



**SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL**

FISCAL YEAR 2017
(JULY 1, 2016 TO JUNE 30, 2017)

**UNIFIED PLANNING WORK PROGRAM
ANNUAL REPORT**

SEPTEMBER 2017

**FY 2017 Unified Planning Work Program Annual Report
For Southwest Washington Regional Transportation Council (RTC)**

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RTC MEMBERSHIP AND COMMITTEES

RTC MEMBER JURISDICTIONS

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

RTC Board of Directors

Clark County	Councilor Marc Boldt
Clark County	Councilor Eileen J. Quiring
Clark County	Councilor Jeanne E. Stewart [Chair]
City of Vancouver	Council Member Jack Burkman
City of Vancouver	Council Member Anne McEnery-Ogle
Cities East	Council Member Paul Greenlee (Washougal)
Cities North	Mayor Ron Onslow (Ridgefield) [Vice-Chair]
C-TRAN	Shawn M. Donaghy (Executive Director/CEO)
ODOT	Rian Windsheimer (Region 1 Administrator)
Ports	Commissioner Jerry Oliver (Port of Vancouver)
WSDOT	Kris Strickler (Southwest Regional Administrator)
Metro	Metro Councilor Shirley Craddick
Skamania County	Commissioner Tom Lannen
Klickitat County	Commissioner James Herman (Port of Klickitat)

Ex-Officio Members (State Legislators):

14 th District	Senator Curtis King
14 th District	Representative Norm Johnson
14 th District	Representative Gina McCabe
17 th District	Senator Lynda Wilson
17 th District	Representative Paul Harris
17 th District	Representative Vicki Kraft
18 th District	Senator Ann Rivers
18 th District	Representative Liz Pike
18 th District	Representative Brandon Vick
20 th District	Senator John Braun
20 th District	Representative Ed Orcutt
20 th District	Representative Richard DeBolt
49 th District	Senator Annette Cleveland
49 th District	Representative Monica Stonier
49 th District	Representative Sharon Wylie

Regional Transportation Advisory Committee (RTAC)

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

Skamania County Transportation Policy Committee

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

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

Klickitat County Transportation Policy Committee

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

Klickitat County	Commissioner Jim Sizemore
City of White Salmon	Mayor David Poucher
City of Bingen	Jan Brending, City Administrator
City of Goldendale	Karl Enyeart, Public Works Director
Port of Klickitat	Marc Thornsbury, Port Executive Director
WSDOT, Southwest Region	Kris Strickler, SW Regional Administrator

UPWP FY 2017 ANNUAL REPORT: INTRODUCTION

This document reports on regional transportation planning activities carried out by Southwest Washington Regional Transportation Council (RTC) in FY 2017; July 1, 2016 through June 30, 2017.

HIGHLIGHTS OF FY 2017 UPWP ANNUAL PROGRESS REPORT

Highlights of the FY 2017 planning work program for the RTC region include scoping of the 2018 update to the Regional Transportation Plan for Clark County, adoption of a 2017 to 2020 Transportation Improvement Program, continued implementation of the Vancouver Area Smart Trek (VAST) work program and publishing of a 2016 update to the Congestion Management Process Report with continued focus on the interstate corridors.

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

REGIONAL TRANSPORTATION PLAN (RTP)

Work on the Regional Transportation Plan in FY 2017 focused on research, keeping up to date on the multiple transportation issues that need to be addressed in each RTP update with particular emphasis on the advancement toward performance based planning required under MAP-21 and the FAST Act, and launching the scoping of the next RTP due in 2018.

- The current regional transportation plan, the Regional Transportation Plan (RTP) for Clark County (December 2014) is available on Southwest Washington Regional Transportation Council's web site at: <http://www.rtc.wa.gov/programs/rtp/>
- The RTP brings together federal, state and local transportation considerations including local jurisdictions' Comprehensive Plans, the long range transit plan - C-TRAN 2030, the Washington Transportation Plan (WTC, 2015) and the Highway System Plan (WSDOT, 2007). The 2018 RTP update will continue the transition to the federally-required performance-based planning approach to prioritize surface transportation investments and will be developed to maintain consistency between federal, state and local plans and reflect transportation needs and projects identified in updated state plans and local Capital Facilities Plan (CFP).
- The RTP is the region's transportation planning policy document and informs the local decision making process for the transportation elements of local Comprehensive Growth Management Plans. Many jurisdictions in Clark County updated their Comprehensive Plans in 2016 and these updated Plans will inform the 2018 update to the Regional Transportation Plan.
- Public participation in regional transportation planning builds from local efforts and in FY 2017 meetings convened by WSDOT, C-TRAN and local jurisdictions were noted by RTC. Opportunities for public involvement and participation in RTP issues are always available. Monthly meetings of the RTC Board of Directors allow the public to comment on regional transportation issues in a formal setting. All comments at these meetings become part of the meeting record. RTP information and RTC Board materials on the RTP are made available through RTC's website at www.rtc.wa.gov. The public is also able to provide RTP comments to RTC via e-mail, phone or mail.

RTC staff began working with WSU – Vancouver faculty and students to assist RTC in analyzing recent surveys in this region that address the public's opinions on matters of transportation. RTC is also considering fielding a public survey in 2018 to support the next RTP update. Staff is considering various survey formats and participated in Metroquest webinars on November 2, 2016 which focused on online community engagement and on February 14 which focused on Metroquest's use as a tool for public outreach.

- Scoping for the 2018 RTP update began in FY 2017 when staff worked with planning partners to compile a preliminary list of topics and issues that need attention in the update as well as listings of significant policy changes, planning reports and events since the RTP was last adopted in December 2014. Regional Transportation Advisory Committee (RTAC) members were asked for input at the January 2017 meeting and the RTC Board was asked for input on the scoping of the Plan at its April 4 meeting. These briefing materials and RTP scoping information was made

available on RTC's website together with an electronic form allowing the public to input their comments at any time during the RTP development process.

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

- **MAP-21, FAST Act and Transportation Performance Based Planning**– RTC drafted RTAC and RTC Board materials on performance measurement, target setting, performance monitoring, and proposed MPO coordination. RTC reviewed federal proposed rulemaking and final rulemaking. RTC staff regularly participated in WSDOT convened meetings including the Target Setting Working Group and staff communicated with Metro on safety performance measures and target setting. RTC staff also met with Clark County staff to discuss pavement and bridge condition performance measures.

RTC staff participated in many educational webinars, meetings and workshops on performance based planning. These included:

- FHWA webinar on Target Setting; July 12, 2016.
- T4America webinar on A Guide to the FAST Act; July 14, 2016.
- NPRM for MPO Coordination and Reform webinar; July 21, 2016.
- Metro RTP Performance workgroup meetings; September, October 14, December 12, 2016.
- FHWA Safety Target Setting and Coordination webinar; September 20, 2016.
- FTA Performance Based Planning Peer Exchange, Seattle; September 27-28, 2016. RTC staff co-presented with C-TRAN's Director, Jeff Hamm.
- WSDOT's MAP-21 Target Setting Working Group Meeting; October 11, 2016 and February 8, 2017.
- Asset Management, an FHWA Let's Talk Performance webinar; November 8, 2016.
- Transportation Asset Management Plan Final Rule webinar; November 9, 2016.
- Transportation Performance Management Toolbox, FHWA webinar on tools to use in the implementation of TPM practices; December 5, 2016.
- "Understanding the New Federal Performance Measure Rule: Implementing the New Data Drive Decision Making Process", T4America webinar; January 24, 2017.
- WSDOT's MAP-21 Target Setting Framework Group Meeting with topics including safety target setting and an overview of the Pavement/Bridge Condition Final Rule; February 28, 2017.
- Performance Measurement for MPOs, T4America webinar; March 1, 2017.
- WSDOT's MAP-21 Pavement Technical Team meeting to discuss the Final Rules, NHS data collection, asset management framework for life-cycle planning, current process used for WSDOT pavement and a new WSDOT pavement grant program for local agencies; April 13, 2017.
- Healthy and Sustainable Performance Measures, T4America webinar with a presentation by MTC; April 19, 2017.
- System Performance/Freight/CMAQ Performance Measures Final Rule, FWHWA webinar; June 1, 2017.
- MAP-21 Safety Target Setting webinar, WSDOT; June 2, 2017.

- WSDOT Mobility Performance Framework Workshop at SW Region to brainstorm how to shape the framework to address transportation mobility, including accessibility, predictability and efficiency, and its use to identify needs and assess alternative strategies in the practical solutions business process; June 12, 2017.
- **Performance Based Planning in the Portland Metro Region:** RTC participated in the Metro Performance Work Group and reviewed Metro's 2018 RTP update Draft Performance Measures Scoping report. RTC and Metro also coordinated on comments to be submitted to the docket in response to the NPRM for MPO Coordination.
- **Safety** – RTC's 2014 Safety Assessment is available on RTC's website at: <http://www.rtc.wa.gov/reports/safety/SafetyMgmt2014.pdf> and is integrated into the 2014 RTP update. In FY 2017, RTC prepared briefing materials on the latest Clark County fatalities and serious injuries collision data and reviewed what is required for safety performance management under MAP-21.
- **Transit** – RTC collaborated with C-TRAN staff on planning issues including update to C-TRAN's long-range transit plan, C-TRAN 2030, adopted by the C-TRAN Board on December 13, 2016. RTC staff reviewed C-TRAN's 2016-2021 Transit Development Program (TDP, C-TRAN September 2016). Relating to performance based planning, RTC coordinated with C-TRAN's Executive Director to make a presentation at the FTA Peer Exchange in Seattle, and RTC staff participated in C-TRAN's November 16, 2016 meeting on State of Good Repair (SGR) targets and Transit Asset Management Plan (TAMP) to prepare for a December 13 C-TRAN Board meeting presentation and subsequent action by the RTC Board in May 2017 to adopt preliminary targets as part of MAP-21 and FAST Act compliance. RTC and C-TRAN also collaborated on the Bus on Shoulder Feasibility Study. RTC hosted the December 5 and 6, 2016 Bus on Shoulder Feasibility Workshops, attended the January 10 and February 14, 2017 C-TRAN Board meetings to provide updates on the Study and made a presentation at the February 23 meeting of C-TRAN's Citizens' Advisory Committee.

RTC staff attended the January 6, 2017 grand opening of The Vine, C-TRAN's first BRT line.

- **Efficiencies** – The RTP update includes strategies to make the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies. TDM planning takes a broad definition of TDM and identifies policies, programs and actions including use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems.
- The **Vancouver Area Smart Trek (VAST)** program and Transportation System Management and Operations (TSMO) are addressed under a separate work element description. The RTP includes TSMO strategies and future operational projects. During FY 2017, VAST and TSMO work was again noted so it can be integrated into the 2018 RTP update. The 2018 RTP update will incorporate recommendations from the updated TSMO and Implementation Plan (RTC, September 2016) and WSDOT SW Region's ramp signal study carried out in FY 2017.
- **Demand Management** - RTC works with local partners to implement transportation demand strategies as outlined in local Commute Trip Reduction plans adopted in 2007 and updated in 2015. Current affected local jurisdictions, as determined by the State's CTR law, are: Vancouver, Camas, Washougal, and unincorporated Clark County. In March 2017, RTC staff reviewed a WSDOT CTR Division questionnaire on how to restructure the CTR program.

- **The Congestion Management Process** serves as a tool for performance evaluation and support for transportation policy decisions, as well as identification of transportation strategies to relieve and/or manage congestion. Results from the Congestion Management Monitoring (CMM) Report, as part of the Congestion Management Process, are reflected in RTC's current RTP. The RTP seeks to make most efficient use of the regional transportation system and includes consideration of Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) strategies. The CMP work element description provides more details on RTC's work to develop the CMP during FY 2017.
- **Active Transportation and Healthy Clark County**– The RTP reflects work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed in the RTP. The RTP cross-references the Clark County Bicycle and Pedestrian Master Plan. Transportation is a key factor in the health of the community with safe healthy transportation choices an important part. RTC continues participation in the Southwest Washington Healthy Living Collaborative focused on the connection between active transportation and healthy communities.

RTC staff participated in monthly meetings of Clark County's Bicycle and Pedestrian Advisory Committee (BPAC) to discuss bicycle and pedestrian policies and implementation of specific bike/pedestrian projects. RTC staff prepared and presented information on transportation funding programs and on the Transportation Alternatives Program at BPAC meetings. At the September 27 BPAC meeting, RTC staff provided a presentation on development of the TIP, at the November 29 meeting, BPAC members participated in the Bike the Lights event at Portland International Raceway and continued to promote the Lights On Bikes Campaign in Clark County, at the December 21 meeting RTC staff provided an update on local bike/ped. projects proposed by WSDOT for state-wide competitive funding, at the January 24 meeting RTC provided information on the upcoming Transportation Alternatives Program (TAP) program, at the March 28 BPAC meeting topics included plans for a walk/bike opportunity as part of the Fourth Plain International Festival, review of the 30% plan set for NE 99th Street, NE 94th to 117th Avenue, the BPAC's 2017 work program, NE Blair Road and development of a Bike Safety Quiz jointly with Clark College students, the April 25 meeting topics included a WTSC mini grant, participation at the Clark County Fair, updates on organizing a bike ride and stream team, and update from the City of Vancouver's Bike and Pedestrian Advisory Committee,

RTC staff also continued its participation in quarterly statewide Active Community Environments (ACE) conference calls that include staff from the State Department of Health, WSDOT, Safe Routes to School, bicycling and walking advocacy groups, MPO/RTPOs, and health department staff from around Washington State.

RTC staff participated in the September 8, 2016 America Walks webinar on The First and Last Mile, Partnering with Public Transportation, participated in the September 22 webinar on Bicycling and Walking Excellence by MPOs: From Policy to Projects in Four Metropolitan Regions, and participated in the June 22 WSDOT/Cascade Bicycle Club webinar on developing a Washington Bike and Walk Data Network including how permanent counters and annual bike/ped counts work together.

RTC coordinated with local jurisdictions and Clark County Public Health to help advance Complete Streets policies and implementation in the region. RTC ensured Regional Transportation Advisory Committee members were kept informed of the TIB's Complete Streets award program and encouraged participation in the August 30, 2016 TIB Complete Streets webinar. RTC staff met with Public Health staff on September 8 to discuss multi-modal

transportation education needs. RTC staff attended the September 23 Urban Transportation Policy and Multimodal Street Design workshop hosted by Clark County Public Health. RTC staff attended the February 6 Complete Streets Learning Session hosted by Clark County Public Health. The meeting reviewed the TIB Complete Streets awards program. Locals heard presentations from TIB, WSDOT and WSDOH staff on how to prepare for the next statewide awards competition. RTC staff participated in the February 15 Complete Streets Workshop hosted by the City of Vancouver at McLoughlin Middle School. Pete Lagerwey of Toole Design Group led the public meeting.

