Southwest Washington Regional Transportation Council

Unified Planning Work Program
for
Fiscal Year 2019

July 1, 2018 to June 30, 2019

May 1, 2018

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

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

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Southwest Washington Regional Transportation Council (RTC)

(360) 397-6067 or info@rtc.wa.gov

Relay Service: #711 or (800) 833-6388

FY 2019 UPWP for Clark County: Contents

FISCAL YEAR 2019 UPWP: INTRODUCTION i

UPWP Purpose i

UPWP Objectives i

UPWP AMENDMENTS i

Southwest Washington Regional Transportation Council (RTC): MPO/RTPO i

Participants, Coordination and Funding Sources iv

Planning Emphasis Areas x

The Region's Key Transportation Issues: xv

Unfunded Planning Activities xvi

1. Regional Transportation Planning Program 1

1A. Regional Transportation Plan 1

1B. Transportation Improvement Program 7

1C. Congestion Management Process 9

1D. Vancouver Area Smart Trek Program 12

IE. Skamania and Klickitat RTPO 17

IF. Human Services Transportation Plan Update 19

1G. URBAN FREEWAY CORRIDORS OPERATIONS STUDY 21

2. Data Management, Travel Forecasting, Air Quality and Technical Services 23

2A. Regional Transportation Data, Travel Forecasting, Air Quality and Technical Services 23

3. Regional Transportation Program Coordination and Management 30

3A. Regional Transportation Coordination and Management 30

4. Transportation Planning Activities of State and Local Agencies 37

4A. Washington State Department of Transportation, Southwest Region 37

4B. C-TRAN 41

4C. Clark County and other Local Jurisdictions 42

Transportation Acronyms 47

Descriptions of the Primary Transportation Databases Used in RTC's Metropolitan Transportation Planning Program in FY 2019 58

FY 2019 Summary of Expenditures and Revenues: RTC 60

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FISCAL YEAR 2019 UPWP: INTRODUCTION

UPWP PURPOSE

The Unified Planning Work Program is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The financial year FY 2019 UPWP runs from July 1, 2018 through June 30, 2019. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP.

The UPWP focuses on transportation tasks that are priorities for federal and state transportation agencies as well as local jurisdictions. The planning activities relate to multiple modes of transportation and address planning issues significant to the Regional Transportation Plan (RTP) for the Clark County urban region and the Regional Transportation Plans for the rural counties of Skamania and Klickitat. The current federal transportation Act, The Fixing America's Surface Transportation Act (FAST Act) provides direction for regional transportation planning activities. The FAST Act was signed into law by President Obama on December 4, 2015. It sets the policy and programmatic framework for transportation investments. The "FAST Act" stabilizes federal funding to state and metropolitan regions for transportation planning and project improvements, sets new policy direction and funding levels for the federal aid transportation program, and among key initiatives adds new competitive grants which promote investments in the nation's strategic freight corridors. In addition, the FAST Act retains the multi-modal emphasis of the federal program by ensuring funding of transit programs as well as the Transportation Alternatives Program. FAST builds on the program structure and reforms of the prior federal Transportation Act, MAP-21, which created a streamlined and performance-based surface transportation program.

UPWP OBJECTIVES

The Work Program describes regional transportation planning issues and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver and RTPO region with a useful basis for coordination.

UPWP AMENDMENTS

If necessary, the Work Program is kept current during the course of the fiscal year by UPWP amendments carried through an RTC Board resolution adoption process.

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

RTC is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area (See Figure 1, map). An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. RTC's Metropolitan Planning Area (MPA) boundary is countywide. RTC was established in 1992 to carry out the regional transportation planning program.

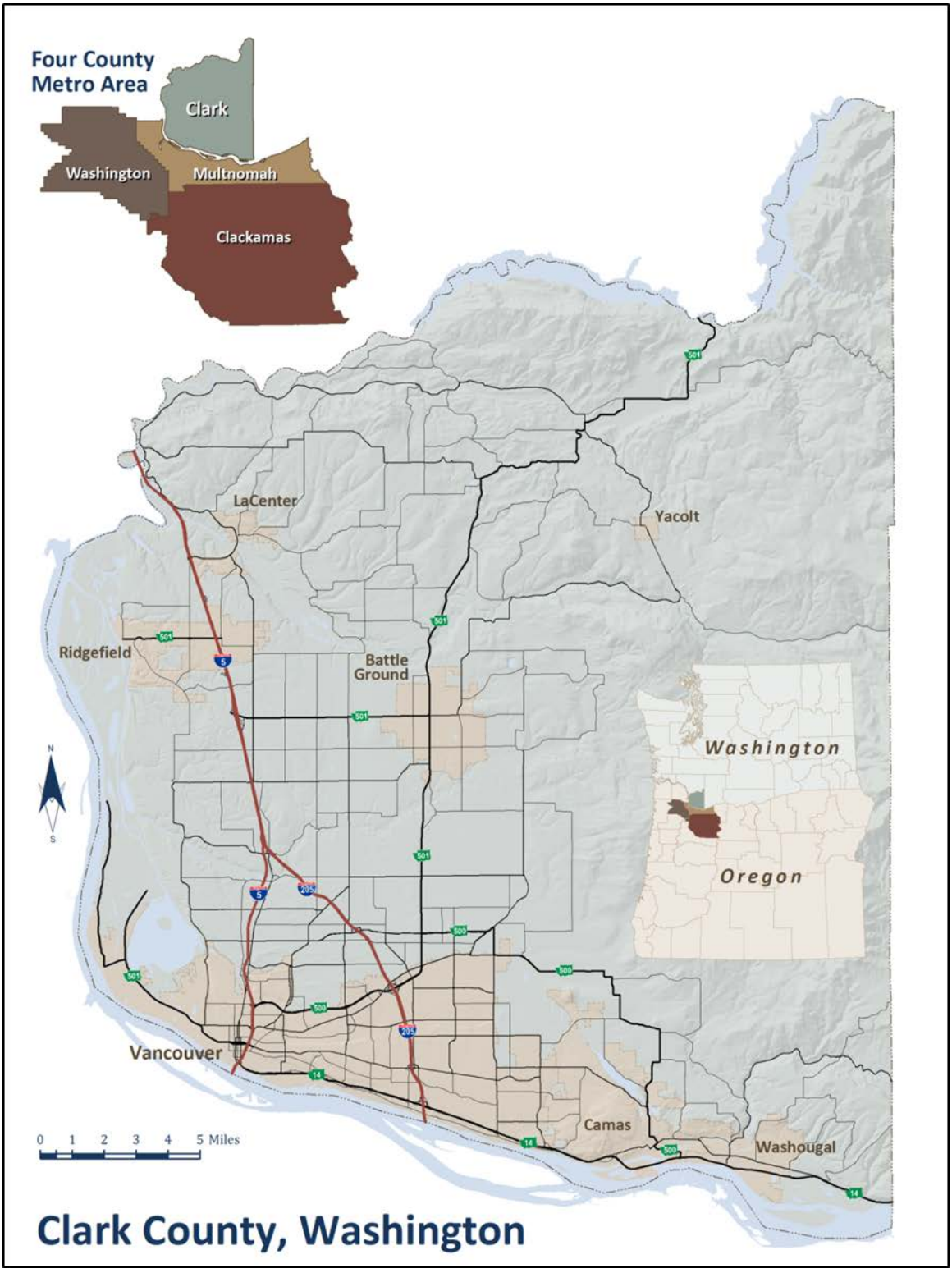


Figure 1: RTC, Metropolitan Planning Organization (MPO)
The Metropolitan Planning Area (MPA)/MPO region includes the whole of Clark County

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

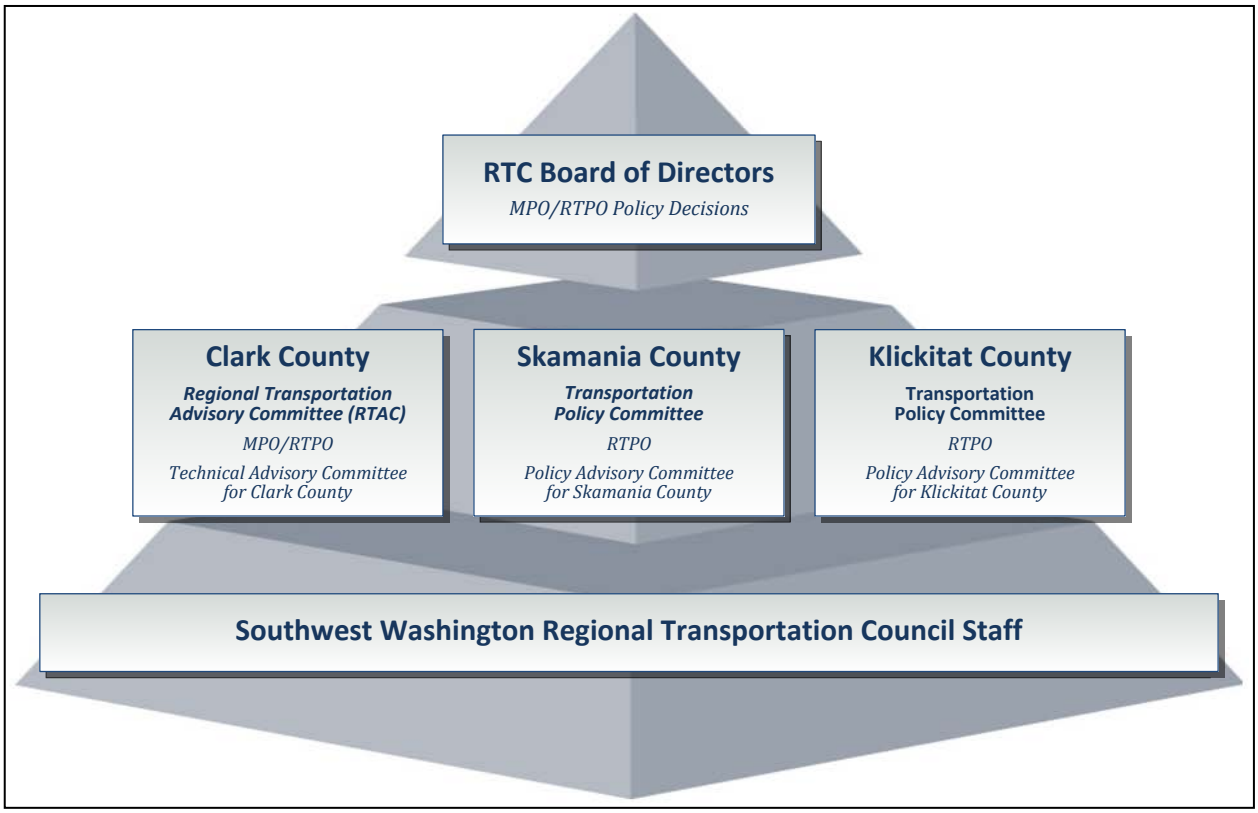
Following passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the region became a federally-designated Transportation Management Area (TMA) because it has a population of over 200,000. TMA status brings additional transportation planning requirements that the MPO must carry out. UPWP requirements are specified in 23CFR450.308 and 23CRF420.111.

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

PARTICIPANTS, COORDINATION AND FUNDING SOURCES

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

Figure 3: RTC's Agency Structure



A. Clark County

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

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

C-TRAN regularly adopts a Transit Development Plan (TDP) that provides a comprehensive guide to C-TRAN's shorter-term development. The TDP provides information regarding capital and operating improvements over the next six years. The TDP, required by RCW 35.58.2795, outlines those projects of regional significance for inclusion in the Transportation Improvement Program within the region. C-TRAN adopted a longer-range transportation plan, C-TRAN 2030, in June 2010 to guide the future development of the transit system and adopted a Plan update in December 2016. Following a June 1, 2005 decision, C-TRAN's service boundary is limited to the city of Vancouver and its urban growth boundary, and the city limits only of Battle Ground, Camas, La Center, Ridgefield, Washougal, and the Town of Yacolt. In September 2005, voters approved an additional 0.2 percent sales tax for C-TRAN, avoiding significant service reductions, preserving existing service, and restoring service to outlying cities. C-TRAN operates a fixed route bus system on urban and suburban routes, The Vine Bus Rapid Transit route as well as express commuter bus service to Portland, Oregon. C-TRAN also provides general purpose dial-a-ride, deviated fixed route, and Americans with Disabilities Act (ADA)-compliant paratransit service.

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

Agreements

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

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

In FY 2015, the RTC Board authorized the Executive Director to enter into a Metropolitan Planning Agreement with the Washington State Department of Transportation (WSDOT) and the Clark County Public Transit Benefit Authority (C-TRAN) to fulfill the requirements of federal code 23 USC

Part 450.314. The Metropolitan Planning Agreement (November 6, 2014) documents coordination and consultation processes and expectations among RTC, WSDOT, and C-TRAN to carry out respective federal transportation planning requirements. The adopted MPA replaced two separate 1995 agreements, one with WSDOT and one with C-TRAN. The MPA reflects updated federal metropolitan transportation planning procedures and requirements, applicable federal laws and administrative procedures that have evolved or changed since 1995. A Memoranda of Understanding (MOU) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA), renamed the Southwest Clean Air Agency (SWCAA), is also in place. The RTC/SWCAA MOU was adopted on January 4, 1995 (Resolutions 01-95-02).

An MOU between RTC and Metro was first adopted by the RTC Board on April 7, 1998 (RTC Board Resolution 04-98-08). The Metro/RTC MOU is currently reviewed triennially with adoption of the UPWP. The Metro/RTC MOU was last reviewed in 2015 and adopted along with the FY 2016 UPWP in May 2015 (RTC Board Resolution 05-15-08, May 5, 2015).

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: MEMBERSHIP 2018

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

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: BOARD OF DIRECTORS

RTC Board of Directors 2019

Jurisdiction/Agency	Represented By:
City of Vancouver	Council Member Anne McEnerny-Ogle (RTC Vice-Chair) Council Member Bart Hansen
Clark County	Council Chair Marc Boldt Councilor Eileen J. Quiring Councilor Jeanne E. Stewart
Small Cities East: City of Camas City of Washougal	Council Member Melissa Smith, Camas
Small Cities North: City of Battleground City of Ridgefield City of La Center Town of Yacolt	Councilor Ron Onslow, Ridgefield (RTC Chair)
Skamania County: Skamania County City of North Bonneville City of Stevenson Port of Skamania County	Commissioner Tom Lannen, Skamania County
Klickitat County: Klickitat County City of Bingen City of Goldendale City of White Salmon Port of Klickitat	Commissioner James Herman, Port of Klickitat
C-TRAN	Shawn Donaghy, CEO
WSDOT	Kris Strickler, Southwest Regional Administrator
Ports: Port of Vancouver Port of Camas-Washougal Port of Ridgefield	Commissioner Scott Hughes, Port of Ridgefield
ODOT	Rian Windsheimer, Region One Manager
Metro	Councilor Shirley Craddick, Metro
14th District	Senator Curtis King Representative Norm Johnson Representative Gina McCabe
17th District	Senator Lynda Wilson Representative Paul Harris Representative Vicki Kraft

RTC Board of Directors 2019

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

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

Regional Transportation Advisory Committee Members

Jurisdiction/Agency	Represented By:
Regional Transportation Council	Matt Ransom [Chair]
Clark County, Planning	Gary Albrecht
Clark County, Public Works	Susan Wilson
City of Vancouver, Public Works	Chris Malone
City of Vancouver, Community Development	Jennifer Campos
City of Camas	Jim Carothers
City of Washougal Port of Camas-Washougal	Rob Charles
City of Battle Ground Town of Yacolt	Mark Herceg
Cities of Ridgefield City of La Center Port of Ridgefield	Brenda Howell
C-TRAN	Roger Hanson
WSDOT	Michael Williams
Port of Vancouver	Jim Hagar or Magan Reed
ODOT	Kristen Stallman
Metro	Tom Kloster
Human Services Council	Colleen Kuhn

