Southwest Washington Regional Transportation Council

Unified Planning Work Program
for
Fiscal Year 2021

July 1, 2020 to June 30, 2021

DRAFT

June 2, 2020

Southwest Washington Regional Transportation Council
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RTC's Website: http://www.rtc.wa.gov

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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.

Title VI Compliance

The Southwest Washington Regional Transportation Council (RTC) assures that no person shall, on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. RTC further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether or not those programs and activities are federally funded.

Americans with Disabilities Act (ADA) Information:

Materials can be provided in alternative formats by contacting

Southwest Washington Regional Transportation Council (RTC)

Phone: 564 397-6067 or e-mail: info@rtc.wa.gov

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FY 2021 UPWP for Clark County: Contents

FISCAL YEAR 2021 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: xiii

Unfunded Planning Activities xv

1. Regional Transportation Planning Program 1

1A. Regional Transportation Plan 1

1B. Transportation Improvement Program 7

1C. Congestion Management Process 10

1D. Vancouver Area Smart Trek Program 13

1D.(i) VAST Program Funding 18

1D.(ii) VAST Regional ITS Architecture Study Funding 18

1E. Skamania and Klickitat RTPO 19

1F. Regional Active Transportation Plan 21

1G. Shared Central Signal System Study 23

2. Data Management, Travel Forecasting, Air Quality and Technical Services 26

2A. Regional Transportation Data, Travel Forecasting, Air Quality and Technical Services 26

2B. Household ravel Survey 33

3. Regional Transportation Program Coordination and Management 35

3A. Regional Transportation Coordination and Management 35

3B. Columbia Connects Bi-State Study 42

4. Transportation Planning Activities of State and Local Agencies 44

Transportation Acronyms 54

FY 2021 Summary of Expenditures and Revenues: RTC 64

Consultant Assistance on RTC'S FY 2021 UPWP Work Elements 65

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FISCAL YEAR 2021 UPWP: INTRODUCTION

UPWP PURPOSE

The Unified Planning Work Program is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The financial year 2021 (FY 2021) UPWP runs from July 1, 2020 through June 30, 2021. 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.

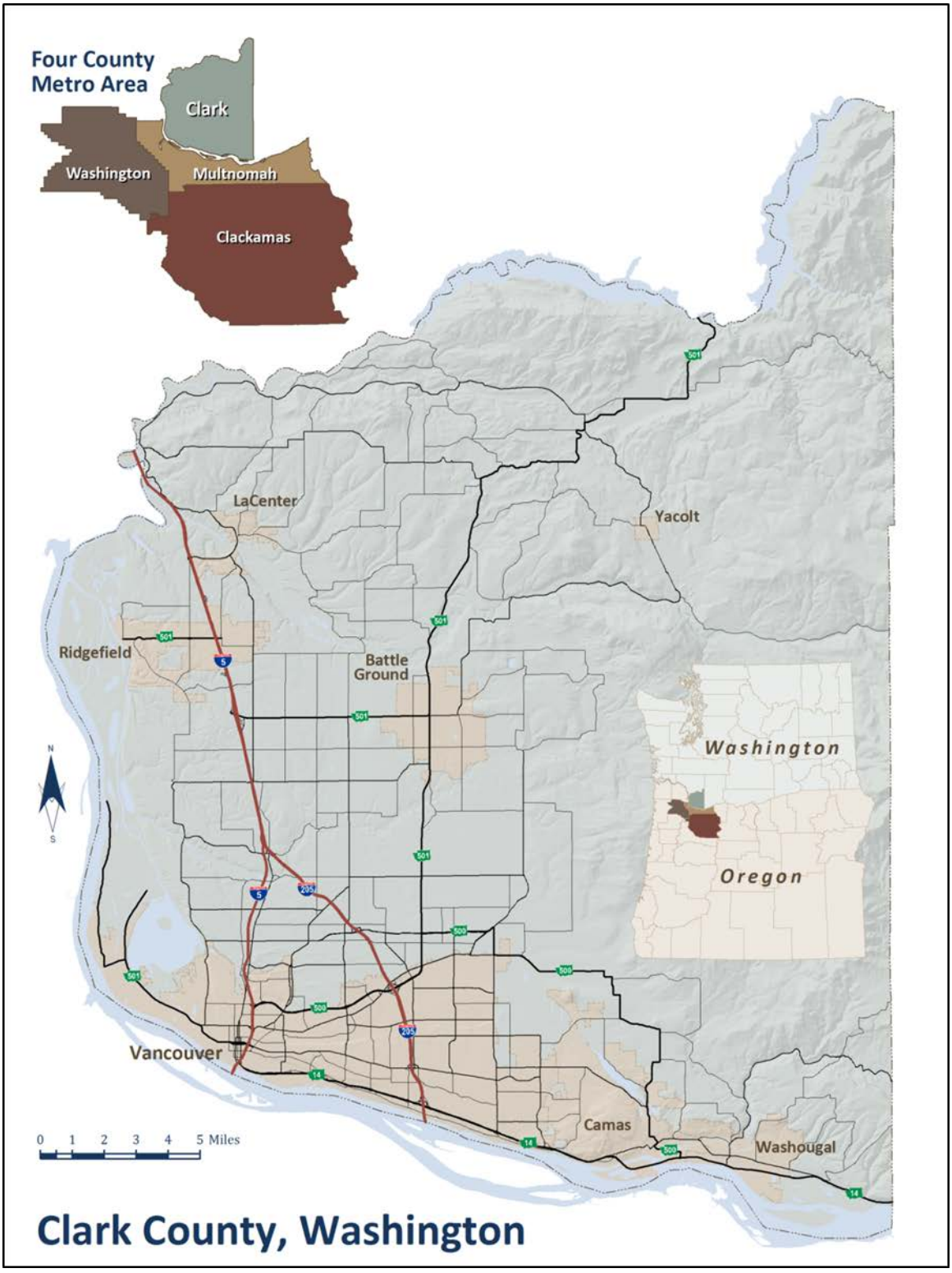


Figure 1: RTC, Metropolitan Planning Organization (MPO)
The Metropolitan Planning Area (MPA)/MPO region includes the whole of Clark County

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. The MPO's UPWP requirements are specified in 23 CFR 450.308, 23 CFR 420.111, 49 USC §5303, 49 USC §5305 and FTA Circular 8100.1C.

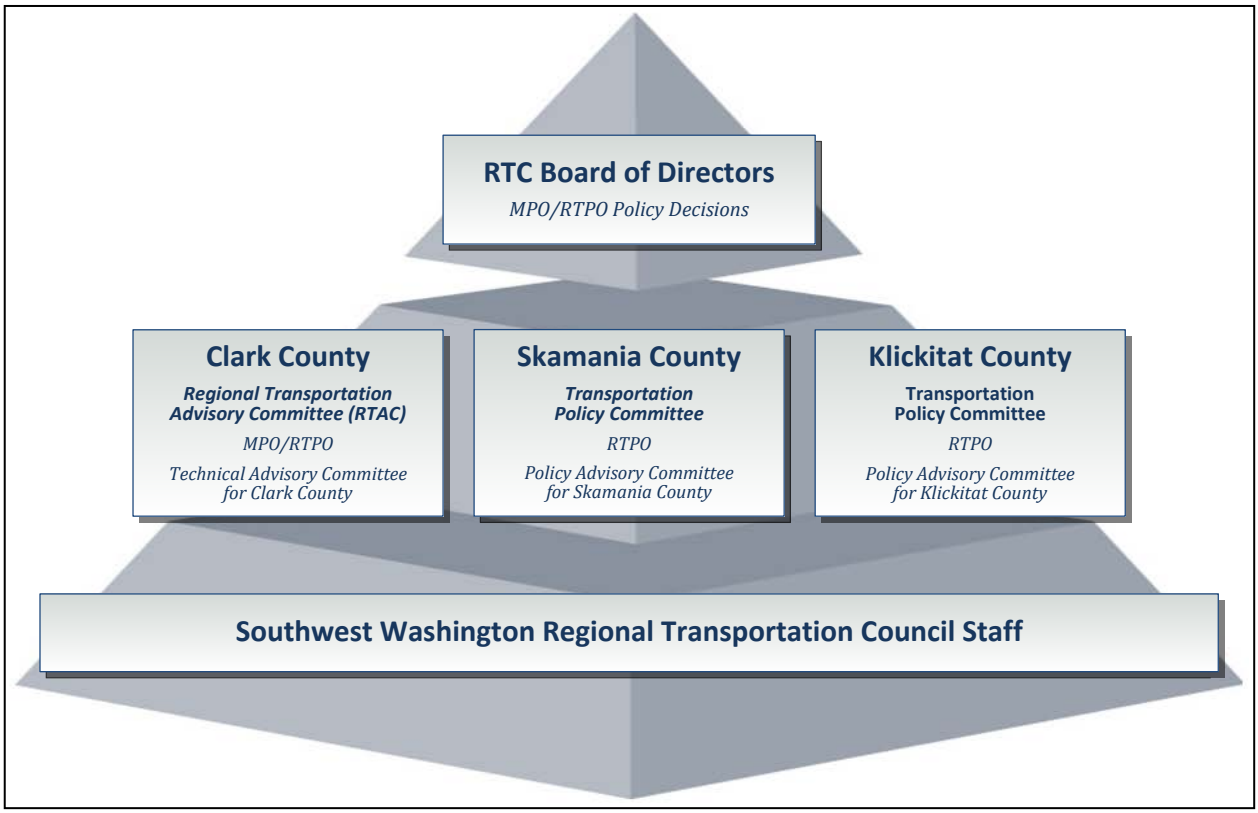
RTC is also the Washington State-designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat (Figure 2, map). RTPO requirements are specified in RCW47.80.010 through RCW47.80.070 and WAC 468-86.