- **Human Services Transportation Planning (HSTP)** - The process to develop the region's Human Services Transportation Plan and HSTP project priorities is led by RTC and was last updated in 2014. RTC coordinates with local stakeholders and human service transportation providers to address the special transportation needs of the elderly, people with disabilities, and low-income populations as well as the young who cannot drive and rural residents unable to drive themselves. RTC continued participation in regular meeting of the region's Accessible Transportation Coalition Initiative (ATCI) held every 3 months to address special needs transportation and work to inventory community resources, coordinate Veteran's transportation efforts, identify formal and informal transportation services and opportunities and identify innovative services that could be implemented. RTC staff participated in FY 2017 ATCI meetings on July 20 and October 7, 2016 and on January 6 and April 7, 2017. Regular agenda items included update on the 1/1 TRC project, update on use of C-TRAN 5310 funding by C-TRAN staff and C-TRAN sub-contractors, including update on the Mobility Management, Reserve-A-Ride and Volunteer Driver projects, status reports from RTC and CWCOG staff on the Human Services Transportation Plans and the status of project applications for WSDOT Consolidated Grant Funding competition, outreach events and a roundtable discussion. C-TRAN staff updated the group on shopping shuttles, lend/lease of retired C-VANs, transportation of people living outside the C-TRAN service area to transit centers and CVAN service area.

With 2016 being a year to submit applications for statewide WSDOT Consolidated Grant funding, RTC staff participated in the September 12 WSDOT Public Transportation Grants webinar, compiled brief descriptions of all submitted applications from this region and hosted a December 14 meeting with Consolidated Grant funding stakeholders to decide on ranking of applications from this region. In early January 2017, RTC submitted to WSDOT the signed RTC Board Resolution with rankings of projects for grant funding consideration. RTC staff participated in the February 23 Consolidated Grant Program RTPO/MPO Focus Group meeting for the 2019-21 biennium to consider how current methodologies are working and to discuss possible improvements to the Program. In the subsequent June 8 focus group meeting, stakeholder outreach and determination of regional priorities for the 2019-2021 Consolidated Grant cycle were discussed.

- **Freight Transportation** – Elements of the Clark County Freight Mobility Study (RTC, December 2010; <http://www.rtc.wa.gov/studies/freight/>) are incorporated into the RTP ensuring that the significance of freight transportation and its importance to the local economy is highlighted.

In FY 2017, freight transportation efforts focused on coordination with WSDOT on development of an update to the State's Freight System Plan and completion of the designation of Critical Urban Freight Corridors and Critical Rural Freight Corridors. At the local level, RTC's focus was on updating freight data, coordinating with Vancouver to complete the Westside Mobility Strategy which includes addressing freight access to West Vancouver industrial areas and the

Port of Vancouver, and on coordination with private business with interest in freight transportation.

RTC participated in WSDOT meetings to designate Critical Urban Freight Corridors and Critical Rural Freight Corridors led by WSDOT Freight Division as part of the National Highway Freight Network designation. RTC staff participated in the fourth meeting of the Critical Urban Freight Corridors and Critical Rural Freight Corridors Technical Working Group on July 11, 2016 to review the final maps of the CUFCS and CRFCs for presentation to the State Freight Advisory Committee for its approval. Additional designations for the National Multimodal Freight Network (NMFN) were also discussed.

RTC staff coordinated with WSDOT to host a July 20, 2016 WSDOT Truck Parking Roundtable held at WSDOT SW Region's offices to allow freight stakeholders to provide input to the statewide Truck Parking Report.

In FY 2016, WSDOT had issued a call for local projects potentially eligible for federal funding under the FAST Act's two new freight funding programs. In August 2016, RTC staff met with Clark County and Vancouver staff on freight projects to be submitted to WSDOT for consideration in the state's freight project list update for the statewide Freight Transportation Plan. In September 2016, RTC provided a FAST Act Freight Provisions and Ongoing Activities RTC Board briefing.

Throughout the year, RTC's Director attended meetings with Identity Clark County (ICC) participants and the SW-FACT, a public/private freight coalition including the County's Ports and freight business interests focused on freight transportation needs and issues. RTC also attended meetings of the Clark County Transportation Alliance to draft the 2017 transportation policy statement. The CCTA 2017 transportation statement describes the higher priority transportation projects for businesses and freight movement in the Clark County region. On December 15, 2016 RTC's Director attended the meeting of the 3 Clark County Ports; Vancouver, Camas/Washougal and Ridgefield. RTC's Director also communicated with the Director of the State's Freight Mobility Strategic Investment Board (FMSIB) to discuss freight transportation planning efforts.

RTC is represented on Metro's Regional Freight Work Group to support Metro's RTP update. RTC staff attended the November 8, 2016 and February 6, 2017 meetings and reviewed materials for the September 27, 2016 and May 17, 2017 meetings.

RTC staff participated in monthly freight webinars hosted by the FHWA and ITE on topics such as "the National Multimodal Freight Network" (August 17, 2016), Innovative Intersections for Freight Movement (September 21, 2016), State Freight Plans and Advisory Committees as part of the FAST Act Freight Guidance Overview (November 16, 2016), the Success of Completed TIGER Program Funded Freight Projects (December 21, 2016), Truck Parking with Matthew Pahl of WSDOT as a featured presenter (January 18, 2017), Connected Freight Vehicles (March 22, 2017), Freight and Land Use Travel Demand Evaluation (April 19, 2017), Noteworthy Practices of Public-Private Sector Collaboration in Freight Planning (May 17, 2017), Investing in Port Infrastructure (June 21, 2017) and the Freight Analysis Framework (FAF4) data (June 28, 2017).

In November, RTC met with Vancouver staff to discuss Vancouver's freight transportation needs with focus on the 32nd Avenue corridor. On November 14, RTC, Vancouver and WSDOT Freight Division staff met to discuss freight corridors and project needs in the region.

- **Corridor Planning:** RTC staff carried out planning for regionally significant transportation corridors with emphasis in FY 2017 on completion of the Bus on Shoulder Feasibility Study primarily focused on the I-205 Corridor though the Study also came up with lessons learned for potential application in the I-5 corridor and with a pilot project to be implemented in FY 2018 on the SR-14 corridor (see Bus on Shoulder Feasibility Study element description). In addition, interstate corridor travel congestion and issues on both I-5 and I-205 were highlighted in the 2016 Congestion Management Process Report. RTC and WSDOT staff coordinated frequently on operational improvements that can potentially be made to eke out capacity in these congested corridors. Discussions included the WSDOT SW ramp metering study, coordination on a presentation to the RTC Board on the I-205 corridor, and the drafting of an update to WSDOT's Corridor Capacity Report. Throughout the year, RTC's Director met with community leaders on the I-5 corridor and Bridge crossing issues and in May met with ODOT and Metro to discuss Metro's RTP update and how to address the need for an improved Columbia river crossing. The Director also met with WSDOT's Regional Administrator to discuss transportation and land use in North County.
- **Federal Functional Classification:** RTC staff met with Clark County and Camas to discuss preparing a comprehensive review of federal functional classification.
- **Sub-Area Planning:** Throughout FY 2016 RTC staff had worked with the City of Vancouver on the Westside Mobility Strategy. The Westside Mobility Strategy Final Report was unanimously adopted by resolution in early FY 2017 at the July 18, 2016 meeting of Vancouver City Council.
- **Air Quality and Climate Change** – The 2014 RTP reflects strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions per RCW 70.235.020, RCW 47.01.440 and Governor's Executive Order 09-05 – Washington's Leadership on Climate Change.
- **Comprehensive Planning - Land Use and Transportation Coordination and Integration** – The Clark County region recognizes the connection between land use and transportation. Clark County's Comprehensive Plan update was adopted in June 2016. The 2018 RTP update will be consistent with land use decisions incorporated into the Comprehensive Plan and local Capital Facilities Plan updates. In FY 2017, RTC staff continued to participate in Clark County planners' coordination meetings. RTC staff attended the February 1, 2017 Clark County work session to review the Vacant Buildable Land Model. RTC and Clark County jurisdictions continued to coordinate on use of the Regional Travel Forecasting Model as a tool to help in update to local Comprehensive Plans' Transportation Elements and Capital Facilities Plans. In May and June 2017, there were meetings held by Clark County to determine whether stakeholders are interested in updating the County's Community Framework Plan.
- **RTC's Certification of Growth Management Act Plans** – As the region's RTPO, RTC is responsible for certifying local transportation elements of Growth Management Plans. In FY 2016, RTC had adopted a GMA Certification Guide and Checklist to help local jurisdictions and the public understand the certification process. Jurisdictions requesting RTPO Certification in FY 2017 were Clark County, Camas, Washougal, Ridgefield, Battle Ground and La Center. RTC reviewed the submitted Plans and checklists and in November 2016, the RTC Board took action to adopt the Comprehensive Plans Transportation Element Certifications (Resolution 11-16-29, Nov. 2016).
- **Economic Development.** FY 2017 saw RTC forge a closer working relationship with Columbia River Economic Development Council (CREDC). RTC attended CREDC's presentation on its Employment Land Study on November 15, 2016 and attended its December 14 meeting on site

readiness and congestion. RTC staff also participated in Greater Portland Inc’s “Place” work group meetings. The June 15 GPI – Place work group focused on the Metro Area Economic Value Atlas (EVA) being developed by Metro in coordination with the Brookings Institution. EVA will include Clark County as part of the metro region. In April 2017 RTC staff met with Columbia River Economic Development Council (CREDC) representatives to coordinate work on economic development and transportation.

- **Consistency** – RTC worked with local partners to ensure continued consistency between transportation elements of the cities’ and county’s comprehensive growth management plans and the RTP.
- **Finance** - RTC staff attended a Tolling and Congestion Pricing Workshop held at PSU on May 5, 2017.
- **New Technologies and Longer-Term Transportation Planning** – New technologies and their potential impacts on transportation is a topic of increasing interest to RTC Board members and will be addressed in the next RTP update.

FY 2017 Products: RTP

- Regional Transportation Advisory Committee and RTC Board briefing memos on transportation issues that will be addressed and integrated into the next RTP update.
- RTC Board briefing materials on MAP-21’s safety performance measures and targets.
- A briefing on the scoping of the 2018 RTP update was provided at the January, 2017 Regional Transportation Advisory Committee (RTAC) meeting and the April 4 RTC Board meeting.
- RTC Board briefing materials on C-TRAN’s Transit Asset Management Plan State of Good Repair Targets. A preliminary briefing was provided in May 2017 and C-TRAN TAMP Targets were adopted on June 6, 2017 (Resolution 06-17-09).
- RTC website materials and invitation to the public to participate in the 2018 RTP update.

FY 2017 Financial Data: RTP

Amount Budgeted	RTP: FHWA/FTA/STBG/RTPO Expenditures		
	FY17	Balance	YTD Percent
\$343,505	\$343,505	(\$0)	100%

FY 2018: RTP

RTC plans to adopt an updated RTP by December 2018, four years after the current Plan was adopted. The Air Quality Conformity Determination for the current RTP update (December 2014) was signed by state and federal agencies involved in the air quality consultation process on March 16, 2015. Given the region’s air quality attainment status, the Plan update could be scheduled for five years after the current Plan’s adoption, but local planning partners are committed to adopt an updated RTP sooner to maintain consistency with the 2016 updated Comprehensive Growth Management Plans. With the region’s air quality attainment status, there will no longer be a need to include an Air Quality Conformity Determination in the 2018 RTP though RTC will continue to consult with air quality planning partners to ensure RTC is kept updated on emerging issues and any possible changes in air quality standards. In FY 2018, RTC plans to work with planning partners and the public on elements of the next RTP update. Adoption of the updated Plan is scheduled for FY 2019.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

- The TIP development process cycle began in FY 2016 and was completed in FY 2017 with adoption of the 2017-2020 Transportation Improvement Program on October 4, 2016 (RTC Board Resolution 10-16-24). The 2017-2020 TIP programs an additional \$8.8 million in regionally allocated federal STP and CMAQ funds and, in total, programs approximately \$219.3 million for regionally-significant projects that includes approximately \$96.3 million in federal transportation funding to make transportation improvements. The region's TIP is fiscally constrained by year to reflect the programming of federal funds for the selected projects. The consistency between TIP project selection criteria and RTP system performance goals and performance measures are documented in a graphic contained in the TIP. For each project, the total estimated project cost is included. The TIP document has an annual list of projects implemented since the previous TIP's adoption as well as analysis of project type.
- The adopted TIP was submitted to WSDOT for inclusion of projects in the State Transportation Improvement Program (STIP) with project information input electronically through the web-based STIP software. RTC staff reviewed the draft 2017-2020 State Transportation Improvement Program (STIP) during the 30 day public comment period that began on Nov. 16, 2016.
- Prior to TIP adoption, a call for project submittals for funding in the 2017-2020 TIP was made on May 20, 2016 with project applications due to RTC by July 15. RTC staff met with jurisdictions to discuss individual projects. These included discussions with C-TRAN, Clark County and with WSDOT SW region regarding CMAQ applications and evaluations, with Vancouver to discuss STBG potential projects, and with WSDOT to discuss the SR-501 Connecting Washington project. RTC also met with City of Washougal in November 2016 and consultants to discuss a potential FAST Lane grant application.
- Staff coordinated with WSDOT on the two SR-501 Mill Plain projects funded by Connecting Washington. WSDOT hosted an April 17 Basis of Design Validation Workshop that included discussion of profile and intersection improvements and the couplet paving project.
- The Regional Transportation Advisory Committee (RTAC) reviewed and endorsed the project evaluation and ranking in August 2016 and in September took action to recommend TIP adoption by the Board. The RTC Board reviewed and approved the 2020 project ranking in October 2016. The TIP programs both regionally-selected projects and other regionally significant projects.
- The Transportation Programming Guidebook, adopted in June 2016, was used by local jurisdictions and stakeholders as a resource to understand TIP process and procedures.
- Air quality conformity analysis is not required for the TIP due to the Vancouver Air Quality Maintenance Area's (AQMA) attainment status for both Carbon Monoxide and Ozone. On March 15, 1991, the U.S. Environmental Protection Agency designated the urban area of the Vancouver portion of the Portland- Vancouver Interstate Air Quality Maintenance Area as a Marginal non-attainment area for the 1-hour ozone (O3) NAAQS and a Moderate carbon monoxide (CO) non-attainment area. The TIP does, however include a section addressing air quality and consistency with the air quality State Implementation Plan (SIP). The emissions reduction benefits provided by CM/AQ project applications were calculated and considered as part of the project evaluation

process and RTC reports on emission reductions provided by CM/AQ funded projects and submits results to WSDOT. RTC staff prepared for a call from the Interagency Consultation Team that met on Oct. 24, 2016 to discuss the 2017-2020 TIP as it relates to air quality.