B. SKAMANIA COUNTY

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

SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

Jurisdiction/Agency	Representative
Skamania County	Tom Lannen, County Commissioner
City of Stevenson	Ben Shumaker, Planning Manager
City of North Bonneville	Sam Hughes, City Administrator
Port of Skamania County	Pat Albaugh, Port Manager
WSDOT, Southwest Region	Michael Williams, SW Region Planning Manager

C. KLICKITAT COUNTY

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

KLICKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

Jurisdiction/Agency	Representative
Klickitat County	Commissioner Jim Sizemore
City of White Salmon	Kevin English, Public Works
City of Bingen	Mayor Betty Barnes
City of Goldendale	Karl Enyeart, Public Works Director
Port of Klickitat	James Herman, Port Commissioner
WSDOT, Southwest Region	Michael Williams, SW Region Planning Manager

D. BI-STATE COORDINATION

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

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

E. RTC STAFF

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

RTC: Staffing	
Position	**Duties**
Executive Director	Overall MPO/RTPO Planning Activities, Coordination, and Management
Project Manager	Vancouver Area Smart Trek: Transportation System Management and Operations (TSMO)/Intelligent Transportation System (ITS), New Technologies, I-205 Bus on Shoulder Feasibility Study, Air Quality
Sr. Transportation Planner	Regional Transportation Plan, Unified Planning Work Program, Human Services Transportation Plan, Active Community Environments, Commute Trip Reduction, Freight Planning
Sr. Transportation Planner	Transportation Improvement Program (TIP), Project Programming, RTPO: Klickitat and Skamania Counties, Congestion Management Process, Traffic Counts, Freight Traffic Data, Safety
Sr. Transportation Planner	Regional Travel Forecast Model, Data
Sr. Transportation Planner	Geographic Information System (GIS), Mapping, Data Graphics, Webmaster
Sr. Transportation Planner	Regional Travel Forecast Model, Air Quality, Demographics
Staff Assistant	RTC Board of Directors' Meetings, Bi-State Coordination Committee Meetings, Appointment Scheduling
Office Assistant	General Administration, Reception, Regional Transportation Advisory Committee (RTAC) Meetings, Website
Accountant	Accounts Payable, Grant Billings

Figure 4: RTC Staff

PLANNING EMPHASIS AREAS

The UPWP is reflective of the national focus to encourage and promote the safe and efficient management, operation and development of transportation systems to serve the mobility needs of people and freight within and through urbanized areas as well as foster economic growth and development. The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues during the

upcoming year. The UPWP implements federal, state and local transportation planning emphasis areas (PEAs). The Federal Highway Administration, the Federal Transit Administration and Washington State Department of Transportation identify transportation planning emphasis areas intended to guide the development of work programs for both metropolitan and statewide transportation planning processes.

In FY 2019, continuation of usual planning activities as documented on the following pages is expected as well as specific areas of emphasis including the transition from MAP-21 to implementation of the federal "FAST Act", regional planning cooperation and planning for access to essential service using ladders of opportunity. Tribal consultation, annual reporting, updating of interlocal agreements, participation in statewide planning efforts, website updating, corridor planning and development of state and local performance measures and performance targets are expected to continue.

FEDERAL

The "FAST Act", Fixing America's Surface Transportation Act, is the current Federal Transportation Act signed into law by President Obama on December 4, 2015. In FY 2019, FHWA and FTA want MPOs to continue to focus on compliance with the FAST Act, meeting the requirements of 23 CFR 450.308 and 23 CFR 420.111; 49 USC § 5303, 49 USC § 5305 and FTA Circular 8100.1C and reflect this in the Unified Planning Work Program for the upcoming Fiscal Year. Specific Planning Emphasis Areas are unchanged from FY 2018 include:

MAP-21 and FAST Act Implementation:

- *Transition to performance based planning and programming* -. As analysis and application of the FAST Act evolves, RTC and WSDOT will continue to work in close coordination. RTC will continue to rely on WSDOT providing necessary information regarding implementation of the FAST Act and on final rules associated with MAP-21 target setting.

Models of Regional Planning Cooperation:

- *Promote cooperation and coordination across MPO boundaries and across State boundaries, where appropriate, to ensure a regional approach to transportation planning.* This is particularly important where more than one MPO or State serves an urbanized area or adjacent urbanized areas, such as RTC and Metro serving as MPOs in the Portland-Vancouver region. It is suggested by the federal government that this cooperation could occur through the development of joint planning products, and/or by other locally determined means. Coordination across MPO and across State boundaries includes the coordination of transportation plans and programs, corridor studies, and projects across adjacent MPO and State boundaries. It also includes collaboration among State DOTs, MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance based planning.

Ladders of Opportunity:

- *Access to essential services - as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.* Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could

include MPO and State identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

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

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

MPOs are required to continue coordination and consultation with tribal governments. MPO's are also required to self-certify that the metropolitan transportation planning process is being carried out in accordance with the applicable laws. Transportation Management Areas (TMA's), such as RTC, undergo a quadrennial MPO Certification Review by Federal Highway Administration and Federal Transit Administration. RTC's next certification review is due in late 2020/early 2021.

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

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

- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

STATE

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

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

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

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

Continued Coordination between WSDOT and the MPOs may include:

- Washington Transportation Plan
- Highway System Plan
- FAST Act and MAP-21 Target Setting Collaboration on Final Rules
- Coordinated Public Transportation - Human Services Transportation Plan
- Corridor Sketch Initiative – which lays a foundation to further study a corridor and needed investments in the corridor
- Statewide Travel Demand Model
- Practical Solutions
- Active Transportation Plan (update of 2008 Bike/Ped Plan)
- Rail Plan

STATE AND FEDERAL EMPHASIS AREAS

Both state and federal emphasis areas focus on the following:

Tribal Consultation. MPO/RTPOs are encouraged to coordinate and invite participation with tribal governments on development of transportation plans and programs.

Annual Reporting. There are federal and state requirements to complete an annual report to document regional transportation planning activities and expenditures.

Interlocal Agreement. Interlocal agreements are the legal instruments used to establish or change organization of an MPO/RTPO and its boundaries.

Statewide Planning Efforts. MPOs are encouraged to participate in statewide planning efforts with respect to the various state modal plans and the statewide long-range transportation plan.

Corridor Sketches. A corridor sketch is a way for WSDOT to work jointly with partners to capture and document consistent baseline information about a highway corridor that informs future investment decisions.

Performance Measures. WSDOT will continue to consult with FHWA and FTA, as well as collaborate with MPOs as the State works towards setting targets in response to the various federally required performance measures.

LOCAL

RTC's FY 2019 UPWP will continue its fundamental metropolitan transportation planning program with activities such as development of a 2018 update to the long-range Clark County Regional Transportation Plan, update of the region's Transportation Improvement Program and project grant request coordination, update to the transportation system Congestion Management Process, intelligent transportation system management program, data collection and analysis, travel model forecasting, and project coordination as well as Regional Transportation Planning Organization planning in Klickitat and Skamania counties.

THE REGION'S KEY TRANSPORTATION ISSUES:

RTC's UPWP describes the region's regional transportation planning process that is led by the RTC Board and informed by data and its analysis. RTC provides the multi-jurisdictional forum for the region's collaborative transportation decision making process. A key issue in planning for the region's transportation system continues to be the transition being made to establish a performance-managed transportation system and investment decision-making process as now required by federal rules. RTC's regional planning process will need to assist member agencies to focus on smart investments and innovations in priority corridors to meet the multi-modal demands on the regional transportation system. RTC's project programming process will change accordingly to continue to maximize opportunities to use federal transportation resources on our regional transportation needs. The 2018/19 Work Plan includes activities to continue the reformulation of the program to meet the performance based investment criteria.

Growth in the region continues apace bringing increased pressures on the transportation system. Local partners are mindful of the interconnectedness of transportation infrastructure investment, jobs and economic development and are aware of the continued need to invest in regional transportation infrastructure and services as well as to maintain the condition of current assets. The regional planning strategy will be to focus on smart investment of capital to provide solutions to the identified needs in the Regional Transportation Plan.

Key transportation issues for the region include:

- **Support Growth and Development:** The region's transportation system needs to support both existing needs and growth in the region. Washington Office of Financial Management estimated Clark County population at 471,000 in 2017, up by 9,990 people from the 2016 population of 461,010; a 2.1% annual growth rate. OFM's 2017 medium series projection forecasts that Clark County's population will increase by over 172,000 people to 643,552 by 2040.
- **Regional Project Funding**: RTC recognizes the need for timely transportation system investments. In this region, need for transportation improvement exceeds the funding available to meet the needs. Transportation projects are identified in the Congestion Management Process and Regional Transportation Plan and programmed for funding in the Transportation Improvement Program. Recognizing the need to make prudent investments of the limited transportation dollars, RTC analyzes project applications to fund the most critically needed improvements. RTC works with a Grant Program Policy and Scoring Review Committee to periodically review the policy and scoring criteria for the regional flexible funding grant programs (STBG/CMAQ) that helps to support transportation system improvement. Working with RTAC and the RTC Board, staff develops recommendations for the annual call-for-projects. Documentation of the grant programs' policies and procedures are summarized in a TIP Programming Guidebook. RTC is developing a regional grant online database and mapping tool.
- **2040 Regional Transportation Plan**: A 2040 update to the Regional Transportation Plan for Clark County is scheduled for adoption in late 2018. After scoping of the update in spring 2017,

staff has begun work on several focus areas for the Plan update including finance, active transportation planning, future technology related to the VAST program, and Environmental Justice. There will be a call for projects identified in local jurisdictions' Capital Facilities Plans and identified in plans of transportation agencies followed by project evaluation. MAP-21 and Fast Act performance metrics will also be integrated into the RTP update. The RTP update process will also include a 10-year project priority evaluation.

- **Regional Studies**: A number of regional studies will be underway in FY 2019 including an update to the Human Services Transportation Plan covering Clark, Skamania and Klickitat counties, an update to Skamania and Klickitat County Regional Transportation Plans, a 10-year ITS Network Needs Assessment as part of Vancouver Area Smart Trek (VAST), the Urban Freeway Corridors Operations Study, and RTC's technical support for WA SB-5806 I-5 Legislative Task Force, C-TRAN's Mill Plain Bus Rapid Transit project development, and the Hood River Bridge EIS. RTC's role in the Oregon Transportation Commission's Portland Metro Area Value Pricing Feasibility Analysis is as a technical reviewer and stakeholder.
- **MAP-21/FAST Act Implementation**: With enactment of the federal FAST Act (December 2015) with its continued focus on the performance management structure established by its predecessor Act, MAP-21, RTC anticipates continuing to engage regional partners in the establishment of performance measure targets, data collection, and reporting systems to implement key policy goals of the Federal Transportation Act. After setting safety performance targets in January 2018, RTC anticipates setting bridge and pavement and system performance and CMAQ targets later in 2018.
- **Partnership Building**: Building partnerships and linkages among like or affiliated agencies and groups is an important tool in facilitating collaborative regional planning and investment decision-making. RTC staff will continue to commit considerable effort to building information sharing, research, and targeted project partnerships and alliances in order to facilitate maximum return on investment for regional, state, and locally funded transportation investments. RTC will continue to nurture and build upon existing partnerships with Oregon's Metro through the existing Bi-State Coordination Committee structure and with partners such as the Clark County Transportation Alliance, Columbia River Economic Development Council, Identity Clark County and Mid-Columbia Economic Development District. RTC will also continue to partner with RTC member agencies with RTC providing technical support and task work for them.

UNFUNDED PLANNING ACTIVITIES

RTC is asked to include a list in the UPWP of planning activities that could be undertaken by RTC if additional funding and/or staff were made available to support regional transportation planning activities. These unfunded planning activities include:

- Additional Active Transportation planning beyond that to be included in the 2018 RTP update. Work may include integration of a regional complete streets policy, mapping, system inventory, counts, and work in partnership with local Bike/Ped Committees, and Safe Routes to School planning. Cost estimate: $50,000.

- Complete an enhanced Regional Transportation Safety Analysis for highway, bicycle and pedestrian modes. Cost estimate: $50,000.

- Columbia Connections Strategy - Participate in a coordinated regional study with Oregon and Washington planning partners. The Study's purpose is to evaluate a sub-district within the region in proximity to the Columbia River, and to develop a clear understanding of the economic and community interactions and conditions within this sub-district. Potential outcomes could include: define a shared set of desired economic outcomes and the strategies and investments to realize them, consistent with community values; to identify partnerships and stakeholders; and, define values and goals for the area and to identify the infrastructure and service needs and develop policy commitments, projects, and programs to enhance quality of life in the area. Cost estimate: $50,000-$100,000 (scope dependent).

- Additional freight study tasks including additional data collection and compilation, addressing regional freight issues and freight access. Cost estimate: $25,000.

- Additional research and analysis on Dynamic Traffic Assignment (DTA) to support regional travel forecasting capabilities. Cost estimate: $25,000.

- Bi-state corridor planning beyond efforts covered under the RTP, VAST, and Coordination and Management (Bi-State Coordination Committee) work elements. Cost estimate: $25,000 to $50,000 depending on scope of study.

1. REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) for Clark County is the region's long-range transportation plan. The Plan's purpose is to promote and guide development of a multimodal transportation system for the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the same area encompassed by the Metropolitan Area Boundary. To meet planning requirements, the RTP has a planning horizon of at least 20 years. The most recent update to the Regional Transportation Plan for Clark County was adopted in December 2014 with a horizon year of 2035. The Plan maintains consistency between federal, state and local plans. The 2014 RTP is consistent with local land uses outlined in local Comprehensive Growth Management Plans. The RTP also reflects the Washington Transportation Plan 2030 (WTP, December 2010) in place at time of RTP adoption now supplanted by WTP 2035 and WTP Phase 2 (January 2015 and December 2017), as well as the state's Highway System Plan (HSP). The RTP is also compliant with MAP-21, the federal transportation act in place at the time of RTP adoption in 2014. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments.

In FY 2019, work will focus on completing an update to the RTP for Clark County (RTP). The RTP update will focus on compliance with MAP-21's and the current federal FAST Act performance based planning and programming requirements. Several focus areas were identified in the scoping of the RTP update in spring 2017 as needing focused attention including an update to the RTP's financial plan, active transportation planning for bike/pedestrian needs, the impact of future technology on transportation and updating the 10-year project priority list. The Plan update will update consistency between federal, state and local plans.

Work Element Objectives and Activities: Regional Transportation Plan

- Develop and implement the Clark County RTP to comply with federal law and guidance including RTP updates or amendments to reflect changing land uses, demographic trends, economic conditions, financial trends, regulations and study results and to maintain consistency between state, local and regional plans. Regular update and amendment of the Regional Transportation Plan (RTP) is a requirement of the Federal Transportation Act, currently the FAST Act, and the state Growth Management Act (GMA). Existing federal laws require Plan update in air quality attainment areas such as Clark County at least every five years and the state requires the Plan be reviewed for currency every two years. Whenever possible, major update to the RTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' land uses in the comprehensive growth management plans. The RTP update process will address federal transportation policy interests and reflect the latest versions of statewide plans such as Washington's Transportation Plan (WTP), Highway System Plan (HSP), State modal plans and Corridor Sketch Initiatives. At each RTP update, the results of recent transportation planning studies are incorporated and new or revised regional transportation system needs are identified and documented. RTP development relies on analysis of results from the 20-year regional travel forecast model as well as results from a six-year highway capacity needs analysis and 20-year transit planning. The Plan addresses the transportation priorities of the region.

