

**SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)**

**UNIFIED PLANNING WORK PROGRAM
FOR
FISCAL YEAR 2010
(July 1, 2009 to June 30, 2010)**

April 7, 2009

**Southwest Washington Regional Transportation Council
1300 Franklin Street
Vancouver, WA 98660
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RTC's Website: <http://www.rtc.wa.gov>

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

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

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STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM:  Dean Lookingbill, Transportation Director
DATE: March 31, 2009
SUBJECT: **FY 2010 Unified Planning Work Program, Resolution 04-09-13**

BACKGROUND

The purpose of this resolution is to request RTC Board adoption of RTC's FY 2010 Unified Planning Work Program (UPWP), continuation of the Metropolitan Planning Organization (MPO) funding agreement, endorsement of Metro's FY2010 UPWP and minor revisions to the federally-required Memorandum of Understanding (MOU) between RTC and Metro (see attachments). A description of the FY 2010 UPWP is provided below and a copy is available at the following weblink: http://www.rtc.wa.gov/board/packet/2010UPWP_20090331.pdf.

The Unified Planning Work Program is prepared annually by RTC serving as the MPO/RTPO for the Clark County region as part of the federal and state-required coordinated regional transportation planning process. In Transportation Management Areas (TMAs), such as Clark County, the UPWP must include a discussion of the planning priorities facing the metropolitan planning area and describe all metropolitan transportation planning activities anticipated for the next one or two year period, regardless of funding sources or agencies conducting the activities (Metropolitan Planning Rule § 450.314). The UPWP is developed through RTC's Regional Transportation Advisory Committee (RTAC) and in coordination with Metro, State, and Federal officials.

The FY 2010 program includes four major sections: (1) Regional Transportation Planning Program, (2) Data Management, Travel Forecasting, Air Quality, and Technical Services, (3) Regional Transportation Program Coordination and Management, and (4) Transportation Planning Activities of State and Local Agencies. There are several individual work elements under each of these four sections. A description of each work element is included in the complete document (see attached copy).

The UPWP is expected to reflect federal, state, and local transportation planning emphasis areas. The Federal Highway Administration, the Federal Transit Administration, and Washington State Department of Transportation identify transportation planning emphasis areas (PEAs) to be addressed in the metropolitan and statewide transportation planning processes.

Federal:

Pending a new federal transportation act, due in October 2009 but actual timing uncertain, federal emphasis areas remain unchanged from previous years. The FHWA suggests MPOs continue to focus on compliance with the existing federal transportation act, SAFETEA-LU,

including addressing planning factors, coordination with tribal and federal land management agencies, planning agreements, periodic review of the effectiveness of the MPO's public participation process, carrying out coordinated transportation planning studies, Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program development, a Congestion Management Process that reflects multimodal system performance measures and strategies and self-certification that the transportation planning process is being carried out in accordance with the applicable laws.

State:

The State requests that work elements in the UPWP reflect general Regional Transportation Planning Organization (RTPO) duties, work with local jurisdictions on Growth Management Act/Comprehensive Plan update, including certification of local Comprehensive Plan transportation elements, implementation of State transportation policy goals, and address top statewide issues including energy independence and climate change, economic vitality, federal surface transportation act renewal, statewide plans such as Moving Washington, and freight needs.

Local:

The 2010 UPWP provides for the continuation of RTC's fundamental program activities such as the Metropolitan Transportation Plan (MTP), data collection/analysis, transportation system congestion monitoring, transportation operations and intelligent transportation system development coordinated through Vancouver Area Smart Trek (VAST), travel modeling and forecasting, program/project coordination and Regional Transportation Planning Organization planning activities in Clark, Skamania and Klickitat counties. Some of the most significant work program elements RTC anticipates are: 1) a decision on the high capacity transit priority corridor, 2) continuation of the Columbia River Crossing Final EIS, 3) amending the MTP to include C-TRAN's Transit Development Program, the High Capacity Transit priority corridor and the HCT system plan, 4) initiation of the Freight Mobility Study, and 5) initiation of the Household Travel Survey.

POLICY IMPLICATION

The proposed FY 2010 UPWP has been recommended by the Regional Transportation Advisory Committee for adoption by the RTC Board. The UPWP was reviewed by the Federal Highway Administration, Federal Transit Administration, and Washington State Department of Transportation at a meeting with RTC staff on February 23, 2009.

Bi-state work program elements were developed in coordination with Metro as part of the development of Metro and RTC's FY 2010 UPWP. Metro Council is scheduled to take action to adopt Metro's FY 2010 UPWP and endorse RTC's FY 2010 UPWP on April 30, 2009. A Memorandum of Understanding (MOU) between RTC and Metro is a federal requirement originally mandated under the Intermodal Surface Transportation Efficiency Act (1991) and continued under SAFETEA-LU. The MOU defines roles, responsibilities, and coordination

between RTC and Metro in the development of bi-state transportation plans and programs. The federally-required MOU was first adopted by the RTC Board (RTC Board Resolution 04-98-08) and by Metro Council in April 1998. The MOU is reviewed and renewed on a triennial basis with prior revisions made in 2003 and 2006. Triennial review and update is due this year.

BUDGET IMPLICATION

Annual revenue sources included in the FY 2010 UPWP to sustain RTC's federal and state-required regional transportation planning program are an estimated \$320,000 in Federal Highway Administration (FHWA) PL funds and \$144,000 in Federal Transit Administration (FTA) funds. Federal PL funding is significantly reduced compared with amounts RTC received in FY 2008 (\$460,000) due to federal funding rescission and is subject to further change due to rescissions. \$175,000 in state Regional Transportation Planning Organization (RTPO) funds are anticipated. Consistent with the MPO local funding agreement, \$104,500 of local funds are included. Local funds and state RTPO funds are used to provide match for the federal funds. During the course of the fiscal year, the Work Program is kept current through amendments.

The revenues/expenditures table at the back of the UPWP outlines the funding sources for regional transportation planning work elements, these include federal Congestion Mitigation/Air Quality (CM/AQ) funds for the Congestion Management Process and Vancouver Area Smart Trek (VAST) programs, federal Surface Transportation Program (STP) funds to support work program elements, a small balance of federal Section 5309 funds to complete work on the Clark County High Capacity Transit System Study and federal High Priority funding for a Final Environmental Impact Statement (FEIS) for the SR-35 crossing of the Columbia River in the Hood River vicinity.

RECOMMENDATIONS

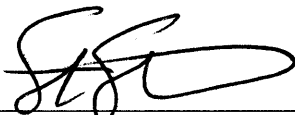
Adopt the FY 2010 Unified Planning Work Program and authorize the Transportation Director to file applications for regional transportation funding, to execute grant agreements and to file any assurances or required documentation relating to the FY 2010 UPWP.

ACTION REQUESTED

Adoption of Resolution 04-09-13, "FY 2010 Unified Planning Work Program".

ADOPTED this 7th day of April 2009,
by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL



Steve Stuart
Chair of the Board

ATTEST:



Dean Lookingbill
Transportation Director

Attachment (paper copy provided for Board members,
weblink http://www.rtc.wa.gov/board/packet/2010UPWP_20090331.pdf)

FISCAL YEAR 2010 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

Purpose of UPWP

The Unified Planning Work Program (UPWP) is prepared annually by the Southwest Washington Regional Transportation Council (RTC). RTC is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area. An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. RTC was established in 1992 to carry out the regional transportation planning program. Following passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the region became a federally designated Transportation Management Area (TMA) because it is a large urban area with a population of over 200,000. TMA status brings additional transportation planning requirements that the MPO must carry out. RTC is also the Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat as designated by Washington State. 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 financial year covered in the FY 2010 UPWP runs from July 1, 2009 through June 30, 2010.

The UPWP focuses on transportation work tasks that are priorities for federal and/or state transportation agencies, and those tasks considered a priority by local elected officials. The planning activities relate to multiple modes of transportation and include planning issues significant to the Regional Transportation Plans (RTPs) for the two rural counties and the Metropolitan Transportation Plan (MTP) for the Clark County region. The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed in 2005, provides direction for regional transportation planning activities.

In FY 2010, RTC will continue to work closely with local jurisdictions on transportation plans, concurrency programs, congestion monitoring and on implementation of transportation strategies and projects. RTC will also continue to work on bi-state transportation issues that can be coordinated through the Bi-State Coordination Committee.

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.

The UPWP is reflective of the national focus to encourage and promote the safe and efficient management, operation and development of transportation systems that will serve the mobility needs of people, freight and foster economic growth and development within and through urbanized areas. The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues of the upcoming year. The UPWP is reflective of federal, state and local transportation planning emphasis areas. The Federal Highway Administration, the Federal Transit Administration, and Washington State Department of Transportation identify transportation planning emphasis areas (PEAs) to promote priority themes for consideration, as appropriate, in metropolitan and statewide transportation planning processes. The emphasis areas are intended to provide federal/state guidance for the development of local work programs. This year the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have issued no planning emphasis areas but again expect the UPWPs to focus on compliance with the Federal Transportation Act, SAFETEA-LU, until the passage of an update to the Federal Transportation Act. Under SAFETEA-LU the scope of the transportation planning process provides for consideration of projects and strategies that will:

- (a) Support the economic vitality of the metropolitan area especially by enabling global competitiveness, productivity, and efficiency.
- (b) Increase the safety of the transportation system for motorized and non-motorized users.
- (c) Increase the security of the transportation system for motorized and non-motorized users.
- (d) Increase the accessibility and mobility options available to people and for freight.
- (e) Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- (f) Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.
- (g) Promote efficient system management and operation.
- (h) Emphasize the preservation of the existing transportation system.

SAFETEA-LU also requires coordination with tribal and federal land management agencies as a part of RTC's metropolitan planning process.

WSDOT guidance for the FY 2010 UPWPs requests that RTPOs focus on general duties required of the Regional Transportation Planning Organization (RTPO) that include preparation and updating of the region's transportation strategy, preparation and update of a regional transportation plan, certification of consistency between county-wide planning policies and the regional transportation plan, development of a Transportation Improvement Program, work with local partners on level of service methodologies, standards or alternative transportation performance measures, preparation of a UPWP, preparation of an annual progress report and coordination with the Agency Council on Coordinated Transportation on periodic updates to the Human Services Transportation Plan. WSDOT also recommends working with locals on updates to local Comprehensive Plans and on the required RTPO Certification of transportation elements of local Comprehensive Plans and on consistency between local and regional transportation plans. WSDOT will also look to the RTPOs to support and address the five legislative transportation system policy goals in RTC 47.04.280 which are: a.) Preservation, b.) Safety, c.) Mobility, d.) Environment and e.) Stewardship.

Top issues facing the state are expected to be reflected in the UPWP's work tasks and deliverables. These top issues include:

- Energy independence and climate change.
- Economic vitality.
- Federal Surface Transportation Act renewal.
- Statewide Plans.
- Freight Needs.

In addition to the continuation of fundamental program activities such as the Clark County Metropolitan Transportation Plan, the Regional Transportation Plans for Klickitat and Skamania counties, the Metropolitan Transportation Improvement Program, transportation system congestion management process, intelligent transportation system management program, data collection and analysis, travel model forecasting, air quality, program and project coordination, RTC's FY 2010 UPWP provides for long-range transportation decisions that can fuel our region's future jobs and help sustain our economic prosperity. Critical decisions relating to the Columbia River Crossing Project will be made and decisions that could lead to expanding high-capacity transit beyond the downtown Vancouver limits of the I-5 CRC project. In addition, a freight mobility study, to be initiated in FY 2009, will be continued.

