional Transportation Data and Travel Forecasting

FY 2015 Revenues:		**FY 2015 Expenses:**	
	$		**$**
• Federal FHWA	$221,129	• RTC	$405,777
• Federal FTA	$71,321	• Computer Equipment	$6,000
• Federal STP	$40,000	Use of RTPO funds	
• State RTPO	$53,134		
• MPO Funds	$26,193		
	$411,777		**$411,777**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$51,885*

3A. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

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

Work Element Objectives: Program Coordination and Management

- Coordinate, manage and administer the regional transportation planning program.
- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Coordination Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
- Report to the Board and promote RTC Board interests on key transportation issues. These may include Federal Transportation Act implementation and reauthorization, livability, climate change and performance measures, legislation and planning regulations, and funding programs.
- Participation on statewide transportation committees and advisory boards such as the Statewide MPO/RTPO Coordinating Committee.
- Provide leadership, coordination and represent RTC Board positions on policy and technical issues at Committee meetings within the Portland-Vancouver region. Specifically, the key committees include: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Alternatives Committee (TPAC) and the Bi-State Coordination Committee.
- Coordinate with the Washington State legislative delegation and with the Washington State congressional delegation on regional and bi-state transportation issues. Members of the Washington State legislative delegation from this region are currently ex-officio, non-voting, members of the RTC Board of Directors.
- Represent RTC's interests when working with organizations such as: Greater Vancouver Chamber of Commerce, Columbia River Economic Development Council, and the Washington State Transit Association.
- Coordinate with WSDOT on implementation of the Washington Transportation Plan 2030 (adopted December 2010) and on development of the Statewide Multimodal Transportation Plan (SMTP).
- Address the transportation needs of the elderly, low income and people with disabilities as part of the transportation planning program. An update to the Human Services Transportation Plan (HSTP) for the RTC region was adopted in December 2010 and an update will be competed in FY 2015 (draft anticipated in September 2014 and final report in December 2014). RTC will

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

- Coordinate with WSDOT and the state Department of Health on the Active Community Environments (ACE) program. RTC will continue to work with local partners and stakeholders to work on pedestrian and bicycle needs as a staff representative at the monthly Clark Communities Bicycle and Pedestrian Advisory Committee. RTC staff will continue to collaborate with statewide ACE stakeholders and participate in meetings of the SW Washington Healthy Living Collaborative. These stakeholders include the state Departments of Health, Transportation, and Commerce as well as other Regional Transportation Planning Organizations and local health departments. RTC will work with local partners to review policies and suggest projects to improve non-motorized transportation modes in the region.
- Coordinate regional transportation plans with local transportation plans and projects.
- Coordinate with the Growth Management Act (GMA) planning process. The latest update to the Clark County Comprehensive Growth Management Plan was adopted in September 2007 with an update is due in 2016. RTC is required under state law to review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the MTP.
- Coordinate with I-5 Columbia River Crossing Project on transportation policy and technical issues.
- Consult with, communicate with, and outreach to tribes with interest in the region regarding transportation issues.
- Work with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation and to facilitate early environmental decisions in the planning process. Resource agencies include the State Historic Preservation Office and local jurisdictions' environmental departments. In Washington State, resource agencies coordinate through the Statewide Advisory Group for Environmental Stewardship (SAGES) which provides an interagency forum for assisting transportation projects preparing NEPA Environmental Impact Statements in compliance with the requirements of the federal transportation act.
- Represent the MPO at Environmental Impact Statement (EIS) scoping meetings relating to transportation projects and plans.
- Provide support for the Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 477.01.440 relating to climate change, greenhouse gases and Vehicle Miles Traveled reduction.