- Address the federal planning factors required of the metropolitan planning process as listed on page xii-xiii. The current RTP (2014) provides an overview of how these factors are being addressed.
- Develop an RTP that complies with Washington's state law, the Revised Code of Washington (RCW), and guidance provided in the Washington Administrative Code (WAC).
- Involve the public in RTP development.
- Reflect updated results from the Congestion Management Process. The latest monitoring report on the region's transportation congestion management is the 2016 Congestion Management Report (RTC Board adoption, August 2017); to be used as a tool to help the region make decisions on transportation project needs to be identified in the RTP.
- Address bi-state travel needs and review major bi-state policy positions and issues.
- Address regional corridors, associated intermodal connections and statewide intercity mobility services.
- Help maintain federal clean air standards consistent with the Clean Air Act Amendments, 1990.
- Reflect regional freight transportation issues.
- Address active transportation, bicycling and pedestrian, modes.
- Describe concurrency management and its influence on development of the regional transportation system as well as concurrency's use as a tool to allow for the most effective use of existing transportation systems.
- Describe transportation system management and operations, Intelligent Transportation System (ITS) applications, as well as Transportation Demand Management (TDM) strategies and Commute Trip Reduction efforts to make a more efficient transportation system.
- Consult with environmental resource agencies and evaluate the environmental impacts and mitigation strategies related to the regional transportation system as required by FAST, the Clean Air Act and State laws.
- Develop an RTP with identified projects and strategies that can be implemented subsequent to RTP adoption through more detailed corridor planning processes and eventual programming of funds for project construction and implementation after programming of funds in the Transportation Improvement Program (TIP).
- Maintain consistency between state, regional and local transportation plans as required by the state's Growth Management Act. This includes certification of the transportation elements of local Growth Management Plans and their review for consistency with the RTP.
- Address planning for the future transit system guided by C-TRAN's 20-Year Plan, currently C-TRAN 2030 (June 2010, updated December 2016).
- Monitor transportation system performance and report on transportation system performance.
- Coordinate the RTP with regional and local land use plans. In Washington State, local jurisdictions address land use planning in Comprehensive Plans required by Washington State's Growth Management laws. The GMA sets up RTPO's as the venues for identifying regional priorities and coordinating transportation planning at all jurisdictional levels with local comprehensive plans. WSDOT encourages RTPOs to work as partners with local governments

in the early stages of local comprehensive plan and countywide planning policy development to more effectively identify and resolve consistency issues.

Relationship to Other Work Elements: Regional Transportation Plan

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

FY 2019 Tasks and Products: Regional Transportation Plan

The most notable product in FY 2019 will be publication of an updated RTP for Clark County with adoption of the Plan anticipated in late 2018. The Plan will be developed by engaging planning partners and the public in work on the RTP update and by focusing on modal elements. The update will address federal rulemaking regarding transportation performance based planning and programming and will address consistency between state, regional and local plans. Scoping of the 2018 RTP update was carried out in spring 2017 and decision on a 2040 population and employment horizon year forecast was made in September 2017.

The 2018 RTP update will focus on addressing the following modal elements and planning issues:

- Federal Functional Classification – reflect any changes in the next update to the RTP.
- System Performance – Report on transportation system performance measures, monitoring and target setting used to analyze transportation system performance and level of service assumptions and used to guide transportation investment decisions, project and strategies identified in the RTP. The FY 2018 RTP update will address compliance with the federal FAST Act and on transitioning to the federally-required performance-based planning and programming approach for surface transportation investments now that Federal Rulemaking is complete. The aim is to have a more effective investment process for federal transportation funds. RTC staff will continue to work with state, regional and local planning partners, including C-TRAN the local transit service provider, and other MPO's in the state to develop targets for the national performance measures and to provide input on how the performance measures are set to meet the seven national transportation goals. The performance measures and associated targets will be integrated into RTC's RTP update per the timelines included in the federal rules.
- Practical Solutions – RTC will work with WSDOT to identify practical solutions to transportation issues in an effort to maximize benefits. This approach to identifying transportation solutions, including projects and strategies, will likely impact the list of transportation projects identified in the 2018 RTP update.
- Safety – An update to the Safety Assessment for Clark County was completed in spring 2014 and was incorporated into the 2014 RTP update. RTC will continue to work with WSDOT and

partner agencies in FY 2019 to compile, categorize, analyze and evaluate crash data and address transportation safety issues in an updated Safety Assessment. In addition, RTC will work with local agencies to continue work on Complete Streets/Safe Streets to ensure streets are designed for all users dependent on the context of the transportation facility. RTC staff is working with the City of Vancouver on Vancouver's Transportation System Safety Analysis scheduled for completion in summer 2018.

- Transit – The RTP includes recommendations and guidance provided by the region's transit development plans, notably C-TRAN's 20-Year Transit Development Plan, C-TRAN 2030, (C-TRAN, June 2010; now updated) and the Clark County High Capacity Transit System Study (RTC, December 2008). The 2018 RTP update will reflect C-TRAN's updated 20-Year Transit Development Plan adopted by the C-TRAN Board in December 2016. C-TRAN opened its first Bus Rapid Transit corridor, The Vine, in the Fourth Plain corridor in January 2017 and is now working on a second BRT corridor on Mill Plain which will be addressed in the 2018 RTP.
- Efficiencies – It is recognized that the most efficient use of the existing transportation system can be realized through implementation of Transportation Demand Management (TDM) and Transportation System Management strategies. RTC will continue to coordinate with planning partners in developing the Congestion Management Process, Transportation System Management and Operations through RTC's VAST program (see VAST element) and Commute Trip Reduction plans. The solutions identified in these TDM and TSM Plans will be incorporated into the next RTP update. TDM planning in the region uses a broader definition of demand management and identifies policies, programs and actions including use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems.
- The Regional and Local Commute Trip Reduction Plans were last updated in 2015. RTC works with local partners to implement transportation demand strategies outlined in local and regional Commute Trip Reduction plans. Affected local jurisdictions, as currently determined by the State's CTR law, are: Vancouver, Camas, Washougal, and unincorporated Clark County. Local and Regional CTR Plans, as well as a Downtown Vancouver Growth and Transportation Efficiency Center (GTEC) Plan, were initially adopted by RTC in October 2007 with minor updates in 2013 and 2015.
- Active Transportation – The RTP reflects work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed. RTC will continue to work with local partners to plan for pedestrian and bicycle policies and transportation needs to support transportation options, community quality and health. The State Growth Management Act requires that two components relating to active communities be addressed in local growth management plans: (1) a pedestrian and bicycle component, and (2) land use policies that promote greater physical activity. RTC staff will continue to participate in the Clark Communities Bicycle and Pedestrian Advisory Committee and report on the Committee's activities to the Regional Transportation Advisory Committee. RTC will likely work with a consultant in FY 2018/19 to complete an enhanced RTP section on active transportation.
- Changing Demographics and Lifestyles – the 2018 RTP update will address changing demographics and lifestyles and how these may affect transportation demand in the region. In FY 2019, RTC will continue to work with local agencies and institutions such as the Clark

County Commission on Aging such to implement transportation recommendations of the Clark County's Aging Readiness Task Force to address changing transportation needs with an aging population as documented in the Clark County Aging Readiness Plan.

- Human Services Transportation Planning - The process to develop the region's Human Services Transportation Plan and human services transportation project priorities is led by RTC with the latest HSTP for Clark, Skamania and Klickitat Counties update adopted in 2014 to support funding applications for WSDOT's consolidated public transportation grant program. RTC will continue to coordinate with local stakeholders and human service transportation providers to address the special transportation needs of the elderly, people with disabilities, and low-income populations. The HSTP prioritizes special needs transportation projects across all three counties of the RTC RTPO region in preparation for biennial statewide Consolidated Grants Program applications. Under federal law, HSTPs must be updated at least every four years with RTC's next HSTP update due in late 2018 (FY 2019), see separate HSTP UPWP element description. RTC will continue to be involved in the Accessible Transportation Coalition Initiative (ATCI) which brings together stakeholders with interest and representative of communities with special transportation needs.
- Freight Transportation – Elements of the Clark County Freight Mobility Study (RTC, December 2010) were incorporated into the 2011 RTP and continued in the 2014 RTP update ensuring that the significance of freight transportation and its importance to the local economy is documented. RTC has subsequently conducted data collection to provide input to freight transportation planning. RTC will continue to prepare materials relating to freight transportation and work with partners and business interest groups, such as Identity Clark County and the FACT Coalition, to focus attention on needed multi-modal freight investments and critical economic corridors within the region. RTC will work with local partners to determine whether there is opportunity to apply for freight grant funds including the federal INFRA program. The recommendations from freight alliances, partnerships and updated Freight Study will be integrated into the next RTP update. RTC will also coordinate with WSDOT's Freight Division to inform WSDOT of freight needs in the region and with the Freight Mobility Strategic Investment Board (FMSIB).
- Emerging Transportation Technologies - Regional transportation system development is at an evolutionary point where emerging transportation technologies that can impact transportation networks and performance are developing rapidly. The RTP update will address these emerging technologies with the perspective that the region needs to be aware of the desired transportation outcomes and the emerging technologies should be used to provide for transportation mobility, access and equity for passenger, freight and goods movement.
- Air Quality and Climate Change – Strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions were addressed as part of the requirements of RCW 70.235.020, RCW 47.01.440 and Governor's Executive Order 09-05 – Washington's Leadership on Climate Change now superseded by Governor's Executive Order 14-04. RTC will continue to address VMT reduction strategies as part of the regional transportation planning process.
- Corridor Planning –corridor planning efforts were incorporated into the 2014 RTP update and new plans will be incorporated into the 2018 RTP update. Recommendations from the I-205 Corridor Bus on Shoulder Feasibility Study (report, May 2017) will be incorporated into the

RTP update. Recommendations from the I-205 Access and Operations Study informed the 2014 RTP update supporting the RTP goals for efficiency, safety, and performance of the region's multimodal transportation system. RTC will also continue to coordinate with WSDOT on necessary updates to the Corridor Sketch Initiative and on implementation of WSDOT's ramp signal study.

- Financial Plan – The financial Plan section of the RTP update will include the costs of system maintenance, preservation, safety improvement and operating costs. RTC will work with local and state transportation interests to bring attention to transportation system funding needs.
- Consistency – RTC will continue work with planning partners to maintain consistency between state, local, and federal transportation plans. Many local Comprehensive Growth Management Plans were updated in 2016 and the 2018 RTP update will incorporate local plan updates. Certification of the transportation elements of the cities' and county's comprehensive growth management plans is required under Washington State's Growth Management Act and RTC will continue to work with local jurisdictions as certifications are requested.
- Consultation between RTC and state and federal environmental agencies to address environmental mitigation strategies as part of the RTP update process and coordination with tribal governments will continue. (Ongoing)
- The RTP update development process involves the Regional Transportation Advisory Committee whose members provide technical review and recommendations for the RTP work element with RTC staff providing RTP informational briefings. The RTC Board is also updated, as needed, on the RTP update. At monthly Board meetings, time is set aside to allow citizens to comment on metropolitan transportation planning issues (ongoing).
- RTC involves the public in development of the metropolitan transportation planning process and, in particular, in development of RTP elements. Opportunities for public participation are offered with website information, media releases, communication with neighborhood groups, and stakeholders on the regional transportation planning process. Consultation with interested resource agencies and tribes with interests in the transportation system in the Clark County region continues. In FY 2018, RTC is working with a WSU-V student to investigate public opinion on the region's transportation system and in FY 2018/19 may use consultant assistance to deploy some form of stakeholder engagement process in developing the 2018 RTP update.

FY 2019 Funding: Regional Transportation Plan Work Element

FY 2019 Revenues:	**$**	**FY 2019 Expenses:**	**$**
• Federal FHWA PL	$120,132	• RTC	$226,166
• Federal FTA	$37,890	• Consultant*	$75,000
• Federal STBG	$70,000		
• State RTPO	$31,310		
• Other Local Funds	$12,400		
• MPO Funds	$29,434		
	$301,166		**$301,166**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$35,587*

** RTC's Budget reflects a CY 2018 allocation of $75,000 in resources for potential technical support from consultants to assist in enhancing the RTP section on active transportation and/or assistance in public and stakeholder engagement.*

1B. TRANSPORTATION IMPROVEMENT PROGRAM

The metropolitan Transportation Improvement Program (TIP) is a multi-year program of federally funded and regionally significant transportation projects within the Clark County, Washington region. The TIP includes a priority list of projects to be carried out in the next four years and a financial plan that demonstrates how it can be implemented. The projects programmed in the TIP originate from project recommendations made in the Regional Transportation Plan (RTP) or are developed into projects from a series of program recommendations such as preservation, maintenance, and safety. The TIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, C-TRAN and the Washington State Department of Transportation (WSDOT) together with public outreach and participation. RTC's TIP and Public Participation Plan satisfy the public participation requirements for the Program of Projects (POP). Projects listed in the TIP indicate a commitment for funding of these projects and project costs are expressed in Year of Expenditure (YOE) dollars.

Work Element Objectives and Activities: Transportation Improvement Program

- Develop and adopt the Transportation Improvement Program (TIP) consistent with the requirements of the Federal Transportation Act.
- Review the TIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal transportation funding. Project selection criteria reflect the multiple policy objectives for the regional transportation system (e.g. safety, maintenance and operation of existing system, multimodal options, mobility, economic development and air quality improvement). The TIP development process is documented in RTC's Transportation Programming Guidebook. TIP process participants rely on this Guidebook to learn of TIP policies and procedures.
- Understand and implement the federal transportation reauthorization act (FAST Act) regarding the Transportation Improvement Program.
- Coordinate the grant application process for federal, state and regionally-competitive funding programs such as federal Surface Transportation Block Grant program (STBG), federal Transportation Alternatives (TA), state Transportation Improvement Board (TIB) programs, and Safe Routes to School programs, etc.
- Program Congestion Mitigation and Air Quality (CMAQ) funds with consideration given to emissions reduction benefits provided by projects.
- Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs.
- Coordinate with transit and human service agencies to address human services transportation needs and develop human services transportation projects.
- Develop a realistic financial plan for the TIP financially constrained by year. The TIP must address costs for projects as well as operations and maintenance of the transportation system.
- Consider air quality impacts.
- Amend the TIP as necessary.
- Monitor TIP project implementation and obligation of project funding.

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

Relationship to Other Work Elements: Transportation Improvement Program

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

FY 2019 Tasks and Products: Transportation Improvement Program

- Development of the RTC's 2019-2022 Transportation Improvement Program will be coordinated with planning partners, the public given opportunity to comment on TIP process and projects and the adopted TIP will include programming of projects for all four years. Performance based planning and programming, including performance targets, will be incorporated in the TIP as federal timelines mandate. *(Fall 2018)*
- Update the Transportation Programming Guidebook; TIP Policies and Procedures, if warranted.
- TIP amendments as necessary. *(Ongoing)*
- Coordination of regional transportation projects for federal and statewide competitive programs. *(Ongoing)*
- Reports on tracking of TIP project implementation and obligation of funding for TIP programmed projects. More information on development of a project database to help project tracking efforts is found in the Data/Forecast work element. *(Ongoing)*
- Provide input to update the State Transportation Improvement Program (STIP). *(Ongoing)*
- Public participation in TIP development including providing information and ability to comment online. *(Ongoing)*

FY 2019 Funding: Transportation Improvement Program

FY 2019 Revenues:	**$**	**FY 2019 Expenses:**	**$**
• Federal FHWA PL	$48,053	• RTC	$120,466
• Federal FTA	$15,156		
• Federal STBG	$28,000		
• State RTPO	$12,524		
• Other Local Funds	$4,960		
• MPO Funds	$11,773		
	$120,466		**$120,466**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$14,235*

1C. CONGESTION MANAGEMENT PROCESS

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

Work Element Objectives and Activities: Congestion Management Process

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

- Coordinate with WSDOT and local agencies to help enhance use of the CMP in developing capacity or operational solutions to address transportation deficiencies identified as part of the congestion management monitoring process and then incorporate into updates to the RTP and TIP.
- Provide CMP data and system performance indicators to inform state and local transportation plan updates.
- The CMP database and system monitoring will be integrated with metropolitan planning efforts related to the Regional Transportation Plan's update, federal performance measures, the Transportation Improvement Program, and the VAST/Transportation System Management and Operations process.
- Coordinate with Metro on development of the Congestion Management Process.