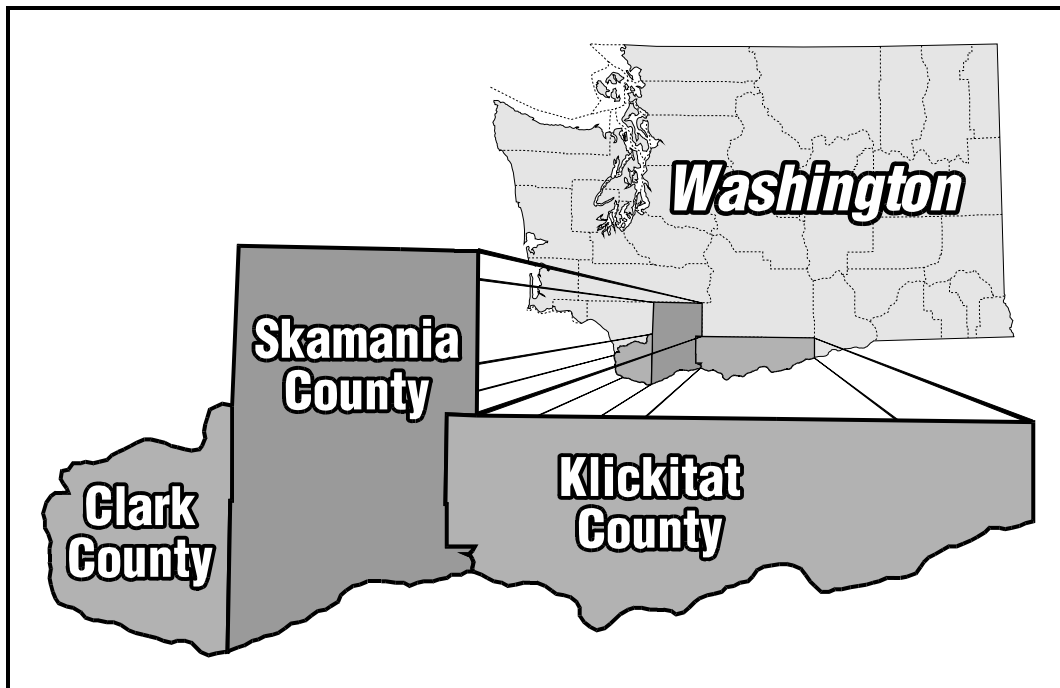
The Region's Key Transportation Issues:

- Providing transportation system improvements to support economic development and growth in Clark County. Between 1990 and 2008, Clark County's population grew by 78.23 % from 238,053 to 424,200.
- Investing in transportation infrastructure to support the economic and land use goals of our region. An example is transportation infrastructure needed to move forward with Vancouver Waterfront development.
- Providing a safe transportation system for both vehicle and non-vehicle travel.
- Implementing this region's projects funded through the 2003 Washington State Legislature's "Nickel Package" and 2005 Legislature's Partnership Package. Through these packages, Clark County receives about \$700 million in transportation projects. Some of the projects are now complete but others are still in the design and environmental review process.
- Monitoring and reporting on progress made on transportation projects funded through the American Recovery and Reinvestment Act of 2009.
- Planning for transit service to provide for mobility of the growing Clark County community. In FY 2010 C-TRAN anticipates planning for the longer-term transit future through the 20-Year Transit Development Plan, and through a High Capacity Transit Alternatives Analysis. Shorter-term plans will include service performance analysis for fixed route, demand response and vanpool, park & ride planning and engineering as well as potential traffic signal priority. Following publication of the Clark County High Capacity Transit System Study (RTC, 2009), which identified opportunities for the implementation of Bus Rapid Transit (BRT) in the following corridors: Highway 99, Fourth Plain, Mill Plain and I-205. The question to be addressed in 2009 relates to selecting the first and highest-priority corridor to move forward for HCT implementation. The HCT study process demonstrated that any HCT project takes collaboration, community support, and will require new transit revenues.
- Following a decision on the Columbia River Crossing project's Locally Preferred Alternative (LPA) in 2008 which included the fundamental elements of the project including a new I-5 replacement bridge, tolling and light-rail transit to a Clark College terminus, there will be further key CRC decisions to be made in 2009/2010. Decisions are expected to include bridge type and aesthetics; number of add/drop lanes on the bridge; interchange design and layout; light-rail alignment in downtown Vancouver; and a draft finance plan. This high-profile project is led by a bistate Project Sponsors Council consisting of local elected officials, transit operators and the Oregon and Washington state departments of transportation. The council will lead key project decisions that will culminate with the final environmental impact statement.
- Coordinating with the human services transportation providers such as the Human Services Council to address transportation needs for the aged, people with disabilities and low income.
- Maintaining Level of Service and concurrency standards consistent with the revenues available for transportation "mobility/capacity" projects.
- Moving projects through the required planning and environmental review phases to ensure that they are "ready to construct" if transportation funds become available.
- Implementation of regional and local Commute Trip Reduction (CTR) plans, adopted in FY 2008, to allow the region to make the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) measures and strategies.
- Continuing deployment of Intelligent Transportation System (ITS) projects, measures and strategies through implementation of the cooperatively developed Vancouver Area Smart Trek (VAST) program.
- Addressing bi-state transportation needs in partnership with Metro (Portland), WSDOT, ODOT, C-TRAN and Tri-Met through the Bi-State Coordination Committee.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality and water quality and addressing environmental justice issues.

SAFETEA-LU requires an increased level of coordination with resources agencies at an earlier stage of the planning process.

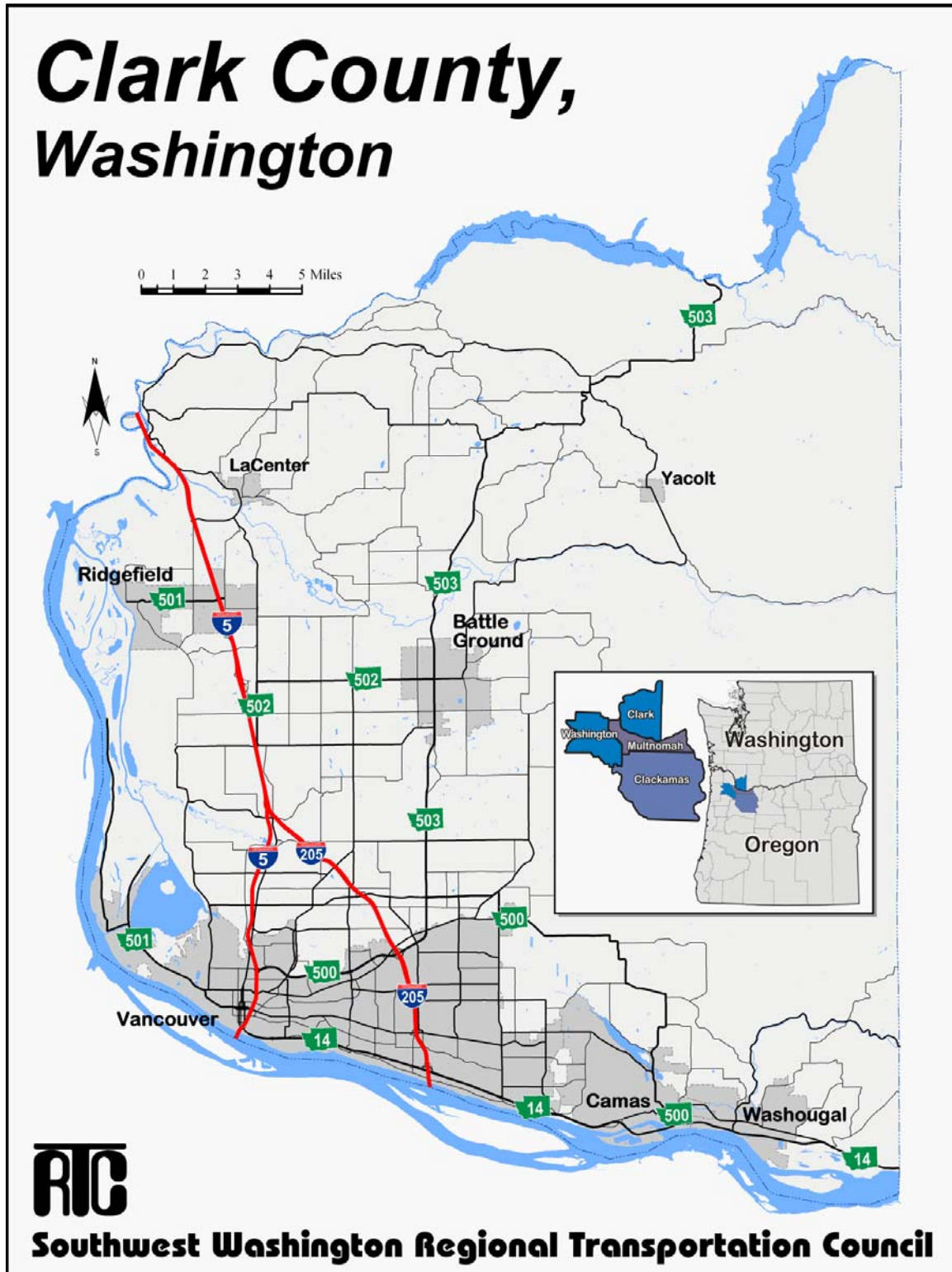
- Monitoring transportation congestion in the region.
- Implementing projects to allow people to walk and bike to their destinations throughout the region and working with local partners to improve the health of the community.
- Work on implementing RCW 80.80 and the Governor’s Executive Order 07-02 on climate change.
- Involving the public in identifying transportation needs, issues and solutions in the region. In FY 2010, the challenge will be to build community support that C-TRAN, RTC, and local governments will need to move the Columbia River Crossing and High Capacity Transit corridor project forward.

**SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)
EXTENT OF RTC REGIONAL TRANSPORTATION PLANNING ORGANIZATION REGION**



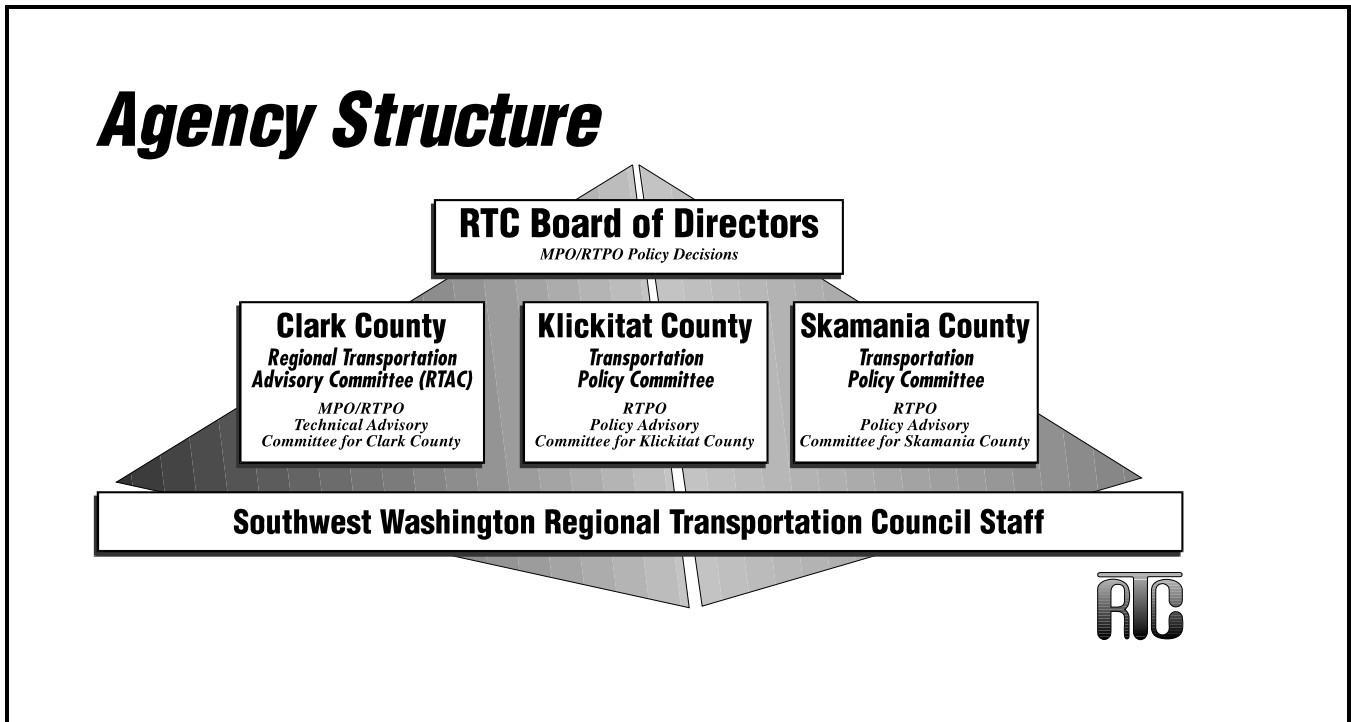
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

**MAP SHOWING EXTENT OF RTC METROPOLITAN PLANNING ORGANIZATION REGION
ALSO SHOWING INCORPORATED AREAS WITHIN CLARK COUNTY**



SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

RTC: AGENCY STRUCTURE



RTC: TABLE OF ORGANIZATION	
Position	Duties
Transportation Director	Overall MPO/RTPO Planning Activities, Coordination, and Management
Project Manager	Vancouver Area Smart Trek (VAST), Intelligent Transportation System (ITS), High Capacity Transportation (HCT), Columbia River Crossing project
Sr. Transportation Planner	MTP, UPWP, Corridor Studies, Human Services Transportation Plan, Commute Trip Reduction Plans
Sr. Transportation Planner	Metropolitan Transportation Improvement Program (MTIP), Project Programming, RTPO, Skamania and Klickitat Counties, Congestion Management Process, Traffic Counts, HCT System Study
Sr. Transportation Planner	Regional Travel Forecast Model, Data
Sr. Transportation Planner	Geographic Information System (GIS), Mapping, Data, Graphics, Webmaster
Transportation Analyst	Regional Travel Forecast Model, Air Quality
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
Accountant	Accounts Payable, Grant Billings

Participants, Coordination and Funding Sources

Consistent with the 1990 State Growth Management Act legislation, the Regional Transportation Council (RTC) Board of Directors was established to deal with transportation policy issues in the three-county RTPO region. Transportation Policy Committees for Skamania and Klickitat Counties are in place and also a Regional Transportation Advisory Committee (RTAC) for Clark County. (Refer to *Agency Structure* graphic, Page vi). Membership of RTC, the RTC Board, the Regional Transportation Advisory Committee (RTAC), Skamania County Transportation Policy Committee and Klickitat Transportation Policy Committee is listed on pages viii through x.

A. Clark County

The primary transportation planning participants in Clark County include the following: the Southwest Washington Regional Transportation Council (RTC), C-TRAN, Washington State Department of Transportation (WSDOT), Clark County, the cities of Vancouver, Camas, Washougal, Ridgefield, Battle Ground and La Center and the town of Yacolt, the ports of Vancouver, Camas-Washougal, and Ridgefield, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). In addition, the state Department of Ecology (DOE) is involved in the transportation program as it relates to air quality and, in particular, the State Implementation Plan 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 Urban Area, 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 Metropolitan 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 future 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. Following a June 1, 2005 decision, C-TRAN's service boundary is limited to the city of Vancouver and its urban growth boundary, and the city limits only of Battle Ground, Camas, La Center, Ridgefield, Washougal, and the Town of Yacolt. In September 2005, voters approved an additional 0.2 percent sales tax for C-TRAN, avoiding significant service reductions, preserving existing service, and restoring service to outlying cities. C-TRAN operates a fixed route bus system on urban and suburban routes as well as express commuter bus service to Portland, Oregon. C-TRAN also provides general purpose dial-a-ride, deviated fixed route, and Americans with Disabilities Act (ADA)-compliant paratransit service.

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

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

- The organizational and procedural arrangement for coordinating activities such as procedures for joint reviews of projected activities and policies, information exchange, etc.
- Cooperative arrangements for sharing planning resources (funds, personnel, facilities, and services).

- Agreed upon base data, statistics, and projections (social, economic, demographic) as the basis on which planning in the area will proceed.

Memoranda of Understanding (MOUs) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA) renamed the Southwest Clean Air Agency (SWCAA), and RTC and C-TRAN, the local public transportation provider, were adopted by the RTC Board on January 4, 1995 (Resolutions 01-95-02 and 01-95-03, respectively). A Memorandum of Understanding between RTC and Washington State Department of Transportation was adopted by the RTC Board at the August 1, 1995 Board meeting (RTC and WSDOT MOU; RTC Board Resolution 08-95-15). A review cycle will be established in FY 2010 for regular review and update of these intergovernmental agreements.

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 reviewed triennially with adoption of the UPWP. It was last revised with adoption of the FY 2007 UPWP in April 2006 (RTC Board Resolution 04-06-13, April 4, 2006).

Southwest Washington Regional Transportation Council: Membership 2009

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

Washington State Legislators from the following Districts:

15th District
 17th District
 18th District
 49th District

RTC Board of Directors

City of Vancouver	Mayor Royce Pollard (Vancouver)
City of Vancouver	Pat McDonnell (City Manager)
Cities East	Council Member Molly Coston (Washougal) [Vice-Chair]
Cities North	Council Member Bill Ganley (Battle Ground)
Clark County	Commissioner Marc Boldt
Clark County	Commissioner Steve Stuart [Chair]
Clark County	Commissioner Tom Mielke
C-TRAN	Jeff Hamm (Executive Director/CEO)
ODOT	Jason Tell (Region One Manager)
Ports	Commissioner Nancy Baker (Port of Vancouver)
WSDOT	Donald Wagner (Southwest Regional Administrator)
Metro	Metro Councilor Rex Burkholder
Skamania County	Commissioner Paul Pearce
Klickitat County	Mayor Brian Prigel (City of Bingen)
<i>Washington State Legislative Members:</i>	
15 th District Senator	Jim Honeyford
15 th District Representative	Bruce Chandler
15 th District Representative	Dan Newhouse
17 th District Senator	Don Benton
17 th District Representative	Tim Probst
17 th District Representative	Deb Wallace
18 th District Senator	Joe Zarelli
18 th District Representative	Jaime Herrera
18 th District Representative	Ed Orcutt
49 th District Senator	Craig Pridemore
49 th District Representative	Jim Jacks
49 th District Representative	Jim Moeller

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Sharon Zimmerman
Clark County Public Works	Bill Wright
Clark County Planning	Mike Mabrey
City of Vancouver, Transportation	Matt Ransom
City of Vancouver, Planning	Bryan Snodgrass
City of Washougal/Port of Camas-Washougal	Trevor Evers (City of Washougal)
City of Camas	Jim Carothers
City of Battle Ground/Town of Yacolt	Scott Sawyer (City of Battle Ground)
City of Ridgefield/City of La Center/Port of Ridgefield	Steve Wall (City of Ridgefield)
C-TRAN	Jim Quintana
Port of Vancouver	Katy Brooks
Human Services Transportation	Colleen Kuhn
ODOT	Andrew Johnson
Metro	Mark Turpel
Regional Transportation Council	Dean Lookingbill

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.

Skamania County Transportation Policy Committee

Skamania County	Commissioner Paul Pearce
City of Stevenson	Eric Hansen, Public Works Director
City of North Bonneville	Thomas Payton, Mayor
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Skamania County	John McSherry, Port 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.

Klickitat County Transportation Policy Committee

Klickitat County	Commissioner Ray Thayer
City of White Salmon	David Poucher, Mayor
City of Bingen	Mayor Brian Prigel
City of Goldendale	Keith Grundei, Public Works Director
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Klickitat	Marc Thornsbury, Port Executive Director

D. Bi-State Coordination

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

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

1 REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) serves as the Regional Transportation Plan (RTP) for the Clark County metropolitan region to promote and guide development of an integrated, multimodal and intermodal transportation system that facilitates 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 area encompassed by the Metropolitan Area Boundary, and, at a minimum, covers a 20-year planning horizon. The most recent update to the *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in December 2007, amended in July 2008 to incorporate the Columbia River Crossing Project's Locally Preferred Alternative and a technical Appendix F added in December 2008 to further detail Year of Expenditure issues relating to the MTP's forecast of estimated costs and forecast revenues. The update is consistent with local Comprehensive Growth Management Plans, reflects the WTP (November 2006) and state Highway System Plan (HSP) and is compliant with SAFETEA-LU. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments. In FY 2010, significant amendments to the Metropolitan Transportation Plan are anticipated.

Work Element Objectives

- Develop regular MTP updates or amendments to reflect changing comprehensive plan land uses, demographic trends, economic conditions, regulations and study results and to maintain consistency between state, local and regional plans. Regular update and amendment of the Metropolitan Transportation Plan (MTP) is a requirement of the state Growth Management Act (GMA) and Federal Transportation Act, currently SAFETEA-LU. The state requires that the Plan be reviewed for currency every two years and existing federal laws require update at least every four years. Whenever possible, major update to the MTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' comprehensive growth management plans. Plan updates will also acknowledge federal transportation policy interests and reflect the latest version of Washington's Transportation Plan (WTP) and Highway System Plan (HSP). At each MTP amendment or update, the results of recent transportation planning studies are incorporated and identified and new or revised regional transportation system needs are documented. MTP development relies on analysis of results from the 20-year regional travel forecast model as well as results from a six-year highway capacity needs analysis. The Plan also reflects the transportation priorities of the region.
- Comply with Washington's state law, the Revised Code of Washington (RCW), and guidance provided in Washington Administrative Code (WAC) and have the MTP include the following components:
 - a. A statement of the goals and objectives of the Plan. (See WAC 468.86.160)
 - b. A statement of land use assumptions upon which the Plan is based.
 - c. A statement of the regional transportation strategy employed within the region.
 - d. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans.
 - e. A statement defining the least cost planning methodology employed within the region.
 - f. Designation of the regional transportation system.