- Following evaluation of projects and completion of a draft 2017-2020 TIP, the draft TIP was released for public comment from August 31 through October 4, 2016 and made available on RTC's website. Public comments were solicited with a media release notifying the public of the draft TIP's availability, and targeted notices distributed to Clark County and Vancouver neighborhoods through the City and County neighborhood programs. The public was invited to provide formal testimony and comment during the Citizen Communications agenda item at regular monthly RTC Board meetings culminating with TIP adoption at the October 4, 2016 meeting. A comment was received through the RTC's online comments process asking why the SR-14, from I-205 to 164th Avenue, was not included in the TIP.
- Public comments and their disbursement are documented in the TIP document's public comment summary section.
- RTC staff participated in three meetings of the WSDOT statewide OA Task Force to discuss distribution of STPBG funds and program policies and implementation.
- The biennial process to award federal Transportation Alternatives (TA) program funding began in FY 2017 with a call for projects, public outreach and project evaluation by a TA Evaluation Team. The proposed STBG Transportation Alternatives program 2017 grant program process was presented to the RTC Board prior to the call for projects which was issued on March 10, 2017. A news release was distributed and 58 public comments received. A June 21 meeting of the TA Evaluation Committee was held to recommend a prioritized list of the TA project applications. The Team's evaluation and project ranking are to be forwarded to RTAC in July 2017 and the RTC Board is scheduled to adopt a TA project funding recommendation at the August 2017 Board meeting. Following Board action, RTC staff will amend the TIP and STIP to include the funded projects.
- RTC coordinated the grant application process for federal, state and regionally-competitive fund programs within the region. In FY 2017, this included federal Surface Transportation Block Grant (STBG), Congestion Mitigation/Air Quality (CM/AQ) programs and Transportation Improvement Board (TIB) programs. RTC communicated results of the Transportation Improvement Board's November 18, 2016 project funding decisions to RTAC and RTC Board members.
- RTC staff gave assistance to local jurisdictions in developing their local Transportation Improvement Programs and in developing transportation funding applications. RTC staff participated in Clark County's Transportation Improvement Program process to develop the County's 2017-2022 TIP and in the City of Vancouver's process to develop its 2017-2022 TIP. Throughout the year, RTC staff met with locals to discuss opportunities for project funding applications and on STIP database management.
- Throughout the year, RTC staff monitored funding obligation and implementation of projects programmed in the TIP through monthly reports from WSDOT. The status of funding obligation was regularly reported to Regional Transportation Advisory Committee members with the intent of ensuring the region obligates its allocated STP and CMAQ funding. A report was provided to the RTC Board. RTC also met with individual jurisdictions to discuss projects, either delayed or moving forward using advance construction, and strategies for obligation of the project funds.

- RTC helped local agencies celebrate projects including attending WSDOT's I-205/18th Street project ribbon cutting held on July 20, 2016 and ribbon cutting for C-TRAN's Fisher's Landing Transit Center expansion of park and ride spaces held on September 13, 2016. Also in FY 2017, C-TRAN's The Vine Bus Rapid Transit opened to the public in early January 2017.
- During FY 2017, a TIP amendment was processed by RTC, reviewed by the Regional Transportation Advisory Committee (RTAC), approved by the RTC Board, and forwarded to WSDOT for inclusion in the State Transportation Improvement Program (STIP). The amendment was for the I-5/NB Interstate Bridge-South Tower Trunion Replacement (RTC Board Resolution 06-17-08). RTC also handled TIP administrative modifications and corrections during the course of the year with review provided by RTAC and submittal to WSDOT.
- RTC staff notified RTC member jurisdictions of informational trainings and workshops related to the TIP and the State Transportation Improvement Program (STIP). RTC staff assisted local agencies with STIP management by guiding them through steps to input project details using the STIP software.
- RTC staff attended the statewide TIP Users Group annual meeting held in Ellensburg on May 15, 2017 to allow for discussion and resolution of TIP issues and challenges among statewide TIP managers.
- Following conclusion of the FY 2017-2020 TIP development process, RTC staff met with planning partners in October 2016 to review what worked well and what changes might be considered for the next year's process. Early in 2017, the Regional Transportation Advisory Committee (RTAC) sub-committee began development of the 2018-2021 TIP development process with consideration of the overall process and transportation project selection criteria. Only a minor change was made to the points awarded for meeting project ranking criteria. The TIP policies and process are available on RTC's website. The call for 2018-2021 TIP project applications was issued by RTC on May 19, 2017 with project applications due on July 14. Details are provided for partner agencies on RTC's website at <http://www.rtc.wa.gov/programs/tip/>.
- RTC staff continued development of a TIP project database to make project information available for completed and developing projects programmed in the TIP.
- RTC's policy is to have jurisdiction and transportation agencies complete Project Showcase within 45 days after the project is functionally complete. The purpose of the Showcase is to report on the use of regional federal funds. 18 months after project completion a Before and After Analysis is required for submittal to RTC. The purpose of the analysis is to monitor the development of a project towards meeting goals or performance measures to ensure the best use of regional federal funds. During FY 2017 RTC staff communicated with jurisdictions to ensure the Showcases and Analyses are prepared in a timely manner.

FY 2017 Products:

- 2020 Project Selection and 2017-2020 Transportation Improvement Program adoption (RTC Board Resolution 10-16-24, October 4, 2016). Following adoption, projects were input to the STIP. See RTC website: <http://www.rtc.wa.gov/programs/tip/>
- TIP amendment actions by the RTC Board and TIP modifications reviewed by the RTAC are listed by year on RTC's website under TIP Amendments.
- Transportation Alternatives (TA) project application and evaluation process.

- Regular monitoring and reporting on TIP implementation and obligation of funds to RTAC and RTC Board with an Annual Listing of projects obligated in 2016 posted to RTC’s website in February 2017: <http://www.rtc.wa.gov/programs/tip/projects/>
- RTC maintains a Summary List of Projects Implemented Since 2010. New projects with a federal funding component using regional TMA funds were added to this summary list.
- To highlight completed projects funded with federal dollars that come to the RTC region, RTC worked with local jurisdictions and transportation agencies to develop project showcase descriptions. Showcase descriptions were prepared and distributed to the RTC Board for the Hazel Dell-Felida Traffic Signals, Barberton Traffic Signal Optimization, NE 47th Avenue/NE 78th Street Intersection, TSMO Phase 2, Carty Road Reconstruction, NE 94th Avenue (Clark County), The Vine BRT (C-TRAN), 162nd Avenue Fiber Project and the Destination Downtown Program (City of Vancouver).
- TIP policies and procedures for the 2018-2021 TIP reviewed by TIP process participants.

FY 2017 Financial Data:

Amount Budgeted	TIP: FHWA/FTA/STBG/RTPO Expenditures		
	FY17	Balance	YTD Percent
\$114,501	\$114,501	(\$0)	100%

FY 2018:

The Transportation Improvement Program work element will continue in FY 2018.

CONGESTION MANAGEMENT PROCESS

The Congestion Management Process (CMP) provides data and analysis for the effective management and operation of the transportation system. As such, the CMP is a key component of RTC's metropolitan planning program. The Congestion Management Process provides current and trend-based performance data to serve as the basis for helping transportation decision-makers identify the most effective strategies and projects to address transportation congestion and improve mobility in the region. The CMP informs project scoping and funding in the regional planning and programming process. The CMP considers congestion management strategies in relation to transportation needs identified through capital facility plans and other planning efforts. Projects and initiatives identified to relieve transportation system congestion are then incorporated into the Regional Transportation Plan and are eventually programmed through the Transportation Improvement Program.

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

- RTC's CMP addresses all six required elements of the CMP as outlined in 23 CFR 450.320(c). The CMP report describes these required elements and explains how they are addressed.
- The 2015 CMP Report, adopted by the RTC Board in July 2016, as well as prior annual reports dating back to 2000, can be viewed at RTC's website at <http://www.rtc.wa.gov/programs/cmp/>. These reports highlight data collection, transportation corridor analysis and transportation project identification efforts over the years. The 2014 Report had noted indicators of increased bi-state congestion with increased congestion in the I-5 and I-205 corridors. The I-5 corridor is a focus of the 2015 Monitoring Report Summary and the 2015 CMP findings were presented at the July 28, 2016 Bi-State Coordination Committee meeting. The presentation included a status report on I-5 Corridor projects.
- RTC staff worked closely with WSDOT, local jurisdictions, and C-TRAN, to develop and draft the 2016 Congestion Management Monitoring Report in FY 2017. The Regional Transportation Advisory Committee suggests data collection needs and reviews draft versions of the CMP Report. As members of RTC's RTAC Committee, RTC's bi-state transportation partners, Metro and ODOT, are also involved in the CMP report's development.
- RTC's CMP reports provide a systematic, system-wide approach to monitoring corridor congestion and identifying specific areas of concern. The CMP reports on thirty-one regionally significant transportation corridors in Clark County and includes a full discussion of PM and AM peak period findings as well as additional system performance measures. The report includes auto system performance as well as data and links to information on pedestrian, bicycle, freight, and transit transportation systems. The report identifies strategies to help the region maintain reliable travel speeds and transportation system capacity. Over time, the CMP report has

evolved and now includes performance measures including an assessment of: travel time; travel speed; vehicle occupancy; intersection delay; collision rates; transit occupancy; park-n-ride occupancy; truck percentages; mode choice; and other performance measures.

- RTC's Congestion Management Process has evolved to support the long-term Regional Transportation Plan's goals and objectives and is closely linked to the Transportation Improvement Program (TIP), Vancouver Area Smart Trek (VAST), Transportation System Management and Operations (TSMO), and other planning efforts in the region. RTC recognizes how the value of the wealth of transportation data compiled as part of the CMP process can help to inform establishing performance measures and target setting as part of the planning process beginning with MAP-21. The latest RTP update (December 2014) incorporates findings and highlights from the Congestion Management Process. The CMP is used to help identify RTP transportation needs, projects and transportation strategies. The CMP provides information on developing transportation investment priorities which feed back into the regional planning process and programming of projects in the TIP. The TIP includes a selection criterion that rewards projects that address CMP areas of concern. The CMP links closely to RTC's TSMO Plan with TSMO strategies focused on lower cost operational and multimodal projects that better utilize existing transportation facilities. Other planning efforts, such as the High Capacity Transit Study, Transportation Demand Management (TDM) Plan, pavement preservation and maintenance efforts also link with the CMP process.
- Each year, transportation data is collected including traffic volume counts, turning movements, vehicle classification counts, corridor travel speed, automobile occupancy, and transit ridership. Both the CMP Report and traffic count data are made available on RTC's website. Traffic counts are factored to take account of seasonality, day of week and time of day. Traffic counts are scanned and stored to help meet regional transportation data needs and to help future regional travel forecast model enhancements and updates. C-TRAN's automated passenger counting system is used for transit data collection and analysis. There is strong linkage between the CMP and Transportation System Management and Operations efforts with mutual use of Portland State University's Portland Transportation Archive Listing (PORTAL) transportation data archive and retrieval system. It is anticipated that PORTAL archived data will be increasingly relied upon in future CMP efforts.
- Traffic count data provided to RTC by local jurisdictions and PORTAL data is augmented by traffic count data, travel speed data and travel time data collected by independent consultants hired by RTC. RTC administers the collection of data and meets with local jurisdictions to coordinate their data needs. Data was collected in late September and October of 2016 after RTAC members were asked to review proposed data collection sites. In February 2017 an RFP was issued and staff reviewed the RFP responses received by the March 30 deadline for consultant assistance in collecting traffic counts to support the CMP program. Quality Counts is now contracted with RTC for 3-years to provide on-call data collection services to support the CMP through 2019.
- The draft 2016 CMP Report was prepared in FY 2017, with final adoption anticipated in FY 2018. The 2016 Report was developed by RTC, initial data and findings were discussed by the Regional Transportation Advisory Committee (RTAC) at the April 21st meeting and the draft 2016 report was discussed at RTAC's May 19th meeting. The RTC Board was provided a data preview at the May 2 meeting and select data from the 2016 CMP Report was presented at the June 6 Board meeting. The Report includes a graphic showing the CMP process steps with linkages to RTC's transportation plans, programs and reports allowing for identification of

project needs through the CMP. It also includes a graphic showing data collection and flow to inform planning and programming of transportation projects. The CMP presents a multi-modal review of both existing and future year transportation system performance and the report provides comparisons with prior year system performance. The 2016 Report continues to include a Corridor Strategy Analysis showing the linkage between transportation infrastructure improvements and corridor performance over time from 2005 and forecast into the future. The 2016 Report will be available on RTC’s website following RTC Board review in August 2017. The 2016 Report and Summary Report highlight bi-state corridor conditions.

FY 2017 Products:

- 2015 Congestion Monitoring Process Report. The Report and its findings were endorsed by the RTC Board on July 5, 2016 (RTC Board Resolution 07-16-15). The report is available on RTC’s website.
- The 2015 Congestion Management Process, Summary Report (July 2016) provides an overview of the CMP with key findings, corridor volume to capacity ratios, speed and intersection delay. Additionally, the summary report focuses on the I-5 corridor and Interstate-5 bridge delay.
- New traffic data and transit ridership data to be reported in the 2016 CMP Report, were counted in late September and in October 2016. In addition, traffic count and classification count information were compiled from local agencies to help supplement the CMP program.
- Draft 2016 Congestion Monitoring Process Report. While the draft 2016 CMP Report was prepared in FY 2017, its final adoption will occur in FY 2018. The 2016 Report will be available on RTC’s website following RTC Board review in August 2017.
- Draft 2016 Congestion Management Report summary. Similar to the 2015 CMP Summary Report described above, the Draft 2016 CMP Summary Report documents corridor conditions and this year has specific discussion of increased congestion in the I-205 corridor.
- RTC’s website at <http://www.rtc.wa.gov/programs/cmp/> documents the Congestion Monitoring Process and provides the latest annual report and summary report.

FY 2017 Financial Data:

Amount Budgeted	Congestion Mgmt Process: FHWA/FTA/RTPO		
	FY17	Balance	YTD Percent
\$77,722	\$77,722	\$0	100%

Amount Budgeted	Congestion Mgmt Process: STBG		
	FY17	Balance	YTD Percent
\$14,278	\$14,277.87	\$0	100%

FY 2018:

- The Congestion Management Process element will continue in FY 2018. The annual CMP report will again provide transportation system monitoring data. The CMP report provides the basis for performance measurement in the region’s most congested corridors. As the next Regional Transportation Plan (RTP) update is developed, there will continue to be enhanced linkage and integration between the CMP and RTP with the CMP being used to help identify transportation deficiencies and solutions.