- Implement the current federal transportation act, Moving Ahead for Progress in the 21st Century (MAP-21). Also, monitor new legislative activities as they relate to regional transportation planning requirements and provide comments if asked. Federal transportation, livability, climate change and performance measures legislation and planning regulations as well as funding situations will be tracked by RTC.
- Participate in transportation seminars and training.
- Prepare RTC's annual budget and indirect cost proposal.
- Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to efficiently carry out the regional transportation planning program. Provide computer training opportunities for MPO/RTPO staff.
- Continue the Bi-State Memorandum of Understanding between Metro and RTC, both acting as Metropolitan Planning Organizations in the Portland metropolitan region in two separate states; Oregon and Washington.
- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.
- Continue to address bi-state transportation strategies and participate in any bi-state transportation studies.
- Liaison with Metro and Oregon Department of Environmental Quality on air quality planning issues.
- Conduct all regional transportation planning activities, carried out by RTC and its staff, in compliance with the Hatch Act that restricts the political activity of individuals principally employed by state, county or municipal agencies who work in connection with programs financed in whole or in part by federal loans or grants. Furthermore, RTC will adhere to all federal and state laws relating to restrictions on lobbying as outlined in Transportation Planning Guidance for Metropolitan Planning Organizations and Regional Transportation Planning Organizations (WSDOT, January 17, 2014).

Work Element Objectives: Bi-State Coordination Committee

- RTC and Metro jointly staffs the Bi-State Coordination Committee which serves as the communication forum to address transportation and land use issues of bi-state significance. In 2004 a new charter was adopted for the Bi-State Coordination Committee. Since that time, the Bi-State Coordination Committee has been charged with addressing transportation issues of bi-state significance as well as transportation related land use issues of bi-state significance that impact economic development, environmental, and environmental justice issues. The Committee's discussions and recommendations are advisory to RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee's advisory recommendations are to the appropriate local and regional governments. The Committee has

not been very active since 2010/2011 with bi-state interests in transportation projects such as the Columbia River Crossing Project being addressed through CRC meetings. The Bi-State Coordination Committee is set to re-convene in 2014. There continues to be bi-state interest in Portland/Vancouver population and employment forecasts, freight mobility, and priority projects for federal consideration. The two existing interstate highways now serve business, commercial, freight and personal travel needs, including around 60,000 daily Clark County to Portland commuters and BN/SF rail lines also cross the Columbia river between the two states.

Work Element Objectives: Public Participation

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

- Support Identity Clark County's efforts to raise awareness and solicit feedback from the public on transportation issues. Identity Clark County is a private, non-profit organization focused on Clark County's community and economic development.

Work Element Objectives: Federal Compliance

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

programs, policies and activities may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.

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

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

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

FY 2014 Products: Program Coordination and Management

- Meeting minutes and presentation materials. (Ongoing)
- Year 2015 Budget and Indirect Cost Proposal. (Fall 2014)
- Use the updated funding formula for allocation of PL funds among MPOs as agreed upon in by WSDOT and statewide MPOs in FY 2013.
- Coordination with and participation in Metro's regional transportation planning process. (Ongoing)
- A documented Tribal Consultation Process.

FY 2015 Products: Bi-State Coordination Committee

- RTC will work in partnership with Metro to produce meeting materials for the Bi-State Coordination Committee. (As needed)

FY 2015 Products: Public Participation

- Participate in public outreach activities related to regional transportation planning program and projects. (Ongoing)
- Document RTC's public participation activities in the annual UPWP report. (Ongoing)

- Media communication through press releases and conversations as well as through regular update to RTC's website on significant issues and outcomes relating to the regional transportation planning process. Media outlets include local newspapers, radio and television stations. (Ongoing)