- g. A discussion of the needs, deficiencies, data requirements, and coordinated regional transportation and land use assumptions used in developing the Plan.
 - h. A description of the performance monitoring system and measures used to evaluate the plan.
 - i. An assessment of regional development patterns and investments to ensure preservation and efficient operation of the regional transportation system.
 - j. A financial section describing resources for Plan development and implementation.
 - k. A discussion of the future transportation network and approach.
 - l. A discussion of high capacity transit and public transportation relationships, where appropriate.
- Address the eight federal planning factors required of the metropolitan planning process. The MTP will provide an overview of how these factors are being addressed. The planning process for a metropolitan area shall provide for consideration of projects and strategies that will:
 - a. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - b. Increase the safety of the transportation system for motorized and non-motorized users.
 - c. Increase the security of the transportation system for motorized and non-motorized users.
 - d. Increase the accessibility and mobility options available to people and for freight.
 - e. Protect and enhance the environment, promote energy conservation, and improve quality of life.
 - f. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
 - g. Promote efficient system management and operation.
 - h. Emphasize the preservation of the existing transportation system.
- Solicit public participation and involve the public in MTP development.
 - Reflect updated results from the Congestion Management Process. The latest report on the region's congestion management, *the 2007 Congestion Management Report*, is drafted and adoption is anticipated in March 2009.
 - Address bi-state travel needs and review major bi-state policy positions and issues.
 - Address regional corridors, associated intermodal connections and statewide intercity mobility services.
 - Help maintain federal clean air standards consistent with the Clean Air Act Amendments of 1990.
 - Reflect freight transportation issues and include description of the State's Freight and Goods System.
 - Address 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.
- Evaluate the environmental impacts and mitigation opportunities related to the developing regional transportation system as required by SAFETEA-LU, the Clean Air Act and State law.
- Coordinate with environmental resource agencies.
- Address the impacts of the Endangered Species Act as it relates to transportation system development.
- Develop an MTP that can be implemented through more detailed corridor planning processes and eventual programming of funds for project construction and implementation.
- Address planning for the future transit system. This will include incorporating recommendations from C-TRAN's planning process.
- Report on transportation system performance.

Relationship To Other Work Elements

The MTP takes into account the reciprocal effects between land use, growth patterns and transportation system development. It also identifies the mix of transportation strategies needed to address future transportation system problems. The MTP for Clark County is interrelated with all other RTC work elements. In particular, the MTP provides planning support for the Metropolitan Transportation Improvement Program and relates to the congestion management process.

FY 2010 Products

- Three interrelated transit amendments to the Metropolitan Transportation Plan are anticipated. Timing of the MTP amendments are dependent on C-TRAN's schedule for completion of its planning process. These MTP amendments would include: the overall High Capacity Transit System, the HCT priority corridor, and C-TRAN's Transit Development Plan. The C-TRAN Board will interrelate the overall HCT System Plan, the HCT Priority Corridor, and the Transit Development Plan. The MTP amendment process would include technical recommendations of the staff-led Regional Transportation Advisory Committee, public participation, and final adopting action by the RTC Board. In the MTP, it is anticipated that the HCT Plan will be incorporated into the MTP as an illustrative Plan with map. It will be made clear in the MTP is any of the HCT corridors are part of the fiscally constrained MTP and which are included as illustrative. (*Amendment anticipated in fall 2009*)
- In addition, an amendment to the MTP will be carried out by January 2010 to incorporate environmental mitigation strategies in coordination with state and federal environmental agencies. (*Winter2009/2010*)
- Certification of the transportation elements of local Growth Management Plans. (*Summer 2009*)
- A flow chart showing the process to develop the MTP and MTIP. (*Summer 2009*)
- Preparatory work and component elements for the next update to the MTP. It is likely the MTP update process will take about a year to complete. Therefore, the update process is likely to begin early in 2010 with adoption late in 2010 (FY 2011). (*Ongoing*)
- Documentation of environmental process including linkage between the regional transportation plan and the local comprehensive plans, and environmental mitigation work including communications with environmental agencies and federal land management agencies. (*Ongoing*)

- Other metropolitan transportation planning products to be addressed in the next MTP update include:
 - Human Services Transportation Plan (HSTP) - The process to develop the HSTP and project priorities identified in the Plan is led by RTC. RTC coordinates with local stakeholders and human service transportation providers to prioritize projects across all three counties of the RTC RTPO region. Update to the Coordinated Human Services Transportation Plan is likely to begin in spring 2010 in preparation for the next funding cycle for WSDOT's consolidated public transportation grant program with project submittals likely due in late 2010. Projects are developed to help meet the transportation needs of the elderly, people with disabilities, and low-income populations as identified in the coordinated Human Services Transportation Plan. Under federal law, HSTPs must be updated at least every four years. However, the state requires update to the project lists every two years.
 - Commute Trip Reduction Plans – RTC works with local partners to implement transportation demand strategies as outlined in CTR plans adopted in October 2007. The plans include local CTR plans for affected local jurisdictions, as determined by the State's CTR law, Vancouver, Camas, Washougal, and unincorporated Clark County, the Regional CTR Plan (RTC October 2007), and the Downtown Vancouver Growth and Transportation Efficiency Center program. RTC prepares an annual report documenting CTR work and status of CTR implementation.
 - Transit – Incorporate recommendations from transit planning studies and reports into the MTP.
 - Transportation System Management (TSM) and Intelligent Transportation System (ITS) – Incorporated TSM and ITS strategies and projects as recommended by the Vancouver Area Smart Trek program.
 - Non Motorized Transportation and Active Community Environments - RTC will continue to work with local partners and the Community Choices Active Transportation Team to plan for pedestrian and bicycle policies and transportation needs. The State Growth Management Act requires that two components relating to active communities be addressed in local growth management plans: (1) a pedestrian and bicycle component, and (2) land use policies that promote greater physical activity. RTC will coordinate with local agencies to implement this requirement.
 - Planning Studies – Incorporate results and recommendations from recent and ongoing transportation planning studies into the MTP that affect the regional transportation system.
 - Incorporate transportation crash and safety data and information. RTC will work with WSDOT and partner agencies to categorize and evaluate crash data and to address transportation safety issues.
 - Public Participation - Continue to provide public participation and outreach to support the MTP amendment and update process.
 - Consistency - Certification of the transportation elements of the cities' and county's comprehensive growth management plans to ensure consistency between the state, local, and federal transportation plans. Continue to ensure consistency with the Washington Transportation Plan (WTP) and WSDOT's Strategic Highway Safety Plan.
 - Functional Classification of Streets - Update federal functional classification of the highway/arterial system to make the federal classifications as consistent as possible with the Clark County Arterial Atlas and local street classifications.
 - Review of the Designated Regional Transportation System; the transportation system that is the focus of the MTP.
 - An updated financial plan to reflect the fiscal status of the region with estimated costs and projected revenues provided in year of expenditure.

(Work on the elements relating to the next MTP update described above are ongoing. The next MTP update is anticipated for winter 2010)

FY 2010 Expenses:

	\$
RTC	\$198,206
Total	<u>\$198,206</u>

FY 2010 Revenues:

	\$
• Federal FHWA	\$89,600
• Federal FTA	\$40,320
• Federal STP	\$10,000
• State RTPO	\$38,466
• MPO Funds	\$19,820
	<u>\$198,206</u>

Note:

Federal \$ are matched by state
 and local MPO \$.

Minimum required match: \$25,625

1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

The Metropolitan Transportation Improvement Program (MTIP) is a multi-year program of transportation projects having a federal funding component. In order for transportation projects to receive federal funds they must be included in the MTIP. Projects programmed in the MTIP should implement the Metropolitan Transportation Plan (MTP). The MTIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, C-TRAN and the Washington State Department of Transportation (WSDOT). Projects listed in the MTIP should have financial commitment and meet the requirements of the Clean Air Act.

Work Element Objectives

- Develop and adopt the Metropolitan Transportation Improvement Program (MTIP) consistent with the requirements of the Federal Transportation Act.
- Periodic review of the MTIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal highway and transit funding. Project selection criteria reflect the multiple policy objectives for the regional transportation system (e.g. safety, maintenance and operation of existing system, multimodal options, mobility, economic development and air quality improvement).
- Coordinate the grant application process for federal, state and regionally-competitive fund programs such as federal Surface Transportation Program (STP) including enhancement funds, state Transportation Improvement Board (TIB) programs, corridor congestion relief and Safe Routes to School programs.
- Program Congestion Mitigation/Air Quality (CM/AQ) 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. Participate in Clark County's Transportation Improvement Program Involvement Team (TIPIT) Committee, the City of Vancouver's TIP process and C-TRAN's Transit Development Plan (TDP) and 20-Year Plan process. The Clark County Committee is citizen-based and seeks public input on developing and funding of transportation projects.
- 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 MTIP that addresses costs for operation and maintenance of the transportation system. The MTIP is to be financially constrained by year.
- Consider air quality impacts.
- Amend the MTIP as necessary.
- Monitoring of MTIP implementation and obligation of project funding.
- Ensure MTIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the State Program and database.

Relationship To Other Work Elements

The MTIP provides the link between the MTP and project implementation. The process to prioritize MTIP projects uses data from the transportation database and regional travel forecasting model output. It relates to the Coordination and Management: Public Participation element described in section 3 of the UPWP. The MTIP

program requires significant coordination with local jurisdictions and implementing agencies in the Clark County region.

FY 2010 Products

- The 2010-2013 Metropolitan Transportation Improvement Program will be adopted. The MTIP will be fiscally constrained by year to reflect the programming of federal funds and project selection criteria. The consistency between MTIP project selection criteria and RTP system performance goals and performance measures will be documented. For each project, the estimated total project cost will be included which may extend beyond the four years of the MTIP. The MTIP will also include reference to interagency cooperation as part of the air quality conformity determination process. The MTIP will include an annual list of implemented projects since the last MTIP adoption as well as a listing of bicycle and pedestrian projects. The type of environmental review and analysis (Environmental Impact Statement or Environmental Assessment or Categorical Exclusion) anticipated for projects incorporated into the MTIP will be noted. The MTIP update will use visualization techniques as much as possible to allow for better understanding of the projects and transportation strategies described. The MTIP will include a flow chart to help explain the development of the MTP and MTIP. *(Fall 2009)*
- MTIP amendments as necessary. *(Ongoing)*
- Prioritization of regional transportation projects for the statewide competitive programs e.g. programs administered by the Transportation Improvement Board (TIB). The prioritized projects will be presented to RTAC for recommendation and to the RTC Board for adoption and/or endorsement. *(Ongoing)*
- Reports on tracking of MTIP implementation and on obligation of funding of MTIP projects. *(Ongoing)*
- Provide input to update the State Transportation Improvement Program (STIP). *(Ongoing)*
- Public participation in MTIP development. *(Ongoing)*

FY 2010 Expenses:

	\$
RTC	\$47,052
Total	<u>\$47,052</u>

FY 2010 Revenues:

	\$
• Federal FHWA	\$22,400
• Federal FTA	\$10,080
• State RTPO	\$9,617
• MPO Funds	\$4,955
	<u>\$47,052</u>

Note: Federal \$ are matched by state and local MPO \$.
Minimum required match: \$6,016

1C. CONGESTION MANAGEMENT PROCESS

RTC began work on development of a Congestion Management Process (CMP) in the early 1990s and the RTC Board adopted the first Congestion Management report in 1995. The federal transportation act requires that the Clark County region, as a Transportation Management Area (TMA), address congestion management through adoption and implementation of a Congestion Management Process in accordance with 23 CFR 450.320(c). The federal Intermodal Surface Transportation Efficiency Act (ISTEA), passed in 1991, first required the development of a Congestion Management System (CMS) to be used as a tool for monitoring traffic congestion and for identifying improvement strategies to alleviate congestion. The purpose of a CMP is to develop a tool to provide information on the performance of the transportation system as well as identify strategies to alleviate congestion and enhance mobility. Traffic congestion negatively impacts the region's natural environment, economy, and quality of life. Facilities proposed for federal funding for additional general-purpose lanes are to first be assessed through the CMP process. While regulations were modified in SAFETEA-LU, the federal transportation act continues to recognize the value of congestion management by directing TMAs to continue providing for effective management and operation of the transportation system through a Congestion Management Process. The Congestion Management Process focuses on transportation performance within corridors through monitoring of vehicular travel, auto occupancy, transit, and TDM and implementation of 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 can be 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