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

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

The Program focuses on strategies and the supporting technology that implement operational and multimodal approaches to make better use of existing transportation facilities by improving system efficiency and performance. They represent the non-capital component of the regional transportation program and emphasize improvements that leverage technology to manage the system without adding new roadway capacity. The operational strategies were prepared through the region's 2011 Transportation System Management and Operations (TSMO) plan (updated in 2016) which supports regional transportation goals by improving travel time reliability, reducing crashes, improving transit on-time performance, and by reducing travel delay, fuel use, and air pollution.

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

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

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

improve transportation performance by collaborating on operational strategies. Federal regulation 23 CFR 450.320(c) for the CMP requires that agencies collaborate to utilize operational management, demand management, transit, and ITS technology to address travel demand before adding roadway capacity.

- RTC emphasizes providing support to partner agencies on transportation operations and planning for ITS/TSMO implementation.
- To effect successful coordination and cooperation, RTC convenes regular meetings of Committees for VAST/TSMO. RTC continues to organize and manage these regular Committee meetings. Membership is made up of partner agencies, as the forum for discussing transportation operations and technology. These Committees include the VAST Steering Committee and the VAST Communications Infrastructure Committee (CIC) and the TSMO Steering Committee.
- The VAST Steering Committee, managed by RTC, is primarily composed of traffic operations staff that work to develop, implement and fund ITS and operations projects. The Committee continues to be an avenue for successful collaboration and an effective way for agencies to coordinate on project delivery, joint project funding, monitoring project development, and project integration. The Steering Committee team is made up of RTC, the City of Vancouver, the Washington State Department of Transportation, Clark County, C-TRAN, the City of Camas, and the Oregon Department of Transportation. The VAST Steering Committee met eleven times in FY 2017.
- The Communications Infrastructure Committee (CIC), also managed by RTC, was formed under the Communications Infrastructure Memorandum of Understanding (MOU). The CIC, which addresses sharing, maintenance, and standards for communications infrastructure and equipment, is made up of both transportation and communications technical staff from the VAST agencies. The CIC met five times in FY 2017.
- The TSMO Steering Committee met twice in FY 2017 with a major focus being on the PORTAL data archive and on emerging issues such as plans for a Smart Cities workshop, bi-state incident Management (TIM), the 2017 call for projects funding through the regional TIP and ATMS coordination and enhancements.

PLANS

- Work on VAST/TSMO Program Regional Plan Updates:
 - *TSMO Plan for Southwest Washington (RTC, September 2016)*: The TSMO Plan connects the planning process with project implementation. The Plan guides the implementation of operational strategies and supporting Intelligent Transportation Systems (ITS) technologies for Clark County and presents a strategic framework for accomplishing transportation system management objectives. It also supports future ITS technology investments and capital improvements necessary to accomplish those objectives. The VAST TSMO Plan was first adopted by the RTC Board in May 2011. The TSMO Plan's update was conducted in two phases. Phase one addressed changes to infrastructure maps, completed projects, and implementation plan status. Phase two reviewed strategies, architecture, TSMO corridors, and the concept of operations.

The original plan was intended as a 10-year vision but the updated Plan has a 5-year look that better reflects both the nature of TSMO strategies as viable near-term solutions to operational deficiencies, as well as the rapid evolution of ITS technologies and operations

practices. It describes the Regional TSMO Vision as well as emerging issues and trends. As part of the TSMO plan update, VAST members identified strategies advanced over the last 5 years, and strategies for implementation in the next 5 years including advances in active traffic management, ramp metering, enhanced traffic signal operations, traffic surveillance, Transit Signal Priority (TSP), regional transit fare integration and regional traveler information.

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

- *VAST Regional Communications Plan (RCP; RTC, October 2016)*: RTC, in coordination with the VAST regional partner agencies, has completed an update to the regional ITS Communications Plan, now over 10 years old. The updated plan describes the existing communications networks of Clark County, the City of Vancouver, and WSDOT, identifies gaps in the network and other system needs, and develops a cohesive set of regional strategies to maintain, improve the network, and identify future needs.
- *WSDOT Ramp Metering Study (2017)*. WSDOT undertook a study of ramp metering and its application to all Clark County urban freeways. Implementation will be carried out dependent on the Study results and identification of priority locations.

PORTAL

- *Regional Transportation Data Archive*: RTC and the VAST agencies have an ongoing partnership with Portland State University in the regional transportation data archive known as Portal. The Portal archive contains, in a single location, historical and real-time transportation data from agencies in the Vancouver-Portland region. This information warehouse can be used by researchers, planners, traffic engineers, and the public to look at multimodal transportation performance throughout the region. In FY 2017, RTC has continued to work with Portal staff and VAST agencies to implement enhancements to the archive site.
 - RTC has coordinated with PSU, Clark County, WSDOT and ODOT to retrieve vehicle length data from existing radar and loop detectors as an indicator of freight/truck volumes and agreed on a definition of vehicle length categories. Sample vehicle length data is being tested in Portal and a regular vehicle length data feed from WSDOT and Clark County was completed in FY 2017.
 - PSU is now receiving a regular data feed from C-TRAN.

PROJECTS

- *Bi-state Travel Time Project*. The Project was activated in fall 2015 and continues to provide real-time travel information to the public along the I-5, I-205, and SR-14 corridors in the Vancouver/Portland region. It consists of a combination of guide signs showing travel times via alternate routes as well as utilization of existing variable message signs. Four guide signs are located in Vancouver at route decision points while five variable message signs display travel times for specific destinations along a route.
- *WRIGHT Project*. Clark County. Software, hardware upgrades, multagency video sharing.
- *Joint ATMS WSDOT - Move to single, shared central system with Clark County*.

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

COORDINATION

Overall VAST/TSMO Coordination.

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

FUNDING

- *2017-2020 Transportation Improvement Program*. Ideas for CMAQ-funded VAST project applications.

TRAININGS, MEETINGS AND WORKSHOPS

- RTC staff coordinated with bi-state partners, including Metro, and participated in meetings of Oregon Transport, which is the Oregon region's equivalent of the VAST Steering Committee, and Oregon Transport Technical Advisory Committee.
- RTC staff continued to participate in trainings, meetings and workshops related to VAST including:
 - Smart Cities Strategy meeting at PSU to discuss workscope and funding for a collaborative, multi-partner Smart City plan for the region building from the Smart Cities Challenge, October 27, 2016.
 - Transportation TAC, ODOT, Nov. 9, 2016.
 - Clark County's STEVE and WRIGHT ITS projects, Clark County meeting; December 15, 2016.
 - ATMS.now informational meeting, March 20, 2017.
 - Bi-state regional Traffic Incident Management (TIM) Coalition meeting May 9, 2017.
 - BlueMAC training, Clark County meeting, May 2017.
 - ATMS Show and Tell, WSDOT/RTC/Clark County meeting, relating to a potential grant request, May 2017.
 - Clark County's STEVE project, DOT regional workshop, June 1, 2017.
 - Traffic Incident Management meeting, June 7, 2017.
 - Wavetronix data collector system use, training meeting, June 7, 2017.

FY 2017 Products:

- 2015-2016 Annual Report on the VAST Program, its recent accomplishments and ongoing activities presented to the RTC Board of Directors at the Board's October 2016 meeting.

- Management of the VAST program, including coordination of the preparation of agreements needed to support the implementation of the VAST program and the deployment of ITS projects.
- Agenda and facilitation of the VAST Steering Committee, the Communications Infrastructure Committee (CIC), and the TSMO Steering Committee.
- Coordination of ITS activities within Clark County and liaison with Oregon ITS.
- Update to RTC website materials to explain the work of the VAST program including regional collaboration on transportation system management and operations (TSMO) and on intelligent transportation systems (ITS).
- Update to the TSMO Plan (RTC, September 2016) together with continued implementation and monitoring.
- Update to the Regional Communications Plan (RTC, October 2016).
- Completion of joint funding applications and successful programming of projects in the Transportation Improvement Program (TIP). Operational projects programmed for funding in the 2017-2020 TIP are derived from and are consistent with the 10-year TSMO Implementation Plan.
- Continued coordination with Clark County on the County’s STEVE and WRIGHT projects.
- Continued collaboration with the Portland State University (PSU) PORTAL (Portland Transportation Archive Listing) data archive for use in the VAST program.

FY 2017 Financial Data:

Amount Budgeted	VAST 2017/2018: STBG		
	FY17	Balance	YTD Percent
\$59,574	\$0	\$59,574	0%

^ all Local : On advanced Construction as of 6/30/17

Amount Budgeted	VAST 2014/2017: STBG		
	FY17	Balance	YTD Percent
\$144,426	\$144,426	\$0	100%

FY 2018:

RTC will continue the VAST work program in FY 2018, coordinating and managing ITS and operations-related activities which includes providing support to partner agencies.

BUS ON SHOULDER FEASIBILITY STUDY

Bus on shoulder was first identified as a possible transit improvement strategy for I-205 in the Clark County High Capacity Study (HCT) recommendations adopted by the RTC Board in December 2008. The study recommended a series of transit improvements on I-205 including bus on shoulder operations on congested freeway segments. As the economy improves, capital investment in new roadway capacity is not keeping pace with population and employment growth and congestion in the region continues to worsen. In response, the region is looking at innovative strategies to provide transportation services and improve system performance with low-cost improvements. The BOS Feasibility Study was initiated as a result of the I-205 Access and Operations Study recommendations adopted by the RTC Board in November 2014 which identified bus on shoulder (BOS) as a possible low cost way to improve transit mobility, reliability and overall performance, bus service reliability, and ridership. Work on the Bus on Shoulder Feasibility Study was continued from FY 2016 and in FY 2017 focused on analysis and Study recommendations.

- The BOS Study examined the technical, operational, geometric, and policy options regarding part-time shoulder running for transit bus operations along I-205 and SR-14 during times of heavy congestion. The study area encompassed the I-205 corridor from the 18th Street interchange, south to the I-84 interchange in Oregon and on SR-14 from I-205 to 164th Avenue.
- As a key element of the Bus on Shoulder Feasibility Study, RTC hosted a bus on shoulder workshop with agency stakeholders and policy makers on December 5 and 6, 2016. Session one, on December 5th, was attended by more than fifty people comprising a wide array of stakeholders including elected officials, executive staff, as well as public safety and incident management personnel. Also participating were TAC member agencies and representatives from the Washington State Patrol, the Federal Highway Administration, and the Federal Transit Administration. The session focused on an educational overview of best practices around the country regarding policy, engineering, operational, and technical issues associated with BOS. At the workshop, information about existing conditions, geometrics, and characteristics in the study corridors and technical information on a potential pilot project on SR-14 were presented. The second session, on December 6th, emphasized engineering with technical and operations staff and other stakeholders potentially affected by a proposed BOS system. BOS concepts and associated engineering, operational and geometric issues for the candidate corridor segments were identified and discussed with the goal of selecting a feasible BOS strategy for the SR-14 and I-205 corridors.
- As part of the Study, C-TRAN data and state route geometrics were reviewed by the consultant. In addition, a noise study was carried out.
- RTC hosted meetings of the BOS Leadership Team and BOS Technical Advisory Committee with members from RTC, WSDOT, ODOT, C-TRAN, Metro, and TriMet as well as consultant staff.
- RTC staff made BOS presentations to the RTC Board (as documented in the Products section below), to the C-TRAN Board on January 10, 2017, to the C-TRAN Citizens' Advisory Committee on February 23, to the Bi-State Coordination Committee on March 16, to the American Council of Engineering Consultants on May 1, to the C-TRAN Board on June 13, and to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on June 15, 2017.
- Recommendations emerging from the Study followed the general operating rule for a bus on shoulder system: buses can use the freeway shoulder any time mainline speed drops below a defined threshold. RTC's Study assumed that buses can use the freeway shoulder when

mainline speeds are less than 35 mph; buses are allowed to go up to 15 mph faster than general traffic but still have a maximum speed of 35 mph. Use of the shoulder always maintains its priority for emergency stops, incidents, and breakdowns.

FY 2017 Products: Bus on Shoulder Feasibility Study

- BOS was examined as one of the options that can offer improved mobility and reliability for transit. A Bus on Shoulder Feasibility Study Final Report was published in May 2017. The Report includes sections on project background, existing conditions, corridor evaluation process, evaluation findings, an implementation plan and study Recommendations. The Report also includes an Executive Summary highlighting the study purpose and goals, evaluation process, BOS examples and requirements, existing bus routes and travel speeds, recommendations and costs.
- RTC Board briefing materials developed for the November 1, 2016, the February 7 and June 6, 2017 meetings.
- RTC webpage information describing the BOS Study.

FY 2017 Financial Data: Bus on Shoulder Feasibility Study

Amount Budgeted	Bus on Shoulder Feasibility: STBG		
	FY17	Balance	YTD Percent
\$150,000	\$150,000	\$0	100%

Amount includes \$15,126.89 reported as expended in 2016

The Study was completed with consultant assistance from DEA.

FY 2018: Bus on Shoulder Feasibility Study

The Bus on Shoulder Feasibility Study concluded in FY 2017. Implementation will move forward with a pilot project on SR-14. C-TRAN and WSDOT are working together to have the SR-14 Bus on Shoulder Pilot Project operational in fall 2017 and have completed agreements on operating rules, signage, striping and shoulder maintenance as well as driver training and a public information campaign is developed for the project. The C-TRAN Board approved all the necessary agreements at their meeting on June 13, 2017. RTC staff will collaborate with WSDOT and C-TRAN in assessing the SR-14 BOS pilot project and will propose relevant study recommendations and strategies for inclusion in the Transit System component of the Regional Transportation Plan.

SKAMANIA AND KLICKITAT RTPO

RTC staff continued to assist Skamania and Klickitat Counties with regional transportation planning issues including monitoring of transportation system performance. Highlights of the program in FY 2017 included collection of transportation data in the Bingen area and development of the Bingen/White Salmon Traffic Circulation Study, amendment to Skamania County's Regional Transportation Plan and continued regional and bi-state coordination through the efforts of the Gorge Translink partners.

- RTC provided ongoing transportation technical assistance to Skamania and Klickitat Counties as part of a coordinated transportation planning process.
- Freight transportation planning in the Gorge area continued. Skamania County expressed concern about growing truck numbers using SR-14.
- RTC staff organized and led regular meetings of the Skamania and Klickitat Transportation Policy Committees held on August 3, October 5, and December 7, 2016, February 1, April 5 and June 7, 2017. RTC and WSDOT staff coordinated the development of agenda items, meeting materials and presentations as well as meeting minutes for each meeting. In FY 2017 these agenda items included:
 - Development and adoption of the 2017-2020 RTPO STIP (October 2016) and input of projects to STIP software.
 - TIB project development and information on FY 2018 TIB project selection.
 - Amendment to Skamania County's Regional Transportation Plan to clarify in Chapter 3's Economic Development Needs section that The Bridge of the Gods toll revenue should be used to fund implementation of the Bridge's 10-Year Plan.
 - SR-14 Bingen/White Salmon Data Collection.
 - SR-14 Bingen/White Salmon Circulation Study.
 - Freight transportation planning issues including response to WSDOT's call for projects as part of the Washington State Freight Mobility Plan update.
 - Preparation for the state's Freight and Goods Transportation System update.
 - Transportation funding sources in Washington State.
 - Statewide Regional Mobility Grant.
 - Action on the priority projects going into the RTC ranking of projects applying for 2017-2019 WSDOT Consolidated Public Transportation Grants consistent with needs identified in the 2014 Human Services Transportation Plan. At a later meeting, the results of the prioritization process across all three counties (Clark, Skamania and Klickitat) were presented.
 - Bridge of the Gods 10-Year Plan, support for NHS designation for the Bridge of the Gods and pedestrian pathway.
 - The Gorge Commission's transportation issues and priorities.
 - Information on the process for Transportation Alternatives grant applications which is competitive across all three RTC counties.
 - Overview of transportation safety focused on county collision data and how the data relates to Washington's Target Zero factors.
 - State Legislative updates.