FY 2015 Products: Federal Compliance

- Update MPO self-certification documentation including a certification statement in the regional TIP to self-certify that the regional transportation planning process meets federal laws. (late summer/early fall 2014)
- Respond to corrective actions and recommendations resulting from the quadrennial federal MPO certification of RTC as MPO for the Clark County region held in October/November 2012.
- Adopt the FY 2016 UPWP, prepare an annual report on the FY 2014 UPWP and, if needed, provide amendments to the FY 2015 UPWP. (FY 2014 Annual Report to be published before September 30, 2015 per UPWP guidance and MPO Agreement GCB 1537. FY 2016 UPWP to be developed in Winter 2014/15 and UPWP amendments on an as-needed basis).
- A developed process to allow for the itemization of sub-tasks within key UPWP work elements (Regional Transportation Plan, Transportation Improvement Program, Data Management, Travel Forecasting, Air Quality and Technical Services and Regional Transportation Program Coordination and Management)
- Review, and possibly update, the intergovernmental agreements/Memoranda of Understanding between RTC, WSDOT, and C-TRAN, RTC and Metro and RTC and Southwest Clean Air Agency as part of a regular review process. An updated Memorandum of Agreement between RTC, WSDOT and C-TRAN is being prepared in FY 2014. (late FY 2014/early FY 2015)
- Conduct data analyses and produce maps as support documentation for Title VI, LEP and Environmental Justice (Executive Order 12898) programs. RTC completes updates to its Title VI report as data and information warrants. The next annual update will include an organizational chart reflective of RTC's operations as MPO and RTPO. RTC also commits to assist member jurisdictions in complying with ADA requirements. (Ongoing)

FY 2015 Funding: Regional Transportation Program Coordination & Management

FY 2015 Revenues:		**FY 2015 Expenses:**	
	$		**$**
• Federal FHWA	$110,564	• RTC	$205,889
• Federal FTA	$35,661		
• Federal STP	$20,000		
• State RTPO	$26,567		
• MPO Funds	$13,097		
	$205,889		**$205,889**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$25,943*

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

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

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

Washington State Department of Transportation, Headquarters Transportation Planning, publishes the Washington State Department of Transportation 2013-2015 Strategic Planning & Research Work Program. The Southwest Region Planning Office supports the development of this document by providing details of their respective planning elements and activities as outlined below.

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

1. Using the Moving Washington Strategies of Operate Efficiently, Manage Demand and Add Capacity Strategically, identify low cost enhancements and capital improvement solutions to address state highway deficiencies, supporting formulation of the state Highway System Plan (HSP).

2. Review and update state highway safety and congestion deficiency records, supporting consistent and accurate statewide planning analysis.

3. Provide technical analysis of HSP solutions and other proposed improvements, including traffic modeling, travel forecasting and collision data analysis.

4. Coordinate with the RTC, local jurisdictions, transit agencies, and tribes on updating the Washington Transportation Plan (WTP), and finalizing the HSP.

5. Participate with bi-state partners on policies, issues, and coordination related to the bi-state regional transportation system.

6. Continue planning and coordination with the MPO's, transit agencies, local jurisdictions and tribes located in the region on multimodal and intermodal planning, air quality analysis, transportation system performance, congestion management, intelligent transportation systems (ITS), livable communities, corridor and planning studies.

7. Coordinate with local jurisdictions and tribes on implementing WTP, Statewide Multimodal Transportation Plan (SMTP), HSP, Corridor Plans, and other work plan elements.

8. Work with the Program Management section in supporting development of the Capital Improvement and Preservation Program (CIPP).

9. Provide public information and support opportunities for public participation and communication in elements of regional and statewide activities.

10. Coordinate with counties and local jurisdictions on planning efforts to update comprehensive land use plans, transportation plans and capital facilities plans to comply with Growth Management Act requirements. Provide consultation and plan review for locally initiated studies or projects that include state facilities.

11. Review transportation sections of local comprehensive plans and development ordinances to assure consistency among jurisdictions, and with the State Highway System Plan.

12. Work closely with RTC and Clark County on integration of local comprehensive plans in updating the Regional Transportation Plan (RTP).

13. Coordinate freight and passenger rail planning issues with WSDOT Rail Office, RTC, local jurisdictions and the ports.

14. Participate in regional data collection, analysis and planning activities related to freight mobility issues.

15. Continue to integrate Transportation Demand Management Planning Strategies.

16. Coordinate with RTC, C-TRAN, Clark County and cities on development of transportation demand management strategies for inclusion in the RTP.