- Implement a Congestion Management Process to provide effective management of existing and future transportation facilities and to evaluate potential strategies for managing congestion. The Congestion Management Process is developed, established and implemented as part of the metropolitan planning process and shall incorporate six elements as outlined in 23 CFR 450.320(c):
 1. Methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions.
 2. Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area and established cooperatively by the State(s), affect MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area.
 3. Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with existing data sources (including archived operational/ITS data) and coordinated with operations managers in the metropolitan area.
 4. Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combination so strategies, are some examples of what should be appropriately considered for each area:

- (i) Demand management measures, including growth management and congestion pricing
 - (ii) Traffic operational improvements
 - (iii) Public transportation improvements
 - (iv) ITS technologies as related to the regional ITS architecture, and
 - (v) Where necessary, additional system capacity
 5. Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation.
 6. Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision makers and the public to provide guidance on selection of effective strategies for future implementation.
- 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 transportation database including the traffic count database and other database elements, such as traffic delay, transit ridership and capacity, travel time and speed, auto occupancy information and vehicle classification data (freight truck counts), for Congestion Management Process (CMP) corridors through the congestion monitoring program. The transportation database can be referenced and queried to meet user-defined criteria.
 - Incorporate CMP data into the regional traffic count database that, in turn, allows for refined calibration of the regional travel forecast model and provides input to the corridor congestion index update.
 - Analyze traffic count data, turn movements, vehicle classification (includes truck) counts and travel delay data to get an up-to-date representation of system performance, including evaluation of congestion on the Columbia River Bridges between Clark County and Oregon. Assess expansion of data collection efforts to support other regional transportation analysis needs for items such as model calibration, monitoring fast growth locations, and new parallel facilities.
 - Coordinate with local jurisdictions and local agencies to ensure consistency of data collection, data factoring and ease of data storage/retrieval. Coordination is a key element to ensure the traffic count and turn movement data supports local and regional transportation planning studies and concurrency management programs.
 - Collection, validation, factoring and incorporation of traffic count data into the existing count program.
 - 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 periodically. Each year the Report's content and structure is reviewed to enhance its use, access and level of analysis. Updates may include more explanatory text, modified or additional graphics and charts, additional analysis, or more detailed examination of the data.
 - Coordinate with Metro on development of the congestion management process.

Relationship To Other Work

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 Metropolitan Transportation Plan. It assists in identifying the most effective transportation projects to address congestion. The congestion management process also supports local jurisdictions in implementation of their concurrency management systems and transportation impact fee program. The Congestion Management Process element is closely related to the data management and travel forecasting model elements. The CMP is also closely related with the ongoing VAST program e.g. transit Automatic Vehicle Identification (AVI) recorders and Global Positioning System technology can be used to evaluate transit time reliability and augment the data available for reporting as part of the CMP. The CMP also relates to Commute Trip Reduction (CTR) strategies. Congestion solutions are implemented by programming of projects and strategies in the Metropolitan Transportation Improvement Program (MTIP). The congestion management process also supports work by the state to update the WTP and congestion relief strategies.

FY 2010 Products

- A Congestion Management Process that includes all six elements outlined in 23 CFR Part 500 Sec. 109). (*Ongoing*)
- Updated traffic counts, turning movements, 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. (*April 2010*)
- New traffic count data will be used to update the corridor congestion ratio for each of the CMP corridors. The congestion ratio assesses the overall performance of a full corridor (which may include multiple intersections and parallel roads) instead of just a single intersection. The corridor congestion ratio is used to classify each corridor according to its relative level of congestion, to identify the need for further evaluation, and to determine the effectiveness of alternative strategies. (*Spring/Summer 2010*)
- Review and collect data other than traffic counts for CMP corridors, 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. (*Spring/Summer 2010*)
- Comparison between most recent data with data from prior years back to 1999 to support identification of system needs and solutions and monitoring of impacts of implemented improvements. "Areas of Concern" are listed in the Congestion Management Report and RTC works with local jurisdictions to identify transportation solutions for the corridor segments of concern. The linkage between Congestion Management Monitoring and traffic operations will also be addressed. (*Spring 2010*)
- In FY 2010, the Congestion Management Report will be reviewed and updated and will again include a comparison with system performance reported in previous reports. In addition to a comprehensive summary of transportation data, the Report will include analysis and presentation of data to provide a better understanding of regional transportation system capacity and operations and potential for its improvement. It also includes analysis of the potential for transportation demand management to offset infrastructure needs and to improve transportation efficiency. The Report provides an update of performance information for the identified regionally-significant multimodal transportation corridors critical to the mobility needs of the region. Twenty-one transportation corridors were identified and monitored through the CMP at the

outset. Additional corridors have been identified and added to the monitoring system over time. RTC will address effective measures for monitoring and evaluating alternatives to auto travel in the updated report. These measures might include person throughput, transit use and frequency, ITS real-time information, TDM (parking and land use) and bike/pedestrian accessibility to better address multimodal planning strategies. *(2009 Congestion Monitoring Report anticipated in Spring 2010)*

- Coordinate with WSDOT and local agencies to make more effective use of the CMP as part of the process to develop the MTP and MTIP. *(Ongoing)*
- Assess transportation system impact of Transportation Demand Management strategies. *(Ongoing)*
- Develop capacity or operational solutions to address transportation deficiencies identified as part of the congestion management monitoring process and incorporate these solutions into the regional plan (MTP). *(Ongoing)*
- Provide CMP data and system performance indicators to inform state and local transportation plan updates. *(Ongoing)*
- 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)*

<u>FY 2010 Expenses:</u>		<u>FY 2010 Revenues:</u>	
	\$		\$
RTC	\$90,607	CM/AQ	\$100,000
Consultant	\$25,000	Local	\$15,607
Total	<u>\$115,607</u>		<u>\$115,607</u>

Assumes use of 2009/2010 CM/AQ funds; approximately \$20,000 of which is used for data collection by contractor.

1D. VANCOUVER AREA SMART TREK (VAST)

Traditionally, our region has met demand for mobility by building more highways and bridges and/or by adding more lanes to roads. Today, the urban area's highway system can no longer support a strategy that continues lane-capacity expansion into the indefinite future. While there may be no single solution, Intelligent Transportation Systems (ITS) use advanced electronics, communications, information processing, computers and control technologies to help manage congestion, and improve the safety, security and efficiency of our transportation system. The development of traffic operations and intelligent transportation system projects (ITS) is one of the key regional strategies for managing traffic congestion and for addressing transportation system capacity needs where additional highway expansion and/or capital resources are constrained. The region's ITS strategies and projects are coordinated through RTC's Vancouver Area Smart Trek (VAST) program.

In FY 2010 RTC will continue coordination and management of the Vancouver Area Smart Trek (VAST) program that will result in implementation of ITS technologies in our region. The planning and management of the program by RTC was initiated in FY2002. The goal of VAST is to use ITS technologies for integration of transportation information systems, management systems and control systems for the urbanized area of Clark County. RTC will be responsible for program management, program coordination and outreach/education. Participating agencies will be jointly responsible for ITS program implementation through the VAST Steering Committee. The deployment of ITS projects includes the use of federal CMAQ earmark funds for: regional corridor operations planning, transit priority implementation, traveler information improvements, agency transportation management centers to share data and video information, and a data archive system for the storage and retrieval of transportation information.

RTC has worked with regional partners to define the VAST regional architecture for the Clark County region, including a 20-year plan of ITS projects and an operational concept by VAST program areas.

Work Element Objectives

- Continuation of the VAST program including implementation of projects currently programmed for CMAQ funding in the MTIP which include: 1) a freeway operations and management program, 2) expansion of arterial transportation operational improvements, 3) begin implementation of Phase II recommendations for traveler information, 4) regional ITS network enhancement and local agency transportation management centers (TMC) for improved data sharing, and 4) management of the VAST program led by RTC. The freeway operations management program will include additional traffic detection and cameras on the eastern portion of SR-14 and I-5 north as well as filling gaps on other freeway segments. The arterial operational improvements will provide additional detection, arterial cameras at key locations, and several corridor signal optimization projects. The improved ITS network and agency TMCs will allow real-time exchange of data and video information between VAST agencies and transit signal priority implementation.
- Provide for ongoing planning, coordination and management of the VAST program by RTC. This will include ensuring the region is meeting federal requirements for ITS deployment for integration and interoperability. It will also provide for completion of the VAST project checklist to determine project compliance for current projects and new projects.
- Manage and provide support for the VAST Steering Committee for oversight in the development and deployment of projects contained in the current 20-year VAST Implementation Plan. Ensure that VAST integration initiatives and consistency with the ITS architecture are addressed. The RTC Board established a Steering Committee that has executed a memorandum of understanding that defines how our region will work together to develop, fund, and deploy ITS projects contained in the 20-year plan. The Committee is comprised of Vancouver, Camas, Clark County, the Washington State Department of Transportation Southwest Region, the Southwest Washington Regional Transportation Council, C-TRAN and the Oregon Department of Transportation. The Committee's oversight role includes project review and endorsement

prior to funding, and monitoring and tracking of projects during implementation. The Steering Committee also acts as liaison with other key ITS stakeholders and assists in regional ITS policy formulation.

- Complete an update to the 20-year Plan. In addition, review and update the VAST regional ITS architecture. This will consist of the development of a Regional Transportation Systems Management and Operations Plan to articulate regional needs, priorities, performance metrics, and project definitions to maintain and enhance regional mobility through active system management.
- Manage and facilitate the development of strategies to secure funding for ITS projects contained in the VAST 20-year Plan. Assist Steering Committee members on funding applications for individual ITS projects. Continue process of Steering Committee partnership for joint project funding applications.
- Develop a data archive system for the region that will include freeway, arterial and transit data.
- Coordinate with the Steering Committee, WSDOT Southwest Region and HQ staff to develop a strategy for implementation and deployment of Traveler Information Phase II recommendations.
- Continue management of the VAST Communications Infrastructure Committee to establish procedures, protocols, and standards for the VAST communications network. 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.
- Expand communications infrastructure sharing and integration authorized under the recently executed Regional Communication Interoperability and Fiber Interlocal Agreement. This includes the development and execution of additional fiber sharing permits between the VAST agencies.
- Complete the detailed data conversion of a shared communications assets management database and mapping system for use by the VAST partner agencies. Utilize the database software (OSPINight) to identify additional infrastructure sharing opportunities and improved communications assets management.
- Continue to work with ITS stakeholders, including emergency service providers such as Clark Regional Emergency Services Agency (CRESA), police departments and fire departments, as part of the VAST process to assess how VAST/ITS can facilitate and benefit public safety needs.
- Manage the Transportation Corridor Management and Operations Plan Study which will include an assessment of regional corridors and identify a candidate corridor for transportation operation improvements and implementation plan for the corridor. This will be coordinated with the overall Regional Systems Management and Operations Plan development.
- Work to “institutionalize” the regional ITS program by incorporating ITS into the planning process and the Metropolitan Transportation Plan. Areas of mutual need, institutional issues, institutional opportunities, recommendations and strategies to reduce or eliminate barriers and optimize the success of strategic deployment opportunities of the 20-year VAST Plan.
- Participate in the Oregon Transport Project and other bi-state committees and groups for bi-state coordination of ITS activities.
- Technical assistance in ITS implementation.

