

# Appendix O: Regional Transportation Plan Checklist

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## Southwest Washington Regional Transportation Council

Regulatory Citation	Key Content of Requirement	Comments, Including Where in Plan
(23 CFR) 450.316(a)	RTC followed its public participation plan for the RTP process, which included, but was not limited to, adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Yes, RTC did follow its public participation plan and has addressed the items listed. Chapter 1 of the plan summarizes outreach to public and partners; Appendix C includes a summary of comments.
(23 CFR) 450.316(b)	RTP included consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes, Chapter 1 of the plan summarizes outreach to the public and stakeholders; Appendix C includes a summary of comments. Also note that the RTC Board and RTAC includes members representing key planning and transportation stakeholders.
(23 CFR) 450.324(a)	RTP addresses no less than a 20-year planning horizon as of the effective date.	Yes, the plan addresses period of 2024-2045, allowing for full 20-year horizon through next plan updated in 2029.
(23 CFR) 450.324(a), (23 CFR) 450.306(b)(1) RCW 47.04.280	RTP addresses the economic vitality planning factor: support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	Yes, economic vitality and quality of life is one of the four goals of the RTP. Goals and respective objectives can be found in Chapter 3 and action strategies pertaining to each goal, in Chapter 6.

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(23 CFR) 450.324(a), (23 CFR) 450.306(b)(2) RCW 47.04.280	RTP addresses the transportation safety planning factor: increase the safety of the transportation system for motorized and nonmotorized users.	Yes, safety and security is one of the four goals of the RTP. Goals and respective objectives can be found in Chapter 3 and action strategies pertaining to each goal, in Chapter 6. In addition, PM1 is addressed in Chapter 4.
(23 CFR) 450.324(a), (23 CFR) 450.306(b)(3) RCW 47.04.280	RTP addresses transportation security planning factor: increase the security of the transportation system for motorized and nonmotorized users.	Yes, safety and security is one of the four goals of the RTP. Goals and respective objectives can be found in Chapter 3 and action strategies pertaining to each goal, in Chapter 6. In addition, Appendix H includes a white paper regarding security in Clark County.
(23 CFR) 450.324(a), (23 CFR) 450.306(b)(4) RCW 47.04.280	RTP addresses the mobility and accessibility planning factor: increase accessibility and mobility of people and freight.	Yes, accessibility and mobility is one of the four goals of the RTP. Goals and respective objectives can be found in Chapter 3 and action strategies pertaining to each goal, in Chapter 6.
(23 CFR) 450.324(a), (23 CFR) 450.306(b)(5) RCW 47.04.280	RTP addresses the environment planning factor: 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.	Yes, sustainability and resiliency and economic vitality and quality of life goals address these topics. Goals and respective objectives can be found in Chapter 3 and action strategies pertaining to each goal, in Chapter 6. In addition, Appendix I and J address air quality and environmental mitigation.
(23 CFR) 450.324(a), (23 CFR) 450.306(b)(6)	RTP addresses the integration/connectivity planning factor: enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	Yes, accessibility and mobility is one of the four goals of the RTP. Goals and respective objectives can be found in Chapter 3 and action strategies pertaining to each goal, in Chapter 6. This goal, objectives, and action strategies address the integration and connectivity of our multimodal regional transportation system.