- TIB's Complete Streets awards program. RTC helped the City of North Bonneville's consultant on an application for Complete Streets funding which was successful in securing funds.
- Obligation of federal transportation funds and discussion of WSDOT's federal obligation policy.
- Federal Surface Transportation Block Grant (STBG) allocation.
- Notification of the "Gorge-ous Night in Olympia" on February 15.
- Notification of the March 17 Columbia River Regional Forum.
- Freight planning: coordination with WSDOT on designation of Critical Rural Freight Corridors as part of the National Highway Freight Network.
- Review of the Regional Transportation Plans for both Skamania and Klickitat Counties occurred in FY 2016. The decision was to update the Skamania County RTP with added wording to address connection to the Bridge of the Gods but no update to the Klickitat County RTP. RTC Board action was taken on the Skamania County RTP update in FY 2017.
- Preparations for RTC's 25th year anniversary to be celebrated in August 2017.
- Updates on transportation projects in Skamania and Klickitat Counties including:
 - 2017 Pavers: Paving projects on SR-97 north of Goldendale and on SR-14 east of SR-97 will be completed in summer 2017.
 - SR-14, Paving/Chip Seal Repair. Numerous needs following harsh winter weather.
 - SR-14/Wind River Road Intersection: WSDOT worked to collect additional project site data and to survey geotechnical features and hydrology for two alternatives including a T-intersection and a roundabout. WSDOT worked with businesses and stakeholders on the alternatives and conducted a public outreach process. WSDOT has [You Tube video](#) of the proposed project. Working toward a 2018 construction date.
 - SR-14/Water Line: The City of Bingen fixed a waterline under SR-14 in summer 2016.
 - Hot Springs Avenue: Wet weather caused concerns regarding three active slides. Skamania County has contingency plans if lane closures are necessary.
 - Evergreen East, North Bonneville: The City is seeking a contractor to use TIB grant funding to improve Evergreen East.
 - Bingen Overpass: WSDOT has begun design of two alternatives for the overpass and intersection for this Connecting Washington project. WSDOT is working with stakeholders to develop criterion e.g. safety, economic development, cost etc.
 - Bingen Point: the Port of Klickitat is leveling approximately 5 acres within Bingen Point.
 - First Street Stop Sign, Stevenson: sign to be removed by the City.
 - Kanaka Creek Road: right of way finalized and project scheduled in summer 2017.
 - Gropper Road: The City has a TIB grant to construct a sidewalk and will do so at the same time as the Kanaka Creek Road project.
 - SR-97 Paver: Paving from Biggs Bridge to SR-14. Completed 2017.
 - Skamania Bridge Painters: Hatchery Bridge: painting was delayed to 2017 due to easement for equipment staging.
 - Wind River Road Paver: Hot Springs Avenue to Metzger Road completed in 2016.
 - SR-97 Satus Creek Bridge: WSDOT is working with the Yakama Nation to begin survey and design and is looking at a 2019 project delivery.

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- Fisher Hill and Lake Road: Fisher Hill is complete with the project remainder suspended for winter. The next phase will begin in August 2017.
 - Orchard Heights Road: will rebuild about 2.5 miles of local road north of Goldendale.
 - Bickleton Highway Paver: using STP funds to pave about 6 miles in 2017.
 - Wahkiacus Heights Road: Klickitat County is rebuilding about 3 miles of road with paving completed in August 2016.
 - Bridge of the Gods: Review of tolling technology, toll booth location and storage lanes. The Port is conducting an engineering assessment for seismic upgrade of the Bridge. RTC staff attended a December 2 meeting on the Bridge hosted by the Port of Cascade Locks.
 - Hood River Bridge: The Port of Hood River reported lift span repairs are complete, a draft sign plan has been completed, a variable message sign is being purchased and the Bridge's guardrail was repaired. The Port is developing two bridge replacement models working toward a possible 2017 FAST Lane grant and is working with the Oregon Legislature on a statewide funding package.
 - SR-142 Klickitat River Bridge Replacement: Project completed and opened to traffic in late October 2016.
 - Klickitat County Safety Projects: edge striping, curve warning signs and guardrail project.
 - Port of Klickitat Pathways: The Port is seeking Transportation Alternatives funding to support construction of multi-use paths at Bingen Point.
 - County Chip Seal: Skamania County and Cities working together to complete chip seal work in 2017.
 - Bingen Transportation Study: RTC is leading a circulation study along SR-14 in the Bingen area.
 - Coyote Ridge Road: the Port of Skamania is working with the City of North Bonneville to connect Coyote Ridge to the Dam Access Road to support development of the Cascade Business Park.
- Review and development of the RTPPO work elements for calendar year 2017 and for the FY 2018 Unified Planning Work Program.
 - Human Services Transportation Plan Consolidated Grant applications – RTC staff coordinated with Skamania County Senior Service and Mount Adams Transit to ensure applications were made for statewide Consolidated Grant Program funds for continuation of services, expansion of services and capital equipment purchase. Applications were discussed at Skamania and Klickitat Policy Committee meetings and applications were forwarded to WSDOT and to RTC's Stakeholders Meeting held on December 14, 2016 to decide on ranking of projects from the RTC region.
 - Skamania Senior Services transit was discussed. In FY 2016, Western Federal Lands provided grant funding to provide weekend recreational service to popular Columbia River Gorge trailheads. The service between Fisher's Landing Transit Center and Dog Mountain began in June 2016. Shuttle service between the fairgrounds and Dog Mountain began in mid-April 2016. Ridership peaked on Mother's Day weekend with over 450 riders. Information on the transit services, including continuation of recreational trail bus service is available online at: <http://www.skamaniacounty.org/senior-services/homepage/services/public-transportation/>

- RTC staff provided ongoing technical assistance to Skamania and Klickitat County jurisdictions including assistance in applications for federal and state transportation funding, including state Transportation Improvement Board funding.
- For consistency purposes, RTC staff coordinated with ODOT in April 2017 on ODOT's designation of Critical Rural Freight Corridors in the Gorge area. Work on Washington State's designation of CRFCs was completed in fall FY 2017.
- SR-14 Bingen/White Salmon Data Collection. RTC issued an RTP for consultant services to conduct the data collection in July 2016. Work on the Data Collection is described under a separate work element.
- SR-14 Bingen/White Salmon Circulation Study. RTC worked with WSDOT, scoped the Study, issued an RFQ in September 2016 and worked with stakeholders to select a consultant to work on the Study. WSP|PB was selected as Study consultant. A first meeting with the consultant and stakeholders was held at Bingen City Hall on October 24 to draft the Workslope and Budget. Work on the Study is described under a separate work element.
- RTC's Director attended the August 24, 2016 One Gorge meeting and the October 11 Gorge Commission meeting.
- Coordinated with the Gorge Infrastructure Committee to plan for a March 17 Forum and drafted the RTC Forum presentation. RTC staff participated as a Gorge infrastructure panelist, together with ODOT, WSDOT, MCCED and Port staff, at the American Planning Association's Gorge Conference held on March 17.
- Early in 2017, RTC's Director met with the new RTC Board member representing Skamania County, Commissioner Tom Lannen, to overview regional transportation issues. RTC staff also met with North Bonneville's City Administrator, Sam Hughes.
- RTC staff participated in and reviewed meeting materials for Gorge Translink meetings held in alternating months. RTC Staff coordinated with Dan Hoyt, MCEDD's Mobility Manager and attended the September 15 and October 27 meetings of the Development Strategy Steering Committee which included discussion of transportation needs in the Gorge area.

FY 2017 Products:

- Agendas and minutes for regular Skamania and Klickitat County Transportation Policy Committees.
- 2017-2020 RTPO Transportation Improvement Program (TIP) for Skamania and Klickitat Counties.
- Amendment to the RTP for Skamania County (RTC Board Resolution 11-16-27, November 2016).

FY 2017 Financial Data:

Amount Budgeted	Skamania/Klickitat Counties: RTPO Expenses		
	FY17	Balance	YTD Percent
\$39,660	\$39,660	\$0	100%

FY 2018:

Klickitat and Skamania County RTPO activities will continue with the FY 2018 UPWP.

BINGEN/WHITE SALMON CIRCULATION STUDY

The objective of the Bingen/White Salmon Circulation Study is to identify current and future travel trends and traffic patterns along SR-14 in the Bingen/White Salmon area and identify transportation needs. The Circulation Study will inform the transportation decision-making process in the region including the Regional Transportation Plan for Klickitat County and will inform the state-funded Bingen Overpass project. The study corridor encompasses the SR-14 corridor from Mile Post 63.5 (SR-141 Alt.) to Mile Post 68.0 (east Bingen city limits), including the BNSF main line railroad.

- RTC manages the Study with professional consultant services provided by WSP-USA.
- The Study is being developed with close coordination between RTC, WSDOT and stakeholders in the Bingen/White Salmon area.
- The six Study activities and tasks are:
 - Vehicle Traffic: Compile and analyze baseline and future vehicle traffic.
 - Rail Traffic: Compile and analyze baseline and future rail traffic.
 - Grade-separated Railroad Crossing: Assess traffic pattern changes resulting from the construction of a new grade-separated railroad crossing.
 - Improvements: Assess the need for future improvements, including alternatives and potential cost.
 - Safety: Assess the current and future safety conditions within study area.
 - Economic Analysis: Evaluate the economic impact of a new Bingen Point Grade-separated Railroad Crossing.

FY 2017 Products:

- Research and analysis conducted to inform the final Study Report.
- Review of available data including origin-destination, traffic volumes, turn movement counts, truck volumes, historic ADT volumes from WSDOT Traffic Count Portal on SR-14 near Oak Street, SR-35 Hood River Bridge volumes travel time estimates, crash data 2013-2016, rail traffic and Comp plan.
- Methodology memo.
- Freight truck summary.
- Future vehicle and rail demand forecast.
- Parking inventory/utilization in the City of Bingen.
- Began traffic analysis (Synchro) to assess current peak period traffic delays and level of service.
- Agendas and meeting materials for Circulation Study Advisory Committee meetings. Meetings included a June 13, 2017 meeting at the City of Bingen.
- Stakeholder interview summary memo following stakeholder outreach and interviews conducted by sub-consultant, EnviroIssues.

FY 2017 Financial Data:

Amount Budgeted	Bingen White Salmon Circulation		
	FY17	Balance	YTD Percent
\$200,000	\$70,955	\$129,045	35%

FY 2018:

The Bingen/White Salmon Circulation Study will continue into FY 2018.

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

Regional Transportation Data and Travel Forecasting

- The regional transportation database was maintained with updated demographic data, traffic count data and mapping. RTC staff quality checked and input updated traffic counts, freight classification counts, transit ridership, vehicle occupancy and corridor travel time into the database to support the regional transportation planning program and for use in the Congestion Management Process report and in future performance based planning efforts.
- The traffic count program database is made available on RTC's website. The data is used by staff of local jurisdictions, agencies, consultants, businesses and the public. The traffic count program has an interactive data querying function and allows visualization of traffic count data locations through use of Google Maps to display satellite or map views of count locations. The public can access data by clicking on the area of interest on a map of the County. RTC's transportation database includes traffic counts, some classification counts, travel time and vehicle occupancy data. RTC continues to use the services of Quality Counts to support traffic count collection in corridors that are not automated. RTC staff met with jurisdictions to agree on FY 2017 traffic count locations and with Quality Counts to review their work providing traffic counts and corridor travel times in the region. A table showing the top 20 traffic volume intersections in Clark County was updated to 2016 using the latest data collected. Columbia river crossing traffic counts and trends for both the I-5 and I-205 bridges are updated annually and made available on RTC's website together with past years' data.
- Advances continue to be made in automating traffic counting with jurisdictions installing automation technology and using Portland State University's PORTAL (Portland Transportation Archive Listing) data system to collect, archive and retrieve the data. The ultimate goal is to have a rich and robust traffic count data set that will improve the ability to calibrate and validate the regional travel forecast model as well as provide data for analysis in transportation and planning studies. In FY 2017, RTC, C-TRAN and PSU staff continued to coordinate on development of the transit system data component of PORTAL and PSU, RTC and Clark County worked toward establishing a data feed from Clark County to PSU. RTC met with local partners and PSU staff periodically in FY 2017 and participated in PORTAL TAC meetings to discuss further PORTAL database customization and planned improvements for PORTAL in 2018. PORTAL data is used to support and enhance the Vancouver Area Smart Trek (VAST) and Congestion Management Process (CMP) work elements and may be useful in implementing performance based planning.
- RTC's technical staff continued working to design a transportation project database to complement work under the Transportation Improvement Program (TIP) element. The database will allow for information on past projects to be easily accessed.
- Technical staff continued to update RTC's website at <http://www.rtc.wa.gov>. The website includes a search feature and the web interface allows for ease of viewing on both computer and on mobile devices such as smart phones as well as language translation for those with Limited English Proficiency (LEP). The website provides RTC a tool for both disseminating information and for receiving feedback from the public. The website includes information on RTC meetings, the agency's core metropolitan transportation planning programs as well as transportation data and explanation of regional travel forecast services. Information on RTC's web site is regularly updated and the home page includes current topics and news items. Archived reports and

information are also available on the website. In FY 2017, RTC staff added website items on, for example:

- The 2015 Congestion Management Process Monitoring Report
 - A report on the opening of the I-205/18th Street interchange
 - The TIP's release for public comment
 - Draft updated Public Participation Plan's release for public comment through October 24, 2016
 - C-TRAN's ribbon cutting at the opening of the Fisher's Landing Transit Center expansion
 - Adoption of the TIP
 - The 2016 update to the TSMO Plan
 - TIB project awards for this region announced at the November 18, 2016 TIB meeting
 - 2016 RTC Annual Report
 - Updates on safety and ped/bike projects proposed for WSDOT funding
 - The adopted 2017-2020 TIP
 - Title VI and Limited English Proficiency Plan updates
 - MPO Certification Review RTC Board Listening Session, media release and home page item
 - 2016 Annual List of Obligation (TIP)
 - RFP for consultant assistance in transportation data collection
 - Vancouver's 18th Street project constrictopm
 - An explanation of the RTC Board action to endorse advancing the I-5 bridge replacement.
 - Adopted FY 2018 UPWP
 - 2018 RTP update launch
 - Transportation Alternatives program, invitation to comment on proposed projects
 - Call for TIP projects
 - Bus on Shoulder Feasibility Study, news report and web page
- RTC staff continued to research use of the National Performance Management Research Data Set (NPMRDS), the probe data FHWA is using internally for passenger and freight analysis and making available to States and MPOs for use in performance based planning and management.
 - Staff updated the database of visual images and photography for use in transportation reports produced by RTC.
 - Maps were produced using ARC-GIS software for the 2016 Congestion Monitoring Report, to support development of the TIP map and database, for RTC project showcases and to support development of RTC's 25th anniversary report.
 - RTC staff continued to use the Greater Portland Pulse data set and its graphic capabilities to enhance data analysis capabilities. The Portland Pulse data set was compiled to support the regional performance indicators project; Greater Portland-Vancouver Indicators (GPVI). The GPVI tracks the whole region's social, environmental and economic well-being and seeks to enhance collaboration between communities.
 - RTC staff participated in meetings of the Clark County Geographic Information System (GIS) Users' Group and regularly coordinated with the Clark County Department of Assessment and

GIS to support the regional transportation planning process with GIS data layers and mapping capabilities.