Relationship To Other Work Elements

The Vancouver Area Smart Trek (VAST) work element relates to the MTP as one element to improve the efficiency of the existing transportation system and to the MTIP where ITS projects are programmed for funding

and implementation. VAST and ITS data will be shared with the Congestion Management Process and used in the overall regional transportation planning process.

FY 2010 Products

- Coordination of ITS activities within Clark County and with Oregon. *(Ongoing)*
- Updated VAST 20-year Plan and Regional ITS Architecture. *(Fall 2009)*
- Report on the overall effectiveness of the VAST Program. *(Ongoing)*
- Regional Transportation Corridor Management and Operations Plan Report including the identification of strategies to improve operations for a regional transportation corridor. *(Winter 2010)*
- Regional Data Archive Implementation Plan that will include both local and regional transportation data. *(Winter 2010)*
- Management of the VAST program including coordination of the preparation of the memoranda of understanding, interlocal agreements, and operational and maintenance agreements that are needed to support the implementation of the VAST program and the deployment of ITS projects. *(Ongoing)*
- Additional executed communications and fiber sharing permits and other activities between VAST agencies. *(Ongoing)*
- Update of the shared communications assets management database and mapping system to include detailed fiber and communications field data. *(Fall 2009)*
- Adopted standards for fiber, equipment, and infrastructure based on priorities set by the Communications Infrastructure Committee. *(Ongoing)*
- Facilitation of the activities of the Steering Committee and the Communications Infrastructure Committee. *(Ongoing)*
- Management of consultant technical support activities as needed. *(Ongoing)*
- Regional ITS goals and policies for the Clark County region and for bi-state ITS issues. *(Ongoing)*
- Update to and maintenance of the VAST web site. *(Ongoing)*

FY 2010 Funding: RTC

<u>FY 2010 Expenses:</u>		<u>FY 2010 Revenues:</u>	
	\$		\$
RTC: VAST Program	\$115,607	CM/AQ	\$100,000
Coordination/Management			
		MPO Local Match (13.5%)	\$15,607
Total	\$115,607		\$115,607

Federal funds for project implementation by WSDOT and local agencies are programmed in the MTIP.

Note that \$428,000 in federal transportation management system high priority funds are already programmed in the MTIP to be for VAST Plan update, data archive implementation and implementation of corridor management recommendations.

1E. I-5 COLUMBIA RIVER CROSSING PROJECT (CRCP)

The Columbia River Crossing project is a bridge, transit, and highway improvement project for the purpose of addressing the congestion and mobility problems on I-5 between Washington and Oregon. The CRC Draft Environmental Impact Statement was completed in 2008 and work is now underway on the Final Environmental Impact Statement.

The Transportation Equity Act for the 21st Century (TEA-21) recognized the importance of trade corridors to the national economy and designated I-5 within the Portland/Vancouver region as a Priority Corridor under the National Trade Corridors and Borders Program. The Portland-Vancouver I-5 Transportation and Trade Partnership strategic planning effort for the I-5 corridor between I-84 in Portland and I-205 in Vancouver was initiated in response to recommendations of a bi-state Leadership Committee, which met over a nine-month period in 1999. The Committee found that the I-5 corridor is a critical economic lifeline for the region and the state, serving the Ports of Portland and Vancouver, two transcontinental rail lines, providing critical access to industrial land in both states, and facilitating through movement of freight.

In 2001, a Task Force appointed by Governor Gary Locke of Washington and Governor John Kitzhaber of Oregon met to guide development of the Partnership Study. On June 18, 2002, the Bi-State Governors' Task Force adopted its recommendations, which were incorporated into the Strategic element of the Metropolitan Transportation Plan for Clark County. Work on implementing the I-5 recommendations now continues with the I-5 Columbia River Crossing Project (CRCP) and initiation of the Draft Environmental Impact Statement process.

In 2006, adoption of the problem definition, evaluation criteria, development and analysis of a wide range of alternative packages, and staff recommendations for alternatives to be carried into the DEIS phase of the project were complete. Phase I of the Columbia River Crossing Project developed a wide range of alternatives and conducted an analysis to narrow the range of alternatives. In early 2007, policy makers and the CRC Task Force selected select build alternatives for detailed study in the Draft Environmental Impact Statement (DEIS). Phase II of the project completed the DEIS which was published in May 2008. After the close of the public comment period, this culminated in the selection and adoption of the locally preferred alternative by the CRC sponsor agencies in July 2008.

The next phase of the project began with the initiation of the Final Impact Statement which is scheduled for release in late 2009 followed by the Record of Decision in early 2010. As the FEIS continues, RTC staff will be involved in the project's technical analysis, project advisory committees, and provide support to the Project Sponsors' Council.

The RTC Board receives regular briefings on the CRC and has input into the CRC project via several project committees. RTC, as the federally designated Metropolitan Transportation Planning Organization (MPO) for Clark County, had a mandated role regarding the DEIS process with a key element of the DEIS being the Locally Preferred Alternative. The RTC Board, as MPO and as one of the project sponsor agencies adopted the locally preferred highway and transit alternatives (the LPA) on July 22, 2008 and incorporated them into the region's adopted MTP. The FEIS process that began in fall 2008, is a complex effort that requires significant staff resources from a number of partnering agencies and the consultant team. The RTC Board, as the MPO for Clark County, will continue to be called on to address a host of key policy issues relating to the CRC project. Examples include the following: the number of add/drop lanes on the replacement bridge, the project's finance plan, and tolling.

The LPA includes the following major elements: the river crossing replacement bridge with light rail transit terminating in the Clark College vicinity and a financial plan for the multimodal project. In addition to amending the MTP, the LPA decision allowed the project to submit a request for Federal Transit New Starts

Funding in September 2008. The New Starts submittal will result in FTA rating the project for funding and also requests permission to enter into the next phase of FTA project development – preliminary engineering. RTC staff has direct involvement in the project’s technical analysis and staff members are a part of the Columbia River Crossing Project Development Team as well as a number of other project advisory groups.

Work Element Objectives

RTC’s Work in the CRC Project:

RTC’s key staff involvement areas include the following: 1) local agency liaison, 2) day to day project development activities, 3) provide input and analysis in the development and refinement of alternatives, 4) provide transportation data and analysis, 5) conduct the travel demand model elements of the Clark County side of the project, and 6) assist in the refinement of tolling methodologies and assumptions. In addition, RTC will act as lead CRC agency for the preparation, review, coding, and refinement of recommended transit network alternative within the travel demand model process. RTC will work with the sponsor agencies to optimize the transit alternative and financial plan to compete for funding in the Federal Transit Administration New Starts process. RTC will continue to work with agency and consultant partners to improve the performance and competitiveness of the transit element of the project as it prepares for and after it enters preliminary engineering. RTC’s role in this element will enhance local oversight in the transit-modeling element of the CRC Project.

- RTC will participate in the Project Development Team, a host of technical working groups including, Travel Demand Forecasting, Environmental, Transit, and New Starts. RTC will also continue as a key participant in the bi-weekly FTA-FHWA coordination meetings. RTC will act as lead agency to manage and staff the New Starts Strategy Group meetings and will work with the other partners for the New Starts process.
- RTC will have key activities in the CRC transportation planning work element. This includes the development of study parameters, data collection, initial and secondary screening of alternatives, transportation analysis of baseline and build alternatives, and support for other tasks, including the environmental and design tasks. RTC will act as the lead Clark County agency to review and assist in developing and conducting the transportation analyses for the No Build, Baseline and recommended build alternative and will work collaboratively with Metro on the travel forecasting process.
- RTC will provide key assistance to the project team on the review and development of required New Starts submittals for the Federal Transit Administration. RTC will provide assistance in the definition and refinement of the No Build and Build alternatives for the FEIS in collaboration with C-TRAN and local jurisdictions. RTC will work actively with key partners and the project team to develop and refine the Federal Transit Administration required Baseline Alternative that provides the key comparison to the Build alternatives in measuring their cost effectiveness. These efforts will focus on refinements to the alternatives to reflect the final definition of the highway elements of the project, tolling assumptions, and the development of transit project competitive for FTA funding.
- RTC will provide quality assurance and review of the FTA required SUMMIT analysis and will participate in equilibrating and refining the transit alternatives based on technical analysis and oversight by FTA.
- RTC will work on the CRC Project in partnership with the sponsor agencies made up of ODOT, WSDOT, Metro, the cities of Vancouver and Portland, TriMet, C-TRAN, and RTC. Key elements of this coordination will include the following: respond to FTA comments to the New Starts submittal and prepare documentation for FTA as requested to enter into preliminary engineering, develop and complete the Final Environmental Impact Statement (FEIS) as well as the record of decision for the multimodal transportation project.
- Work with the other project sponsors to develop transportation demand management and transportation system management strategies for the project which could be implemented during and after construction to manage traffic operations and performance in the corridor.

- RTC’s specific role in FY 2009/10 is to work cooperatively with regional partners on all elements of the FEIS and to specifically assist with the development of travel demand networks and analysis of model results, traffic analysis associated with tolling options, and development of multimodal Columbia River Crossing alternatives.
- RTC will attend and contribute to public participation activities relating to the CRCP.

Relationship To Other Work

Implementation of a strategic plan for transportation improvements in the I-5 corridor is critical to the long-term development of the region's transportation system. The Columbia River Crossing Project is included in RTC’s adopted MTP which was amended to include the CRC’s LPA in July 2008. As the CRC project progresses, this will be reflected in future MTP updates. This CRC work element will be coordinated with the Clark County HCT recommendations and the selected HCT priority corridor for integration between the CRC and HCT transit services elements. This RTC work element relates to the “ODOT - I-5/Columbia River Crossing” work element described in Metro’s FY 2009-10 Unified Work Program (UWP).

FY 2010 Products

- Work on the FEIS and record of decision for the multimodal transportation project. (*Record of Decision anticipated early 2010*)
- FTA New Starts documentation.

FY 2010 Funding: RTC

FY 2010 Expenses:		FY 2010 Revenues:	
RTC	\$75,000	WSDOT	\$75,000
Total	<u>\$75,000</u>		<u>\$75,000</u>

The work element is led by ODOT/WSDOT. Budget is estimated.

1F. CLARK COUNTY HIGH CAPACITY TRANSIT SYSTEM STUDY: PRIORITY CORRIDOR

Regional transportation policy direction surrounding the issue of high capacity transit, including corridors and alternative high capacity transit modes, has been an uncertain part of the regional transportation system for the last 10 years. In late November of 2004, the 2005 federal transportation Appropriations Bill included a \$1.488 million earmark to RTC for the analysis of the I-5/I-205/SR-500 transit loop. The purpose of the HCT study is to identify a high capacity transit system that provides efficient and high quality transit service connecting residents with where they need and want to go. The key outcomes of the study include the identification of the most promising high capacity transit corridors, modes, and policies for developing a Clark County HCT system. The study's HCT corridor system is targeted to be incorporated into RTC's Metropolitan Transportation Plan, C-TRAN's 20-year Transit Development Plan and the Clark County Comprehensive Growth Management Plan. The technical analysis and policymaking process includes the participation of RTC member jurisdictions with land use, transportation, and transit authority that would be impacted by the HCT policies.

The need for developing a high capacity transit system was predicated on the assumption that as planned growth and economic development continue, traffic volumes will increase. The constrained ability to expand highway capacity in a number of the major regional corridors could be expected to cause traffic congestion to worsen so increasing the need to develop an alternative to the auto. The region has completed a two-year effort to develop a High Capacity Transit System Plan. The Plan's recommendations were adopted by the RTC Board in December 2008. The plan includes bus rapid transit (BRT) in the Highway 99, Fourth Plain, and Mill Plain corridors and significant bus improvements in the I-205 corridor. The Plan will serve as a guide for C-TRAN and the communities in Clark County as they move forward with improvements in the planned HCT corridors.