Relationship to Other Work: Congestion Management Process

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

FY 2019 Tasks and Products: Congestion Management Process

- A Congestion Management Process that includes all six CMP elements as outlined in 23 CFR Part 450 Sec. 320). *(Ongoing)*
- Updated traffic counts, turning movement counts, vehicle classification (truck) counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data will be made available on RTC's web site (http://www.wa.gov/rtc). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. Scans of traffic counts are stored to help meet other needs and to help future regional travel forecast model enhancement and update. *(Ongoing)*
- Update other CMP corridor data including auto occupancy, roadway lane density, vehicle classification (truck counts), transit ridership, transit capacity, travel time and speed. Data should support the CMP, concurrency and/or other regional transportation planning programs. *(Ongoing)*
- Compare the most recent data with data from prior years (dating back to 1999) to support identifying system needs and transportation solutions as well as monitoring of impacts of implemented improvements. (Summer 2018)
- An updated Congestion Management Report, the *2017 Congestion Management Process*

Monitoring Report, is anticipated in summer 2018.

- The "Areas of Concern" list will be updated in the *Congestion Management Report*. RTC works with local jurisdictions to identify transportation solutions for the corridor segments of concern with linkage between the CMP and implementation of the traffic operations program outlined in RTC's VAST program (see separate VAST work element). *(Spring 2019)*
- Provide information to Federal Highway Administration to help in FHWA's assessment of the Congestion Management Process. *(As needed)*
- Communicate with Metro on RTC's Congestion Management Process and keep informed on development of Metro's Congestion Management Process. *(Ongoing)*
- Plan for regional freight and commercial needs including data collection and reporting. *(Ongoing)*

FY 2019 Funding: Congestion Management Process

FY 2019 Revenues:		**FY 2019 Expenses:**	
	$		**$**
• Federal FHWA PL	$48,053	• RTC	$95,466
• Federal FTA	$15,156	• Consultant*	$25,000
• Federal STBG	$28,000		
• State RTPO	$12,524		
• Other Local Funds	$4,960		
• MPO Funds	$11,773		
	$120,466		**$120,466**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$14,235*

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

1D. VANCOUVER AREA SMART TREK PROGRAM

The Vancouver Area Smart Trek (VAST) program encompasses the ongoing coordination and management of regional Transportation System Management and Operations (TSMO) and Intelligent Transportation System (ITS) activities. RTC began as lead agency for managing the VAST program in 2001 with a focus on ITS projects and infrastructure.

The TSMO 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. RTC published the first VAST TSMO Plan in 2011 which was updated in 2016. The original plan provided a 10-year vision; the 2016 Plan update provides a 5-year view 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.

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

<u>Transportation System Management and Operations</u>

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

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

The Clark County TSMO Plan provides a strategic framework to guide transportation system management objectives. The Plan builds upon a proven reputation of success and national leadership in interagency coordination. It informs future ITS technology investments and capital improvements necessary to support the objectives over the next 10 years. The 2016 TSMO Plan has three main sections: 1) emerging operational issues and trends that will impact the future direction of transportation systems management and operations; 2) a description of operational improvements to the transportation system over the last five years and envisioned for the next five and; 3) an implementation plan, which documents the ITS communications and equipment needed to build the improvements and support system management and operations.

The regional transportation data resources developed under this element provide a means for tracking congestion and supporting the Congestion Management Process using TSMO performance metrics for recurring and non-recurring sources of congestion. Use of Portal is a key component. Portal is the official transportation archive for the Portland-Vancouver metropolitan region being developed and housed at the Intelligent Transportation Systems Laboratory at Portland State University (PSU). The purpose of Portal is to implement the U.S. National ITS Architecture's Archived Data User Service in the Portland-Vancouver region. PSU works cooperatively with regional partners including WSDOT, ODOT, Metro, the City of Portland, TriMet, and RTC. Currently, the Portal system archives a wide variety of transportation-related data including the freeway loop detector data from the Portland-Vancouver metropolitan region, weather data, incident data, transit data and freight data. There are plans to enhance Portal to improve the user interface and expand the capabilities of the system to include multimodal data sources such as vehicle length information, incident data, travel time, expanded transit data, arterial data and bicycle-pedestrian data from both Oregon and Washington.

<u>Intelligent Transportation Systems</u>

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

Work Element Objectives and Activities: VAST

- Address the use of ITS technology through collaboration between planning and traffic operations staff of partner agencies as part of the consolidated VAST program which incorporates ITS and operational management into the planning process.
- Lead the ongoing management of the VAST Program, including the development of cooperative project funding applications and coordination between partner agencies on operational projects and ITS technology. Continue management of the TSMO Steering Committee, the VAST Steering Committee and Communications Infrastructure Committee. VAST program management includes review and endorsement of ITS and communications infrastructure, as well as operational projects, development of ITS and operations policy issues, preparation of joint funding applications, and managing consultant technical support for the VAST program.

- Ongoing planning, coordination and management of the VAST program by RTC to ensure the region is meeting federal requirements for ITS deployment through integration and interoperability.
- Ensure that operational and ITS initiatives are integrated and that consistency with the regional ITS architecture is addressed.
- Continue to develop and implement VAST program projects programmed for Congestion Mitigation/Air Quality (CMAQ) funding in the Transportation Improvement Program. These VAST projects may include freeway management, traveler information, transportation signal optimization, and transit signal priority.
- Assist partner agencies on funding applications for individual operational and ITS projects. Continue process of Committee partnerships for joint project funding applications.
- Focus on performance measurement, metrics, and tools to analyze the benefits of operational strategies and outreach to policy makers and other stakeholders.
- Utilize the emerging issues identified in the 2016 TSMO Plan update to guide the planning efforts and deliberation of the VAST agencies on issues including connected and autonomous vehicles, smart cities, and open and integrated data.
- Collaborate with TSMO Steering Committee members to provide technical support for operational measures consistent with guidance resulting from the FAST Federal Transportation Act. Identify the role the Committee should play to provide input to the operations element of the RTP update.
- RTC will coordinate regularly with TSMO partners to develop guidelines and protocols for regional operations. Performance measures will be further developed for assessing operations and identifying effective TSMO strategies. RTC will collaborate with partner agencies for ongoing refinement of the Portal interface to improve its interface and usability. Improvements to the Portal data archive are defined in the data archive scope of work with PSU and include adding data sources for arterials, display of new transit data, freight information, travel time and identification of field device types and their data collection capabilities. RTC will coordinate with partner agencies as they begin to utilize the data archive.
- RTC participation on the Portal Advisory Committee which considers strategies for the ongoing management and maintenance of the Portal data archive.
- Continue development of standards for fiber optic communications, equipment, and infrastructure through the VAST Communications Infrastructure Committee (CIC). Maintain and continue expansion of the multi-agency shared asset management database and mapping system and facilitate the ongoing development of communications sharing and execution of permits between the VAST agency partners.
- Expand areas of communications infrastructure sharing and integration authorized under the executed Regional Communication Interoperability and Fiber Interlocal Agreement.
- Develop rules, procedures and process, and security issues among VAST partners and gain agreement on a common protocol for VAST to receive detailed communications infrastructure information from agency construction projects.
- Identify additional areas for coordination and improvement of the communications

infrastructure, including coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.

- Provide a forum to host periodic VAST program events to promote regional discussion and education on TSMO and transportation technology issues.

Relationship to Other Work Elements: VAST

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

FY 2019 Tasks and Products: VAST

- Coordinate all VAST activities within Clark County and with Oregon. *(Ongoing)*
- Facilitate the activities of the three VAST related committees. *(Ongoing)*
- Report on the overall effectiveness of the VAST program. *(Ongoing)*
- Maintain the Regional ITS Architecture for the VAST program using the most recent National Architecture and Turbo Architecture. Include documentation of functions, subsystems, and information and data flow connections. *(Ongoing)*
- Work to incorporate the connected and autonomous vehicles element into the next Regional ITS Architecture update.
- Implement ITS technologies and operational strategies on the TSMO corridor(s) within the budget available. (Ongoing)
- Work to determine need for the development of regional policies for the consideration of operational strategies.
- Coordinate with the VAST partners to conduct a 10-year ITS network needs assessment which focuses on the non-fiber component of communications such as the data layer, network topology, and data processes.
- Update and expansion of Portal to include all partner agencies. Collaboration with partner agencies will also address ongoing refinement of Portal to improve data quality, visual interface and usability. *(Ongoing)*
- Manage the ITS element of the work program, including preparation of memoranda of understanding for coordinated ITS implementation, interlocal agreements, and operational and maintenance agreements, fiber sharing permits and other coordination needed between partner agencies to deploy ITS projects. *(Ongoing)*
- Develop policies for operational requirements, acceptable use, security and other policies for the shared ITS network. *(Ongoing)*
- Build-on addition of Clark County onto the bi-state regional ITS network by expanding the number of VAST agencies using it to send real-time data to the Portal data archive.

- Coordinate with VAST agencies to complete agreements with a single vendor for the common management, maintenance and data entry for the asset management database to support continued expansion of the shared communications assets mapping system.
- Update, maintain and utilize the database as new fiber projects are completed. (Ongoing)
- Adopt standards for fiber, equipment, and infrastructure based on priorities set by the Communications Infrastructure Committee. *(Ongoing)*
- Regional ITS goals and policies for the Clark County region and for bi-state ITS issues. *(Ongoing)*
- Manage consultant technical support activities as needed. *(Ongoing)*

FY 2019 Funding: VAST

FY 2019 Revenues:	**$**	**FY 2019 Expenses:**	**$**
• Federal STBG	$236,000	• RTC	$152,832
• MPO Funds (13.5%)	$36,832	• Consultants*	$120,000
	$272,832		**$272,832**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$36,832*

Consultants* estimated $120,000 per year for consultant program assistance and Portland State University Portal.

IE. SKAMANIA AND KLICKITAT RTPO

The regional transportation planning work program for Skamania and Klickitat Counties was established in FY 1990 when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Skamania County and Klickitat County Transportation Policy Committees meet regularly to discuss regional transportation issues and concerns. RTC provides transportation planning technical assistance for each County in addition to developing Regional Transportation Plans and monitoring transportation system performance. The Skamania County and Klickitat County Regional Transportation Plans were initially adopted in April 1995 with the most recent updates adopted in June 2014 and amendments in November 2016. Development and traffic trends are monitored and the regional transportation planning database for the region is kept up to date.

Work Element Objectives and Activities: Skamania and Klickitat RTPO

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

Relationship to Other Work Elements: Skamania and Klickitat County RTPO

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

FY 2019 Tasks and Products: Skamania and Klickitat RTPO

- Continued development of a coordinated, technically sound regional transportation planning process. *(Ongoing)*

- Continued development of a technical transportation planning assistance program. *(Ongoing)*
- Development of the 2019-2022 Regional Transportation Improvement Program. *(Fall 2018)*
- Review and update of Regional Transportation Plans. *(FY 2018)*
- Gather data and update the regional transportation database. *(Ongoing)*
- Regional freight and commerce planning and data collection and reporting. (Ongoing)

FY 2019 Funding: Skamania and Klickitat RTPO

FY 2019 Revenues:	**$**	**FY 2019 Expenses:**	**$**
• State RTPO	$45,310	• RTC	$45,310
	$45,310		**$45,310**

IF. HUMAN SERVICES TRANSPORTATION PLAN UPDATE

Regular update of the region's Coordinated Human Services Transportation Plan (HSTP) continues to be a requirement of the federal transportation act; currently Fixing America's Surface Transportation Act (the FAST Act). The intent of the Human Services Transportation Plan is to identify transportation needs and solutions and thereby improve transportation services for people with disabilities, seniors, and individuals with lower incomes as well as those in rural locations who cannot provide transportation for themselves. The RTC Board adopted the region's first Human Services Transportation Plan for Clark, Skamania and Klickitat Counties in January 2007 and subsequent Plan updates in 2010 and 2014. From the needs identified in the HSTP, human services transportation providers can then develop projects to submit to WSDOT for funding consideration through the consolidated public transportation grant program. Development and update of an HSTP is a condition for receipt of Federal Transit Administration Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities program, funds. In Washington State, the Consolidated Grant Program combines applications for FTA 5310 funds as well as FTA Section 5311 Rural Area Apportionments and Rural Transit Assistance Program, and state transit funds for paratransit, special needs and rural mobility competitive programs. Projects funded under this program must be derived from a locally developed public transit-human services transportation plan. The MPO/RTPO must work with the local stakeholders and human service transportation providers to develop the Plan and prioritize projects.

Work Element Objectives and Activities

- Develop an update to the consolidated Human Services Transportation Plan for Clark, Skamania and Klickitat Counties. A coordinated plan can help to enhance transportation access, minimize duplication of services, and encourage the most cost-effective transportation. Development of the Human Services Transportation Plan brings together service providers, agencies that distribute funds, riders, and the community at-large to improve special needs transportation throughout the region. Following the template provided by WSDOT Public Transportation Division, the Plan should include the following elements:
- Stakeholder involvement.
- Emergency management collaboration and coordination.
- Data and information on common trip origins and destination, and existing transportation services. Note: this may require collaboration and sub-contracting with County GIS departments to update Plan maps.
- Identify unmet transportation needs including technology.
    - Develop strategies to meet public transportation needs including unmet needs. This should include coordination, and community project priorities.
    - Meet Title VI requirements.
- Outreach, engage and coordinate with stakeholders because stakeholder involvement is the key to successful human service transportation planning. Primary stakeholders include public transportation providers in the region such as C-TRAN, Skamania County Senior Services, and Klickitat County Senior Services. Additional stakeholders may include the Area Agency on Aging and Disabilities of Southwest Washington, assisted living communities, city councils,

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

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

Relationship To Other Work Elements

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

FY 2019 Tasks and Products

- An updated Human Services Transportation Plan for Clark, Skamania and Klickitat counties according to the timeline required by WSDOT. The updated Human Services Transportation Plan will be reviewed and approved by the Active Transportation Coalition (ACTI), the stakeholder participant group, and adopted by the RTC Board.
- The updated HSTP will be used as the basis for applying for funds, every two years, through the state's Consolidated Public Transportation Grant Program to meet the transportation needs of people with disabilities, seniors, individuals with lower incomes as well as those in rural locations who cannot provide transportation for themselves. Project applications are likely to be due in fall 2018. RTC will lead the project application process.

FY 2018/19 Expenses:		**FY 2018/19 Revenues:**	
	$		$
RTC and GIS Dept.	$20,000	FTA (through WSDOT) - formula allocation	$20,000
Total	**$20,000**		**$20,000**

1G. URBAN FREEWAY CORRIDORS OPERATIONS STUDY

The Urban Freeway Corridors Operations Study will analyze near term operational, system management improvements, transit enhancements and other multimodal improvements on approximately 35 miles of urban freeways in the Vancouver region that could serve to make the transportation system operate more efficiently and predictably. The strategies could include approaches to get the most out of the existing system by using traffic management tools to optimize the flow of traffic and maximize available capacity as well as low cost capital improvements to address bottlenecks and merge weave conflicts. These improvements could also supplement future planned capital improvements in the study corridors.

While the overall scope of the study will encompass the Vancouver urban area freeway system, an important focus of the study will be on the I-5 corridor from the Columbia River to 179th Street, which was identified in RTC's Congestion Management Process as a crucial need to address as bi-travel demand continues to increase. The study will analyze, identify and recommend implementation of low-cost multimodal operational strategies for the Clark County transportation system

Strategies to improve transportation system management and operations (TSMO) provide a way to better manage roadways to get more efficiency out of the existing system. TSMO strategies are generally lower cost, can be implemented more quickly than capital projects and can reduce the impacts of congestion by reducing delay and improving travel time reliability.

Between 2011 and 2016, Clark County's population increased by almost 36,000 people, more than 8%. The Portland/Vancouver region added over 116,000 jobs, an increase of almost 10.5%, during the same time period. This growth is forecast to continue with population growing from 460,000 today to 600,000 in 2040. Past growth and future trends, as well as an improving economy over the last 5 years, are reflected in worsening traffic congestion on Clark County freeways.

WORK ELEMENT OBJECTIVES: **UFCOS**

Investigate a wide range of transportation operational management strategies including regional management and operations, roadway management and operations, transit management, and traveler information.

A key foundational task for the operational study is origin destination analysis. It will identify access locations onto and leaving the freeway system and trip patterns at interchanges in the study area. O-D analytical tools developed for the UFCOS will also be utilized for other study areas identified by WSDOT.