RTC's three-county population of Clark, Klickitat and Skamania stands at 522,990 in 2019 with Clark County having the largest population of 488,500. Clark and Skamania counties are part of the larger Portland – Vancouver – Hillsboro OR-WA metropolitan area. The Metropolitan Statistical area defined by the U.S. Census Bureau includes seven counties, Clackamas, Columbia, Multnomah, Washington, and Yamhill Counties in Oregon, and Clark and Skamania Counties in Washington with an estimated 2018 population of 2,478,996.

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 Cowlitz Indian Tribe, 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 developing 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. RTC's Metropolitan Planning Agreement, the so-called 314 agreement, was originally signed on November 6, 2014 and the Agreement was updated in 2019 with all participants signing the update by December 5, 2019. The 314 Agreement documents coordination and consultation processes and expectations among RTC, WSDOT, and C-TRAN to carry out respective federal transportation planning requirements. The MPA reflects updated federal metropolitan transportation planning procedures and requirements, applicable federal laws and administrative procedures. 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 2018 and adopted by RTC in September 2018 (RTC Board Resolution 08-18-14, September 4, 2018).

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: MEMBERSHIP 2020

Clark County
Skamania County
Klickitat County
City of Vancouver
City of Washougal
City of Camas
City of Battle Ground
City of Ridgefield
City of La Center
Town of Yacolt
City of Stevenson
City of North Bonneville
City of White Salmon
City of Bingen
City of Goldendale
C-TRAN
Washington State Department of Transportation

Port of Vancouver
Port of Camas/Washougal
Port of Ridgefield
Port of Skamania County
Port of Klickitat
Portland Metro
Oregon Department of Transportation
The Cowlitz Indian Tribe
Legislators from the following Washington State Districts:
14th District
17th District
18th District
20th District
49th District

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: BOARD OF DIRECTORS

RTC Board of Directors 2020

Jurisdiction/Agency	Represented By:
City of Vancouver	Mayor Anne McEnerny-Ogle (RTC Chair) Council Member Ty Stober
Clark County	Council Chair Eileen J. Quiring Councilor Temple Lentz Councilor Gary Medvigy
Small Cities East: City of Camas City of Washougal	Council Member Paul Greenlee, Washougal
Small Cities North: City of Battleground City of Ridgefield City of La Center Town of Yacolt	TBD
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 (RTC Vice-Chair)
WSDOT	Carley Francis, Southwest Regional Administrator
Ports: Port of Vancouver Port of Camas-Washougal Port of Ridgefield	Commissioner Scott Hughes, Port of Ridgefield (RTC Chair)
Cowlitz Indian Tribe	Tribal Chairman Bill Iyall
ODOT	Rian Windsheimer, Region One Manager
Metro	Councilor Shirley Craddick, Metro
14th District	Senator Curtis King Representative Chris Corry Representative Gina Mosbrucker
17th District	Senator Lynda Wilson Representative Paul Harris Representative Vicki Kraft

RTC Board of Directors 2020

Jurisdiction/Agency	Represented By:
18th District	Senator Ann Rivers Representative Larry Hoff 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, Planning	Jennifer Campos
C-TRAN	Scott Patterson
WSDOT	Laurie Lebowsky
City of Camas	Jim Carothers
City of Washougal	Rob Charles
City of Battle Ground	Ryan Jeynes
City of Ridgefield	Brenda Howell
City of La Center	Tony Cooper
Port of Vancouver	Jim Hagar
Port of Camas-Washougal	TBD
Port of Ridgefield	Wonder Baldwin
Human Services Transportation Provider	Colleen Kuhn (Human Services Council)
ODOT	Scott Turnoy
Metro	Tom Kloster
Cowlitz Indian Tribe	Kim Stube
Columbia River Economic Development Council	TBD

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	Brian Sabo, Mayor
Port of Skamania County	Pat Albaugh, Port Manager
WSDOT, Southwest Region	Laurie Lebowsky, 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	Ross Lambert, Public Works
City of Bingen	David Spratt, Public Works Director
City of Goldendale	Karl Enyeart, Public Works Director
Port of Klickitat	James Herman, Port Commissioner
WSDOT, Southwest Region	Laurie Lebowsky, SW Region Planning Manager
Yakama Nation (ex-officio member)	Al Pinkham, Engineering Planner

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. ODOT submitted a tolling application to FHWA on December 10, 2018 with a January 8, 2019 FHWA response requesting further detail and public outreach. 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, Urban Freeway Corridors Operations Study, Air Quality
Sr. Transportation Planner	Regional Transportation Plan, Unified Planning Work Program, Human Services Transportation Plan, Active Transportation Plan, Transportation Demand Management, 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, Demographics, Title VI, ADA
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 2021, continuation of core MPO transportation planning activities is expected, as listed in the Federal section below.

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, though federal reauthorization of the Act is anticipated. In FY 2021, FHWA and FTA want MPOs to emphasize work on performance-based planning requirements, including developing data and targets and reflecting performance-based planning and programming and transportation performance management in the TIP, MTP and overall transportation planning process.

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

- Program administration
- Unified Planning Work Program
- Annual performance and expenditure report
- Public Involvement/Education
- Tribal Involvement
- Long-Range Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Federal Certification Review (on a 4-year cycle)
- Self-certification
- Transportation Performance Management
- Coordination with Other Planning Organizations
- Title VI Plan and Reporting
- Coordinated Public Transportation – Human Services Transportation Plan (CPT-HSTP)

Under the FAST Act, 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

RTPOs, Growth Management Planning and Local Comprehensive Plans

Washington State's Growth Management Act established Regional Transportation Planning Organizations (RTPOs) as the institutions 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 Plans including certification of local Comprehensive Plan transportation elements, implementation of State transportation policy goals, and addressing top statewide themes.

Planning Collaboration

WSDOT will be developing multiple statewide plans in FY 2021 with MPOs and RTPOs expected to collaborate in development of the plans and to review them. These WSDOT plans include:

- Highway System Plan
- Multimodal Investment Strategy
- Statewide Human Services Transportation Plan
- Statewide Public Transportation Plan (minor update)
- Statewide Cooperative Automated Transportation (CAT) Policy Framework

Tribal Participation

On April 24, 2019 Governor Jay Inslee signed Engrossed House Bill 1584 into law, which requires RTPOs to provide an opportunity for tribes with reservation or trust lands within its planning area boundaries to participate as voting members of the RTPO. RTPOs are encouraged to facilitate tribal participation in the regional planning process. RTC reached out to tribes in the region which resulted in the Cowlitz Indian Tribe joining RTC and participating as an RTC Board member and Regional Transportation Advisory Committee member and the Yakama Nation opting to participate in the Klickitat County Transportation Policy Committee.

LOCAL

RTC's FY 2021 UPWP will continue its fundamental metropolitan transportation planning program activities and advance project related activities. RTC concluded the Clark Regional Origin Destination Study in the latter part of FY 2019 and launched the Clark regional Urban Freeway Corridors Operations Study due for completion in FY 2020. In FY 2020, RTC also supported member agencies in major studies including: the Discovery Corridor Adaptive Infrastructure Study; WSDOT's corridor studies of I-205 and SR-500/Fourth Plain Boulevard congestion hot-spots and provided support to member agencies with specific project development.

RTC will be continue to be engaged in providing technical and policy input for ongoing and emerging bi-state studies including: the Hood River Bridge replacement EIS; discussions for an I-5 Bridge Replacement Project; regional policy and project discussions regarding interstate tolling and congestion pricing; and the bi-state study, Columbia Connects, which will examine the flow of people and economic activity between Vancouver/Portland for areas proximate to the Columbia River. Local emphasis areas for FY 2021 are documented below.

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 is the continued implementation of a performance-managed transportation system and investment decision-making process as required by federal rules. RTC's regional planning process assists member agencies to focus on smart investments and innovations in priority corridors to meet the multi-modal demands of the regional transportation system. RTC's project programming process is changing accordingly to continue to maximize opportunities to use federal transportation resources for this region's transportation needs.

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 focuses 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 488,500 in 2019, up by 9,000 people from the 2018 population of 479,500; a 1.9% annual growth rate. OFM's 2017 medium series projection forecasts that Clark County's population will increase by over 155,000 people to 643,552 by 2040. Regional trends point to continued and sustained growth in the broader metropolitan region. Within Clark County specifically, new household and business formations combined with a vibrant regional economy and low unemployment, are creating high demands for regional and local mobility and infrastructure services.

- **Regional Project Funding**: RTC recognizes the need for timely transportation system investments. In this region, need for transportation improvement exceeds available funding. The region's current 6-Year Transportation Improvement Program forecasts over $344 Million in planned transportation system investment and maintenance. Even with that level of planned investment, many of the region's needs could remain unmet, and both additional and more prudent investment and mobility strategies will need to be deployed. RTC's FY 2021 Work Program and budget continues support for the regional collaboration needed to develop studies, strategies, and projects which will shape the region's transportation investment strategy for years to come, working with WSDOT and planning partners to identify Practical Solutions to transportation needs.

  Transportation projects and strategies 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 Implementation**: A 2040 update to the Regional Transportation Plan for Clark County was adopted in March 2019. Work on the RTP in FY 2021 will continue to focus on implementation of the RTP with the beginning of update to modal components of the Plan beginning with development of a regional Active Transportation Plan in FY 2020/21. Additional modal plan updates will be carried out for freight transportation and, working in coordination with C-TRAN to address transit plans.