The next phase in the HCT project development process would be to support the selection of a priority HCT corridor and next set of steps needed to move the corridor forward into the Federal Transit Administration's process. The appropriate level of Federal Transit Alternatives Analysis to be pursued would need to be decided; very small start, small start, or new start.

Work Element Objectives

- Implement the Clark County High Capacity Transit System Study's recommendations.
- Coordinate with the C-TRAN Board as they complete the adoption of C-TRAN's Transit Development Plan and selection of a priority HCT corridor and other steps needed to move the priority corridor forward in the Federal Transit Administration's New Starts Alternative Analysis process.
- Designation of High Capacity Transit corridors in the Metropolitan Transportation Plan, C-TRAN's 20-year Transit Development Plan, and local comprehensive plans.
- Support the development of a HCT System Plan as required by the State of Washington's High Capacity Transit legislation (RCW 81.104).

Relationship To Other Work Elements

Transit, as an important component of the regional transportation system, provides mobility and accessibility to help support the region's growth and economic development goals. The Clark County High Capacity Transit System Study is currently included in the Strategic Plan section of the Metropolitan Transportation Plan for Clark County (updated December 2007, amended July 2008). The recommendations of the HCT Study, including high capacity transit policies and goals for the Clark County region, will be incorporated into a future amendment to the MTP. The study recommendations will be embedded in the C-TRAN long range plan and local comprehensive plans.

FY 2010 Product

- Metropolitan Transportation Plan amendment to include the recommended High Capacity Transit corridors. *(Fall 2009)*
- Coordinate with C-TRAN on the HCT Priority Corridor decision-making process. *(Ongoing)*

FY 2010 Expenses:

	\$
RTC	\$37,500
Total	<u>\$37,500</u>

FY 2010 Revenues:

	\$
Section 5309	\$30,000
Local Match (20%)	\$7,500
	<u>\$37,500</u>

Estimated balance of funds remaining at 7/1/09.

1G. CLARK COUNTY FREIGHT MOBILITY STUDY

The need for a Freight Mobility Study comes out of recognition that the efficient movement of freight is a part of keeping our region’s economy competitive regionally, nationally, and internationally. While most accept the premise that the efficient movement of freight has a positive economic benefit, the relationship between freight mobility and improvements to the regional economy are not well documented. One of the keys to making freight mobility improvements is tied to a better understanding of what drives freight transport such as the practices of shippers, and how public consumption shapes freight movement. The purpose of the Freight Mobility Study to be conducted in 2009/2010 is to identify the main components of the freight system, its current deficiencies, and corridors where investment would help economic development.

Work Element Objectives

- Conduct a Clark County freight mobility study. Information and recommendations from the Study will be incorporated into future updates to the Metropolitan Transportation Plan and local Comprehensive Growth Management Plans.
- Document freight distribution (volume, commodity, intermodal connections, and pick up-delivery points).
- Develop an understanding of commodity supply chains of significance to this region.
- Identify freight bottlenecks.
- Identify where freight-dependent development is planned along with the needed freight infrastructure improvements.
- Collaborate with local planning partners and with the local business community to conduct the Study. Freight stakeholders in west Vancouver currently participate in the West Vancouver Freight Alliance. As part of the Clark County Freight Mobility Study, a county-wide freight advisory group will be established to represent freight interests and to provide input and feedback on freight planning efforts.

Relationship To Other Work Elements

Policy direction, information, data and recommendations of the Clark County Freight Mobility Study will be incorporated into an update to the Metropolitan Transportation Plan.

FY 2010 Product

- Completion of the Clark County Freight Mobility Study report. *(Summer 2010)*

<u>FY 2010 Expenses:</u>		<u>FY 2010 Revenues:</u>	
	\$		\$
RTC	\$36,000	Federal STP	\$250,000
Consultant	\$254,000	Local Match (min. 13.5%)	\$40,000
Total	<u>\$290,000</u>		<u>\$290,000</u>

*Total budget for Clark County Freight Mobility Study.
The Study began in FY 2009 with STP funds programmed in the MTIP.*

II. SKAMANIA COUNTY RTPO

The regional transportation planning work program for Skamania County 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 Transportation Policy Committee meets regularly to discuss Skamania County transportation issues and concerns. The Skamania County Regional Transportation Plan was initially adopted in April 1995 with updates in April 1998, May 2003, and February 2006. In 2003, Skamania County completed a transit feasibility study and recommendations of this transit study continue to be implemented. In January 2007, a Human Services Transportation Plan, that included the Skamania County area, was adopted. Development and traffic trends are monitored and the regional transportation planning database for Skamania County kept up to date. RTC continues to provide transportation planning technical assistance for Skamania County.

Work Element Objectives

- Conduct a regional transportation planning process.
- Ensure the Skamania County Transportation Plan is 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 a transportation database for Skamania County.
- Coordinate with WSDOT staff and review plans of local jurisdictions for consistency with the Regional Transportation Plan and Washington's Transportation Plan (WTP).
- Continuation of transportation system performance monitoring program.
- Assistance to Skamania County in implementing a new federal transportation reauthorization act. This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
- Work with Skamania County to ensure that High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
- Continue assessment of public transportation needs, including specialized human services transportation, in Skamania County. Recommendations of the 2003 Skamania County Transit Feasibility Study began implementation in 2004 when commuter service between Skamania County and Clark County (Fisher Landing Transit Center) was initiated. Work with Skamania County in its coordination 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 need for special services transportation, coordination with the state's Agency Council on Coordinated Transportation (ACCT) will continue.
- Coordination with Skamania County to implement the next steps of the SR-35 Columbia River Crossing Study. This would include obtaining funding to move forward with preliminary design and a Final Environmental Impact Statement (FEIS).
- Assistance to Skamania County in conducting regional transportation planning studies.

Relationship To Other Work Elements

The RTPO work program activities for Skamania County is tailored to the County's specific needs and issues and, where applicable, coordinated across the RTPO region with Clark County to the west and with Klickitat County to the east.

FY 2010 Products

- Continued development of a coordinated, technically sound regional transportation planning process in Skamania County. (*Ongoing*)
- Continued development of a technical transportation planning assistance program. (*Ongoing*)
- Development of the 2010-2013 Regional Transportation Improvement Program. (*Summer/Fall 2009*)
- An updated Regional Transportation Plan if warranted after review of existing Plan. (*Fall 2009*)

FY 2010 Expenses:

	\$
RTC	\$17,733
Total	<u>\$17,733</u>

FY 2010 Revenues:

	\$
• State RTPO	\$17,733
	<u>\$17,733</u>

11. KLICKITAT COUNTY RTPO

The regional transportation planning work program for Klickitat County was established in FY 1990 when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Klickitat County Transportation Policy Committee meets regularly to discuss Klickitat County transportation issues and concerns. The Klickitat County Regional Transportation Plan was initially adopted in April 1995 with updates in April 1998, May 2003 and February 2006. Development and traffic trends are monitored and the regional transportation planning database for Klickitat County is kept up to date. RTC continues to provide transportation planning technical assistance for Klickitat County.

Work Element Objectives

- Continue regional transportation planning process.
- Ensure the Klickitat County Transportation Plan is 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 a transportation database for Klickitat County.
- Coordinate with WSDOT staff and ensure that components of Washington's Transportation Plan (WTP) are integrated into the regional transportation planning process and incorporated into the RTP update.
- Review plans of local jurisdictions for consistency with Regional Transportation Plan and Washington's Transportation Plan (WTP).
- Work with Klickitat County to ensure that High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
- Continuation of transportation system performance monitoring program.
- Assistance to Klickitat County in implementing the new six-year federal transportation reauthorization bill. This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
- Continue assessment of public transportation needs, including specialized human services transportation, in Klickitat County. Currently, Klickitat County is fulfilling transit service needs through grant funding. Work with Klickitat County in its coordination 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 need for special services transportation, coordination with the state's Agency Council on Coordinated Transportation (ACCT) will continue.
- Coordinate with Klickitat County to implement the next steps of the SR-35 Columbia River Crossing Study. This would include obtaining funding to move forward with preliminary design and a Final Environmental Impact Statement (FEIS).
- Assistance to Klickitat County in conducting regional transportation planning studies.

Relationship To Other Work Elements

The RTPO work program activities for Klickitat County are tailored to the specific needs and issues of the Klickitat County region and, where applicable, coordinated across the RTPO.

FY 2010 Products

- Continued development of a coordinated, technically sound regional transportation planning process in Klickitat County.
- Continued development of a technical transportation planning assistance program. (*Ongoing*)
- Development of the 2010-2013 Regional Transportation Improvement Program. (*Summer/Fall 2009*)
- An updated Regional Transportation Plan if warranted after review of existing Plan. (*Fall 2009*)

FY 2010 Expenses:

	\$
RTC	<u>\$19,887</u>
Total	<u>\$19,887</u>

FY 2010 Revenues:

	\$
• State RTPO	<u>\$19,887</u>
	<u>\$19,887</u>

1J. STATE ROUTE 35 COLUMBIA RIVER CROSSING: FEIS

The SR-35 Columbia River Crossing Final Environmental Impact Statement (FEIS) work element results from a local grass roots effort by a wide range of individuals who are interested in the near-term and longer-term future of the White Salmon/Bingen, Washington and Hood River, Oregon region. A Draft Environmental Impact Statement (DEIS) was completed in January 2004 that assessed the environmental impacts of three action alternatives as well as a “no action” alternative. The SR-35 Columbia River Crossing FEIS will evaluate potential impacts of the preferred alternative as well as the other alternatives that were evaluated in the DEIS.

The existing Columbia River Bridge is referred to locally as the Hood River Bridge and was built in 1924. The bridge spans the Columbia River connecting the cities of Bingen and White Salmon in Washington to Hood River in Oregon. This bridge is the second oldest Columbia River crossing and one of only three crossings in the Columbia River Gorge National Scenic Area. It provides a vital economic link between Washington and Oregon communities and commerce. The existing structure is 4,418 feet long with two 9.5-foot wide travel lanes and no pedestrian or bicycle facilities. It has open grid steel decking, which is known to adversely affect vehicle tracking.

The Final Environmental Impact Statement and preliminary design is expected to begin in 2009 and last approximately one year. The SR-35 Columbia River Crossing FEIS will be funded with \$547,500 in federal funding and state/local matching funds. The FEIS will be managed by RTC in partnership with WSDOT and ODOT and will be carried out in close coordination with the Klickitat and Skamania County Transportation Policy Committees. The study supports the regional goals contained in the Klickitat County Regional Transportation Plan.

Work Element Objectives

- Conduct an environmental evaluation of alternatives to meet NEPA requirements and produce a Final Environmental Impact Statement (FEIS).
- Conduct a public and agency participation program including communication and outreach to tribes that builds a decision-making structure and local consensus for a long-term solution.

Relationship To Other Work Elements

The SR-35 Columbia River Crossing FEIS is most closely related to work under the Klickitat County RTPO work element and is also of significance to the Skamania County RTPO work element.