17. Manage various studies and participate on various committees that strive to identify solutions to improve safety, mobility and relieve congestion. Support other topics, such as implementing transportation options that help reduce congestion and vehicle miles traveled and solutions to the climate change challenge.

18. Support the Department's goals for reduction in greenhouse gas emissions and its associated transportation strategies.

4B. C-TRAN

C-TRAN has identified the following planning elements for the Unified Planning Work Program (UPWP) FY 2015 (July 2014 through June 2015):

Regional Participation

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

Regional Transportation Planning

C-TRAN will be involved in the following regional planning and engineering studies during FY 2015:

1. Columbia River Crossing (CRC) Project: C-TRAN remains one of the sponsors of the CRC project and is monitoring the change in project lead and direction pursuant to the Washington State Legislature's decision to not advance funds for the project in 2013. C-TRAN continues to work with regional partners in developing and recommending multimodal and highway capacity improvements to the I-5 Trade Corridor, including:
    a. Conducting public outreach
    b. IGA negotiations with City of Vancouver and TriMet including, but not limited to: Operations and Maintenance Cost Agreement with TriMet.

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

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

4. Participate in ongoing regional HCT planning and engineering studies, including the environmental analysis and project development phases of the Fourth Plain Bus Rapid Transit.

5. Continue participation in regional Transportation System Management and Operations planning and pilot project led by RTC.

6. Inform the City of Vancouver Transportation Impact Fee (TIF) program for future development as it moves to incorporate a multi-modal component.

Transit Planning

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

Long Range Transit Planning: C-TRAN will continue long-range transit system planning, facilities and route development consistent with the adopted 20-year plan. However, C-TRAN is expected to begin an update to the 20-year plan to account for more moderate population and employment growth as a result of the recent economic recession.

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

FY 2014/2015 Funding: C-TRAN, Fourth Plain Corridor Bus Rapid Transit Project

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

Short-Range Planning: Following public review and input in early 2014, the published 2013-2018 Transit Development Plan will identify capital and operational changes planned over the six-year period.

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

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

Fisher's Landing Park & Ride Development Plan: C-TRAN will continue a design study in 2014 for phase two of this park and ride, including expanding parking on the south portion of the facility and exploring options for best use of the remaining undeveloped property to the north currently owned by C-TRAN.

Technology Improvements:

- Traffic Signal Priority (TSP): C-TRAN, in partnership with the City of Vancouver, will complete the traffic signal priority systems pilot project along the Mill Plain corridor. C-TRAN will continue to collaborate with Vancouver and Clark County to consider TSP operations on other major corridors in the C-TRAN system. C-TRAN was recently awarded a grant to install TSP on the Highway 99 corridor in Clark County, and will begin project development in 2014.
- Vancouver Area Smart Trek, Phase II and III: C-TRAN will continue planning and implementation of Intelligent Transportation System technology.
- Improved Bus Technology: new fareboxes, an electronic-fare system ("E-fare"), enhanced passenger information, ADA-compliant on-board announcements, and traveler information delivered electronically will all be improved to enhance the quality of service.

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following transportation planning activities:

- Updating the Transportation Improvement Program (TIP) and, if needed, the Transportation Capital Facilities Plan (CFP).
- Assessing and updating the Concurrency Management System.

- Working to implement promising ITS strategies through the Vancouver Area Smart Trek (VAST) process and in the Transportation System Management & Operations (TSMO) Plan.
- Working with the Clark County Regional Bicycle & Pedestrian Advisory Committee and other stakeholders to implement the Bicycle & Pedestrian Plan.
- Developing neighborhood and sub-area circulation plans for selected unincorporated urban areas in order to reduce direct access to classified arterials and to serve local trips on the local street system.
- Identifying the localized critical links and intersection improvements necessary to remove urban holding in selected areas of the Vancouver UGA.
- Amending the Arterial Atlas as directed by the Clark County Commissioners through the docket process.
- Continuing to implement the transportation and land use recommendations in the Clark County Aging Readiness Plan.