- **Regional Studies**: A number of regional studies will be continued in FY 2021 including a 10-year ITS Network Needs Assessment as part of Vancouver Area Smart Trek (VAST), 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. In FY 2019, RTC's role in the Oregon Transportation Commission's Portland Metro Area Value Pricing Feasibility Analysis was as technical reviewer and stakeholder. RTC anticipates a continued role in Oregon's tolling

plans as it affects both interstate corridors, I-5 and I-205. ODOT submitted a tolling application to FHWA on December 10, 2018 with a January 8, 2019 FHWA response requesting further detail and public outreach. Metro has also begun a regional Transportation Congestion Pricing study focused a technical evaluation of the efficacy and potential impacts of four types of congestion pricing in the region such as cordon pricing, Vehicle Miles Traveled road user charge, roadway charges and dynamic pricing of parking. RTC will also be working with Metro on the Bi-State Columbia Connects Study.

- **Federal Transportation Act Reauthorization**: The current federal Transportation Act is the FAST Act (December 2015) with its continued focus on the performance management structure established by its predecessor Act, MAP-21. The FAST Act is authorized through September 2020 so in FY 2021 the Federal Transportation Act is due for reauthorization. RTC will track progress toward a new federal Transportation Act and will update Board members and stakeholders as progress is made. RTC will continue to engage regional partners in reviewing and updating performance measure targets. RTC's current strategy is to support WSDOT in attaining the state's established statewide targets for performance measures and supporting the local transit agency, C-TRAN, in asset management and Safety Plan targets. RTC will continue to address performance measure targets, data collection, and reporting systems to implement key policy goals of the Federal Transportation Act.
- **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 these partners.

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:

- **Clark County Freight Mobility Study (2010)**: Plan element update. Since Plan adoption, state and federal agencies have adopted new policies and programs which relate to freight and commerce activities. The purpose of the Plan update is intended to confirm local and regional data, review existing conditions, identify future priority project needs, address performance measures, and incorporate a review of current local, state and federal policy and funding programs related to freight and commerce activities. Cost estimate: $40,000 - $50,000 *(scope dependent).*

- **Clark County High Capacity Transit System Study (2008)**: Plan element update. Since Plan adoption, C-TRAN has implemented several priority projects noted in the 2008 Plan including: Fourth Plain BRT, Bus on Shoulder service on SR-14, and is advancing the proposed Mill Plain BRT. The purpose of the Plan update is intended to confirm the designated regional high capacity transit strategy and designated corridors and ensure Plan compliance with local, regional and federal policy. Cost estimate: $50,000 - $100,000 *(scope dependent).*

- **Dynamic Traffic Assignment (DTA) Tools**: Research and application development for the regional travel demand modeling process. The purpose of this research and application development is to enhance RTC travel demand model tool application for use in countywide and sub-area model applications. Cost estimate: $25,000 - $35,000 *(scope dependent)*.

- **Data Acquisition**: License of regional origin / destination and other big data set and/or services to support regional travel demand and sub-area modeling and traffic study activities. Cost estimate: $75,000-$100,000 *(scope dependent).*

- **Local Road Safety Plans (LRSP)**: Plan development for a series of jurisdiction-specific local road safety plans. The purpose of the LRSP is to develop a comprehensive inventory and assessment of traffic safety needs and system improvement strategies. The LRSP will identify actions which support the regional Safety Performance Management Targets in addition to the state's Target Zero strategies. Adoption of jurisdiction-specific LRSPs will make local agencies eligible for state and federal grant programs, including: the Highway Safety Improvement Program; and the City Safety and County Safety Programs. Cost estimate: $75,000 – $100,000 *(estimate: $25,000 per jurisdiction)*.

- **Research Partnership**: Partner with Portland State University Transportation Research and Education Center - Portal Data Archive, for utilization of the comprehensive PORTAL traffic data program and academic researchers in an update to RTC's Congestion Management Process. Cost estimate: $15,000 to $25,000 *scope dependent)*.

- **Regional Transportation Demand Management (TDM) Strategy**: Research study and Plan element for a comprehensive RTC region TDM strategy for major corridors and travel sheds within southwest Washington. Study strategies would be evaluated and paired with corridor operations strategies and capital investment plans to promote corridor specific management strategies. The intent of the TDM strategy is to optimize existing and future transportation corridor network performance and multi-modal systems. Study findings would support regional implementation of Commute Trip Reduction plan(s). Cost Estimate: $35,000-$50,000 *(scope dependent)*.

- **Corridor Tolling Research**: Research study of regional corridor performance subject to corridor tolling (congestion pricing) along interstate and state route corridors within Clark County. The study would focus on evaluating traffic corridor and system performance (i.e. benefits and impacts) utilizing traffic modeling scenario analysis and applicable research methods. The study would also assess corridor performance in relation to concurrent

tolling studies underway in the Portland (OR) region. Cost estimate: $75,000-$100,000 *(scope dependent).*

- **On-Call Technical Support Services**: Support services to RTC member agency studies and project improvement plans which may have regional and bi-state travel, major travel corridors and system performance implications. Such ongoing studies and project development activities can have regional transportation system effects, and RTC will provide capacity to study those effects in partnership with RTC regional planning partners. Specific study scope and activities are subject to specific circumstance and will be determined on a project basis. Cost estimate: up to $50,000 *(per project)*.

- **Growth Management and Corridor Planning**: Provide technical support to partner with Clark County governments to study future long-range growth management forecasts and corridor plans. In April 2008, the RTC Board of Directors endorsed the findings of the Transportation Corridor Visioning Study. The RTC Board found a need for more detailed review of Clark County's long-term countywide growth vision and strategies, which could include scenario planning supported by a robust process involving local agencies and public outreach and engagement. Further, the Board found that more study is required to validate future travel demand and roadway engineering, for both existing corridor upgrades and new corridor needs, prior to inclusion of specific projects into the Regional Transportation Plan. The anticipated scope of RTC technical support would be to partner with local governments in the preparation of future land-use and employment forecasts, growth scenarios, and to evaluate future regional travel forecasts to identify existing and future multi-modal corridor needs. Cost Estimate: $150,000 - $300,000 *(scope dependent)*.

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. Development of the most recent RTP update began in 2017 and continued through 2018 with adoption of the Plan in March 2019. The Plan update has a horizon year of 2040. The Plan maintains consistency between federal, state and local plans. The 2019 RTP is consistent with local land uses outlined in local Comprehensive Growth Management Plans. The RTP also reflects the Washington Transportation Plan in place at time of RTP adoption. The RTP is also compliant with the FAST Act, the current federal transportation act. The RTP addresses performance based planning and programming requirements with listing of federal performance measures and targets established to date. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments including an updated financial plan chapter. The updated Plan also provides additional detail regarding active transportation planning, addresses the impacts of technology on future transportation and has an updated list of identified transportation projects and transportation strategies.

In FY 2021, work will focus on implementing the Clark County RTP update.

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 planning 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 xiii. The RTP (2019) 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).
- Use public input on transportation issues to develop the RTP.
- Reflect updated results from the Congestion Management Process. The latest monitoring report on the region's transportation congestion management is the 2018 Congestion Management Report (RTC Board adoption, June 2019); 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 established 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 to address future transportation system needs. 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 2021 Tasks and Products: Regional Transportation Plan

2020/21 will see RTC work to implement the updated RTP with focus on the Plan's modal elements.

- Amendments to the RTP consistent with RTC's RTP Amendments Policies and Process (due for completion in late FY 2020). RTP amendments are sometimes requested by member agencies and jurisdictions to maintain consistency between state, regional and local plans.
- Federal Functional Classification – work with local jurisdictions and WSDOT to update the federal functional classification system and reflect any changes in the next RTP update.
- System Performance – Report on transportation system performance measures, monitoring and updates to targets set to guide transportation investment decisions, project and strategies identified in the RTP to address compliance with the federal FAST Act. The goal is to have a more effective investment process for federal transportation funds. RTC staff will continue to work with WSDOT, regional and local planning partners, including C-TRAN the local transit service provider, and other MPOs in the state. RTC will review updated state-set targets and, as updated targets are set, will consider whether to continue to support WSDOT in attaining WSDOT's established performance targets.
- Practical Solutions – RTC will continue to 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 impact the list of transportation projects identified in next RTP update.
- Project Priorities – project and transportation strategy priorities identified in the RTP will be reviewed with possible re-evaluation of RTP 10 year project priorities.
- Safety – An update to the Safety Assessment for Clark County will be completed taking advantage of crash data compiled by the State and used in the performance monitoring and target setting process. RTC will work with local agencies to develop and implement Complete Streets/Safe Streets to ensure streets are designed for all users dependent on the context of the transportation facility.
- Transit – The RTP includes recommendations and guidance provided by the region's transit development plans, notably C-TRAN's Transit Development Program and 20-Year Transit Development Plan, C-TRAN 2030, (C-TRAN, June 2010; updated December 2016) and the Clark County High Capacity Transit System Study (RTC, December 2008). C-TRAN opened its first Bus Rapid Transit corridor, The Vine, in the Fourth Plain corridor in January 2017 and is working on a second BRT corridor on Mill Plain. C-TRAN and RTC Board members have

suggested RTC and C-TRAN should work together to review and update the Clark County High Capacity Transit System Study (RTC, December 2008) to reflect changes in national HCT policy and funding programs and to document C-TRAN's progress in developing and implementing HCT corridors. This work will proceed when timely for RTC and C-TRAN.

- 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 are an important part of RTP transportation strategies to meet travel demands. 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. Though the 2019 RTP includes enhancements to the Active Transportation section, planning partners requested that RTC work in FY 2020/21 to complete a regional Active Transportation Plan. See separate Active Transportation Plan UPWP element description.
- Changing Demographics and Lifestyles – the 2019 RTP update addresses changing demographics and lifestyles and how these will affect transportation demand in the region. In FY 2020/2021, RTC will continue to monitor demographic trends and work with local agencies and institutions, such as the Clark County Commission on Aging and Accessible Transportation Coalition Initiative, to implement transportation recommendations to meet transportation needs.
- 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 November 2018 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 2022 (FY 2023). RTC will continue to be involved in the Accessible Transportation Coalition Initiative (ATCI) which brings together stakeholders with interest in and representative of communities with special transportation needs.