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(23 CFR) 450.324(a), (23 CFR) 450.306(b)(7)	RTP addresses the system efficiency planning factor: promote efficient system management and operation.	Yes, accessibility and mobility is one of the four goals of the RTP. Goals and respective objectives can be found in Chapter 3 and action strategies pertaining to each goal, in Chapter 6. This goal, objectives, and action strategies address promotion of efficient system management and operations. In addition, Chapter 3 addressed TSMO as an emergent issue in our region.
(23 CFR) 450.324(a), (23 CFR) 450.306(b)(8) RCW 47.04.280	RTP addresses the system preservation planning factor: emphasize the preservation of the existing transportation system.	Yes, the sustainability and resiliency goal addresses system preservation. Goals and respective objectives can be found in Chapter 3 and action strategies pertaining to each goal, in Chapter 6. In addition, Chapter 5 speaks to the need to maintain and preserve our aging system.
(23 CFR) 450.324(a), (23 CFR) 450.306(b)(9)	RTP addresses the system resiliency/reliability planning factor: improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.	Yes, sustainability and resiliency is one of the four goals of the RTP. Goals and respective objectives can be found in Chapter 3 and action strategies pertaining to each goal, in Chapter 6.
(23 CFR) 450.324(a), (23 CFR) 450.306(b)(10)	RTP addresses the travel and tourism planning factor: enhance travel and tourism.	Although we do not speak directly to travel and tourism in our goal, the furthering of opportunities to improve travel and tourism are implicitly crafted with the intent to enhance our economic vitality and quality of life via the action strategies developed to implement the economic vitality and quality of life goal.
(23 CFR) 450.324(b)	RTP includes both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities).	Yes, action strategies that provide for the development of an integrated multimodal transportation system can be found in Chapter 6.

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(23 CFR) 450.324(c)	RTC reviewed/updated the RTP at least every four years in air quality nonattainment and maintenance areas or five years in attainment areas.	Yes. The last prior plan update was adopted in March of 2019; next update planned to occur in 2029. Clark County is currently below the nonattainment and maintenance benchmarks.
(23 CFR) 450.324(c)	RTC approved the transportation plan (and any revisions or updates), contents, and supporting analyses.	Yes, the RTC Board will approve the RTP on February 6, 2024.
(23 CFR) 450.324(c)	RTC submitted the RTP to WSDOT.	Yes.
(23 CFR) 450.324(c)	RTC provided copies of the RTP to FHWA and FTA.	Yes.
(23 CFR) 450.324(d)	For ozone and carbon monoxide nonattainment areas only: MPO coordinated the development of the RTP with the process for developing transportation control measures in the State Implementation Plan.	N/A. RTC is an attainment area. However, air quality is addressed in Appendix I
(23 CFR) 450.324(e)	RTC, WSDOT, and C-TRAN validated data used in preparing other existing modal plans for providing input to the RTP. The update used the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity.	Yes. Please see Chapter 2 and Appendix E
(23 CFR) 450.324(f)(1) & RCW 37.80	RTC used current and projected transportation demand of persons and goods in the metropolitan planning area over the transportation plan period.	Yes, RTC maintains the current travel demand model for Clark County.
(23 CFR) 450.324(f)(2), RCW 37.80, & RCW 47.80.030(1)(b)	Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (pedestrian walkways and bicycle facilities) and intermodal connectors) identified in RTP function as an integrated metropolitan transportation system, giving emphasis to facilities that serve national and regional transportation functions over the period of the transportation plan.	Yes, Chapter 2 focuses on existing conditions of the Clark County region for all transportation modes. In addition, Appendix F includes the Regional Active Transportation Plan for the Clark County region.

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(23 CFR) 450.324(f)(3)	RTP describes the performance measures and targets used in assessing the performance of the transportation system in accordance with 450.306(d).	Yes, Chapter 4 describes the performance measures and targets. Appendix K includes the latest performance measure report.
(23 CFR) 450.324(f)(4) & WAC 468-86-110(2)	RTP includes a system performance report that evaluates the condition and performance of the transportation system with respect to the performance targets described in 450.306(d). This includes progress achieved by the MPO in meeting performance targets in comparison with system performance recorded in previous reports, including baseline data.	Yes, Appendix K includes the latest performance measure report.
(23 CFR) 450.324(f)(5), RCW 37.80, & WAC 468- 86-110(1)(c), (d), and (e)	RTP includes operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.	Yes, operational and management strategies to improve the performance of existing transportation facilities are included in Chapter 3 as part of the accessibility and mobility goal and pertaining objectives. Action strategies proposed to implement this goal can be found in Chapter 6.
(23 CFR) 450.324(f)(6)	For TMAs only: RTP considers the results of the congestion management process.	Yes, RTC prepares a Congestion Management Report. The latest version can be found on Appendix L. The CMP is integrated into the RTP in Chapter 4.
(23 CFR) 450.324(f)(7), RCW 37.80, & RCW 47.80.030(1)(e)(i)	RTP assesses capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters.	Yes. Strategies to preserve the system are discussed in Chapter 6. The pertaining goals and objectives can be found on Chapter 3. Chapter 2 includes a detailed account of current conditions of the regional transportation system and programs currently used to address system efficiency and congestion in Clark County.