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

Citywide Planning / Studies

- Street Funding – new revenue and program evaluation.
- 2015-2020 Transportation Improvement Program.
- 2013-2014 Transportation Impact Fee Program reassessment of fees.
- ADA Program Transition Planning.
- Transportation Standards Code updates (Title 11) – annual docket updates.
- Integrated Street Design Planning.

Focus Area Studies/Implementation

- Columbia River Crossing, City of Vancouver coordination and project involvement.
- Mill District Sub-Area and Park-n-Ride Garage Planning.
- Lower Grand Employment Area circulation and street standards study.
- Fourth Plain Street standards implementation – BRT project.
- Fort Vancouver Way, great street standards and implementation – BRT project.
- Sunday Streets Alive event – manage, coordinate community event.

Capital Improvement Program – Projects and Planning Support

- CDBG Program – project planning and implementation.
- 2014-15 NTS REET Program – project planning and implementation.

- Transportation System Management and Operations/ITS planning and coordination.
    - Vancouver Area Smart Trek (VAST) coordination.
- Bike Mobility – sharrow installation, education, and outreach.

Transportation Demand Management

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

CITY OF CAMAS has identified the following:

- Transportation Improvement Program (TIP) – Annual Update.

CITY OF WASHOUGAL has identified the following studies:

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

CITY OF BATTLE GROUND has identified the following planning studies:

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

CITY OF RIDGEFIELD has identified the following planning studies:

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

- Work with the Port of Ridgefield on planning and construction of the extension of Pioneer Street over the BNSF railroad tracks into the Port.
- Continue work to plan for the extension of Pioneer Street east from 65th Avenue to Union Ridge Parkway.

CITY OF LA CENTER has identified the following planning studies:

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

PORT OF VANCOUVER:

- The Port of Vancouver relies on rail to transport more than 70 percent of its cargo, growing to more than 85 percent by 2025. Continuing its multi-year construction, the West Vancouver Freight Access Project will provide competitive, efficient rail service to existing customers and new customers, ultimately generating between 1,000 and 2,000 new jobs. In 2010 the port completed a unit train loop track facility at Terminal 5, and in 2012 completed the first phase of a new, grade-separated rail entrance into the port. The entrance will be complete by 2015, with one other major component, the Rail Hub Completion Project, which completes the entrance, egress and storage tracks, to be completed. The project will be fully constructed in 2017 and will include the following transportation benefits.
    - Improves mainline velocity and capacity by removing a major chokepoint at the Vancouver Wye.
    - Enables the WSDOT Vancouver Bypass Project to function as designed.
    - Allows for unit-train access into the Port, and improves rail infrastructure to existing Port facilities and tenants.
    - Allows for a "hub" function whereby trains can enter, utilize a loop and storage track system, then egress in one direction.
    - Allows the port to serve new tenants on newly-developing maritime and industrial property.
    - Helps the Port of Vancouver USA to maintain its competitive advantage as a premier state of the art rail-served, international trade facility that has outstanding connectivity to US West Coast, Midwest and Western Canada locations via two rail corridors of national significance.
    - Provides for dual rail carrier access to the all of the port's facilities and customers.

PORT OF RIDGEFIELD:

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

PORT OF CAMAS-WASHOUGAL:

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

TRANSPORTATION ACRONYMS

Acronym	Description
AA	Alternatives Analysis
AASHTO	American Association of State Highway and Transportation Officials
ACCT	Agency Council on Coordinated Transportation
ACE	Active Community Environments
ACS	American Community Survey
ATM	Active Traffic Management
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APC	Automatic Passenger Counter
APP	Arterial Preservation Program (TIB funding program)
APTA	American Public Transportation Association
APTS	Advanced Public Transportation System
AQMA	Air Quality Maintenance Area
ARRA	American Recovery and Reinvestment Act of 2009
ASA	Automated Stop Announcement
ATCI	Accessible Transportation Coalition Initiative
ATIS	Advanced Traveler Information System
ATMS	Advanced Transportation Management System
AVL	Automated Vehicle Location
AVO	Average Vehicle Occupancy
AWDT	Average Weekday Traffic
BACT	Best Available Control Technology
BAT	Business Access and Transit
BEA	Bureau of Economic Analysis
BLS	Bureau of Labor Statistics (federal)
BMS	Bridge Management System
BNSF	Burlington Northern Santa Fe
BRAC	Bridge Replacement Advisory Committee
BRT	Bus Rapid Transit
CAA	Clean Air Act
CAAA	Clean Air Act Amendments

Acronym	Description
CAC	Citizens' Advisory Committee
CAD	Computer Aided Dispatch
CAPP	County Arterial Preservation Program
CBD	Central Business District
CCAC	C-TRAN Citizen Advisory Committee
CCI	Corridor Congestion Index
CCTV	Closed Circuit Television
CDBG	Community Development Block Grant
CE	Categorical Exclusion
CERB	Community Economic Revitalization Board
CETAS	Collaborative Environmental and Transportation Agreement for Streamlining (Oregon)
CFP	Capital Facilities Plan
CFP	Community Framework Plan
CIC	Communications Infrastructure Committee
CIT	Community Involvement Team
CIPP	Capital Improvement and Preservation Program
CMAQ	Congestion Mitigation/Air Quality
CMM	Congestion Management Monitoring
CMP	Congestion Management Process
CMS	Congestion Management System
CO	Carbon Monoxide
CRAB	County Road Administration Board
CRC	I-5 Columbia River Crossing Project
CREDC	Columbia River Economic Development Council
CRESA	Clark Regional Emergency Services Agency
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
CVISN	Commercial Vehicle Information Systems and Networks
CY	Calendar Year
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality

Acronym	Description
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DOT	Department of Transportation
DS	Determination of Significance
DSHS	Washington Department of Social and Health Services
DTA	Dynamic Traffic Assignment
EA	Environmental Assessment
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME/4	EMME/4 is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETC	Electronic Toll Collection
ETRP	Employer Trip Reduction Program
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FGTS	Freight and Goods Transportation System
FHWA	Federal Highways Administration
FMS	Freeway Management System
FMSIB	Freight Mobility Strategic Investment Board
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FY	Fiscal Year
FFY	Federal Fiscal Year
GIS	Geographic Information System
GHG	Greenhouse Gas
GMA	Growth Management Act

Acronym	Description
GTEC	Growth and Transportation Efficiency Center
GTF	Governors' Task Force
HB	House Bill
HBRRP	Highway Bridge Replacement and Rehabilitation Program (federal)
HC	Hydrocarbons
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program (federal)
HSP	Highway System Plan
HSS	Highways of Statewide Significance
HSTP	Human Services Transportation Plan
HUD	Department of Housing and Urban Development
HSP	Highway System Plan
ICM	Integrated Corridor Management
IM	Incident Management
I/M	Inspection/Maintenance
IMS	Intermodal Management System
InterCEP	Interstate Collaborative Environmental Process Agreement *(relates to Columbia River Crossing Project)*
IPG	Intermodal Planning Group
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JARC	Job Access and Reverse Commute
JOPS	Joint Operations Policy Statement
JPACT	Joint Policy Advisory Committee on Transportation (Metro)
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LEP	Limited English Proficiency
LMC	Lane Miles of Congestion

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

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

Acronym	Description
RPG	Regional Partners Group *(relates to the Columbia River Crossing Project)*
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RCTO	Regional Concept for Transportation Operations
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
RWIS	Road Weather Information Systems
SAC	Signatory Agency Committee Agreement (Washington) *(superseded by SAGES)*
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
SAGES	Statewide Advisory Group for Environmental Stewardship
SCAP	Small City Arterial Program (TIB funding program)
SCPP	Small City Preservation Program (TIB funding program)
SCSP	Small City Sidewalk Program (TIB funding program)
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System
SMTP	Statewide Multimodal Transportation Plan
SOV	Single Occupant Vehicle
SPG	Strategic Planning Group
SP	Sidewalk Program (urban TIB funding program)
SPUI	Single Point Urban Interchange
SR-	State Route
STHB	Stacked Transit Highway Bridge
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWCAA	Southwest Clean Air Agency
TAP (or TA)	Transportation Alternatives Program (federal)