- Freight Transportation – Elements of the Clark County Freight Mobility Study (RTC, December 2010) are incorporated into the RTP to ensure that the significance of freight transportation and its importance to the local economy is documented. RTC will continue to prepare materials relating to freight transportation and work with partners and business interest groups, such as Identity Clark County and the Southwest Freight and Commerce Task Force (FACT) Coalition, to focus attention on needed multi-modal freight investments and critical economic corridors within the region. RTC will continue to work with local partners to determine whether there is opportunity to apply for freight grant funds including the federal INFRA program. 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). It is likely that in the latter part of FY 2021, RTC will work with planning partners to scope an update to the region's Freight Transportation Plan which will be integrated into the next RTP update.
- Economic Development – RTC will continue to work with the Columbia River Economic Development Council (CREDC) to support implementation of its Clark County Comprehensive Economic Development Plan and to determine transportation needs at a regional level that can specifically support economic development. RTC coordinated with CREDC on an update to the Employment Land Study in 2019. RTC will compile data relating to economic analysis including GDP, employment by industry, unemployment rates, wages and salary changes, household income, commuting patterns, development permits, housing construction, to inform the transportation planning process and to support transportation funding applications.
- 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. RTC will continue to be aware of emerging technologies and their use to serve 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 –RTC will continue to coordinate with and support WSDOT in corridor planning and Transportation System Management and Operations (TSMO) implementation including WSDOT's ramp signal program. WSDOT recently worked on corridor studies of I-205 and SR-500/Fourth Plain Boulevard. RTC will provide technical support for the WA SB-5806 I-5 Legislative Task Force addressing I-5 Interstate Bridge replacement. Regional partners will be preparing for the closure of the I-5 bridge, northbound span, for a period of two weeks in September 2020 to replace a cracked trunnion. Work will include coordination with transit agencies and Transportation Demand Management options.

- Financial Plan – The financial Plan section of the RTP includes costs of system maintenance, preservation, safety improvement and operating costs. RTC will continue to 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. 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, state and federal environmental agencies to address environmental mitigation strategies as part of the RTP process will continue as well as coordination with tribal governments. (Ongoing)
- The RTP development and implementation process involves the Regional Transportation Advisory Committee whose members provide technical review and recommendations for the RTP work element with RTC staff providing informational briefings. The RTC Board is also updated, as needed, on the RTP and its components. 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. RTC will continue to explore opportunities to procure student project assignments to help develop elements of the RTP.

FY 2021 Funding: Regional Transportation Plan Work Element

FY 2021 Revenues:	**$**	**FY 2021 Expenses:**	**$**
• Federal FHWA PL	$156,510	• RTC	$401,058
• Federal FTA	$49,367		
• Federal STBG	$120,000		
• State RTPO	$36,904		
• Other Local Funds	$7,803		
• MPO Funds	$30,474		
	$401,058		**$401,058**
Federal $ are matched by State and local MPO Funds.		*Minimum required match:*	*$50,859*

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 2021 Tasks and Products: Transportation Improvement Program

- Development of the RTC's 2021-2024 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 2020)*
- 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)*
- Maintain a project database to help project tracking efforts. *(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 2021 Funding: Transportation Improvement Program

FY 2021 Revenues:	**$**	**FY 2021 Expenses:**	**$**
• Federal FHWA PL	$93,906	• RTC	$221,024
• Federal FTA	$29,620		
• Federal STBG	$52,500		
• State RTPO	$22,142		
• Other Local Funds	$0		
• MPO Funds	$22,856		
	$221,024		**$221,024**

Federal $ are matched by State and local MPO Funds.

Minimum required match: $27,472

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 2021 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 2019)
- An updated annual Congestion Management Report (Summer 2020).

- 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 2021 Funding: Congestion Management Process

FY 2021 Revenues:		**FY 2021 Expenses:**	
	$		**$**
• Federal FHWA PL	$43,823	• RTC	$78,145
• Federal FTA	$13,823	• Consultant*	$25,000
• Federal STBG	$24,500		
• State RTPO	$10,333		
• Other Local Funds	$0		
• MPO Funds	$10,666		
	$103,145		**$103,145**
Federal $ are matched by State and local MPO Funds.		*Minimum required match:*	*$12,820*

*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. The VAST program, which focuses on ITS planning, projects and infrastructure, has been managed by RTC since its inception in 2001.

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 as well as an update to the plan 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 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, and RTC. The 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.

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

TSMO focuses on low-cost, quickly implemented transportation improvements aimed at making the most 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 which combine advanced technologies, operational policies and procedures, and existing resources to improve coordination and operation of the multimodal transportation network. Examples include active traffic management on freeways, smart arterial traffic signals, integrated signal systems, access management, traveler information, active transit technology, and coordinated incident response to make the transportation system work better.

While there is no single solution to transportation deficiencies, TSMO is one of the tools to manage congestion, and improve the safety, security and efficiency of the transportation system. It 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 update has three main sections: 1) emerging operational issues and trends that impact the future direction of transportation systems management and operations; 2) a description of operational and technology improvements on the transportation system since the 2011 TSMO Plan and; 3) an implementation plan, which documents the ITS communications and equipment needed to build planned 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 congestion. Use of Portal is a key component. Portal is the official transportation archive for the Portland-Vancouver metropolitan region and is housed at the Intelligent Transportation Systems Laboratory at Portland State University (PSU). Portal serves the U.S. National ITS Architecture's Archived Data User Service in the Portland-Vancouver region. PSU works cooperatively with regional partners including WSDOT, Clark County, C-TRAN, ODOT, Metro, the City of Portland, TriMet, and RTC. Currently, the Portal system archives a wide variety of transportation-related data including information from freeway loop detectors, arterial devices, weather sensors, incident data, transit data, travel time from Bluetooth readers and other roadway detectors, and vehicle length. There are plans to enhance Portal to improve the user interface and expand the capabilities of the system to include other multimodal data sources such as, expanded transit 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.

<u>Regional ITS Architecture Study</u>

It has been several years since VAST last updated the regional ITS Architecture. Significant changes have occurred since the last update, including new technologies and structure of the ITS Architecture database as developed by the USDOT. The Regional ITS Architecture Study will use the new ITS Architecture tools including ARC-IT to ensure the region is compliant with USDOT ITS Architecture requirements. . The Study will include interviews with VAST partner stakeholders to document existing conditions and assess future needs. A key element is to document programmed and planned projects from the VAST partners to be included in the regional ITS architecture update.

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 collaborative 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 improvements, as well as operational projects, development of ITS and operations policies, 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.
- Initiate and complete the Regional ITS Architecture Study. The study will update the current ITS Architecture based on the earlier technical evaluation that identified areas to be updated or added, especially for connected and autonomous vehicles. The update will use the most recent service packages, the National ITS Reference Architecture 8.3 and ARC-IT. Lead the procurement process for the study, including the scope of work, request for proposals, selection and contracting process, and study management.
- The Architecture Study will include an update to ITS existing conditions, a user needs assessment, a new ITS Architecture document and database using ARC-IT 8.3, and an action plan for a system management and operations program based on the ITS Architecture Study outcomes.
- 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 of the VAST agencies on issues including connected and autonomous vehicles, smart cities, and open and integrated data.
- Incorporate recommendations of Smart Community Assessment for Transportation and Stakeholder Engagement project, scheduled for spring 2020, into the VAST work program.
- Collaborate with TSMO Steering Committee members to provide technical support for operational measures consistent with guidance resulting from the Federal Fixing America's Surface Transportation Act Transportation Act. 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 work 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 annual 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 is the regional maintenance and development forum 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 asset sharing and execution of permits between the VAST agency partners.
- Work with VAST partners to complete analysis for fiber asset management of two different options for the use of the OSPInSight management software tool.
- 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 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 2020/2021 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. *(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 complete 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 more 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.
- Complete the ITS Regional Architecture Study and associated documents. Study documentation will include: the ITS Architecture Update Report and Executive Summary, ITS market packages documentation and the ARC-IT 8.3 database.
- Select and implement either the OSP Web Application or OSP Web 9 option based on analysis of the two options to facilitate ease of access for VAST partner use of the asset management database.
- 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 2020/2021 Funding:

1D.(I) VAST PROGRAM FUNDING

FY 2020/21 Revenues:	$	FY 2020/21 Expenses:	$
• Federal STBG	$325,000	• RTC	$235,723
• MPO Funds (13.5%)	$50,723	• Consultants*	$140,000
	$375,723		**$375,723**
Federal $ are matched by State and local MPO Funds.		*Minimum required match:*	*$50,723*

*Consultants estimated $140,000 per year for consultant program assistance (DKS $80,000 per year) and Portland State University Portal ($60,000 per year).

1D.(II) VAST REGIONAL ITS ARCHITECTURE STUDY FUNDING

FY 2020/21 Revenues:	$	FY 2020/21 Expenses:	$
• Federal STBG	$100,000	• RTC	$0
• MPO Funds (13.5%)	$15,607	• Consultant	$115,607
	$115,607		**$115,607**
Federal $ are matched by State and local MPO Funds.		*Minimum required match:*	*$15,607*

1E. 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 November 2018. 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, and a potential successor act in FY 2021. 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.
- Coordinate statewide transportation planning efforts with regional transportation planning efforts.