- RTC staff coordinated with the Clark County IT department throughout the year to help meet RTC's computer system needs. Work included keeping RTC's computer stations maintained and software functioning, installation and set-up of new computer work stations for transportation analysis and modeling as well as Geographic Information System (GIS) development.
- RTC's regional travel forecast model is coordinated with Metro and is EMME/4 based. Model development in the Portland-Vancouver region is led by Metro and RTC coordinates with Metro on its development. RTC uses the regional travel forecast model as a tool to analyze transportation system performance and to identify potential future regional transportation system deficiencies. The model can be used for 1-hour peak, multiple-hour peak assignments and off-peak assignments.
- The regional travel forecast model is continuously being assessed and upgrades implemented by Metro. Metro's current model is code-named "Kate" having recently been re-estimated using survey data and its base year updated to 2015. RTC's staff regularly reviews and updates the model's highway and transit network coding. Coordination with Metro this year has focused on refinement of the region's travel forecast model. RTC staff continues to provide Metro with updated TAZ level demographic forecast data and updated highway and transit networks. In May 2017, Metro, RTC and other regional planning partners met to consider the impacts of autonomous vehicles and what scenarios and variables should be used to account for autonomous vehicles in the Regional Travel Demand Model.
- The Regional Travel Forecast Model continued to be used as a tool to analyze transportation needs to support regional transportation studies, plans and projects. Transportation analysis measures included use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Data compilation, analysis and model development focused on work to support the 2018-2021 TIP project evaluation and the Congestion Management Process. Staff continued to consider how model output could be used to meet performance based planning requirements and system performance reporting for the next RTP update.
- Dynamic Traffic Assignment (DTA) techniques are increasingly important in evaluating transportation systems; modeling and assessing traffic operations and impacts, ITS evaluation, congestion pricing analysis, and concurrency analysis. RTC has transitioned to use of DTA Lite for mesoscopic modeling purposes. DTALite is an open-source dynamic traffic assignment model, using dynamic traffic assignment to analyze changing transportation system conditions and needs of the region. In FY 2017, RTC staff worked on signal time coding for network modeling.
- RTC staff presented a paper, Application of Select Zone Assignment - Using "SOLA Traffic Assignment" & "per Class Path Analysis Option" in Modeller, at the INRO EMME Users Conference held in Portland on September 20/21, 2016.
- RTC staff continued to research methods for potential future use to carry out project evaluation and prioritization related to the transportation project's economic benefit. Staff evaluated the TREDIS as an economic impact analysis tool.
- RTC continued to work with C-TRAN on data and GIS data requests.

- Select link regional travel forecast model assignments were used to evaluate projects for funding consideration in the 2017-2020 TIP process. Model data were used to evaluate the effect of various transportation projects on economic development and employment growth.
- Regional transportation planning, modeling and analysis efforts depend on the availability of data. In addition to traffic counts and household travel survey data, RTC continued to rely on US Census, American Community Survey, Washington Office of Financial Management, and Washington Employment Security Department databases as part of RTC's regional transportation planning work.
- RTC staff provided model output to consultants working on transportation projects. These outputs included distribution data and select zone assignments to support traffic impact analyses.
- RTC staff attended training classes and workshops relating to transportation data, modeling software and processes. These webinars, workshops, conferences and demonstrations included:
 - "Tourism Stimulus", REMI webinar; July 27, 2016.
 - National Performance Management Research Data Set (NPMRDS), quarterly webinar on the probe data used by FHWA for passenger and freight traffic analysis; August 9, 2016.
 - Transportation and Community Summit, Portal Workshop at PSU; September 8, 2016.
 - Dynamic Traffic Assignment: A Practical Approach, TMIP webinar; September 14, 2016.
 - INRO training class on EMME Notebook and Scripting; September 19, 2016.
 - Implementation of the Rapid Policy Assessment Tool; a tool to evaluate land use and transportation investments and policies, webinar; November 2, 2016.
 - "Solutions-based Analysis Modeling Policy", REMI webinar; December 6, 2016.
 - "Economic and Demographic Dimensions of Regional Growth", REMI webinar; December 13, 2016.
 - Lessons Learned from Backcasting and Forecasting Exercises, focused on the experiences of Baltimore and Cincinnati in dynamic validation of their regional travel models, TMIP webinar; December 14, 2016.
 - "The Effectiveness of Disseminating Traveler Information on Travel Time Reliability", webinar; January 18, 2017.
 - "Enhanced Methods to Forecast Travel Behavior in Response to Travel Time Reliability and Pricing", TMIP webinar which included a report on SANDAG's modeling practices; January 18, 2017.
 - Solutions-Based Analysis Modeling Policy; REMI webinar; January 24, 2017.
 - Completing a REMI Analysis; REMI webinar; February 7, 2017.
 - Infrastructure Goals and Challenges, REMI webinar; March 14, 2017.
 - Integration of DTA with Agent-based and Activity-based Modeling in Maryland, TMIP webinar; March 15, 2017.
 - Addressing Emerging Technologies for Freight Modes, TREDIS webinar; March 30, 2017.
 - The Transportation Revolution - analysis of effects of innovation in transportation, webinar; April 13, 2017.

- Transight 4.0 workshop; April 2017.
- The Oregon Cap and Trade Program, REMI webinar; April 2017.
- Using Performance Measures to Justify Signal Systems on Arterials, REMI webinar; May 4, 2017.
- Portland MSA Regional Outlook Meeting at PSU's Northwest Economic Research Center to discuss population, housing and employment trends in the metro region; May 17, 2017.
- Use of ABM/DTA integrated models in Ohio and Atlanta, TMIP webinar; June 7, 2017.
- RTC's regional travel forecast model is based on that of Metro, Portland, so RTC staff participates in regular meetings of the Oregon Model Steering Committee and Oregon Model Users' Group. At the April 12 TransPort meeting held at ODOT, RTC staff provided a presentation on RTC's TSMO Plan.

Air Quality Planning

- Given the air quality status of the Vancouver/Portland Air Quality Maintenance Area (AQMA), regional conformity analyses for ozone and carbon monoxide are not required for the Regional Transportation Plan and Transportation Improvement Program (TIP) for Clark County. The Vancouver/Portland AQMA is designated in "attainment" for Ozone and the Vancouver AQMA is re-designated back to "attainment" status for CO under a Limited Maintenance Plan (LMP) published by Southwest Clean Air Agency in 2007 and subsequently approved by the Environmental Protection Agency. Areas with approved maintenance plans are not subject to budget tests, but are subject to meeting other transportation conformity requirements of 40 CFR part 93, subpart A, including the timely implementation of State Implementation Plan (SIP) transportation control measures, transportation plans and projects that comply with the fiscal constraint requirement, interagency consultation and MTP and MTIP conformity determinations where applicable.
- RTC continues to participate in consultation with environmental partners including participation in EPA Region 10 transportation conformity quarterly teleconferences with consultation partners. The September 26, 2016 consultation meeting included use of MOVES, CO hotspot analysis, MOVES GHG guidance, the final PM2.5 Implementation Rule and updates from MPOs, COGs and DOTs.
- The 2017–2020 regional Transportation Improvement Program was reviewed by statewide resource agencies and state departmental representatives as part of the air quality interagency consultation with a review meeting/conference call held on October 24, 2016.
- RTC staff reviewed Metro TPAC and JPACT packet materials on air quality topics and status of air quality analysis in the Portland, Oregon region.

Technical Services

- RTC staff continued to provide technical assistance and services for local jurisdictions and transportation agencies including advice and training in regional travel forecast model, output from model, and update of the model for local needs. RTC's technical services focused on transportation data and analysis to support local planning and project development such as assistance to jurisdictions on Capital Facilities Plan updates. RTC provided training to Battle Ground staff on use of the regional travel forecast model and its use to model Scotton Way with and without signals, and assisted Washougal and its project consultant by providing model output for the Downtown Washougal Circulation Study and Washougal Urban Growth Area

modeling. RTC worked together with Camas and Washougal on traffic modeling for the Crown Road area. WSDOT and RTC worked together on a freeway Ramp Signal. Study.

FY 2017 Products:

Regional Transportation Data and Travel Forecasting

- Data input to the regional transportation database to keep the database current. RTC compiles and uses data from sources such as the U.S. Census, including Census Transportation Planning Package (CTPP) data and the American Community Survey (ACS).
- Reviewed, processed and input updated regional traffic counts from WSDOT and local jurisdictions as well as October/November 2016 counts by Quality Counts into RTC's traffic count database.
- Frequent update to RTC's website. The website enables information dissemination and public feedback.
- Regional travel forecast modeling to support local, regional and state planning and transportation project development. Output plots resulting from regional travel forecast model runs.
- Traffic counts were input to the regional travel model's network to help validate the model for a 2015 base year update in preparation for development of the 2040 Regional Travel Forecasting Model for use in the 2018 Regional Transportation Plan update.
- Compilation of data and coordination with local jurisdictions on allocation of year 2040 demographic forecasts to Transportation Analysis Zones (TAZs) to support model update and its use in the 2018 RTP update.
- Maps, graphics, databases, PowerPoint presentations and RTC website updates to support the regional transportation planning program.
- RTC's transportation photo image database was supplemented with updated photos of the local community and transportation projects. Photos and images in the database are used to make reports visually attractive and more appealing to the public.
- Completed a funding application for STPBG funds to help fund the next regional household travel demand survey.

Air Quality

- Consultation with air quality partners, local jurisdictions and consultants on air quality requirements for the Vancouver AQMA.
- RTC staff analyzed the air quality impacts of projects proposed for TIP Congestion Mitigation/Air Quality (CMAQ) funding. Staff also prepared an annual report on air quality benefits derived from use of CM/AQ funds for transportation projects and submitted the report to WSDOT Local Programs.

Technical Services

- RTC staff provided regional travel forecast model output to local jurisdictions and consultants.

FY 2017 Financial Data:

Amount Budgeted	Data Mgmt/Forecasting: FHWA/FTA/STBG/RTPO		
	FY17	Balance	YTD Percent
\$435,106	\$487,726	(\$52,620)	112%

FY 2018:

Development and maintenance of the transportation database and regional travel forecast model, together with technical assistance to local jurisdictions, will continue in FY 2018 with a focus on preparation for federally-required performance management analysis needs.

BINGEN/WHITE SALMON DATA COLLECTION

Working with WSDOT and the Klickitat County Transportation Policy Committee, the collection of existing traffic conditions along SR-14 in the Bingen/White Salmon area was identified as a need to help inform regional transportation decision making.

- RTC worked closely with partner agencies to finalize data collection and the consultant selection process.
- RTC administered the consultant contract with Quality Counts.
- Traffic count data was collected to support regional transportation planning, by providing additional transportation data on the regional transportation system in the Bingen/White Salmon area along SR-14 from Mile Post 63.5 (SR-141 Alt) to Mile Post 68.0 (East Bingen City Limits) including the BNSF main line railway.

FY 2017 Products:

- Traffic data including vehicle classification counts, peak intersection turn movements, train counts, and vehicle and truck origin and destination data.
- The workscope included traffic count collection:
 - Turn counts for 2 weekdays and 1 Saturday at 6 locations (SR-14 at SR-141 Alt, Dock Grade, Hood River Bridge, Walnut Street, Oak Street and Maple Street.
 - Video of train track crossing at Maple Street for vehicles, bicycles and pedestrians.
 - Two-lane weekly volume counts at Ash Street between Oak and Jefferson, Ash Street between SR-14 and Humboldt, E. Marina Way east of Recycling Driveway and Recycling Driveway north of E. Marina Way.
 - Two-lane weekly vehicle classification counts at SR-14 west and east of SR-141 Alt., at SR-141 north of SR-14, at SR-14 west and east of Walnut Street, at Walnut Street between SR-14 and Depot Street and at SR-14 east of the east city limits at MP 67.
 - Bluetooth data survey for 2 weeks at 7 locations to determine 24-hour weekly traffic rates. Bluetooth devices were located at the Hood River Bridge on the Oregon side, at Maple Street south of SR-14, at SR-14 at the east city limits (MP 67), at SR-140 west of White Salmon River, at Jewett Boulevard north of Lincoln Street, at SR-141 Alt. north of SR-14 at at Dock Grade near Oak Street.

FY 2017 Financial Data:

Amount Budgeted	Bingen White Salmon Data Collection		
	FY17	Balance	YTD Percent
\$23,836	\$23,836	\$0	100%

FY 2018:

The Bingen/White Salmon Data Collection element was completed in FY 2017. Data will be used in FY 2018 to support regional transportation planning and to inform transportation decision-making in the region. Data will also be used to inform the Bingen/White Salmon Traffic Circulation Study (see separate work element).