Acronym	Description
TAZ	Transportation Analysis Zone
TC	Transit Center
TCM's	Transportation Control Measures
TDM	Transportation Demand Management
TDP	Transit Development Plan
TEA-21	Transportation Equity Act for the 21st Century (1998)
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIMACS	Transportation Information, Management, and Control System
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMC	Traffic Management Center
TMIP	Transportation Model Improvement Program
TMS	Transportation Management Systems
TMUG	Transportation Model Users' Group
TMZ	Transportation Management Zone
TOD	Transit Oriented Development
TPA	Transportation Partnership Account *(Washington state funding program)*
TPAC	Transportation Policy Alternatives Committee (Metro)
TPEAC	Transportation Permit Efficiency and Accountability Committee
TPMS	Transportation Performance Measurement System (WSDOT)
TPR	Transportation Planning Rule (Oregon)
Transims	Transportation Simulations
TSMO	Transportation System Management and Operations
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSMO	Transportation System Management and Operations
TSP	Transportation System Plan
TSP	Transit Signal Priority
UAB	Urban Area Boundary

Acronym	Description
UAP	Urban Arterial Program (TIB funding program)
UATA	Urban Arterial Trust Account
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
USP or SP	Urban Sidewalk Program (TIB funding program)
UZA	Urbanized Area
V/C	Volume to Capacity
VAST	Vancouver Area Smart Trek
VHD	Vehicle Hours of Delay
VISSIM	Traffic/Transit Simulation Software *(a product of PTV AG of Karlsruhe, Germany)*
VMS	Variable Message Signs
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VOT	Value of Time
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WSP	Washington State Patrol
WTP	Washington Transportation Plan

FY 2015 SUMMARY OF EXPENDITURES AND REVENUES: RTC

Note: Numbers may not add due to rounding

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2015 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element	NOTES	1. FY 2015 Federal FHWA PL	1. FY 2015 Federal FTA	1. Federal STP	State RTPO	FTA through WSDOT	MPO Funds	RTC TOTAL
I		**REGIONAL TRANSPORTATION PLANNING PROGRAM**								
	A	Regional Transportation Plan		165,847	53,491	30,000	39,851		19,645	308,833
	B	Transportation Improvement Program		55,282	17,830	10,000	13,284		6,548	102,944
	C	Congestion Management Process	2.			100,000			15,607	115,607
	D	Vancouver Area Smart Trek Program	3.			150,000			23,410	173,410
	E	Skamania and Klickitat RTPO					39,660			39,660
	F	Human Services Transportation Plan Update	4.					60,000		60,000
		Sub-Total		221,129	71,321	290,000	92,794	60,000	65,210	800,455
II		**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**								
	A	Reg. Transp. Data, Forecast, AQ & Tech. Services		221,129	71,321	40,000	53,134		26,193	411,777
III		**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**								
	A	Reg. Transp. Program Coord. & Management		110,564	35,661	20,000	26,567		13,097	205,888
		TOTALS		**552,822**	**178,303**	**350,000**	**172,495**	**60,000**	**104,500**	**1,418,120**

02/25/2014

NOTES:

1. Local match for FHWA, FTA and STP funds is assumed at 13.5%.
2. CMP: Assumes use of $100,000 per year programmed in TIP to support the CMP including consultant data collection assistance.
3. CMP: Assumes use of $150,000 per year programmed in TIP to support VAST including consultant assistance and PSU PORTAL
4. Estimated budget remaining as of July 1, 2014. Total 2-year, 2014/15, budget is $80,000.