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 2021 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 2021-2024 Regional Transportation Improvement Program. *(Fall 2020)*
- Review of Regional Transportation Plans. *(Fall 2020)*
- Provide technical support needed for the Hood River Bridge EIS.
- Gather data and update the regional transportation database. *(Ongoing)*
- Regional freight and commerce planning and data collection and reporting. (Ongoing)

FY 2021 Funding: Skamania and Klickitat RTPO

FY 2021 Revenues:	**$**	**FY 2021 Expenses:**	**$**
• State RTPO	$45,310	• RTC	$45,310
	$45,310		**$45,310**

1F. REGIONAL ACTIVE TRANSPORTATION PLAN

In 2020 RTC will develop an Active Transportation Plan for the Clark County region which on its completion will become an integral part of the Regional Transportation Plan for Clark County. Work will be carried out by RTC in coordination with planning partners and likely with consultant assistance. Scoping for the Plan was completed in fall 2019 and a consultant, Alta Planning + Design, hired to assist in the Study.

RTC will rely on input from planning partners as well as stakeholder groups such as the Clark Communities Bicycle and Pedestrian Advisory Committee which meets monthly, Vancouver's Bicycle and Pedestrian Stakeholder Group, the Accessible Transportation Coalition Initiative (ATCI) and the Clark County Health Equity + Active Transportation Network all of which RTC coordinates with on a regular basis. 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.

Work Element Objectives and Activities

- Assess Active Transportation Plan components including current data and information availability and information gaps. Work with planning partners to determine the most useful and useable information they wish to see included in a regional Active Transportation Plan.
- Develop an Active Transportation Plan for the Clark County region. The Plan is to address active transportation policies, benefits of active transportation, data availability and needs, active transportation network inventory, mapping, connectivity, project needs and priorities, design considerations, funding issues and Plan implementation. The Plan will address coordination with existing plans and programs including:
    - Comprehensive plans and Transportation System Plans of local jurisdictions
    - ADA compliance
    - Complete Streets
    - Pedestrian and bicycle safety and mobility
    - Non-motorized performance measures
    - Safe Routes to School
    - Transit access
    - Regional trails
    - Health of the community
    - Environmental Justice and equity issues
- Coordinate with regional decision-makers through the Regional Transportation Advisory Committee in Clark County and the RTC Board of Directors.
- Coordinate with Washington State Department of Transportation (WSDOT) to learn of data availability, funding opportunities, and statewide decision-making regarding Active Transportation planning.
- Stakeholder and public engagement and outreach on active transportation issues.

Relationship To Other Work Elements

The ATP relates to the Regional Transportation Plan for Clark County, the Metropolitan Transportation Improvement Program for project programming, Coordination and Management with involvement of planning partners, stakeholders and public.

WSDOT is currently developing a statewide ATP scheduled for completion in December 2019 and the City of Vancouver will be underway with an update to its Transportation System Plan in 2019.

FY 2020/21 Tasks and Products

- A regional Active Transportation Plan (ATP) for Clark County which will become a component of the Regional Transportation Plan for Clark County.

FY 2020/21 Funding: Active Transportation Plan

FY 2020/21 Revenues:		**FY 2020/21 Expenses:**	
	$		$
STBG	$100,000	RTC	$32,370
Local Match	$15,607	Consultant	$83,237
Total	**$115,607**		**$115,607**

Federal STBG funds are programmed in the TIP to develop the ATP

1G. SHARED CENTRAL SIGNAL SYSTEM STUDY

The purpose of the Shared Central Signal System Study project is to clearly outline the goals and objectives for the Vancouver Area Smart Trek (VAST) partners and provide a path to improve operations of the region's traffic signal systems. An improved signal system will help minimize delay, balance congestion, smooth traffic flow, and further enhance the region's capability to implement operations and maintenance strategies that maximize safety, efficiency, and reliability of the traffic signal system. The Study is scheduled to be completed within 12 months.

Work Element Objectives and Activities: Shared Central Signal System Study

- The purpose of the Study is to document existing and future centralized traffic signal systems for transportation agencies in the Clark County/Vancouver region.
- Evaluate corridor operations, develop guidelines for implementing a regional centralized traffic signal management system, and outline an implementation strategy for future operations and maintenance.
- Provide the initial systems engineering documents of the future Shared Regional Signals System project.

Relationship to Other Work: Shared Central Signal System Study

- The Shared Central Signal System Study is an integral part of the Vancouver Area Smart Trek (VAST) work program.

FY 2021 Tasks and Products: Shared Central Signal System Study

- **Project Management and Coordination**. This task includes budget, scope and schedule. It also includes project management team meetings, technical advisory committee meetings and agency stakeholder meetings.
- **Shared System Existing Use Cases**. The Consultant will research two existing shared operation signal systems currently in operation and develop a deliverable listing benefits, advantages/disadvantages, challenges and governance structure of shared operations. Preferably, one of the two use cases will include a group of agencies operating on the Trafficware ATMS.NOW platform similar to the VAST agencies.
- **Systems Engineering**. Consultant will produce Systems Engineering documents in accordance with all Federal Highway Administration (FHWA) Guidelines regarding systems engineering process. Consultant shall coordinate with FHWA Washington Division ITS Engineer to confirm Systems Engineering document deliverables are in compliance with FHWA expectations for procurement using federal dollars. The task includes working with regional stakeholders to assess user needs. The needs will be based on the signal system operational objectives and strategies indicated by the regional users of the central signal system. The user needs assessment will summarize what the users require of the centralized signal system to meet operational goals. Prior to conducting the User Needs assessment, WSDOT, Clark County, City of Vancouver and other regional stakeholders, including City of Battle Ground, City of Camas, and City of Washougal, will provide the Consultant with a field inventory of communications and controller information. The consultant will consolidate the results of the needs assessment into one document. Based on the user needs identified as part of this task, three use cases will

be developed that describe how the regional partners will use the shared signal system and will be used to evaluate and compare the different signal system solutions. The use cases will also be included in the Concept of Operations. Example use cases could include: 1) Freeway incident, traffic is diverting to arterial and the parallel route; 2) Coordination across agency boundaries; and 3) After hours operation.

- **Evaluate Shared Signal System Options**. Consultant will evaluate the purpose, need, and architecture options for a regional shared signal system. The outcome of the evaluation will be a unified multi agency regional operational system. The evaluation will:
    - Document and evaluate shared signal system architecture options
    - Document evaluation criteria with stakeholder input
    - Compare advantages and disadvantages for each option including how well each option meets the goals and user needs, the technical and institutional feasibility, and the costs.
    - Consider needs for a successful deployment including the potential for a joint operations center
    - Provide a recommended alternative
- **Shared Signal System Concept of Operations**. Consultant shall develop a draft and final Concept of Operations for the shared regional central traffic signal system. The Concept of Operations will address the goals and objectives of regional stakeholders, architecture of the shared central traffic signal system solution, and operation and maintenance of the shared central traffic signal system.
    - The concept of operations will include the following elements:
    - Purpose and background of the system
    - Roles and responsibilities
    - Goals and objectives
    - User needs
    - System operational needs
    - Integration requirements with existing hardware
    - System support (resources) and operating environment
    - Overview of the system
    - Operation and maintenance of the system, including resources
    - Discussion on location and staffing of a joint signal operations center, including assessment of benefits and drawbacks of a joint signal operations center and recommended high-level operating procedures such as operations during after hours, probable lead agency, operations during incidents that result in diversion.

Consultant shall develop a list of recommended system requirements that can be used for enhancements of the shared system. The Consultant shall also develop a System Verification Plan that will be used by WSDOT to verify system enhancements meet the system requirements.

- **RTC Consultant Management**. RTC will be responsible for leading the procurement process, review and approve consultant billings and progress reports, ensure that the consultant carries out tasks defined in the scope of work, and the successful completion of the contract. The Study

will be coordinated closely with the WSDOT, who will take lead responsibility for day to day consultant management, setting agendas and scheduling meetings with support from RTC. RTC will also provide advice and other assistance to WSDOT.

FY 2021 Funding: Shared Central Signal System Study

FY 2021 Revenues:	$	FY 2021 Expenses:	$
• WSDOT Funds	$100,000	• RTC	$5,000
		• Consultant*	$95,000
	$100,000		$100,000

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 monitor transportation system performance, evaluate level of service standards and for calibration of 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, 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.
- Assemble crash data for use in development of safety management plans and project priorities.
- Continue development of a TIP 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 region's primary public participation, information and outreach platform for transportation 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.
- Use the newly developed regional Economic Value Atlas (EVA) tool, developed by Metro and the Brookings Institution, to assist in the analysis of data and information to help transportation planning efforts, especially as transportation investments relate to economic development issues.

(a.2.) Regional Transportation Data: FY 2021 Tasks and Products

- Update regional data from sources such as the U.S. Census, including Census Transportation Planning Products (CTPP) and the American Community Survey (ACS), 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 with completed and planned transportation projects is developed and will continue to be updated. The project database is designed to complement the TIP and RTP work elements. Initially, the database includes 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 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, plans for specific corridors, and for specific Title VI requirements. (Ongoing)
- Transition from Arc-Info to use of Arc GIS PRO and continue to integrate transportation planning and GIS 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 region's 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 providing current data and information in order to inform and engage the public in the transportation planning process.
- Manage a data collection survey to update regional household travel behavior data used in the development and update of regional travel forecasting tools. See description of element 2B for greater detail.

(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 transportation 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. 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 keep informed about model development in Oregon and the Portland region.
- 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.