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(23 CFR) 450.324(f)(8)	RTP includes transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate.	Yes, discussion of public transportation local and regional services is included in Chapter 2. This chapter also includes transportation alternatives and Travel Demand Management measures currently in place in the region.
(23 CFR) 450.324(f)(9)	RTP describes all proposed improvements.	Yes. The 6-Year RTP Project List can be found in Chapter 5, and the 20-Year RTP Project List can be found in Appendix N.
(23 CFR) 450.324(f) (9)	For nonattainment and maintenance areas only: RTP includes design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, for conformity determinations.	N/A
(23 CFR) 450.324(f)(10)	RTP discusses types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the RTP.	Yes, Appendix J discusses environmental mitigation.
(23 CFR) 450.324 (f)(11)(i)	RTP includes cost estimates and revenue sources reasonably expected to be available to adequately operate and maintain the Federal-aid highways and public transportation.	Yes, Chapter 5 includes costs and revenues.
(23 CFR) 450.324 (f)(11)(ii) & RCW 37.80	RTC, C-TRAN, and WSDOT cooperatively developed estimates of funds that will be available to support RTP implementation, as required under § 450.314(a).	Yes, Chapter 5 discussed the methodology used to estimate the funds to implement the RTP's regional designated system.
(23 CFR) 450.324 (f)(11)(iii)	RTP included recommendations for additional financing strategies to fund programs and projects.	Yes. Please see Chapter 5

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(23 CFR) 450.324 (f)(11)(iv), & RCW 47.80.030(1)(d) and WAC 468-86-120	In developing financial plan, RTC considered all projects and strategies proposed for funding under Title 23 U.S.C.; Title 49 U.S.C. Chapter 53; or with other Federal funds, State assistance, local sources, and private participation.	Yes. See discussion in Chapter 5.
(23 CFR) 450.324 (f)(11)(iv)	RTP used an inflation rate(s) for revenue and cost estimates to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by RTC, WSDOT and C-TRAN.	Yes. See discussion in Chapter 5.
(23 CFR) 450.324 (f)(11)(v)	For the outer years of the RTP (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.	Yes. The RTP uses 2028-2035 and 2036-2045 as its ranges to identify projects and future funding.
(23 CFR) 450.324 (f)(11)(vii)	The financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.	Although not called illustrative projects, local projects are included in the 6-Year and 20-Year RTP project lists. Local projects were not included in the fiscally constrained analysis.
(23 CFR) 450.324 (f)(12)	The RTP includes pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).	Yes. See Chapter 2 and Appendix F.
(23 CFR) 450.324(g)	RTC consulted, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan.	Yes. See Chapter 2 and Appendixes A and D.
(23 CFR) 450.324(g)(2)	As part of the consultation process, RTC compared transportation plans to inventories of natural or historic resources, if available.	Yes. See Appendix J.

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(23 CFR) 450.324(h)	RTP should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 CFR part 659, as in effect until completion of the Public Transportation Agency Safety Plan and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and nonmotorized users.	See following Chapters 2, 3, 4, and 6 and Appendixes K and N.
(23 CFR) 450.324(j)	RTC provided individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under 450.316(a).	Yes. See Appendix C.
(23 CFR) 450.324(k)	MPO published or otherwise made readily available the RTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.	Yes. See Appendix C