Specific strategies will include technology based advanced traffic management (ATM) techniques. ATM is intended to dynamically manage regular and non-recurring congestion based on current and predicted traffic conditions. ATM strategies include: adaptive ramp metering, dynamic speeds and dynamic lane control, and queue warning.

Consider integrated corridor management (ICM) strategies. Similar to ATM, ICM relies on advanced technology and real time roadway information for a common management approach to parallel roadway facilities in a single travel corridor. The study will identify applicable corridors for ICM treatment and make recommendations on corridors, segments, and improvements for implementation.

Evaluate low cost capital improvements that could address geometric constraints including bottlenecks and safety. Options could include ramp modifications, lane extensions, and mainline

reconfiguration/restriping improvements that would balance capacity, reduce weaving and merging conflicts, or other operations efficiencies.

Assess current and planned transit service in the study corridors and consider the role of transit enhancements as stand alone improvements or to supplement technology based strategies. It will include improved or expanded transit service along with bus on shoulder as a mobility improvement strategy.

Research and document a range of transportation demand management strategies to determine their contribution and role in managing mobility in the corridor.

A summary of the study activities and tasks is provided below:

- Origin-destination data collection and analysis
- Traffic data collection
- Traffic operational analysis
- Identification and screening of operational strategies and transit enhancements
- Hot spot identification including merge/weave problems and bottlenecks

RELATIONSHIP TO OTHER WORK ELEMENTS: UFCOS

The UFCOS supports goals for the efficiency, safety, and performance of the multimodal transportation system as defined in the Regional Transportation Plan and is consistent with the mix of transportation strategies needed to address future transportation system issues. It also relates to the VAST TSMO/ITS Work Program and the Congestion Management Process in that it will first consider transportation management, operational, and transit strategies to address system performance.

FY 2018/19 PRODUCTS: UFCOS

- Conceptual design and cost estimates
- Findings and recommendations on an integrated set of low cost capital improvements and strategies for implementation.

FY 2018/19 Funding: UFCOS

FY 2018/19 Revenues:	**$**	**FY 2018/19 Expenses:**	**$**
• WSDOT (O-D)	$300,000		
• WSDOT (Ops)	$150,000		
• Federal STBG	$215,000	• RTC	$100,000
• Local Funds	$35,000	• Consultants	$600,000
	$700,0000		**$700,000**

2. DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES

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

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

Regional Transportation Data and Travel Forecasting

(a.1.) Regional Transportation Data: Work Element Objectives and Activities

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

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

- Assist local jurisdictions in analyzing data and information from the regional transportation data base in updating and implementing Comprehensive Plans required under the state's Growth Management Act, capital facilities plan development and transportation concurrency.
- Maintain and update RTC's computer equipment and software.
- Regularly update the content of RTC's website as the primary public participation, information and outreach platform allowing public access to the regional transportation planning program.
- Investigate the application of multimodal cost benefit analysis packages and the potential application to the Regional Transportation Plan. Continue to develop data, including vehicle miles traveled (VMT) and vehicle occupancy measures, for use in air quality and Commute Trip Reduction (CTR) planning.

(a.2.) Regional Transportation Data: FY 2019 Tasks and Products

- Update the regional transportation database with data from the U.S. Census, including Census Transportation Planning Products (CTPP) and the American Community Survey (ACS) which derives data from a smaller sample than the census, as well as the National Household Travel Survey (NHTS). (Ongoing)
- Analysis of Clark County transportation information. The main elements include: transportation measures, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations are used to address environmental justice issues. (Ongoing)
- A project database for completed and planned transportation projects will be developed. This project database will be designed to complement the TIP and RTP work elements. Initially, the database will include information on the STBG and CMAQ funded projects and is planned to include all proposed RTP projects to enable information and data retrieval for these projects. The intention is to eventually make the project information and data easily accessible on RTC's website.
- Compilation and analysis of data relating to minority and low income populations to support transportation plans for the region and for specific corridors and for specific Title VI requirements. (Ongoing)
- Integration of transportation planning and GIS Arc/Info data. (Ongoing)
- Coordination with Clark County on maintenance and update of the highway network, local street system and federal functional classification system in a GIS coverage. (As needed)
- Update the traffic count database. (Ongoing)
- Continue to work with regional bi-state partners on freight transportation planning including ongoing work to improve truck forecasting ability. Continue to integrate freight traffic data into

the regional transportation database. (Ongoing)

- Technical assistance to local jurisdictions for regional transportation data. (Ongoing)
- Purchase updated computer equipment using RTPO revenues and coordinate with the County's computer division to update computer equipment and software. (As needed)
- Analysis of Commute Trip Reduction (CTR), congestion pricing and Transportation System Management/Intelligent Transportation System (ITS) impacts. (As needed)
- The RTC website is a valuable tool for both disseminating information and receiving feedback from the public, as well as the RTC Board and its member jurisdictions. RTC will continue to maintain the RTC website with current data and information in order to inform and engage the public in the transportation planning process.

(b.1.) Regional Travel Forecasting Model: Work Element Objectives and Activities

- Coordinate with local jurisdictions, state agencies and Metro to develop the regional travel forecast model. The travel forecast model is used as a tool to help analyze the transportation system in the region; its output used to identify deficiencies in the regional transportation system, to develop performance measures and standards and to assess transportation demand management and transit planning applications.
- Increase the ability of the existing travel forecasting procedures to respond to informational needs placed on the forecasting process to inform state, regional and local transportation planning. The model needs to be able to respond to emerging issues, including concurrency, peak hour spreading, latent demand, design capacity, performance measures, air quality, growth management, and life-style changes relating to transportation needs. Staff will continue to research and assess travel forecast model enhancement and enhanced modeling software and tools to further develop traffic operational modeling capabilities and true dynamic assignment techniques that are increasingly important in evaluating new planning alternatives, such as High Occupancy Vehicle operations and impacts, Intelligent Transportation System impact evaluation, congestion pricing analysis, and concurrency analysis.
- Provide a forum for local model developers and users to meet and discuss model development and enhancement.
- Participate in the Oregon Modeling Steering Committee (OMSC), organized as part of the Oregon Travel Model Improvement Program (OTMIP), to learn about model development in Oregon and the Portland region.
- Participate in developing Washington Statewide Multimodal Travel Demand Models and provide technical insight in coordinating the MPO's Regional Travel Models and the Statewide Model.
- Assist WSDOT and local agencies by supplying regional travel model data for use in local planning studies, environmental analyses, development reviews, Capital Facilities Planning and Transportation Impact Fee program updates. RTC will provide WSDOT with transportation model data and analysis to support project design and implementation.
- Provide technical support for local transportation studies and transit analyses using output from the regional travel forecasting model.

(b.2.) Regional Travel Forecasting Model: FY 2019 Tasks and Products

- Re-calibration and validation of regional travel forecast model. (As needed)
- Review and update of model transportation system networks, including highway and transit. (Ongoing)
- Transportation data output and analyses provided to assist C-TRAN in planning for future transit service. (Ongoing)
- Continue implementation of interlocal agreements relating to use of RTC's regional travel forecast model and implementation of sub-area modeling. (As needed)
- Participate and coordinate with Metro on the specification and development of a new tour-based regional model.
- Continue to coordinate with Metro on use of Metro's regional model and to ensure input model data, including census demographic data and land uses, are current. RTC will work with Metro to refine travel forecast methodology using the EMME4 software and will continue to work with Metro to assess the most useful modeling tools for use in the region. (Ongoing)
- Explore and practice 'Scripting tools' and API (Application Programing Interface) in order to run EMME4 efficiently. Learn and practice scripting in Python Code for EMME4 operation.
- Continue to expand RTC's travel modeling scope through research into development of enhanced operational modeling applications and emerging true dynamic assignment techniques increasingly important in evaluating new planning alternatives. At the conclusion of the research, staff will make recommendations regarding the development and implementation of new dynamic modeling tools and their application within RTC's regional transportation analysis role.
- Run the Regional Demand Model to update model horizon year to 2040 for use in the RTP and provide analysis for RTP development.
- Provide benefit-cost analysis of RTP using regional Multi-Criteria Evaluation toolkit.
- Coordinate with small city members to define appropriate sub-area models of RTC regional model that will better support the analytical needs of smaller cities. Develop schedule for small city sub-model development.
- Apply DTA-Lite (one of the DTA tools sponsored by FHWA) to selected subareas/corridors segments and evaluate transportation system performance by time-dependent measures. DTA-Lite has already been used in this region in the City of Vancouver's Westside Mobility Strategy project. Develop a formal procedure for the subarea modeling with DTA-Lite and time dependent performance measures.
- Coordinate with Metro in updating the regional travel forecast model code and structure. (As needed)
- Documentation of regional travel forecasting model procedures. (Ongoing)
- Host Transportation Model Users' Group (TMUG) meetings. (As needed)
- Use regional travel forecasting model data to support RTP and TIP development, state HSP development and support for corridor planning studies, Transportation System Management and Operation (TSMO) applications, and C-TRAN's 20-year Transit Development Plan, etc.

(Ongoing)

Air Quality Planning

In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. RTC's region is now in attainment status for both Ozone and Carbon Monoxide (CO).

Under both the 1997 and 2008 Ozone National Ambient Air Quality Standards (NAAQS), the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated as in "attainment" for Ozone. With the revocation of the 1-hour Ozone NAAQS on June 15, 2005, regional emissions analyses for ozone precursors in RTC's Plan (RTP) and Program (TIP) were no longer required.

For Carbon Monoxide (CO) NAAQS, the Vancouver AQMA was redesignated to attainment with an approved 10-year maintenance plan in 1996. In January 2007, the Southwest Clean Air Agency submitted a CO Limited Maintenance Plan (LMP) to the Environmental Protection Agency for the second 10-year period. The EPA approved this LMP the following year. Based on the population growth assumptions contained in the Vancouver Limited Maintenance Plan (LMP) and the LMP's technical analysis of emissions from the on-road transportation sector, it was concluded that the area would continue to maintain CO standards. As of October 21, 2016, the Vancouver AQMA successfully completed the 20-year "maintenance" period and is no longer required to make a conformity determination.

(c.1.) Air Quality: Work Element Objectives and Activities

- Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of requirements. This includes addressing any issues concerning attainment status for Carbon Monoxide (CO) for the Vancouver Air Quality Maintenance Area and the "attainment" area for ozone based on the Environmental Protection Agency's (EPA's) eight-hour ozone standard.
- If necessary, program identified Transportation Control Measures (TCMs) in the metropolitan Transportation Improvement Program (TIP).
- Cooperate and coordinate with State Department of Ecology in research and work on air quality in Washington State and provide support for the Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 47.01.440 relating to climate change, greenhouse gas and Vehicle Miles Traveled reduction goals. RTC is one of the four affected RTPOs in Washington State required to collaborate and engage with Washington State Department of Transportation (WSDOT) to implement Sections 2a and 2b of Governor's Executive Order 09-05 – Washington's Leadership on Climate Change. The requirements in RCW 47.01.440 relates to statewide reductions in vehicle miles traveled (VMT), RCW 70.235.020 and chapter 173-441 WAC relates to limiting and reporting of greenhouse gas (GHG) emissions. Subsequent policy directives in state and federal requirements will also be addressed. (Ongoing)
- Coordinate with Southwest Clean Air Agency (SWCAA) depending on current air quality laws and air quality status. RTC's responsibilities include, if necessary, transportation emissions estimates, and conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and MTIP.

- Although it is not mandatory, RTC will continue to coordinate and cooperate with air quality consultation agencies: DOE, EPA, FHWA, FTA, WSDOT, and SWCAA when needed on any new regulatory and technical requirements that may affect the AQMA as well as emerging issues related to air quality and transportation. RTC will consult with the agencies if requested in the review, update, testing, and use of the Motor Vehicle Emissions Simulator emissions (MOVES) model to ensure accuracy and validity of model inputs for the Clark County region and consistency with state and federal guidance.
- Coordinate with Metro, as needed, to ensure collaboration on possible future conformity requirements and consistency of mobile emissions estimation procedures and air quality emissions methodology that uses the travel-forecasting model in the Portland bi-state region.
- Estimate air quality emissions impacts for projects proposed for funding by the Congestion Mitigation and Air Quality program through the TIP and for the annual CMAQ information report required by WSDOT Highways and Local Programs Division for submittal to FHWA.
- Provide technical support requested from local jurisdictions and agencies in the use of the EPA MOVES emissions model.

(c.2.) Air Quality Planning: FY 2019 Tasks and Products

- Include air quality conformity status and documentation for updates and/or amendments to the RTP and TIP as required by the Clean Air Act Amendments of 1990.
- Consult with local agencies, WSDOT, DOE, EPA, SWCAA, Metro and Oregon Department of Environmental Quality on emerging issues related to air quality and transportation, including any new regulatory requirements regarding air quality or conformity.
- Work to support RCW 80.80 relating to climate change and greenhouse gas reduction including Vehicle Miles Traveled (VMT) and VMT per capita in the region. Also address Governor's Executive Order 14-04. (Ongoing)

Transportation Technical Services

(d.1.) Transportation Technical Services Work Element Objectives and Activities

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

(d.2.) Transportation Technical Services: FY 2018 Tasks and Products

- Fulfill local jurisdictions' needs for travel modeling and analysis. (Ongoing)
- Use output from the regional travel forecast model in local transportation concurrency analyses. A regular travel model update procedure for base year and six-year travel forecast is

established that can be used in concurrency programs. As part of the process, the travel model is used and applied in the defined transportation concurrency corridors to determine available traffic capacity, development capacity and to identify six-year transportation improvements. (As needed)

- Travel Demand Forecast Model Workshops will be organized and held. Invitees will include staff of local agencies and jurisdictions. These will help to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region. (As needed or requested)
- Use of model results for local development review purposes.
- Technical support for the comprehensive growth management planning process in the Clark County region. An updated Clark County Comprehensive Plan was adopted in June 2016. (Ongoing and as needed)

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

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

FY 2019 Funding: Regional Transportation Data and Travel Forecasting

FY 2019 Revenues:	**$**	**FY 2019 Expenses:**	**$**
• Federal FHWA PL	$258,283	• RTC	$611,505
• Federal FTA	$81,464	• Interlocal agreement with Metro for model development	30,000
• Federal STBG	$150,500	• Computer Equipment *Purchase with RTPO funds*	$6,000
• State RTPO	$67,316		
• Other Local Funds	$26,660		
• MPO Funds	$63,282		
	$647,505		**$647,505**
Federal $ are matched by State and local MPO Funds.		*Minimum required match:*	*$76,512*

3. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. REGIONAL TRANSPORTATION COORDINATION AND MANAGEMENT

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

a.1 Program Coordination and Management: Work Element Objectives and Activities:

- Coordinate, manage and administer the regional transportation planning program.
- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Coordination Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
- Report to the Board and promote RTC Board interests on key transportation issues. These may include Federal Transportation Act implementation and reauthorization, livability, performance measures, legislation and planning regulations, and funding programs.
- Participate on statewide transportation committees and advisory boards such as the Statewide MPO/RTPO Coordinating Committee.
- Provide leadership, coordination and represent RTC Board positions on policy and technical issues at Committee meetings within the Portland-Vancouver region. Specifically, the key committees include: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Alternatives Committee (TPAC) and the Bi-State Coordination Committee.
- Coordinate with the Washington State legislative delegation and with the Washington State congressional delegation on regional and bi-state transportation issues. Members of the Washington State legislative delegation from this region are currently ex-officio, non-voting, members of the RTC Board of Directors.
- Represent RTC's interests when working with organizations such as: the Greater Vancouver Chamber of Commerce, the Columbia River Economic Development Council, and the Washington State Transit Association.
- Coordinate with WSDOT on development and implementation of statewide transportation plans such as the Washington Transportation Plan (WTP).
- Address the transportation needs of the elderly, low income and people with disabilities as part of the transportation planning program. An update to the Human Services Transportation Plan (HSTP) for the RTC region was adopted in November 2014 and will again be updated in 2018. RTC will continue to coordinate with the Human Services Council and other stakeholders on issues related to human services transportation needs. Also, RTC will continue to work with Clark County and stakeholders on implementing transportation recommendations of Clark County's Aging Readiness Task Force (Clark County report, adopted February 2012) and

subsequent work of Cark County's Commission on Aging. RTC staff will also work with local planning partners and stakeholders as part of the Accessible Transportation Coalition Initiative (ATCI).