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

Regional Transportation Program Coordination and Management

- Collaboration and coordination with RTC partner agencies in carrying out a regional transportation planning, policy, and programming process.
- Ongoing program coordination and management, including preparation of agenda, minutes, materials and presentations for monthly RTC Board, Skamania and Klickitat County Transportation Policy Committees and Regional Transportation Advisory Committee (RTAC) meetings as well as ad hoc meetings relating to the regional transportation planning process. During FY 2017, major topics for discussion and action by the RTC Board are listed below with the month of discussion and/or action noted:
 - **Unified Planning Work Program:** FY 2016 Annual Report (Nov. 2016); FY 2018 Draft UPWP Review (Apr. 2017); Adoption (Resolution 05-17-07, May 2017); FY 2017 UPWP Amendments for Bingen/White Salmon Data Collection (Resolution 08-16-17, Aug. 2016) and for the SR-14 Bingen/White Salmon Circulation Study (Resolution 08-16-19; Aug. 2016).
 - **RTC Work Program and Budget, Year 2017:** Draft (Nov. 2016); Final (Resolution 12-15-31, Dec. 2016).
 - **Annual Report, RTC Year 2016** (Dec. 2016).
 - **Regional Transportation Plan 2018 Update:** Preliminary Scoping (Apr. 2017).
 - **Transportation Improvement Program:** Grant funding obligation status (Aug. 2016); Year 2020 Regional Grant Evaluation and Prioritization (Sept. 2016: interim step); 2020 Regional Competitive Grant Awards (Resolution 10-16-23, Oct. 2016); 2017-2020 TIP adoption (Resolution 10-16-24 (Oct. 2016); TIB Project Award Announcement (Dec. 2016); Safety Grant Awards announced (Feb. 2017); 2016 Federal Funding Obligation Annual Report (Mar. 2017); 2018-2021 TIP, 2021 Call for Projects (Jun. 2017); 2017-2020 TIP Amendment (Jun. 2017); Regional project showcases (Jul. 2016, Feb., Mar. and May. 2017).
 - **TIP Transportation Programming Guidebook:** Project Obligation Policy Revisions (Sept. 2016); Policy Amendments to align RTC and State policy (Oct. 2016).
 - **Transportation Alternatives Program:** Information (Feb. 2017); Call for Projects (Mar. 2017).
 - **Congestion Management Process:** 2015 CMP Monitoring Report Adoption (Resolution 07-16-15, Jul. 2016); Regional Traffic Counting Services Contract, (Resolution 05-17-06, May 2017); 2016 CMP Initial Data – discussion (May 2017); Summary Report (Jun. 2017).
 - **Vancouver Area Smart Trek Program:** VAST Annual Program Report (Oct. 2016).
 - **Human Services Transportation Plan:** 2017-2019 WSDOT Consolidated Grant Program - Information (Dec. 2016); Approval (Resolution 01-17-01, Jan. 2017).
 - **Public Participation Plan, Title VI Plan and Limited English Proficiency Plan Updates:** Release for public comment (Sept. 2016); Adoption of update (Resolution 11-16-28, Nov. 2016).
 - **MAP-21 and FAST Acts:** Federal Rule-Making and Performance Based Planning (Aug. 2016); FAST Act Freight Provisions and Ongoing Activities (Sept. 2016); FAST Act Funding – Statewide Formula (Sept. 2016); Federal Rulemaking and MPOs - update (Oct. 2016).

- **Performance Based Planning:** Traffic Safety Performance - Regional Collision Data Trends and MAP-21 Compliance (Apr. 2017); Transit Asset Management Performance Targets - Discussion (May 2017); TAMP Targets Adoption (Resolution 06-17-09, Jun. 2017).
- **RTC's MPO Certification Review** with FHWA/FTA (Jan., Feb. and Apr. 2017).
- **RTC's 25 Year Anniversary:** Apr. 2017.
- **Growth Management Act:** Comprehensive Plans Transportation Element Certifications by RTC (Resolution 11-16-29, Nov. 2016).
- **Administration:** Establishment of RTC Trust Account (Resolution 08-16-16, Aug. 2016); Social Security Section 218 Agreement regarding RTC and payment of Social Security and Sept. 13 vote (Aug. 2016); Agreement to Extend Social Security Coverage to Eligible Employees (Resolution 11-16-26, Nov. 2016); RTC Procurement Policy (draft Sept. 2016; Adoption Resolution 10-16-21, Oct. 2016); RTC Director's Performance - Annual Review (Dec. 2016 and Jan. 2017); Disposition of Depreciated RTC Equipment (Resolution 12-16-30, Dec. 2016); RTC Member Dues - Update (Mar. 2017).
- **RTC Bylaws:** Committee formation (Mar. 2017); update (Jun. 2017).
- **Election of 2017 RTC Officers** (Dec. 2016).
- **Agreements:** Contract and Grant Agreement Authority (Resolution 12-16-32, Dec. 2016); RTC - Clark County Interlocal Cooperative Purchasing Agreement (Resolution 03-17-05, Mar. 2017).
- **Projects:** I-205 Corridor - Proposal to re-stripe the southbound I-205 lanes (Aug. 2016); I-5 Bridge: Seismic Reports (Sept. 2016); I-5 Trunion Replacement Project (Sept. 2016); Rose Quarter Project Update: (Mar. 2017).
- **Designation of I-5 Bridge Replacement** a Project of Statewide Significance (discussion Dec. 2016 and Jan. 2017; Action on Resolutions 02-17-03 and 02-17-04, Mar. 2017).
- **Economic Development and Transportation:** Regional Economic Development Plan Update, Columbia River Economic Development Council (May 2017).
- **Freight:** RTC Region Freight Snapshot, FAST Act Freight Provisions and Ongoing Activities, Regional Port Updates Act (Jul. 2016).
- **Bus on Shoulder Feasibility Study:** Update (Nov. 2016); Update (Feb. 2017); Final Report (Jun. 2017).
- **C-TRAN 2030 Plan Update** (Nov. 2016).
- **Legislative Activity:** State Legislative Briefing (Jan. 2017); update (Mar. 2017); update (Apr. 2017), update (May 2017).
- **Clark County Transportation Alliance 2017 Policy Statement:** provided to members (Dec. 2016); Action taken (Jan. 2017). Clark County Transportation Alliance – Legislative Day in Olympia, February 28, 2017.
- **Gorge Communities:** Bingen/White Salmon Data Collection Contract Authorization (Resolution 08-16-18, Aug. 2016); SR-14 Bingen/White Salmon Circulation Study, Governmental Contract Agreement Between RTC and WSDOT (Resolution 08-16-20, Aug. 2016); Skamania County Regional Transportation Plan Amendment (Resolution 11-16-27, Nov. 2016); Bingen/White Salmon Circulation Study Contract (Resolution 1-16-25, Nov. 2016).
- **Bi-State Committee:** meeting report (Aug. 2016).

- **Regional Exchange**, Minneapolis (May 2017) and Report (Jun. 2017).
- RTC's Director and RTC staff continued to coordinate and meet regularly with staff of WSDOT, C-TRAN, Clark County, City jurisdictions and Ports to discuss regional transportation needs. RTC's Director also met regularly with 2016 RTC Board Chair, Vancouver Councilperson, Jack Burkman, and 2017 Chair, Clark County Councilor, Jeanne Stewart. In FY 2017 the Director had the opportunity to meet with WSDOT Secretary Roger Millar, Senator Murray's aide,
- Coordination with WSDOT in FY 2017 included providing input to the 2017 Washington State Freight System Plan. RTC also coordinated with WSDOT on Phase II of the Washington Transportation Plan with RTC's Director serving as a member of the WTP Steering Committee and WTP Advisory Group.
- RTC's Director attended the annual AMPO conference from October 25 through 28, 2016, WSDOT's "Innovations and Partnerships in Transportation" conference held in Tacoma on December 1, 2016, the February 22 Governor's Breakfast in Olympia, the City of Vancouver's State of the City address on March 30, participated in a peer exchange visit to Minneapolis/Saint Paul on May 22 through 26 where areas of focus included transit and the role of regional partnerships and attended the June 21 meeting of the Washington State Legislature's Joint Transportation Committee held in Vancouver.
- RTC staff reviewed meeting packet materials for monthly C-TRAN Board meetings in efforts to coordinate transportation planning activities.
- RTC coordinated with the Cowlitz tribe, providing RTC meeting packets.
- RTC's Director attended quarterly meetings of the MPO Statewide Committee and the State's MPO/RTPO Coordinating Committee and participated in meetings on MAP-21/FAST Act-required performance measurement, management and target setting.
- RTC coordinated with Columbia River Economic Development Council (CREDC) to identify trends, opportunities, and obstacles to local job growth and economic development. RTC's Director attended the September 15, 2016 CREDC meeting to discuss transportation congestion and CREDC's economic development plan update.
- When requested, RTC's Executive Director coordinated with elected officials representing the region and local governments. RTC's Executive Director met with new, incoming RTC Board members individually to brief them on the work of RTC and regularly met with RTC's Chair to brief the Chair on regional transportation issues prior to each RTC Board meeting.
- RTC coordinated with health agencies, including the Clark County Public Health and State Department of Health on active transportation issues. RTC staff participated in meetings of the Southwest Washington Healthy Living Collaborative, affirming transportation's role in the health of the community.
- RTC coordinated with environmental resource agencies on regional transportation planning, including air quality issues.
- RTC staff members participated in various conferences and training opportunities throughout the year such as FHWA/FTA webinars on MAP-21 and FAST Act compliance and freight transportation as documented in the RTP element, on travel modeling software training as documented in the Regional Transportation Data, Travel Forecasting, Air Quality and Technical Services element and Intelligent Transportation System trainings as documents in the VAST work element.

- RTC's Executive Director met with elected officials and their aides, when requested, to provide them with background on the work of RTC and educate them on regional transportation policies, studies, plans and projects.
- RTC's Director participated in a WSDOT interview panel to interview candidates for senior management positions in WSDOT's SW Region and participated in interview panels for City of Vancouver transportation positions and for C-TRAN's Executive Director to replace Jeff Hamm who is retiring.
- The RTC Bylaws Sub-Committee of the RTC Board convened in April 2017 to begin a review and update of the Bylaws with completion expected in FY 2018.

Bi-State Coordination

- RTC representatives attended Metro's monthly Joint Policy Advisory Committee on Transportation (JPACT) and monthly Transportation Policy Advisory Committee (TPAC) meetings.
- RTC and Metro hosted Bi-State Coordination Committee meetings in FY 2017. The Committee met two times in FY 2017; on July 28, 2016, at the Port of Vancouver Terminal 1 when agenda items included redevelopment of the Vancouver Waterfront, a status report on the I-5 Corridor including RTC's 2015 Congestion Management Process Report, legislative updates including the federal FAST Act, Washington and Oregon state legislative sessions and a roundtable on regional issues. The March 16, 2017 meeting, held at Metro, included items on RTC's Bus on Shoulder Feasibility Study, an update on state legislative sessions, a status report on federal MPO reform rulemaking, Metro and RTC's 2018 Regional Transportation Plan updates and agency updates. Prior to each meeting, RTC and Metro staff met to decide on agenda items and to prepare briefing materials.
- ODOT staff provided an informational presentation on the I-5 Trunnion Replacement project to take place in 2019 at the September 2016 RTC Board meeting.
- RTC's Director attended Metro's RTP Leadership Forums. Forum #3 focused on how the transportation system will accommodate future growth and change and what investments need to be made to support the economy and provide a safe, healthy, reliable and affordable transportation system for all users.
- RTC's Executive Director, Metro Council President and Metro's Director of Planning and Development met several times during FY 2017 to discuss coordinated planning activities and issues.
- RTC was formed in 1992 and in 2017 celebrates its 25th anniversary. In preparation for the 25th year celebration, staff worked with Reed Creative to develop materials for the celebration to be held at the August 1, 2017 RTC Board meeting.

Public Participation

- In FY 2017, RTC's website was updated frequently to enable its use as a current resource tool, to enable information to be accessible to the public as well as allow for RTC to receive comments from the public. Website information and feedback opportunities are key elements in supporting RTC's public participation efforts. RTC's regional transportation planning program documents are available on the website, monthly RTC Board packet materials, a search feature and language translation utilities. The web-site provides notice of public meetings on transportation, [media releases](#), RTC Committee meeting informational materials, core

transportation planning reports such as the Unified Planning Work Program, Regional Transportation Plan, the region's Transportation Improvement Program, Congestion Management Process Report, the Transportation System Management and Operations Plan, and Human Services Transportation Plan as well as transportation data for the RTPPO region and information on transportation studies underway.

- Notice of meetings of the RTC Board of Directors together with agenda, minutes and materials for the RTC Board and agenda for the Regional Transportation Advisory Committee (RTAC) are all posted on the RTC website and meeting notices are regularly published by the 3 local newspapers in Clark County as well as The Insider e-News. Meeting notices for the RTC Board of Directors, Regional Transportation Advisory Committee (RTAC) and Bi-State Coordination Committee are posted to the web site and are delivered, electronically, to citizens wishing to receive notice and be linked to meeting packets.
- Monthly RTC Board meetings are recorded by CVTV, broadcast on cable television and meeting recordings are available online and on YouTube.
- During FY 2017, specific public input was sought on the proposed updates to the Public Participation Plan, Title VI Plan and Limited English Proficiency Plans as well as the TIP and Transportation Alternatives program. RTC received several public comments as a result of the public comment period for the draft 2017-2020 TIP. The comment period was publicized in neighborhood and local news media including City of Vancouver weekly neighborhood outreach e-mail newsletters. For the Transportation Alternatives program, close to 50 online comments were received by RTC before the May 31 deadline.
- Citizen comments on regional transportation issues were solicited through RTC's web site and during Citizen Communications at monthly RTC Board meetings.
- RTC is able to provide translation services to support RTC's planning program, as necessary, through Telelanguage.com.

Some of the many transportation public participation meetings and activities held in FY 2017 are documented below with links provided to additional information:

- [RTC Board monthly meetings](#). Board meetings are open to the public and time is allotted at each meeting for public comment. The full citizen communications are reported in detail in the Minutes of the RTC Board meetings available on RTC's website.
- To support public participation efforts, RTC staff communicated with the media including local and regional newspapers such as the Columbian, the Oregonian, the Vancouver Business Journal, the Portland Daily Journal of Commerce, the Skanner, The El Hispanic News and the Asian Reporter. RTC also communicated with neighborhood leaders, the Greater Vancouver Chamber of Commerce and other Chambers of Commerce in Clark County.
- RTC staff attended the April 18 Neighborhood Transportation Safety Alliance meeting to provide an update on the work of RTC.
- RTC staff presented the findings of the Bus on Shoulder Study to the American Council of Engineering Companies on May 3, 2017.
- RTC's Executive Director participated in Identity Clark County's "Exploring our Vitality" meeting and worked with Clark County Transportation Alliance to provide transportation information to the business stakeholders working on crafting Clark County Transportation Alliance Policy

Statement for 2017. In March, Identity Clark County's President met with RTC staff to discuss freight transportation needs.