(b.2.) Regional Travel Forecasting Model: FY 2021 Tasks and Products

- Continue to coordinate with Metro on use and development 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 EMME4 and will continue to work with Metro to assess the most useful modeling tools for use in the region. RTC will also coordinate with Metro in updating the regional travel forecast model code and structure, as needed. (Ongoing)
- Use regional travel forecasting model data to support RTC's RTP implementation and TIP development, development of state multimodal plans and support for corridor planning studies and local sub-area modeling, Transportation System Management and Operation (TSMO) applications, and C-TRAN's 20-year Transit Development Plan. (Ongoing)
- Continue to expand RTC's travel modeling scope. In FY 2021, RTC's modeling practices will continue to focus on subarea modeling practice to assist local jurisdictions in updating local Transportation System Plans and to assist Clark County in project analyses. RTC will coordinate with smaller city members to define appropriate sub-area models derived from RTC's regional model that will better support their analytical needs. If necessary, RTC will extend subarea modeling to mesoscopic modeling. These subarea modeling practices will include more detailed street system resolution than the RTP's highway network and land use allocations will be to sub-TAZs. RTC will work to validate assigned traffic volumes and estimate the future traffic demands for sub-TAZs. Mesoscopic modeling techniques can be used in combination with Dynamic Traffic Assignment (DTA) tools to measure not only street link performance but also intersection performance.
- Research into development of enhanced operational modeling applications and emerging true dynamic assignment techniques increasingly important in evaluating new planning alternatives. When research is concluded, staff will make recommendations regarding the development and implementation of new dynamic modeling tools and their application within RTC's regional transportation analysis role.
- Re-calibration and validation of regional travel forecast model. (As needed)
- Review and update of model transportation system networks, including highway and transit. (Ongoing)
- Documentation of regional travel forecasting model procedures. (Ongoing)
- Continue implementation of interlocal agreements relating to use of RTC's regional travel forecast model and implementation of sub-area modeling. (As needed)
- Host Transportation Model Users' Group (TMUG) meetings. (As needed)

Air Quality Planning: Introduction

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 (EPA) 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 EPA's eight-hour ozone standard.
- If needed, program identified Transportation Control Measures (TCMs) in the metropolitan Transportation Improvement Program (TIP).
- Cooperate and coordinate with State Department of Ecology (DOE) 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 needed, 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, Federal Highway Administration (FHWA), Federal Transit Administration (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 such as potential PM2.5 conformity requirements. 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 2021 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 which provides 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 2021 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 as needed. 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)
- Provide modeling and technical assistance to ODOT's congestion pricing projects through the Project Modeling Group.
- Provide modeling support and technical assistance to WSDOT and ODOT as the Interstate Bridge Replacement Project begins a review and update to modeling work from the earlier Columbia River Crossing Project.

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 regional transportation 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 2021 Funding: Regional Transportation Data and Travel Forecasting

FY 2021 Revenues:	**$**	**FY 2021 Expenses:**	**$**
• Federal FHWA PL	$206,594	• RTC	$450,254
• Federal FTA	$65,164	• Interlocal agreement with Metro for model development	30,000
• Federal STBG	$115,500	• Computer Equipment *Purchase with RTPO funds*	$6,000
• State RTPO	$48,713		
• Other Local Funds	$0		
• MPO Funds	$50,283		
	$486,254		**$486,254**
Federal $ are matched by State and local MPO Funds.		*Minimum required match:*	*$60,439*

2B. HOUSEHOLD TRAVEL SURVEY

The most recent household activity and travel behavior survey for Clark County was conducted during the fall of 2009. The 2009 survey consisted of a revealed preference survey based on a 24-hour household activity and travel diary. The survey provided data for the regional travel demand model, the assessment of current activity and travel patterns, and for the estimation of future activity and travel under various policy scenarios. The effort improved planners' and policy makers' abilities to evaluate impacts of future policies and actions on travel patterns and transportation facility use. Since the 2009 survey, the travel behavior and choices of Clark County residents have changed in response to quickly evolving technology, new travel options, changing demographics and societal trends necessitating an updated travel behavior survey.

As in past surveys in 1994 and 2009, RTC will be working in coordination with Oregon partners, including Metro and ODOT, as the next Oregon Household Activity Survey (OHAS) is developed. This will ensure data compatibility in the bi-state region and will allow for joint model development and economics of scale. RTC staff is working with planning partners on both sides of the Columbia River on a project scope and schedule that will support fielding a household travel survey in 2020. RTC staff will be working closely with member jurisdictions during this project.

Work Element Objectives

- Conduct an updated activity based travel survey to inform the regional transportation planning process and enable update and re-calibration of the regional travel forecasting model.
- The survey will provide data for the following travel modeling objectives:
    - To improve the conventional 4-step travel models (trip generation, trip distribution, mode split, and assignment).
    - To develop the tour-based travel models for estimating and predicting trip chaining behavior associated with congestion, fuel price increase, and mode choice.
    - To respond to differences in the local urban environment, such as street and sidewalk design, land use types, housing types, etc.
    - To measure the relationships between household characteristics and mode choices for transit planning and analysis.
    - To respond to the question of household location choices associated with life cycle, car ownership, mode choice, and other exogenous effects of transport cost and travel time changes.
    - To estimate car ownership and car utilization associated with congestion, road and fuel pricing, and air quality control.
    - To develop quantitative methods to respond to TDM actions, including issues of urban design effect, pedestrian, bike, and transit oriented environmental effect, and others.
- Use appropriate data collection techniques and equipment to collect data and possibly provide for the beginnings of a longitudinal panel survey which would allow for surveying over time to maintain a survey pulse to determine the effects of a rapidly changing transportation environment.
- Provide a comprehensive picture of household travel to give decision makers and planners an understanding of current regional travel patterns and behaviors. Data may include number of daily trips per person or household, trip lengths by trip purpose for residents in rural or urban

areas, trip mode choice for destinations, travel choice differences based on household size, income, age, number of vehicles available, presence of children, and residential location, change in travel behavior over time.

- Provide policy and decision makers with the most up-to-date understanding of the region's travel patterns and travel choice behavior of residents to enable informed investment decisions.

Relationship To Other Work Elements

Information from the travel activity and behavior survey is used to develop the regional travel forecast model to support regional transportation planning.

FY 2020/21 Tasks and Products

- Work with OHAS and survey consultant on survey approach. Survey methods and instruments have changed significantly since the 2009 survey effort and challenges in recruiting participants have grown. (fall 2019 to spring 2020).
- Preparation for the travel behavior study likely to be fielded in FY 2021.
- Develop a sampling approach and Clark County geographical strata.
- Implement optimum public relations strategies for the activity survey before fielding.
- Fielding of the travel and activity based survey (FY 2021).
- Monitor the progress of the activity survey and continue to communicate with the survey consultants and local jurisdictions.
- Examine and validate the survey data set and finalize the final survey report.

FY 2020/21 Funding: Household Travel Survey

FY 2020/21 Revenues:		**FY 2020/21 Expenses:**	
	$		$
STBG	$500,000	RTC and Consultant	$578,035
Local Match	$78,035		
Total	**$578,035**		**$578,035**

Federal STBG funds are programmed in the MTIP in anticipation of Clark County travel survey

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 regional and statewide transportation M3 committees and advisory boards such as the Statewide MPO/RTPO Coordinating Committee and Plan Alignment Work Group (PAWG), and specific modal plan studies as commissioned by WSDOT and other state agency partners.
- 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 as listed on page xii of this document.
- 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 2018 and is due for update in 2022. 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 Commission on Aging (Clark County report, adopted February 2012 and Transportation Report developed in 2018). 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 which is now a part of the Southwest Washington Accountable Community of Health (SWACH). 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 system 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.
- 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 2021 Tasks and Products

- Meeting minutes and presentation materials. (Ongoing)
- Year 2021 Budget and Indirect Cost Proposal. (Fall 2020)
- Continued consultation with the Tribes with interest in the region.
- Coordination and support efforts for transportation entities, agencies and jurisdictions. In FY 2021, RTC anticipates continued coordination with consultants working for the Washington State Joint Transportation Committee on a comprehensive assessment of statewide transportation needs and priorities over the ten-year timeframe of 2022-2031.
- Work with local universities to explore opportunities to procure student project assignments to help develop components of the region's metropolitan transportation planning process.

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

- RTC and Metro jointly staff the Bi-State Coordination Committee which at times has served as the communication forum to address transportation and land use issues of bi-state significance. In 2004 a new charter was adopted for the Bi-State Coordination Committee. Since that time, the Bi-State Coordination Committee has been charged with addressing transportation issues of bi-state significance as well as transportation-related land use issues of bi-state significance that impact economic development, environmental, and environmental justice issues. The Committee's discussions and recommendations are advisory to RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee's advisory recommendations are to the appropriate local and regional governments. The Committee may be reformed in 2020, and will meet as needed for topical discussions relevant to the committee's charter.
- Continue to address bi-state transportation strategies and participate in any bi-state transportation studies, such as the Columbia Connects study (see separate UPWP work element) to examine the flow of people and economic activity between Vancouver/Portland for areas adjacent to the Columbia River.
- There is 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 2021 following ODOT's submittal of a tolling application to FHWA on December 10, 2018 with a January 8, 2019 FHWA response requesting further detail and public outreach. BNSF rail lines also cross the Columbia river between the two states and there is interest in moving forward with plans to investigate the feasibility of establishing a ferry service on the Columbia

and Willamette rivers between Portland and Vancouver.

- Metro will be initiating two regional studies which may have planning and project implications within the bi-state region. Metro will be conducting an update to their Regional Mobility Corridor policy, in development of a comprehensive update to their Congestion Management Process. Further, Metro will be initiating a comprehensive regional corridor evaluation of tolling policy in support of the region's efforts to implement tolling within the Metro region.

(b.2.) Bi-State Coordination: FY 2021 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 and ODOT's transportation planning activities. (Ongoing)
- Provide technical and policy input for ongoing and emerging bi-state studies including: discussions for an I-5 Bridge Replacement project; regional policy and project discussions regarding Regional Mobility Corridor policy, regional corridor tolling studies, the Columbia Connects study, and ongoing support of regional partners in examining the flow of people and economic activity between Vancouver/Portland for areas proximate to the Columbia River (see separate FY21 Columbia Connects UPWP work element).

(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 and 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, the Board's CVTV coverage, 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 County.