- Coordinate with WSDOT and the state Department of Health as part of the Active Community Environments (ACE) program. RTC will continue to work with local partners and stakeholders on pedestrian and bicycle needs and will continue to represent RTC at monthly meetings of the Clark Communities Bicycle and Pedestrian Advisory Committee. RTC staff will continue to collaborate with statewide ACE stakeholders and participate in meetings of the SW Washington Healthy Living Collaborative. ACE stakeholders include the state Departments of Health, Transportation, and Commerce as well as other Regional Transportation Planning Organizations and local health departments. RTC will work with local partners to review policies and suggest projects to improve non-motorized transportation modes in the region.
- Coordinate regional transportation plans with local transportation plans and projects.
- Coordinate with the Growth Management Act (GMA) planning process. The latest update to the Clark County Comprehensive Growth Management Plan was adopted in June 2016. RTC is required under state law to review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the RTP. A Certification Process Guide and accompanying checklist adopted by the RTC Board in March 2016 guides this process.
- Consult with, communicate with, and outreach to tribes with interests in the 3-county region regarding transportation issues.
- Work with environmental resource agencies to ensure a coordinated approach to environmental issues as they relate to transportation and to facilitate early environmental decisions in the planning process. Resource agencies include the State Historic Preservation Office and local jurisdictions' environmental departments.
- When requested, represent the MPO at Environmental Impact Statement (EIS) scoping meetings relating to transportation projects and plans.
- Implement the current federal transportation act, Fixing America's Surface Transportation Act (FAST). Also, monitor new legislative activities as they relate to regional transportation planning requirements and provide comments if requested.
- Participate in training opportunities including transportation webinars and workshops.
- Prepare RTC's annual budget and indirect cost proposal.
- Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to allow for the regional transportation planning program to be carried out efficiently. Provide computer training opportunities for MPO/RTPO staff.
- Continue the Bi-State Memorandum of Understanding between Metro and RTC, both acting as Metropolitan Planning Organizations in the Portland metropolitan region but in two separate states; Oregon and Washington.
- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.
- Continue to address bi-state transportation strategies and participate in any bi-state transportation studies.
- Liaison with Metro and Oregon Department of Environmental Quality on air quality planning issues.

- Conduct all regional transportation planning activities, carried out by RTC and its staff, in compliance with the Hatch Act that restricts the political activity of individuals principally employed by state, county or municipal agencies who work in connection with programs financed in whole or in part by federal loans or grants.

(a.2.) Program Coordination and Management: FY 2019 Tasks and Products

- Meeting minutes and presentation materials. (Ongoing)
- Year 2019 Budget and Indirect Cost Proposal. (Fall 2018)
- Use the updated funding formula for allocation of PL funds among MPOs as agreed upon by WSDOT and statewide MPOs.
- Continued consultation with the Tribes with interest in the region.

(b.1.) Bi-State Coordination Committee: Work Element Objectives and Activities

- RTC and Metro jointly staffs the Bi-State Coordination Committee which serves as the communication forum to address transportation and land use issues of bi-state significance. In 2004 a new charter was adopted for the Bi-State Coordination Committee. Since that time, the Bi-State Coordination Committee has been charged with addressing transportation issues of bi-state significance as well as transportation-related land use issues of bi-state significance that impact economic development, environmental, and environmental justice issues. The Committee's discussions and recommendations are advisory to RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee's advisory recommendations are to the appropriate local and regional governments. There continues to be bi-state interest in Portland/Vancouver population and employment forecasts, transportation plans, freight mobility, and priority projects for federal consideration. The two existing interstate highways now serve business, commercial, freight and personal travel needs, including around 60,000 daily commuters from Clark County to Portland. As part of the Keep Oregon Moving legislation (HB 2017), the Oregon Transportation Commission established a Portland Region Value Pricing Policy Advisory Committee to guide ODOT throughout the value pricing feasibility analysis. Value Pricing is likely to command continued bi-state attention in FY 2019. BNSF rail lines also cross the Columbia river between the two states.

(b.2.) Bi-State Coordination Committee: FY 2019 Tasks and Products

- Meeting materials for the Bi-State Coordination Committee produced by RTC in partnership with Metro. (As needed)
- Coordination with and participation in Metro's regional transportation planning process. (Ongoing)

(c.1.) Public Participation: Work Element Objectives and Activities

- Increase public awareness of and provide information on regional and transportation issues. The federal transportation act requires that public outreach include visualization techniques including web site content, maps and graphics.
- Involve and inform all sectors of the public, including the traditionally under-served and under-represented, in development of regional transportation plans, programs and projects.

Incorporate public participation at every stage of the planning process and actively recruit public input and consider public comment during the development of the Regional Transportation Plan and metropolitan Transportation Improvement Program.

- Annually review the Public Participation Plan (PPP), last updated in November 2016, to ensure the effectiveness of RTC's public participation process and update the Plan as necessary. When changes are made to the PPP, RTC will follow the procedures outlined in federal Metropolitan Planning guidelines.
- Hold public outreach activities that may include meetings relating to the RTP and regional TIP, in coordination with outreach events and activities hosted by local jurisdictions and WSDOT Southwest Region, WSDOT Headquarters and C-TRAN. Also, conduct public participation efforts for special projects and planning studies led by RTC tailored to the specific project or plan.
- Continue to update the RTC web site (http://www.rtc.wa.gov) which allows public access to monthly RTC Board agenda materials as well as information on planning studies being developed by RTC. The website allows public access to RTC's regularly updated traffic count database as well as RTC published reports. Links are also provided to other transportation agencies and local jurisdictions.
- Participate in the public participation programs for transportation projects of the local jurisdictions of Clark.
- Communicate with local media.
- Maintain a mailing list of interested citizens, agencies, and businesses.
- Ensure that the general public is kept informed of developments in transportation plans for the region.
- Respond to requests from various groups, agencies and organizations to provide information and give presentations on regional transportation topics. These requests provide an important opportunity to gain public input and discussion on a variety of transportation issues.
- Support Identity Clark County's efforts to raise awareness and solicit feedback from the public on transportation issues. Identity Clark County is a private, non-profit organization focused on Clark County's community and economic development.

(c.2.) Public Participation: FY 2019 Tasks and Products

- Participate in public outreach activities related to regional transportation planning programs and projects. (Ongoing)
- Document RTC's public participation activities in the annual UPWP report. (Ongoing)
- Media communication through press releases and conversations as well as through regular updates to RTC's website on significant issues and outcomes relating to the regional transportation planning process. Media outlets include local newspapers, radio and television stations. (Ongoing)
- Report on evaluation of the Public Participation Process for effectiveness focusing on methods and tools used.
- Respond to public records requests.

(d.1.) Federal Compliance: Work Element Objectives and Activities

- Comply with federal laws that require development of a Regional Transportation Plan,

Transportation Improvement Program, development of a Unified Planning Work Program and Congestion Management Process. The current federal Transportation Act, is Fixing America's Surface Transportation Act (FAST), enacted in 2015.

- Develop and adopt an annual UPWP that describes transportation planning activities to be carried out in the Washington portion of the Portland Vancouver metropolitan area. The UPWP identifies the key policy decisions for the year and provides the framework for RTC planning, programming, and coordinating activities. A UPWP Annual Report is also published.
- Self-certify that RTC's regional transportation planning program meets the requirements of federal law.
- Participate in the federal MPO certification process held every four years to ensure the metropolitan planning process is being effectively conducted by RTC and Metro, the two MPOs in the Portland-Vancouver region. An MPO planning certification review was carried out in the region in January/February 2017. Corrective actions and recommendations resulting from RTC's MPO certification review are being addressed following the January 2017 review.
- Ensure that required Memoranda of Understanding or Memorandum of Agreement are in place and are regularly reviewed for currency. Currently, MOAs/MOUs are in place between:
    - RTC, WSDOT and C-TRAN
    - RTC and the air quality agency Southwest Clean Air Agency, and
    - RTC and Metro.
- Comply with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. By the end of FY 2018, RTC has a designated employee to serve as RTC's coordinator for Section 504 and ADA matters, will periodically conduct an ADA self-evaluation identifying access barriers and method and timeline to remove barriers, and has a Section 504/ADA nondiscrimination notice posted internally and externally for employees' and the public's information.
- Gather data, analyze data and assist C-TRAN and local jurisdictions in implementing the federal Americans with Disabilities Act (ADA, 1990). The Act requires that mobility needs of persons with disabilities be comprehensively addressed. C-TRAN published the C-TRAN ADA Paratransit Service Plan in January 1997 and in 1997 achieved full compliance with ADA requirements.
- Report annually on Title VI activities. The Title VI Plan was first adopted by the RTC Board of Directors in November 2002 (Resolution 11-02-21). FTA Circular 4702.1B outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. RTC and C-TRAN work cooperatively to provide the necessary Title VI documentation, certification and updates.
- Compliance with related regulations to Title VI, such as the President's Executive Order 12898 (1994) on Environmental Justice and regulations related to Limited English Proficiency (LEP). RTC will work to ensure that Title VI, environmental justice and LEP issues are addressed throughout the transportation planning program and project development phases. Beginning with the transportation planning process, consideration is given to identify and address where programs, policies and activities may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.

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

(d.2.) Federal Compliance: FY 2019 Tasks and Products

- Update MPO self-certification documentation including a certification statement in the regional Transportation Improvement Program (TIP) to self-certify that the regional transportation planning process meets federal laws. (late summer/early fall 2018)
- Address any corrective actions and recommendations resulting from the quadrennial federal certification of RTC as MPO for the Clark County region. (spring 2017 onward)
- Adopt the FY 2020 UPWP, prepare an annual report on the FY 2018 UPWP and, if needed, provide amendments to the FY 2019 UPWP. (FY 2018 Annual Report to be published by September 30, 2018 per UPWP guidance and MPO Agreement GCB 1771. The FY 2020 UPWP will be developed in Winter 2018/19 and UPWP amendments on an as-needed basis). Monthly UPWP progress reports with elements and sub-tasks described will be submitted to WSDOT.
- Conduct data analyses and produce maps as support documentation for Title VI, LEP and Environmental Justice (Executive Order 12898) programs. RTC completes updates to its Title VI report as data and information warrants. RTC also commits to assist member jurisdictions in complying with ADA requirements. (Ongoing)

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

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

FY 2019 Funding: Regional Transportation Program Coordination & Management

FY 2019 Revenues:	$	FY 2019 Expenses:	$
• Federal FHWA PL	$126,138	• RTC	$316,223
• Federal FTA	$39,785		
• Federal STBG	$73,500		
• State RTPO	$32,875		
• Other Local Funds	$13,020		
• MPO Funds	$30,905		
	$316,223		**$316,223**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$37,367*

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

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

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

The Washington State Department of Transportation (WSDOT) Southwest Region consists of Clark, Cowlitz, Klickitat, Lewis, Pacific, Skamania, and Wahkiakum counties. In total, these seven counties make up an area of 8,895 square miles in Southwest Washington. WSDOT Southwest Region planning office works directly with 3 tribes, 7 counties, 31 cities, 4 transit authorities, 14 airports, 16 ports, 2 Metropolitan Planning Organizations (MPOs) and 2 Regional Transportation Planning Organizations (RTPOs), and multimodal stakeholders on a myriad of transportation issues.

WSDOT Strategic Plan – Results WSDOT

In 2014 WSDOT updated its strategic plan to underpin the agency's commitment to the Governor's Results Washington initiative. **Results WSDOT**, the agency's strategic plan, has six policy goals:

- Goal 1: STRATEGIC INVESTMENTS - Effectively manage system assets and multimodal investments on corridors to enhance economic vitality.
- Goal 2: MODAL INTEGRATION - Optimize existing system capacity through better interconnectivity of all transportation modes.
- Goal 3: ENVIRONMENTAL STEWARDSHIP - Promote sustainable practices to reduce greenhouse gas emissions and protect natural habitat and water quality.
- Goal 4: ORGANIZATIONAL STRENGTH - Support a culture of multi-disciplinary teams, innovation and people development through training, continuous improvement and Lean efforts.
- Goal 5: COMMUNITY ENGAGEMENT - Strengthen partnerships to increase credibility drive priorities and inform decision making.
- Goal 6: SMART TECHNOLOGY - Improve information system efficiency to users and enhance service delivery by expanding the use of technology.

WSDOT Southwest Region planning staff provides functions that support Results WSDOT, along with state and federal transportation planning requirements in the coordination of planning, modeling, data collection and analysis, and programming activities with RTC. When serving on RTC committees, the Southwest Region planning office will look for opportunities to incorporate Results WSDOT into the discussions and decision-making.

FY 2017/18 Work Program Highlights

WSDOT Southwest Region planning office performs several transportation planning and external coordination activities. The activities included below represent multimodal planning strategies

within Results WSDOT that focus on transportation planning; they are not inclusive of all WSDOT projects and programs.

Planning and Administration

- Development Review and Growth Management Act Enhanced Collaboration.
  - Coordinate with regional planning staff (RTC) and with cities and counties early in the development and update of comprehensive land use plans, transportation plans and capital facilities plans to comply with Growth Management Act requirements as well as federal and state regulations.
  - Review and comment on development proposals including the negotiation of developer impacts mitigation measures on the state transportation system.
  - Coordinate access management.
  - Conduct environmental assessments (SEPA/NEPA) reviews and mitigation negotiation.
  - Work with communities and other partners to promote WSDOT's vision of a sustainable and integrated multimodal transportation system by utilizing all available capacity on the system and leveraging our limited resources.
  - Review comprehensive plan updates and amendments, sub-area plans, planned actions, development regulations, etc.
  - Serve as a member of the Statewide Plan Review Work Group.
- Governor's Executive Order 14-04, Washington Carbon Pollution Reduction and Clean Energy Action.
  - Work with RTC to support the update of local comprehensive plans to produce travel and land-use patterns that maximize efficiency in movement of goods and people, and reduce costs and greenhouse gas emissions.
- Practical Solutions.
  - Apply practical solutions approaches in all planning efforts with RTC. Practical Solutions is a two-part strategy that includes least cost planning and practical design, to enable more flexible and sustainable transportation investment decisions.
  - Serve as a member of the Practical Planning Work Group.
- Grant Development and Application Review.
  - Prepare and/or assist with the preparation of applications for various grant programs. Activities might include providing technical assistance on reviewing applications for regional processes.

Regional and Local Planning Coordination

Regional and local planning coordination occurs at both the policy level interacting with local elected officials, legislators, citizens groups, or policy committees; and the technical level with local staffs, technical committees, and citizens groups.

- Assist in the development of regional plans. Help assure consistency among jurisdictions and between state, regional, and local plans.
- Participate with partners on transportation studies, issues, and other coordination related to the bi-state regional transportation system.
- Incorporate tribal concerns and needs into planning studies and transportation plans.
- Coordinate with RTC, tribes, local jurisdictions, ports, transit agencies and state and federal partners in the update and development of various region transportation plans including the Washington Transportation Plan, WSDOT Highway System Plan, along with various other region transportation study efforts.
- Conduct enhanced collaboration efforts with local governments through continuation of the comprehensive plan review workgroup; analysis of policy issue and proposed resolution; development of tools, training, guidance and information resources; and periodic reporting on enhanced collaboration efforts.
- Provide transportation planning technical assistance to regional and local agencies.
- Serve as a technical representative on local planning study teams.
- Serve on METRO TPAC and technical advisory committees (TACs) throughout the region.
- Participate in tribal/WSDOT regional, policy and TAC meetings. In this capacity, participate in regional planning activities, grant proposal review/selection, Regional Transportation Plan development, public transportation coordination/development, Coordinated Human Services Transportation Plan development, and other activities.
- Ensure tribal transportation goals and projects are included in WSDOT and regional transportation efforts.

Multimodal Transportation Planning

Work with regional and local agencies in the development and update of the following processes.