- RTC staff attended The Columbian's 2017 Economic Forecast held on January 19, 2017 with economist John Mitchell as keynote speaker.
- RTC helped to publicize public outreach and participation opportunities of transportation partner agencies and jurisdictions.
- A listening session with elected officials and public meeting, convened by FHWA/FTA, to support the federal MPO Certification Review process, was held on January 31, 2017, 3:00-4:00 p.m. at the Clark County Public Service Center. RTC staff made arrangements for the meeting, sent out meeting invitations, published notice of the event and attended the meeting.
- WSDOT hosted public and business outreach events in the region relating to projects underway and doing business with WSDOT:
 - Southwest Washington Contracting Workshop – Vancouver, Oct. 25, 2016. This event was co-hosted by WSDOT and the City of Vancouver from 4 -7 p.m. The agencies invited contractors and consultants to meet with regional engineering staff, representatives from Clark County, and the cities of Battle Ground and Vancouver to learn about upcoming contracting opportunities. For firms eligible to register as a disadvantaged business enterprise (DBE), minority-owned business (MBE), women-owned (WBE), small or veteran owned business, on-site assistance was available to help professionals understand the process and next steps
 - Southwest Washington Contractors Association - Meet the Prime – Vancouver, Nov. 15, 2016. WSDOT participated in an event that was held at the Waste Connection building in Vancouver, WA, from 8 – 11 a.m. Agency staff were on hand to answer questions and meet with local contracting and construction companies to discuss types of work needed, build connections, and learn about job order contracting.
 - Oregon Association of Minority Entrepreneurs - Certification Workshop – Portland, Dec. 9, 2016. WSDOT participated in a certification workshop held at the OAME headquarters in Portland, OR, from 9 a.m. to 12 p.m. OAME was on hand to discuss how they help local businesses go through the MWESB and SDVBE certification process, to get state certified.
 - Southwest Washington Contractors Association – Vancouver, Jan. 5, 2017. WSDOT participated in an event held at the Caldwell Banker Building, and hosted by SWCA, in Vancouver, WA, from 9 – 11 a.m. SWCA was on hand to discuss helping local construction businesses with getting certified, trained and network.
 - Southwest Washington Career Day Planning – Vancouver, Feb. 3, 2017. WSDOT participated in an event with the Northwest Laborers Employers; held at Laborers Local 335 building, in Vancouver, from 2 – 3 p.m. Contractors and construction companies participated in this informal planning meeting, discussing how to plan a career day event.
 - SR 14 Access Improvements Open House – Camas/Washougal, Feb. 22, 2017. WSDOT hosted this open house event held at the Port of Camas/Washougal, from 4 – 7 p.m. Agency staff was on hand to discuss the SR 14 Access Improvements options with the public, and to answer questions.
 - SR 14 Wind River Open House – Stevenson, March 7, 2017. WSDOT hosted this open house event held at the Hegeweld Center, in Stevenson, WA, from 4 – 7 p.m. Agency staff were on hand to discuss the SR 14 Wind River project options with the public and to answer questions.

- SR 503 Town Hall – Ariel, March 28, 2017. WSDOT, along with WSP, FD #7, North County EMS, Cowlitz Co. Sheriff and Cowlitz DEM hosted a community meeting at the Cowlitz-Skamania Fire Dist. 7 fire house in Ariel, WA, from 7 – 9 p.m. All agencies were on hand to discuss next steps in re-opening State Route 503 and to answer concerns and questions from local residence.
- SR 503 Town Hall – Ariel, April 25, 2017. WSDOT, along with WSP, FD #7, North County EMS, Cowlitz Co. Sheriff, and Cowlitz DEM, hosted a community meeting at the Pleasant View Community Church, from 7 – 8 p.m. All agency staff were on hand to discuss updates to re-opening SR 503, discuss next steps and answer concerns and questions from local residence.
- Oregon Association of Minority Entrepreneurs Trade Show – Portland, May 11, 2017. WSDOT participated in the event that was held at the Oregon Convention Center from 10 a.m. – 3 p.m. Agency staff hosted a booth to talk about upcoming opportunities for working with WSDOT and answered questions from consultant and contractors.
- WSDOT Disadvantaged Business Enterprise Program Waiver meeting – Vancouver, Tuesday, May 23, 2017. WSDOT hosted this community event, held at the SWR HQ’s building; from 2:30 – 4 p.m. Agency staff were on hand to discuss the implementation of the DBE Program Waiver, the updated Disparity Study results, as well as the implementation of the new diversity tracking software (B2GNow).
- WSDOT has been an active member of the Oregon Association of Minority Entrepreneurs (OAME) since April 2016. OAME’s mission is to promote and develop entrepreneurship and economic development for ethnic minorities in the state of Oregon and Southwest Washington. WSDOT staff members regularly attend networking meetings that are held twice a month at the OAME offices in Portland.
- C-TRAN hosted regular meetings of its C-TRAN Board with time allotted for citizen comment. In addition, C-TRAN conducted outreach efforts related to proposed service changes and the Fourth Plain Bus Rapid Transit Project. A listing of C-TRAN community outreach meetings and events is provided below:

2016

- Jul. 7, Employer Outreach – The Vine at Banfield Pet Hospital
- Jul. 26, Employer Outreach – The Vine at Banfield Pet Hospital
- Aug. 5, Community Outreach – The Vine at Clark County Fair
- Sept. 1, Community Outreach – September Service Change (Broadway/Evergreen)
- Sept. 6, Community Outreach – September Service Change (Broadway/Evergreen)
- Sept. 7, Community Outreach – September Service Change (Washington State School for the Blind)
- Sept. 12, Community Outreach – Annual TDP Open House
- Sept. 13, Community Outreach – Ribbon Cutting for Fisher’s Landing Transit Center Expansion
- Sept. 16, Employer Outreach – The Vine (Sugar and Salt and Not Too Shabby)
- Sept. 23, Employer Outreach – Daimler Chrysler (Swan Island)
- Oct. 17, Youth Outreach – Career Fair
- Oct. 26, Youth Outreach – Youth Opportunity Pass (Hathaway Elementary)
- Dec. 28, Internal Outreach – Employee Customer Service Training for The Vine

2017

- Jan. 6, Stakeholder Outreach – Grand Opening of The Vine
- Jan. 7, Community Outreach – Grand Opening of The Vine

- Jan. 8-14, Community Outreach – The Vine (on platforms)
- Mar. 22, Community Outreach – Fare Change Proposal Open House
- Mar. 28, Community Outreach – Fare Change Proposal Open House
- Mar. 30, Community Outreach – Fare Change Proposal Open House
- Apr. 11, Public Hearing – Fare Change Proposal Open House
- Apr. 12, Community Outreach – Arbor Day Event
- Apr. 14, Youth Outreach – Goddard School
- Apr. 24 – May 20, Community Outreach – Online survey to gauge public’s perception of C-TRAN
- Jun. 15, Community Outreach – National Dump the Pump Day (99th, Fisher’s and Van Mall TCs)
- Clark County hosted monthly meetings of the Clark County Bicycle and Pedestrian Advisory Committee at the Center for Community Health in Vancouver. Meetings are attended by RTC staff.
- The City of Vancouver hosted regular meetings of the Neighborhood Traffic Safety Alliance comprised of neighborhood leaders from throughout the City. The City also hosted meetings and a workshop to gain public input and feedback on a proposed Complete Streets ordinance.
- City of Vancouver Complete Streets Community Engagement:
 - Jan. 19, 2017, The Complete Streets Stakeholder Committee, Vancouver City Hall
 - Mar. 22, 2017, The Complete Streets Stakeholder Committee, the C-TRAN Fisher’s Landing Transit Center Besserman Community Room
 - Feb. 6, 2017: City Council Work Session on Complete Streets
 - Apr. 10, 2017: City Council Work Session on Complete Streets
 - Feb. 15: Complete Streets Community Workshop, 6 to 9 PM at McLoughlin Middle School. 40 people attended the workshop and participated in discussions and small group activities to learn more about Complete Streets. The workshop was recorded by CVTV. A workshop summary and PowerPoint presentation are available.
- RTC staff participated in an October 6, 2016 webinar presented by Metroquest on Best Practices for Online Public Engagement.

Federal Compliance

- The FY 2018 Unified Planning Work Program (UPWP) Annual Progress Report was prepared and submitted to WSDOT, FHWA and FTA. The FY 2017 UPWP was amended in September 2016, to include the Bingen/White Salmon Data Collection work element and the Bingen/white Salmon Traffic circulation Study work element. In spring 2017, development and adoption of the FY 2018 Unified Planning Work Program (Resolution 05-17-07, May 2017) included federal and state review of the draft document at a meeting held at RTC on February 23, 2017. RTC staff also participated in the federal and state review of Metro’s FY 2017/2018 UPWP also held on February 23. Adoption of the planning program is part of the required documentation to allow RTC to receive federal highway planning funds, federal transit planning funds, state funds and RTC’s local match. The FY 2018 UPWP reflects federal, state and local planning emphasis areas. UPWP monthly progress reports were completed and submitted to WSDOT.
- RTC staff reviewed the published NPRM on national performance management measure regulations to assess the performance of the National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program as

well as the MPO Coordination NPRM. RTC submitted comments to the docket on the MPO Coordination NPRM. RTC staff reviewed the Final Rules for Pavement and Bridge Condition and for Performance of the NHS, Freight and CMAQ measures published in the Federal Register on January 18th 2017.

- RTC participated in the FHWA/FTA quadrennial MPO Certification Review held at RTC and Metro from January 30 through February 2, 2017. A March 20 letter from USDOT notified RTC that the federal MPO Certification Review resulted in RTC's MPO transportation planning process being certified by FHWA and FTA.
- RTC staff reviewed proposed MPO funding formula with WSDOT and other statewide MPOs.
- Public Participation Process, Title VI Plan, LEP Plan Updates and Tribal Consultation Process: The draft Public Participation Plan was released for public comment with the comment period ending on October 24, 2016. News releases were distributed, legal notices were posted, copies were sent to local libraries and notice of the Plan update was distributed to stakeholders. Plan updates were adopted by the RTC Board on November 1, 2016.

FY 2017 Products:

Regional Transportation Program Coordination and Management

- Agenda, minutes, meeting packets and meeting materials for monthly meetings of the RTC Board and RTAC.
See <http://www.rtc.wa.gov/agency/board/archive/> for RTC Board, and
See <http://www.rtc.wa.gov/rtac/> for RTAC meetings.
- RTC's 2017 Work Program and Budget, January 1 through December 31 2017, (Resolution 12-15-31, December 6, 2016).
- RTC's Annual Report for 2016 published in December 2016.

Bi-State Coordination

- Bi-State Coordination Agenda and meeting packets.

Public Participation

- Frequent RTC website updates, press releases and materials for public outreach activities.
- RTC staff reviewed traffic to RTC's website noting specific pages of most interest and through which page RTC's website is most often accessed.
- Continued agreement with Telelanguage.com to provide translation services on an as-needed basis in addition to web translation to support access to the regional transportation planning process for Limited English Proficiency populations.
- Updates to RTC's Public Participation Plan, Title VI Plan and Limited English Proficiency Plan were adopted on November 1, 2016. (Resolution 11-16-28, Nov. 2016).

Federal Compliance

- FY 2016 UPWP Annual Report (submitted to WSDOT/FHWA/FTA in September 2016).
- FY 2018 UPWP (adopted by RTC Board, Resolution 05-17-07, May 2, 2017).
- Monthly UPWP progress reports submitted to WSDOT along with monthly billings.
- A signed, self-certification of RTC's MPO planning program assuring that RTC's regional transportation planning process meets federal laws was submitted to WSDOT in fall 2016.

- Title VI Annual Report.
- Adopted C-TRAN's State of Good Repair targets for the Transit Asset Management Plan.
- Preparation for and response to the January 2017 Federal MPO Certification Review.

FY 2017 Financial Data:

Amount Budgeted	Program Coord & Mgmt: FHWA/FTA/STBG/RTPO		
	FY17	Balance	YTD Percent
\$251,904	\$251,984	(\$80)	100%

FY 2018:

Program coordination and management activities will continue in FY 2018 with the UPWP element III.A. 'Regional Transportation Program Coordination and Management'.

FY 2017 SUMMARY OF EXPENDITURES

July 1, 2016 to June 30, 2017

	FY 2017 Budget	FY 2017 Expended	FY 2017 (Over) Under Budget	FY 2017 Budget Percent Expended	FY 2017 Local Funds Expended	FY 2017 Percent Local Funds Expended		Total Amount Available	Amount Remaining as of 6/30/17
	(A)	(B)	(C=A-B)	(D=B/A)	(E)	(F=E/(B+E))		(G)	(H=G-B)
Consolidated Planning Grant									
FHWA	578,000.00	590,046.82	(12,046.82)	102.08%	92,088.23	13.50%	(1)	590,046.82	0.00
FTA	185,000.00	233,903.74	(48,903.74)	126.43%	36,505.21	13.50%	(2)	285,809.85	51,906.11
Total	763,000.00	823,950.56	(60,950.56)	107.99%	128,593.44	13.50%		875,856.67	51,906.11
RTPO	171,676.00	171,676.00	0.00	100.00%	194.98	0.11%		171,676.00	0.00
State Connecting Washington									
Bingen/White Salmon Circulation Study	200,000.00	70,954.88	129,045.12	35.48%	0.00	0.00%		200,000.00	129,045.12
Total	200,000.00	70,954.88	129,045.12	35.48%	0.00	0.00%		200,000.00	129,045.12
Federal Demo									
Bingen/White Salmon Data Collection	23,836.00	23,836.00	0.00	100.00%	3,720.27	13.50%		23,836.00	0.00
Total	23,836.00	23,836.00	0.00	100.00%	3,720.27	13.50%		23,836.00	0.00
STBG									
UPWP Program	327,722.13	319,472.24	8,249.89	97.48%	49,859.83	13.50%	(3)	400,000.00	80,527.76
Congestion Management Process	14,277.87	14,277.87	0.00	100.00%	2,228.34	13.50%	(3)	14,277.87	0.00
Bus on Shoulder Feasibility Study	150,000.00	149,999.99	0.01	100.00%	23,410.42	13.50%	(4)	150,000.00	0.01
<i>Vancouver Area Smart Trek Program:</i>									
VAST 2017-2018	59,573.87	0.00	59,573.87		38,883.41		(5)		
VAST 2014-2017	144,426.13	144,426.13	0.00	100.00%	22,541.95	13.50%		144,426.13	0.00
<i>VAST Total</i>	204,000.00	144,426.13	59,573.87	70.80%	61,425.36	29.84%	(5)	144,426.13	0.00
Total	696,000.00	628,176.23	67,823.77	90.26%	136,923.95	17.90%		708,704.00	80,527.77
TOTAL	1,854,512.00	1,718,593.67	135,918.33	92.67%	269,432.64	13.55%		1,980,072.67	261,479.00

(1) Available amount equals SFY17

(2) Available amount equals State FY16 carry forward and 100% State FY17

(3) Available amount equals the remaining federal funds available for this project as of June 30, 2017

(4) Available amount equals federal funds budgeted and expended for the entire project

(5) A portion of the VAST STBG grant is currently on advanced construction and is being offset by local funds.