- 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 2021 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 and update the Public Participation Process in FY 2021.
- 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. A federal transportation act reauthorization is due in FY 2021.
- 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 (The 314 Agreement was updated, adopted and complete

on December 5, 2019)
  - 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. RTC has a designated employee to serve as RTC's coordinator for Section 504 and ADA matters, RTC periodically conducts an ADA self-evaluation identifying access barriers and method and timeline to remove any identified 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). The Portland/Vancouver region is now in attainment for both Carbon Monoxide and Ozone. 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 implement transportation strategies, as appropriate, 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 transportation project 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 2021 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 2020)
- Address corrective actions and recommendations resulting from the quadrennial federal certification of RTC as MPO for the Clark County region. (from spring 2017 to 2020)
- Adopt the FY 2022 UPWP, prepare an annual report on the FY 2020 UPWP and, if needed, provide amendments to the FY 2021 UPWP. The FY 2020 Annual Report is to be published by September 30, 2020 per UPWP guidance and MPO Agreement GCB 1771. The FY 2022 UPWP will be developed in Winter 2020/21 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 continue 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 2021 Funding: Regional Transportation Program Coordination & Management

FY 2021 Revenues:	**$**	**FY 2021 Expenses:**	**$**
• Federal FHWA PL	$125,208	• RTC	$299,722
• Federal FTA	$39,493		
• Federal STBG	$73,500		
• State RTPO	$29,523		
• Other Local Funds	$0		
• MPO Funds	$31,998		
	$299,722		**$299,722**

Federal $ are matched by State and local MPO Funds.

Minimum required match: $37,176

3B. COLUMBIA CONNECTS BI-STATE STUDY

Columbia Connects is a regional project with Oregon and Washington planning partners collaborating to unlock the potential for equitable development and programs made more difficult by infrastructure barriers, and state and jurisdictional separation.

Columbia Connects' purpose is to improve the economic and community development of a sub-district of the region near the Columbia River, by developing a clear understanding of the economic and community interactions and conditions within this sub-district; the shared economic and community values of the region; the desired outcomes; and by creating strategies, projects, and programs, as well as an action plan to achieve these outcomes.

In FY 20-21 the Columbia Connects project:

- Created a multi-jurisdictional Project Management Group to identify potential shared values, goals, and potential partnerships. (Metro and RTC are leading this effort.)
- Conducted a conditions and needs assessment
- Hired a consultant
- Applied Economic Value Atlas tools to identify opportunities for redevelopment

The Columbia Connects project is consistent with and supports implementing the Clark County Regional Transportation Plan (2019).

The project is separate and complementary to other regional and bi-state state infrastructure initiatives. Columbia Connects will identify projects and programs that will strengthen bi-state connections and institutional partnerships with or without future bridge and transit projects, beyond those contemplated in the Regional Transportation Plan.

Key Project Deliverables/Milestones

Key project deliverables and outcomes may include: a defined shared set of desired economic outcomes, defined values and goals for the area, defined infrastructure and service needs, identification of tools, projects, and programs and investments to help realize outcomes, and a strategy and action plan to implement policy commitments, projects, and programs to realize the community's vision for the bi-state region.

The Columbia Connects study is anticipated to be completed in 2021. The project will develop a shared Columbia Connects Strategy that will outline specific opportunities for investment based on feasibility, effectiveness, equity, and project champions. Projects and programs will include test approaches and pilot projects. Based on the Strategy and coordination with partners, the partners will develop an Action Plan with tiered project lists and partner agreements and commitments for implementation.

Deliverables/Milestones 2020-21:

- Regional Values Assessment
- Regional Existing Conditions, asset inventory and assessment
- Coordination and Institutional Structures Assessment

- Shared Investment and Strategy Document
- Pilot Project and Case Study identification
- Documentation of Priorities and shared interests
- Action and Implementation Plan

Relationship To Other Work Elements

The Columbia Connects relates to the Regional Transportation Plan for Clark County, the Metropolitan Transportation Improvement Program for project programming, and Coordination and Management because it is a Bi-State study.

FY 2020/21 Funding: Columbia Connects Bi-State Study, Washington's Funding

FY 2020/21 Revenues:		**FY 2020/21 Expenses:**	
	$		$
STBG	$50,000	Metro/RTC	$75,000
Local Match – City of Vancouver	$25,000		
Total	**$75,000**		**$75,000**

This represents the Washington portion of a larger bi-state study led by Metro. Federal STBG funds are programmed in the RTC region's TIP for the Bi-State Study

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), bi-state partners in Oregon and multimodal stakeholders on a myriad of transportation issues.

WSDOT Strategic Plan

WSDOT's new Strategic Plan has been launched with three goals, Inclusion, Practical Solutions and Workforce Development. This plan continues WSDOT's focus on how the agency makes investments and delivers projects with limited resources.

WSDOT's Strategic Plan features six values, defined as "how we do business" or statements of guiding principles. The values are: safety, engagement, innovation, integrity, leadership and sustainability.

WSDOT Southwest Region planning staff provides functions that support WSDOT's Strategic Plan, 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 WSDOT's Strategic Plan into the discussions and decision-making.

FY 2020/21 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 WSDOT's Strategic Plan 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.
- 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 state and regional transportation plans.
- 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.
- 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 – WSDOT headquarters will be leading an effort in SFY 2021 to update the Highway System Plan. Participation from RTC members on the steering committee and assistance with the community engagement effort will be encouraged.
  - The State Rail Plan was drafted in 2019 and will be reviewed and finalized in 2020. Plan implementation will begin in SFY 2021.
  - Multimodal Investment Strategy: WSDOT will be reaching out to the MPO's and RTPO's to engage in a process that will explore ways to improve the state's system for making transportation investment decisions. WSDOT will lead this effort. This process will include development of a shared problem statement, a vision statement and principles of collaboration.
  - Statewide Human Services Transportation Plan: WSDOT's Public Transportation Division will complete a statewide HSTP update in SFY 2021.
  - Statewide Public Transportation Plan: The Public Transportation Division will be undertaking a minor update in SFY 2021 and will encourage RTC members to assist with identifying strategies for implementation.
  - Statewide Cooperative Automated Transportation (CAT) Policy Framework: It is a statewide, cooperative planning effort between the Governor's Office, the Legislature, the Washington State Transportation Commission, and with WSDOT assistance to develop a CAT policy framework. Strategies and actions will be developed for local agencies to consider in the planning process. Continued participation from RTC members will be encouraged.
  - Statewide Active Transportation Plan – Implementation will occur during SFY 2021.

- Transportation Demand Management (TDM)
- Corridor Analysis Planning
  - 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, partner agencies, and others.
- Collaborate with partner agencies in local multimodal 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 2021 (July 2020 through June 2021):

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 2021:

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 continue to 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 work with WSDOT on the development of the I-5 Southbound Bus on Shoulder (BOS) Project.

Transit Planning

C-TRAN will continue to move forward on projects identified in the adopted 20-Year Transit Development Plan, C-TRAN 2030. The list of projects under consideration over the next two years include:

- Mill Plain Blvd Bus Rapid Transit (BRT) - After identifying a Locally Preferred Alternative in early 2019, C-TRAN will complete the environmental review, final design and engineering, receive FTA Small Starts grant and look to begin construction in 2021.
- OM Facility Construction – Following development of the Administration, Operations, and Maintenance (AOM) Master Plan, C-TRAN moved Administration off of the existing campus and is moving forward with constructing of a new building to house Operations as well as expand the agency's maintenance area.
- 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.

Short-Range Planning: Following public review and input in 2020, the published 2020-2025 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 finished a transit-oriented development (TOD) feasibility study in 2019. The agency expects to move forward with a request for proposals in 2020.

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. Three corridors have been established: Fourth Plain Blvd, Mill Plain Blvd and Highway 99. Future efforts will be an expansion within the Mill Plain corridor coordinated with the Mill Plain BRT development.
- Vancouver Area Smart Trek (VAST): C-TRAN will continue working with regional partners on the planning and implementation of Intelligent Transportation System technology. Projects include video sharing, data sharing through PSU Portal, and a fiber-sharing plan.
- Improved Bus Technology: C-TRAN recently made real-time GTFS data available that 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:

- Develop a Transportation System 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.
- Create a framework for an Active Transportation Plan.
- Implement the transportation element of the 2016 Comprehensive Plan including the 20-year Capital Facilities Plan.
- Continue regional coordination with RTC.

- Work with the Clark Communities Bicycle & Pedestrian Advisory Committee and other stakeholders to update and implement the Bicycle & Pedestrian Plan.
- Implement the transportation and land use recommendations in the Clark County Aging Readiness Plan.
- 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).
- 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.
- Ongoing work with the ADA transition plan.
- Research implementation options for the county to use permeable pavement.
- 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:

Regional Planning and Coordination

- Participate in RTC's standing committees such as RTAC and VAST and serve on project specific committees such as the Urban Freeway Corridor Operations TAC.
- Participate in C-TRAN's project and planning processes including the Mill Plain BRT project, Fisher's Landing TOD, and system plan update.
- Serve on WSDOT project specific technical advisory committees such as the Vancouver Eastside Highway Operations Study, coordinate on the SR-501 Freight Corridor project, SR-14 widening project, and participate in regional planning coordination efforts.
- Serve on Metro's TPAC, JPACT, and other technical advisory committees in the Portland metro region.
- Coordinate transportation planning with other local agencies including Clark County, Camas, and Washougal.

Transportation Planning

- Update the City's Transportation System Plan.
- Develop and adopt a bicycle parking ordinance.
- Support the development of a new I-5 bridge planning office and subsequent design process.
- Support the Columbia Connects Regional Study.
- Support the development of the Commercial Corridor Strategy.
- Continue implementation of Fourth Plan Forward.
- Support the development of the Heights District and Subarea Plans.
- Support the update of the Vancouver City Center Vision Plan.