- Statewide Transportation Modal Plans
  - The Highway System Plan
  - The Active Transportation Plan
  - The Washington State Freight System Plan
- Transportation Demand Management (TDM)
- Corridor Analysis Planning (Corridor Sketches)
  - Corridor Plans and Studies
- Develop current and future travel conditions and recommendations consistent with Results WSDOT, Practical Design and Integrated Scoping. Integrated Scoping is a process for transforming corridor sketch strategies into integrated, multimodal, programmed solutions.
- Scenic Byway Coordination.

- Active Transportation Planning.
  - Assist with facility planning, coordination, and development.
  - Complete Streets and modal integration.
- Public Outreach/Public Involvement Processes.
  - Develop, coordinate and/or implement public information/involvement opportunities by conducting surveys, attending public meetings and hearings, and serving on advisory committees.

Data Collection/Analysis

The majority of the region transportation planning activities require some degree of research and/or data collection including demographics, travel behavior, and/or transportation system performance.

- Collect and analyze modal (pedestrian, bicycle, passenger, and freight) data for respective corridor studies/sketches, partner agencies, and others.
- Continue to maintain and collect pedestrian data. Collaborate with partner agencies in the use of WSDOT counters in local data collection.
- Analyze the collected/researched transportation data for use in transportation planning studies.
- Exchange information on current conditions and travel forecasts for a variety of transportation modes, with emphasis on cost-effective and efficient multimodal solutions.
- In coordination with RTC and local partners contribute to developing and implementing plans and activities related to Travel Demand Management/Transportation System Management.

Travel Demand Model

- Participate in the development of the Portland/Vancouver Metropolitan Travel Demand Model.
- Collaborate with RTC and local governments to ensure data collection supports their multimodal planning and modeling efforts.
- Participate in the development of a statewide multimodal travel demand model to help us better understand where people live, how they travel around the state, and how future projects and land use changes may affect it.
- Assist area engineering and traffic offices with the model review, development, and maintenance for select state facilities.
- Continue to assist with model's post-processing of future year volumes.

4B. C-TRAN

C-TRAN has identified the following planning elements for the Unified Planning Work Program (UPWP) FY 2019 (July 2018 through June 2019):

Regional Participation

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

Regional Transportation Planning

C-TRAN will be involved in the following regional planning and engineering studies during FY 2019:

1. Regional Transportation Plan and Transportation Improvement Program: C-TRAN will participate in developing revised and updated regional plans and programs.
2. Human Services Transportation Plan: C-TRAN will coordinate and collaborate with regional partners to plan for and deliver human services transportation.
3. Continue participation in regional Transportation System Management and Operations planning led by RTC.
4. C-TRAN will lead efforts to conduct a Before-and-After study of the Bus on Shoulder (BOS) Pilot Project.

Transit Planning

In 2016, C-TRAN completed its first major update to its 20-Year Transit Development Plan, C-TRAN 2030. Several new projects were identified that will be advanced over the next two years (2018-19):

- Mill Plain Blvd has been selected as the next Bus Rapid Transit (BRT) corridor. A Locally Preferred Alternative is in development and should be identified by late 2018.
- AOM Facility Master Plan is in development to identify current and future needs and incorporate them into C-TRAN's expanded site. The plan will include a new Administration-Operations building as well as incorporating electric charging stations for all-electric buses.
- Eastside Park-and-Ride study to identify future needs.
- Mobility On Demand (MOD) – using emerging technologies and innovative partnerships to improve efficiency and responsiveness, in lower ridership areas.
- Expand service by up to 24,000 hours annually.

Short-Range Planning: Following public review and input in 2018, the published 2018-2023 Transit Development Plan will identify capital and operational changes planned over the six-year period.

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

Park & Ride Planning and Engineering: C-TRAN will continue to work with local jurisdictions, RTC, and WSDOT to plan for future transit facilities. A new study will look at opportunities in the eastern portion of C-TRAN's service area.

Fisher's Landing Park & Ride Development Plan: C-TRAN has begun work on a transit-oriented development (TOD) feasibility study. The project will determine if the site is economically viable and will give a range of possibilities that could just utilize the remaining undeveloped property or redevelop the entire site while maintaining existing transit functionality.

Technology Improvements:

- Traffic Signal Priority (TSP): C-TRAN, is currently working with other government agencies to expand TSP within Clark County where bus service can benefit. With established corridors on Fourth Plain Blvd and Mill Plain Blvd, the next project in development will be Hwy 99. This new corridor should be operational by fall 2018. Hwy 99 involves both Clark County and the City of Vancouver as regional partners. Future efforts will be an expansion within the Mill Plain corridor to equip additional intersections as well as on 164th Ave to the Fisher's Landing Transit Center.
- Vancouver Area Smart Trek (VAST): C-TRAN will continue working with regional partners on the planning and implementation of Intelligent Transportation System technology. Projects in 2018 include video sharing, data sharing through PSU Portal, and a fiber-sharing plan.
- Improved Bus Technology: C-TRAN will make available real-time GTFS data in 2018. This will allow developers to create apps that give updates to users on bus locations and deviations to scheduled arrivals. C-TRAN is also working on a regional trip planner in coordination with TriMet and Portland Streetcar.

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following transportation planning activities:

- Revise the Clark County Capital Facilities Plan to account for needed improvements that are necessary for our growing population.
- Update the Transportation Improvement Program (TIP).
- Implement the transportation element of the 2016 Comprehensive Plan including the 20-year Capital Facilities Plan.
- Ongoing refinement of the road standards, including the following components: cross sections, alternate road design standards, cross-circulation policies, and land-use friendly road standards.

- Work with the Clark Communities Bicycle & Pedestrian Advisory Committee and other stakeholders to update and implement the Bicycle & Pedestrian Plan.
- Develop neighborhood and sub-area circulation plans for selected unincorporated urban areas in order to reduce direct access to classified arterials and to serve local trips on the local street system.
- Identify the localized critical links and intersection improvements necessary to remove urban holding in selected areas of the Vancouver UGA.
- Amend the Arterial Atlas as directed by the Clark County Councilors through the docket process.
- Continue regional coordination with RTC.
- Implement the transportation and land use recommendations in the Clark County Aging Readiness Plan.
- Research implementation options for the county to use permeable pavement.
- Develop a Complete Streets policy and ordinance.
- Coordinate transportation planning efforts with various jurisdictions, elected officials and the public.
- Unite Intelligent Transportation System (ITS) with transportation planning to provide traffic data in future plans.

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

Citywide Planning / Studies

- Street Funding Strategy – new revenue and program evaluation.
- 2018-2023 Transportation Improvement Program.
- ADA Program Transition Planning: Sidewalk Management Program.
- Citywide Transportation System Safety Analysis.
- Coordination with WSDOT on Practical Solutions training.
- Mill Plain Central Subarea Plan
- Vancouver City Center Vision Plan Update
- Initiate process to update 2004 Transportation System Plan:
    - Update transportation standard plans and details
    - Update Bicycle Plan
    - Develop Freight Plan.
- Transportation Standards Code updates (Title 11)
    - Annual docket updates.
- Complete Streets Policy implementation and program development

Focus Area Studies/Implementation

- I-5 Corridor River Crossing, City of Vancouver coordination and project involvement.

- Mill Plain Bus Rapid Transit coordination and project involvement
- Implement Lower Grand Employment Area 100% street and stormwater quality design and street standards.
- Implement Fourth Plain Forward Pedestrian Access and Safety Project
- McLoughlin Blvd Complete Street project
- Improvements to Pedestrian and Bicycle Crossings at Arterials.
- Westside Bicycle Mobility Improvement Project
- Jefferson/Kauffman/13th Alignment Improvements.
- BRT/Great Street sidewalk connection project – (CMAQ grant).
- Implement adopted Evergreen Corridor Strategy.
- Port of Vancouver to I-5 Mill Plain Corridor Improvements- coordination with Port of Vancouver, WSDOT and neighborhoods.
- Mill Plain / I-5 Intersection improvements conceptual design- coordination with WSDOT, Port of Vancouver and C-TRAN
- SE 1st Street Multi-Modal and LID Improvements Planning and Design.
- NE 137th Avenue Corridor Improvement project
- 32nd Avenue Extension Feasibility Study.
- Evaluation of freight corridors.
- Collaboration with Vancouver Bike & Pedestrian Stakeholder Group to implement City's Complete Streets Policy.

Capital Improvement Program – Projects and Planning Support

- NE 18th Street Corridor implementation.
- 2017-18 NTSA Traffic Calming Program – project planning and implementation.
- Transportation System Management and Operations/ITS planning and coordination.
    - Vancouver Area Smart Trek (VAST) coordination.
    - Transit Signal Priority system development coordination with RTC/VAST, Clark County and C-TRAN.

Transportation Demand Management

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

CITY OF CAMAS has identified the following:

- Transportation Improvement Program (TIP) – Annual Update.
- Citywide Transportation Plan and Capital Improvements Plan.
- Transportation Impact Fee (TIF) Update.
- SR-500 & Lake Road Intersection Improvements Plan.

CITY OF WASHOUGAL has identified the following studies:

- Continue coordination with WSDOT, the Port of Camas/Washougal and RTC on plans for SR-14 improvements east of Union and grade separation over BNSF Mainline.
- The city will be hiring a consultant to go through an alternatives analysis for the grade separation at the BNSF rail line which will include selecting a preferred alternative, 30% design on the selected alternative and NEPA. This will start in the 1st quarter of 2018 and run until the 3rd quarter of 2019. This project will utilize federal funding.
- Seek grant funding for SR-14 Access Improvement and grade separation over BNSF mainline.
- Seek grant funding for Phase 2 of the Columbia River Waterfront Trail.
- The city will construct this project at beginning in the 4th quarter of 2018 and be completed by June of 2019. There will only be state and local funds in the project.
- Complete revisions to the City-s Transportation Capital Facilities Plan as necessary to remain consistent with recent updates to the City's Comprehensive Plan.
- The city is updating its Transportation Plan to add in the 27th/Index project to make it TIF eligible as well as a pathway along 27th from Main Street to Captain William Clark Park. There will be TIB and local funds in these projects.
- Seek funding for the 32nd Street/Stiles Road Improvements.
- Transportation Improvement Program (TIP) – Annual Update.
- Complete an ADA Transition Plan.

CITY OF BATTLE GROUND has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Work with WSDOT on planning for access points onto SR-503 within Battle Ground.
- Implement the pathways element that is part of Battle Ground's Parks Plan Update.
- Complete an ADA Transition Plan.

CITY OF RIDGEFIELD has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Complete revisions to the City's Transportation Capital Facilities Plan as necessary to remain consistent with yearly updates to the City's Comprehensive Plan.
- Complete reviews of the City's Transportation Impact Fee Program as necessary to support revisions to the Transportation Capital Facilities Plan.
- Continue to work with WSDOT on the improvement of the SR-501 corridor and future access points onto the highway, including the remaining intersection improvement project (roundabouts) at the intersection of SR 501 with 51st Avenue.
- Work with the Port of Ridgefield on construction of the extension of Pioneer Street over the BNSF railroad tracks into the Port.
- Continue work to plan for the extension of Pioneer Street east from 65th Avenue to Union Ridge Parkway.
- Begin more detailed planning of the 219th Street extension west of I-5 in conjunction with the County and WSDOT.

CITY OF LA CENTER has identified the following planning studies:

- Complete annual revision to the city's Six-Year Transportation Improvement Plan.
- Finalize the Transportation Element for the Comprehensive Plan Update, including update to the 20-year Capital Facilities Plan in conjunction with the TIF program.
- Update the Park and Trails Master Plan.
- Continue developing Sign Reflectivity Program.

PORT OF VANCOUVER:

- Complete Fourth Plain Frontage Improvements at Port Building 2501.
- Partner with City of Vancouver to develop feasibility study and seek grant funding for extension of 32nd Avenue to 78th Street.
- Advance development of Terminal 1 waterfront blocks for commercial and residential uses.
- Prepare for bidding and construction of Port of Vancouver Multi-Use Trail Segment 2 in 2018.

PORT OF RIDGEFIELD:

- The Port of Ridgefield is working with the City of Ridgefield to complete and implement the City of Ridgefield Downtown Circulation Plan for the Ridgefield downtown area and waterfront.
- Complete planning and initiate construction of the Pioneer Street extension over the BNSF railroad tracks into the port in coordination with the City of Ridgefield.

PORT OF CAMAS-WASHOUGAL:

- I-5 Improvements: Support improvements to I-5 Corridor that facilitates freight mobility.
- Continue coordination with WSDOT and RTC on plans for SR 14 improvements east of Union.
- Assist in seeking grant funding, possibly from FHWA program sources, for the City of Washougal's Phase 2 continuation of the waterfront trail along the Columbia River.
- Seek and support funding for upgrade to the Port's rail spur into the industrial park.

TRANSPORTATION ACRONYMS

Acronym	DESCRIPTION
AA	Alternatives Analysis
ACE	Active Community Environments
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ATM	Active Traffic Management
ADT	Average Daily Traffic
APC	Automatic Passenger Counter
APP	Arterial Preservation Program (TIB funding program)
APTS	Advanced Public Transportation System
AQMA	Air Quality Maintenance Area
ASA	Automated Stop Announcement
ATCI	Accessible Transportation Coalition Initiative
ATIS	Advanced Traveler Information System
ATMS	Advanced Transportation Management System
AVL	Automated Vehicle Location
AVO	Average Vehicle Occupancy
AWDT	Average Weekday Traffic
BACT	Best Available Control Technology
BAT	Business Access and Transit
BEA	Bureau of Economic Analysis
BLS	U.S. Bureau of Labor Statistics (federal)
BMS	Bridge Management Systems
BNSF	Burlington Northern Santa Fe
BOCC	Board of County Councilors
BOS	Bus on Shoulder
BPAC	Clark Communities Bicycle and Pedestrian Advisory Committee
BRAC	Bridge Replacement Advisory Committee (Washington State)
BRRP	Bridge Replacement and Rehabilitation Program
BRT	Bus Rapid Transit

Acronym	DESCRIPTION
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens' Advisory Committee
CAD	Computer Aided Dispatch
CAPP	County Arterial Preservation Program *(a CRAB program)*
CAV	Connected and Autonomous Vehicles
CBD	Central Business District
CCAC	C-TRAN's Citizens Advisory Committee
CCTA	Clark County Transportation Alliance
CDBG	Community Development Block Grant
CE	Categorical Exclusion
CERB	Community Economic Revitalization Board
CETAS	Collaborative Environmental and Transportation Agreement for Streamlining (Oregon)
CEVP	Cost Estimating Validation Process
CFP	Capital Facilities Plan
CFP	Community Framework Plan
CFR	Code of Federal Regulations
CIC	Communications Infrastructure Committee
CIPP	Capital Improvement and Preservation Program
CMAQ	Congestion Mitigation/Air Quality
CMM	Congestion Management Monitoring
CMP	Congestion Management Process
CMS	Congestion Management System
CO	Carbon Monoxide
CRAB	County Road Administration Board
CRC	I-5 Columbia River Crossing Project
CREDC	Columbia River Economic Development Council
CRESA	Clark Regional Emergency Services Agency
CRFC	Critical Rural Freight Corridor
CTPP	Census Transportation Planning Products
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority

Acronym	DESCRIPTION
CUFC	Critical Urban Freight Corridor
CV	Connected Vehicles
CVISN	Commercial Vehicle Information Systems and Networks
CY	Calendar Year
DBE	Disadvantaged Business Enterprise
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOH	Washington State Department of Health
DOL	Washington State Department of Licensing
DOT	Department of Transportation
DS	Determination of Significance
DSHS	Washington Department of Social and Health Services
DTA	Dynamic Traffic Assignment
EA	Environmental Assessment
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME	EMME is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETC	Electronic Toll Collection
FACT	Southwest Freight and Commerce Task Force
FAF	Freight Analysis Framework
FAST	Fixing America's Surface Transportation Act (2015) – *current Federal Transportation Act*
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year

Acronym	DESCRIPTION
FGTS	Freight and Goods Transportation System
FHWA	Federal Highways Administration
FMS	Freeway Management System
FMSIB	Freight Mobility Strategic Investment Board
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
FFY	Federal Fiscal Year
GIS	Geographic Information System
GHG	Greenhouse Gas
GMA	Growth Management Act
GPAC	Grants Program Advisory Committee
GTEC	Growth and Transportation Efficiency Center
GTF	Governors' Task Force
HB	House Bill
HBRRP	Highway Bridge Replacement and Rehabilitation Program (federal)
HC	Hydrocarbons
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HLC	Southwest Washington Healthy Living Collaborative
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSC	Human Services Council
HSIP	Highway Safety Improvement Program (federal)
HSP	Highway System Plan
HSS	Highways of Statewide Significance
HSTP	Human Services Transportation Plan
HUA	Highway Urban Area
HUD	Department of Housing and Urban Development
HSP	Highway System Plan
ICM	Integrated Corridor Management

Acronym	DESCRIPTION
IM	Incident Management
I/M	Inspection/Maintenance
IMS	Intermodal Management System
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JARC	Job Access and Reverse Commute
JOPS	Joint Operations Policy Statement (between WSP, WSDOT and Washington Fire Chief)
JPACT	Joint Policy Advisory Committee on Transportation (Metro)
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LEP	Limited English Proficiency
LMC	Lane Miles of Congestion
LMP	Limited Maintenance Plan *(relating to air quality)*
LOS	Level of Service
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
M&O	Management and Operations
MAB	Metropolitan Area Boundary
MAP-21	Moving Ahead for Progress in the 21st Century (2012)
MCEDD	Mid-Columbia Economic Development District
MDNS	Mitigated Determination of Non-significance
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOVES	Motor Vehicle Emissions Simulator
MP	Maintenance Plan (air quality)
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program (see TIP)
MTP	Metropolitan Transportation Plan (see RTP)
MUTCD	Manual on Uniform Traffic Control Devices

Acronym	DESCRIPTION
MVET	Motor Vehicle Excise Tax
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program (federal funding program)
NHS	National Highway System
NHTS	National Household Travel Survey
NMFN	National Multimodal Freight Network
NOX	Nitrogen Oxides
NPMRDS	National Performance Management Research Data Set
NPRM	Notice of Proposed Rule Making
NTOC	National Transportation Operations Coalition
NTS	Neighborhood Traffic Safety
O/D	Origin/Destination
ODOT	Oregon Department of Transportation
OFM	Washington Office of Financial Management
OMSC	Oregon Modeling Steering Committee
OTP	Oregon Transportation Plan
P&M	Preservation and Maintenance
P&R	Park and Ride
PBP	Performance Based Planning
PBPP	Performance Based Planning and Programming
PCE	Passenger Car Equivalents
PE	Preliminary Engineering
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PEA	Planning Emphasis Area
PFN	Primary Freight Network
PHF	Peak Hour Factor
PHFS	Primary Highway Freight System
PIA	Portland International Airport
PM10	Particulate Matter

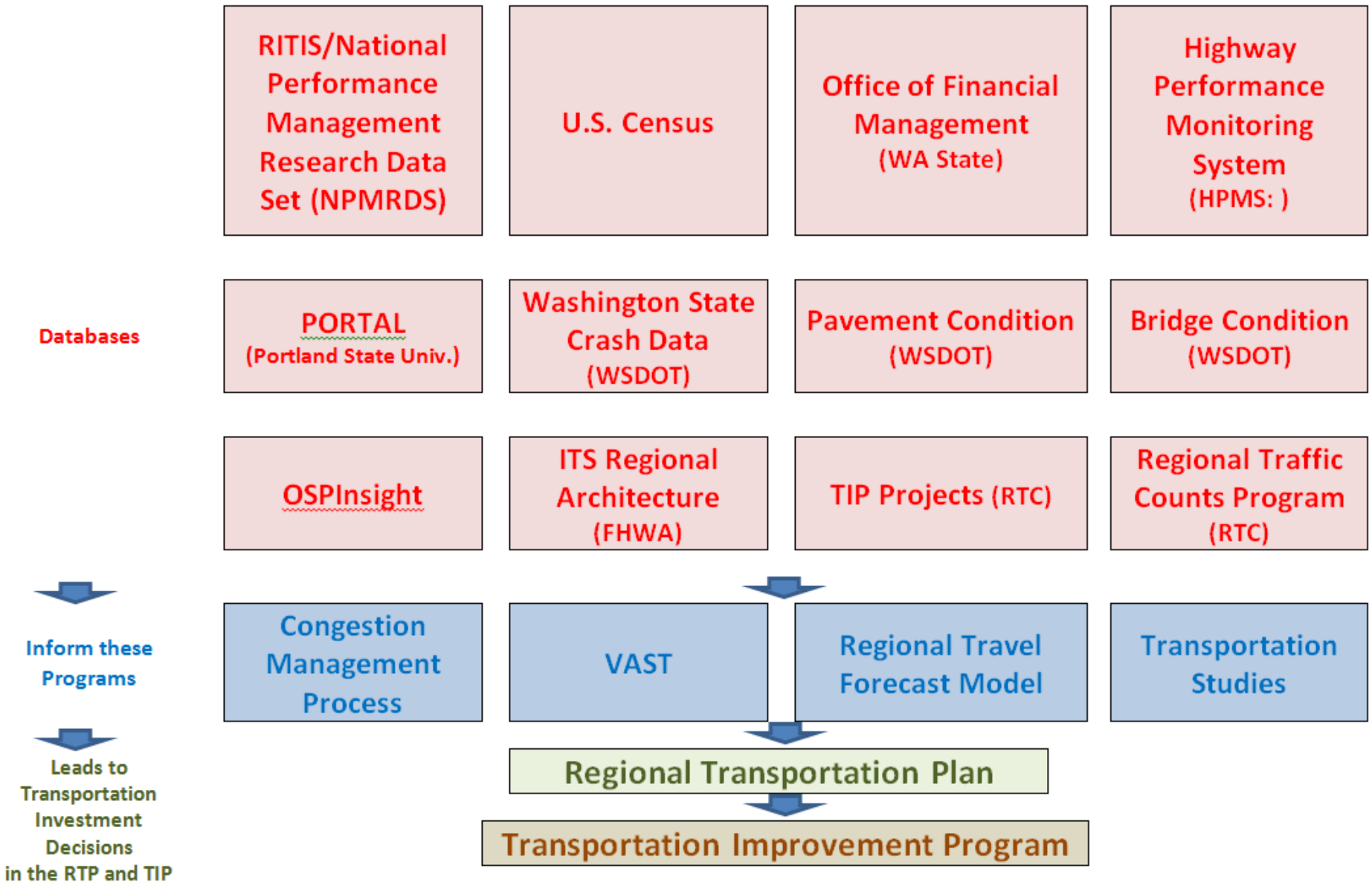
Acronym	DESCRIPTION
PM2.5	Particulate Matter (fine)
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
PORTAL	Portland Transportation Archive Listing
PPP	Public Participation Process or Public Participation Plan
PSMP	Pedestrian, Safety & Mobility Program
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
PWTF	Public Works Trust Fund
RAP	Rural Arterial Program *(a CRAB program)*
RCW	Revised Code of Washington
REET	Real Estate Excise Tax
RID	Road Improvement District
RJT	Route Jurisdiction Transfer
ROD	Record of Decision
ROW or RW	Right of Way
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RCTO	Regional Concept for Transportation Operations
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
RWIS	Road Weather Information Systems
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
SAGES	Statewide Advisory Group for Environmental Stewardship
SCAP	Small City Arterial Program (TIB funding program)
SCPP	Small City Preservation Program (TIB funding program)
SC-SP	Small City Sidewalk Program (TIB funding program)
SEIS	Supplemental Environmental Impact Statement

Acronym	DESCRIPTION
SEPA	State Environmental Policy Act
SGR	State of Good Repair
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMTP	Statewide Multimodal Transportation Plan
SOV	Single Occupant Vehicle
SP	Sidewalk Program (urban TIB funding program)
SPUI	Single Point Urban Interchange
SR-	State Route
SRTS	Safe Routes to School
STIP	State Transportation Improvement Program
STBG	Surface Transportation Block Grant
SWCAA	Southwest Clean Air Agency
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TAP (or TA)	Transportation Alternatives Program (federal)
TAZ	Transportation Analysis Zone
TCM's	Transportation Control Measures
TDM	Transportation Demand Management
TDP	Transit Development Plan or Transit Development Program
TEA-21	Transportation Equity Act for the 21st Century (1998)
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIMACS	Transportation Information, Management, and Control System
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMC	Traffic Management Center
TMIP	Transportation Model Improvement Program
TMS	Transportation Management Systems
TMUG	Transportation Model Users' Group
TMZ	Transportation Management Zone

Acronym	DESCRIPTION
TOD	Transit Oriented Development
TPA	Transportation Partnership Account *(2005 Washington state revenue package)*
TPAC	Transportation Policy Alternatives Committee (Metro)
TPM	Transportation Performance Management
TPMS	Transportation Performance Measurement System
TPR	Transportation Planning Rule (Oregon)
Transims	Transportation Simulations
TSMO	Transportation System Management and Operations
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSMO	Transportation System Management and Operations
TSP	Transportation System Plan
TSP	Transit Signal Priority
UAB	Urban Area Boundary
UAP	Urban Arterial Program (TIB funding program)
UDBE	Underutilized Disadvantaged Business Enterprise
UGA	Urban Growth Area
UGB	Urban Growth Boundary
ULB	Useful Life Benchmark
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
USP or SP	Urban Sidewalk Program (TIB funding program)
UZA	Urbanized Area
V/C	Volume to Capacity
VAST	Vancouver Area Smart Trek
VHD	Vehicle Hours of Delay
VMS	Variable Message Signs
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VOT	Value of Time
WAC	Washington Administrative Code

Acronym	DESCRIPTION
WSDOT	Washington State Department of Transportation
WSP	Washington State Patrol
WTP	Washington Transportation Plan
WVFA	West Vancouver Freight Access

Primary Transportation Databases Used in RTC's Metropolitan Transportation Planning Program in FY 2019



DESCRIPTIONS OF THE PRIMARY TRANSPORTATION DATABASES USED IN RTC'S METROPOLITAN TRANSPORTATION PLANNING PROGRAM IN FY 2019

RITIS/National Performance Management Research Data Set (NPMRDS): An FHWA-acquired national data set of average travel times on the National Highway System for use by FHWA, State Departments of Transportation and Metropolitan Planning Organizations for performance management activities.

U.S. Census Bureau: Population, characteristics, economic and social data from national to census tract and block level acquired through the decennial census carried out in the United States as well as the ongoing American Community Survey.

Washington Office of Financial Management: Population and demographics for Washington State, counties and cities used for state revenue distribution and Washington State Growth Management Act planning purposes.

Highway Performance Monitoring System (HPMS): is a national level highway information system that includes data on the extent, condition, performance, use and operating characteristics of the nation's highways. WSDOT collects and compiles HPMS data for submittal to the FHWA.

PORTAL is a single bi-state (Oregon-Washington) transportation data archive that makes use of partner agencies' existing transportation data sources they use for monitoring and management of their respective transportation systems including:

- 20-second loop detector/radar data from freeways (for count, speed and vehicle length)
- Arterial radar data (traffic counts, vehicle length)
- Bluetooth devices (travel time, travel time reliability)
- ATMS.now central signal system software (arrival on green data at intersections)
- Road weather information system *RWIS* stations (weather data) transit data
- Automatic Passenger Counters (ons/offs at stops, segment loads, on-time performance)

Washington State Crash Data (WSDOT): WSDOT collects, processes, analyzes and reports crash data for over 7,000 miles of state routes and over 80,000 miles of public roads. The data is used to support development of Target Zero - Washington State's Strategic Highway Safety Plan. The crash data also supports Washington State and Metropolitan Planning Organizations' work to meet requirements of the U.S. DOT performance based planning requirements in monitoring and reporting on PM1 safety performance measures.

Pavement Condition Database: WSDOT conducts a pavement management system. The pavement monitoring program supports WSDOT's monitoring of pavement performance measures and target setting to meet the national requirements pertaining to PM2, pavement condition reporting, as set by the federal transportation act, MAP-21 and continued under the current federal transportation act, the FAST Act. The pavement condition data is also used by Metropolitan Planning Organizations to meet federal requirements for performance based planning, monitoring, target setting and programming.

Bridge Condition Database: WSDOT conducts a bridge management system. The bridge monitoring program supports WSDOT's monitoring of bridge condition performance measures and target setting to meet the national requirements pertaining to PM2, bridge condition reporting, as set by the federal

transportation act, MAP-21 and continued under the current federal transportation act, the FAST Act. The bridge condition data is also used by Metropolitan Planning Organizations to meet federal requirements for performance based planning, monitoring, target setting and programming.

OSPInsight: is a GIS based shared database used to track the use, availability, and connectivity of fiber and switches, routers and other associated ITS infrastructure. It helps agencies better manage their own fiber and facilitates sharing of fiber assets between agencies.

The **ITS Regional Architecture Database**: a FHWA ITS requirement (Federal regulation 23 CFR 940). Contains data, information and functional flows of various ITS system to ensure that they are interoperable.

TIP Projects Database: RTC maintains a database of TIP completed projects selected for funding since 2010 through RTC's Transportation Improvement Program (TIP).

Regional Traffic Counts Program: RTC maintains a Regional Traffic Count Program database for Clark County, Washington. This database currently contains 622 intersections and their traffic count and turn movement volumes, including scans of the raw data in many cases. There are also supplemental pages of data such as a list of the highest volume intersections, statistics on Columbia River bridge crossings, and congestion management information. The data is used by RTC staff for regional travel forecast model base year model calibration, is used by local jurisdictions for planning and grant application purposes and is used by the private sector including transportation consultants and real estate professionals.

FY 2019 SUMMARY OF EXPENDITURES AND REVENUES: RTC

Note: Numbers may not add due to rounding

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2019 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element	NOTES	1. FY 2019 Federal FHWA PL	1. FY 2019 Federal FTA	1. Federal STBG	State RTPO	2. FTA through WSDOT	WSDOT (O-D)	WSDOT (Ops)	Other Local Funds	RTC Local Funds	RTC TOTAL
I	**REGIONAL TRANSPORTATION PLANNING PROGRAM**												
	A	Regional Transportation Plan		120,132	37,890	70,000	31,310				12,400	29,434	301,165
	B	Transportation Improvement Program		48,053	15,156	28,000	12,524				4,960	11,773	120,466
	C	Congestion Management Process		48,053	15,156	28,000	12,524				4,960	11,773	120,466
	D	Vancouver Area Smart Trek Program				236,000						36,832	272,832
	E	Skamania and Klickitat RTPO					45,310						45,310
	F	Human Services Transportation Plan Update						20,000					20,000
	G	Urban Freeway Corridors Operations Study	3.			215,000			300,000	150,000	35,000		700,000
		Sub-Total		216,238	68,202	577,000	101,668	20,000	300,000	150,000	57,320	89,813	1,580,240
II	**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**												
	A	Reg. Transp. Data, Forecast, AQ & Tech. Services		258,283	81,464	150,500	67,316	0	0	0	26,660	63,282	647,505
		Sub-Total		258,283	81,464	150,500	67,316	0	0	0	26,660	63,282	647,505
III	**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**												
	A	Reg. Transp. Program Coord. & Management		126,138	39,785	73,500	32,875	0	0	0	13,020	30,905	316,223
		TOTALS		**600,659**	**189,450**	**801,000**	**201,859**	**20,000**	**300,000**	**150,000**	**97,000**	**184,000**	**2,543,968**

4/24/2018

NOTES:

1. Minimum local match for federal PL, FTA and STBG funds is provided from State RTPO, MPO and local funds.
   Local match for FHWA, FTA and STBG funds is assumed at 13.5%.
2, FY 2018 to 2019 program element. $20,000 is the FY 2019 estimated balance of funds available from the total $40,000 budget.
3. The UFCOS Study is a 2-year Study, FY 2018-FY2019. Amounts are for the full 2-year Study including $600,000 for consultant assistance.