- Develop a potential micro-mobility policy and pilot program (e-scooters, e-bikes).
- Continue development and implementation of the Complete Streets Program.
- Continue to seek grant funding for projects, programs, and plans.
- Support the update of the Transit Oriented Development Overlays.
- Continue management and implementation of the Traffic Calming program.
- Establish a transportation and Mobility Commission.

Transportation Demand Management

- Administration of countywide Commute Trip Reduction Program and provision of direct services to affected CTR employers.
- Continue implementation of the Destination Downtown TDM program.
- Participate in the WSDOT statewide TDM technical advisory committee.
- Promote new GetThereSWWashington website for regional trip tracking and carpooling.

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.
- North Shore Subarea 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 begin 30% design and NEPA completion for a grade separated underpass at 32nd Street under the BNSF rai line. Design will start in the 1st quarter of 2020.
- Seek grant funding for Phase 2 of the SR-14 Access Improvement, 32nd Street grade separation under BNSF mainline, 32nd Street/Stiles Road Improvements, and A-Addy Extension and 27th/Index Street improvements in the town center area.
- Complete revisions to the City's Transportation Capital Facilities Plan as necessary to remain consistent with recent updates to the City's Comprehensive Plan. This may include revisions to the city's Traffic Impact Fees.
- Update the city's Transportation System Plan to reflect the road network and revised street standards identified in the city's Town Center Transportation Plan.
- 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.
- Complete a city-wide Transportation System Plan update.
- Complete a city-wide Non-Motorized Action 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 detailed planning study of the 219th Street extension west of I-5 in conjunction with the County and WSDOT.
- Work with WSDOT to complete the Discovery Corridor planning study.

CITY OF LA CENTER has identified the following planning studies:

- Begin design of Brezee Creek Culvert Replacement and 4th Street widening project funded by Legislative appropriation.
- Shoreline Master Plan update.
- Timmens Landing Subarea Master Plan.
- Town Center Subarea Master Plan.
- Update La Center Junction Plan Zoning District Ordinance.

PORT OF VANCOUVER:

- Complete assessment of the Ports marine structures (docks) to determine what improvements/repairs need to be made in upcoming years.
- Partner with City of Vancouver to finalize engineering and seek grant funding for extension of 32nd Avenue to 78th Street.
- I-5 Improvements: Support any improvements to the I-5 Corridor that facilitates freight mobility
- Advance development of Terminal 1 waterfront blocks for commercial and residential uses.
- Prepare for bidding and construction of Port of Vancouver Renaissance Trail extension in 2020-2021.
- Work with RTC and Metro to develop Columbia Connects strategy study.
- Complete with the USACE (US Army Corps of Engineers) a Draft Environmental Impact Statement for the continued maintenance of the Columbia River Channel for the next 20 years.

PORT OF RIDGEFIELD:

- Complete planning and initiate construction of the Pioneer Street extension over the BNSF railroad tracks into the Ridgefield waterfront in coordination with the City of Ridgefield.
- Initiate project scoping, planning and design for a pedestrian over-crossing in the general vicinity of Division Street in downtown Ridgefield – the project would provide safe, direct, ADA compliant pedestrian access to the Ridgefield waterfront, port property and federally owned lands of the Ridgefield National Wildlife Refuge.

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 Phase 2 Access Improvements: 27th and 32nd Street improvements, rail overpass and connectors.
- Funds were re-allocated from the SR-14/Camas Slough Bridge ($35M) to SR-14/ I-205 to 164th Avenue to address acute corridor congestion in this highway segment. Improving the congested highway segment provides benefits for access to Washougal, Camas and Vancouver. Once the improvements are made, focus should again be on improvement needs of the SR-14/Camas Slough Bridge.
- Seek and support funding for upgrade to the Port's rail spur into the industrial park.

COWLITZ WAHKIAKUM COUNCIL OF GOVERNMENTS (CWCOG)/CITY OF WOODLAND:

- **Woodland/Lewis River Bridge Study**: Coordinate study of an Interstate 5 parallel route connecting Woodland to NW 319th Street near La Center including a new Lewis River bridge. Coordination would include working with Southwest Washington Regional Transportation Council (RTC). Initiate in 2021. (Excerpt from CWCOG's draft FY 2021 UPWP).

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
ATP	Active Transportation Plan
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

Acronym	DESCRIPTION
BRT	Bus Rapid Transit
BUILD	Better Utilizing Investments to Leverage Development (federal discretionary grant program)
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
CREDC	Columbia River Economic Development Council
CRESA	Clark Regional Emergency Services Agency
CRFC	Critical Rural Freight Corridor
CTPP	Census Transportation Planning Products

Acronym	DESCRIPTION
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
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

Acronym	DESCRIPTION
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FGTS	Freight and Goods Transportation System
FHWA	Federal Highways Administration
FLAP	Federal Lands Access Program (federal funding program)
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

Acronym	DESCRIPTION
HUD	Department of Housing and Urban Development
HSP	Highway System Plan
ICM	Integrated Corridor Management
IM	Incident Management
I/M	Inspection/Maintenance
IMS	Intermodal Management System
INFRA	Infrastructure for Rebuilding America (federal grants program)
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

Acronym	DESCRIPTION
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program (see TIP)
MTP	Metropolitan Transportation Plan (see RTP)
MUTCD	Manual on Uniform Traffic Control Devices
MVET	Motor Vehicle Excise Tax
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
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
PAWG	Plan Alignment Work Group
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

Acronym	DESCRIPTION
PFN	Primary Freight Network
PHF	Peak Hour Factor
PHFS	Primary Highway Freight System
PIA	Portland International Airport
PM10	Particulate Matter
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)

Acronym	DESCRIPTION
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
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
SWACH	Southwest Washington Accountable Community of Health
SWCAA	Southwest Clean Air Agency
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TA	Transportation Alternatives (federal funding program)
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

Acronym	DESCRIPTION
TMA	Transportation Management Area
TMC	Traffic Management Center
TMIP	Transportation Model Improvement Program
TMS	Transportation Management Systems
TMUG	Transportation Model Users' Group
TMZ	Transportation Management Zone
TOD	Transit Oriented Development
TPA	Transportation Partnership Account *(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
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

Acronym	DESCRIPTION
VMS	Variable Message Signs
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VOT	Value of Time
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WSP	Washington State Patrol
WTP	Washington Transportation Plan
WVFA	West Vancouver Freight Access

FY 2021 SUMMARY OF EXPENDITURES AND REVENUES: RTC

NOTE: Of special consideration is the current COVID-19 pandemic. While RTC is currently unable to quantify the financial effects of the outbreak, we would be remiss in not bringing it to the reader's attention.

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2021 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element	NOTES	1. FY 2021 Federal FHWA PL	1. FY 2021 Federal FTA	1. Federal STBG	State RTPO	WSDOT Funds	Other Local Funds	RTC Local Funds	RTC TOTAL
I		**REGIONAL TRANSPORTATION PLANNING PROGRAM**									
	A	Regional Transportation Plan		156,510	49,367	120,000	36,904		7,803	27,223	397,807
	B	Transportation Improvement Program		93,906	29,620	52,500	22,142			20,417	218,585
	C	Congestion Management Process		43,823	13,823	24,500	10,333			9,528	102,007
	D(i)	Vancouver Area Smart Trek Program				325,000				50,723	375,723
	D(ii)	ITS Regional Architecture Study				100,000				15,607	115,607
	E	Skamania and Klickitat RTPO					45,310				45,310
	F	Regional Active Transportation Plan	2.			100,000			15,607		115,607
	G	Shared Central Signal System Study	3.					100,000			100,000
		Sub-Total		294,239	92,809	722,000	114,689	100,000	23,410	123,498	1,470,646
II		**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**									
	A	Reg. Transp. Data, Forecast, AQ & Tech. Services		206,594	65,164	115,500	48,713		0	44,918	480,889
	B	Household Travel Survey	4.			500,000			78,035		578,035
		Sub-Total		206,594	65,164	615,500	48,713		78,035	44,918	1,058,924
III		**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**									
	A	Reg. Transp. Program Coord. & Management		125,208	39,493	73,500	29,523			28,584	296,308
	B	Columbia Connects Bi-State Study	5.			50,000			25,000		75,000
		Sub-Total		125,208	39,493	123,500	29,523		25,000	28,584	371,308
		TOTALS		**626,041**	**197,467**	**1,461,000**	**192,925**	**100,000**	**126,445**	**197,000**	**2,900,878**

6/02/2020

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. The Regional Active Transportation Plan is a 2-year study, FY 2020 to FY 2021.
3. WSDOT Funds: Note that $50,000 is flow-down federal STBG funds.
4. The Household Travel Survey is a 2-year study, FY 2020 to FY 2021.
5. This represents the Washington portion of the bi-state study.

Consultant Assistance on RTC'S FY 2021 UPWP Work Elements

	Work Element	Total RTC Budget for Work Element	Consultant Assistance		Consultant(s) Identified or Project Status
IC.	Congestion Management Process	$102,007	$25,000	for 1 year	Quality Counts (3-year contract)
ID(i)	Vancouver Area Smart Trek	$375,723	$140,000	for 1 year	DKS ($80K per year); Portland State University Portal ($60K per year)
ID(ii)	ITS Regional Architecture Study	$115,607	$115,607		Consultant for Architecture Study subject to RFQ process
IF.	Regional Active Transportation Plan	$115,607	$83,237	for FY 20/21	Alta Planning + Design
IG.	Shared Central Signal System Study	$100,000	$95,000		Consultant for Shared Signal System Study subject to RFQ process
II B.	Household Travel Survey	$578,035	$578,035	For FY 21/22	A collaborative Survey with Oregon MPOs. Split between RTC and consultant not yet decided. Consultant contract not yet awarded by Oregon agencies.