FY 2010 Products

- Final Environmental Impact Statement (FEIS) and preliminary design. *(Timeline dependent on funding)*

<u>FY 2010 Expenses:</u>		<u>FY 2010 Revenues:</u>	
	\$		\$
RTC	\$20,000	Federal High Priority	\$273,500
Consultant	\$321,875	ODOT & WSDOT Match	\$64,102
		Other local Match	\$4,273
Total	<u>\$341,875</u>		<u>341,875</u>

\$547,000 in federal High Priority funds was included in the federal Transportation Reauthorization Act, SAFETEA-LU (2005), after takedowns. The table above assumes 50% to be used in FY 2010 and 50% in FY 2011. Local matching funds are required but sources have not been finalized.

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

This element includes the development, maintenance and management of the regional transportation database to support the regional transportation planning program. The database is used to assess transportation system performance, evaluate level of service standards, calibrate the regional travel forecasting model, and includes functional classification of roadways, routing of trucks, technical support for studies by local jurisdictions and air quality analysis. Work will continue on maintaining and developing a Geographic Information System (GIS) transportation database. Technical assistance will be provided to MPO/RTPO member agencies and other local jurisdictions, as needed. RTC will continue to assist local jurisdictions in updating and implementing Comprehensive Plans required by the state's Growth Management laws. The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs and its output is used to support development of the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program. EMME/2 software has been used to carry out travel demand and traffic assignment steps in this region. However, to enhance micro-simulation capabilities, RTC is transitioning to use of the PTV Vision suite of modeling software (including VISUM and VISSIM). RTC continues to coordinate with Metro on use of Metro's regional model and to ensure that model data input, including census demographic data and land use, are current.

This work element also includes air quality planning. Mobile emissions are a significant source of the region's air quality problems. As a result, transportation planning and project programming cannot occur without consideration for air quality impacts. In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. Currently, under the new federal 8-hour Ozone standard, the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated as an "unclassifiable/attainment" area for ozone and no longer needs to demonstrate conformity, therefore regional emissions analyses of the Plan (MTP) and Program (MTIP) were no longer required for ozone after June 15, 2005, when the new standard took effect. The Vancouver AQMA is designated as a CO maintenance area. EPA approval of the Vancouver Area Limited Maintenance Plan (LMP) for CO was published in the Federal Register on June 27, 2008 and became effective on August 26, 2008. The CO LMP approval means that emissions from the on-road transportation sector in the Vancouver region will continue to maintain CO standards. Therefore, regional conformity is presumed and regional emissions analyses for the Plan (MTP) and Program (MTIP), and emission budget tests, are no longer required. CO conformity analysis for transportation projects must still be conducted. RTC will continue technical support for local jurisdictions and agencies with use of the EPA Mobile Emissions model and analysis of project-level air quality impacts for CO. RTC also assists the region's air quality planning program in providing demographic forecasts, develops a Vehicle Miles Traveled (VMT) grid, and monitors changes and growth in VMT.

Work Element Objectives

- Maintain an up-to-date transportation database and map file for transportation planning and regional modeling that includes transit ridership and transit-related data, developed by C-TRAN. The database is used as support for development of regional plans, travel forecasting model and transportation maps. Maps help RTC develop 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 (<http://nhts.ornl.gov/2001/index.shtml>), travel behavior survey data, and County GIS information.
- Continue to maintain and update a comprehensive traffic count program coordinated with local jurisdictions and agencies.
- Compile crash data for use in development of plans and project priorities.

- Analyze demographic forecasts for the region for use in regional travel forecast model development. RTC reviews the 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.
- Analyze growth trends and relate these to future year population and employment forecasts.
- Coordinate with Metro on procedures for forecasting the region's population and employment data for future years as well as on Metroscope development, a process that integrates land use development and transportation system change in an integrated model. RTC staff will also research the use of models such as UrbanSim to enable integrated transportation and land use modeling.
- Continue to incorporate transportation planning data elements into the ArcInfo system and work with Clark County's Assessment and GIS Department to support transportation data being incorporated in the County ArcGIS system.
- Maintain GIS layers for the designated regional transportation system, federal functional classification system of highways and freight routes.
- Assist local jurisdictions in analyzing data and information from the regional transportation data base and in updating and implementing GMA plans, including Concurrency Management programs.
- Coordinate with the County's computer division to update computer equipment and software, as needed.
- Continue to develop the regional travel forecast model and use it as a tool to help analyze the transportation system in the region and to use its output to identify deficiencies in the regional transportation system.
- Develop and maintain the regional travel model to include: periodic update to provide updated base year and twenty year horizons together with necessary re-calibration, network changes, speed flow relationships, link capacity review, turn penalty review, land use changes, interchange/intersection refinements and use of the demand modeling procedures to test the impacts of tolling of river crossings.
- Continue research into regional travel forecasting model enhancement.
- Increase the ability of the existing travel forecasting procedures to respond to information needs placed on the forecasting process. The model needs to be able to respond to emerging issues, including concurrency, peak hour spreading, latent demand, design capacity, performance measures, air quality, growth management, and life-style, as well as the more traditional transportation issues.
- Document the regional travel forecast model development and procedures.
- Update RTC travel demand model codes with WinMTX, which is developed by RTC staff. WinMTX is a matrix manipulation tool set written in Visual Basic. It will be upgraded and optimized continuously to run travel demand models more efficiently.
- Coordinate the utility, development and refinement of the Clark County regional travel forecasting model with Metro and other local agencies.
- Work with state and local agencies to help them use the regional travel forecasting model and to expand model applications for use in regional plans, local plans, transportation demand management planning and transit planning. When local agencies and jurisdictions request assistance relating to use of the regional travel forecasting model for sub-area studies, the procedures outlined in the adopted Sub-Area Modeling guide (February, 1997) are followed.
- Organize and hold meetings of the local Transportation Model Users' Group (TMUG) providing a forum for local model developers and users to meet and discuss model development and enhancement.

- Participate in the Oregon Modeling Steering Committee (OMSC) meetings, organized as part of the Oregon Travel Model Improvement Program (OTMIP) to learn about model development in Oregon and the Portland region. A major travel activity survey has been planned by Metro in coordination with Oregon MPOs and RTC. The travel activity and behavior survey information is used to support development of the regional travel forecast model.
- The transition from use of EMME/2 to the PTV Vision suite of software as part of the regional travel model process will continue in FY 2010. The PTV Vision software includes VISUM for strategic transportation planning and VISSIM for traffic analysis and management. The transition requires staff training and development of a new framework for modeling analyses. The new software provides better integration of transportation planning and transportation operational analysis through use of traffic simulation tools and will allow RTC to conduct more powerful transit modeling. Use of the new, integrated transportation planning and operational analysis software necessitates the development of standard practices and travel modeling parameters to achieve consistency in transportation analysis.
- Continue to expand RTC's travel modeling scope through development of operational modeling applications and true dynamic assignment techniques that are increasingly important in evaluating new planning alternatives, such as HOV operations and impacts, ITS impact evaluation, congestion pricing analysis, and concurrency analysis.
- Further develop procedures to carry out post-processing of results from traffic assignments. RTC will consider a multiple hour peaking factor for highway assignments. Currently, a 2-hour peaking factor is being considered for the Clark County region. In FY 2010, RTC will make a decision on implementation of the multiple hour peaking factor.
- Develop economic benefit measures associated with highway and transit system improvements by utilizing the Congestion Management Process data, FTA's Summit runs and economic impact of freight improvements.
- Continue to develop data, including vehicle miles traveled (VMT) and vehicle occupancy measures, for use in air quality and Commute Trip Reduction (CTR) planning.
- Assist WSDOT and local agencies by supplying regional travel model data for use in local planning studies, environmental analyses, development reviews, Capital Facilities Planning and Transportation Impact Fee program updates. In FY 2010, the implementation of projects funded through the state Nickel and Partnership funding packages will continue to move forward. RTC will provide WSDOT with transportation model data and analysis to support project design and implementation.
- Assist local jurisdictions in conducting their concurrency management programs by modifying the travel model so it can be used to analyze defined transportation concurrency corridors in order to determine available traffic capacity, development capacity and identify six-year transportation improvement needs.
- Continue technical model participation in the CRC Project including transportation data and analysis and the travel demand model elements of the Clark County side of the project. In addition, act as lead agency for the preparation, review, coding, and refinement of transit network alternatives within the travel demand model process
- Provide technical support for analysis of High Capacity Transportation (HCT) needs in the Clark County.

Air Quality Planning

- Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of the requirements. In FY 2010, this will include addressing any issues concerning the Limited Maintenance Plan for Carbon Monoxide (CO) for the Vancouver Air Quality Maintenance Area and the

“unclassifiable/attainment” area for ozone based on the Environmental Protection Agency’s (EPA’s) eight-hour ozone standard. Monitored data does indicate a potential for ozone problems in this region.

- Because of the new eight-hour standard for ozone, an ozone emissions budget is no longer required for the MTP. In addition, the Limited Maintenance Plan for CO eliminates the need for a CO mobile emissions budget in the MTP. The Limited Maintenance Plan calls for the Southwest Clean Air Agency to track countywide mobile emissions through the Ecology emission inventories triennially to verify continued attainment. Transportation analysis and Vehicle Miles Traveled data required to estimate emission inventories will be provided by RTC.
- RTC will coordinate with air agencies to determine the regulatory and technical impact of conformity. This effort may include coordination with the State Department of Ecology to develop language and VMT projections to track growth with Limited Maintenance Plan projections.
- The Environmental Protection Agency (EPA) has recently designated areas throughout the country that are in violation of standards for Particulate Matter of 2.5 mcg (PM 2.5). The Vancouver AQMA is designated as attainment/unclassifiable for PM 2.5. Therefore, there are no transportation conformity requirements for PM 2.5 in the Vancouver region.
- Program any identified TCMs in the Metropolitan Transportation Improvement Program (MTIP), as necessary.
- Cooperate and coordinate with State Department of Ecology in their research and work on air quality in Washington State and provide support for the Governor’s Executive Order 07-02 and RCW 80.80 relating to climate change and greenhouse gas reduction goals.
- Coordinate with Southwest Clean Air Agency (SWCAA) in carrying out the provisions established in the Memorandum of Understanding (MOU) between RTC and Southwest Clean Air Agency (SWCAA), adopted by the RTC Board in January, 1995 [RTC Board Resolutions 01-95-02]. RTC’s responsibilities include conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and MTIP. In addition, the MOU seeks to ensure that inter-agency coordination requirements in the State Conformity Rule are followed.
- Coordinate and cooperate with air quality consultation agencies (Washington State Department of Ecology, EPA, FHWA, FTA, WSDOT, and SWCAA) on air quality technical analysis protocol and mobile emissions estimation procedures. This consultation process includes support for the review, update, and testing of any new Mobile 6 emissions model, to ensure accuracy and validity of mobile model inputs for the Clark County region and ensure consistency with state and federal guidance.
- Coordinate with Metro to ensure consistency of mobile emissions estimation procedures and air quality emissions methodology using the travel-forecasting model.
- Tracking of mobile emission strategies required in Maintenance Plans. Strategies equate to emissions benefits. If a strategy cannot be implemented then alternatives have to be sought and substituted.
- Provide assistance to SWCAA, as needed, to produce mobile emissions inventory estimates, vehicle miles traveled information and other transportation data in support of the Carbon Monoxide Limited Maintenance Plan requirements. In addition, determine and carry out any responsibilities that may be required under the region’s status as an Ozone attainment area.
- Analyze transportation data as required by federal and state Clean Air Acts.
- Prepare and provide data for DOE in relation to the vehicle exhaust and maintenance (I/M) program implemented in the designated portion of the Clark County region.

- Use TCM Tools, where applicable, to assess the comparative effectiveness of potential TCMs in terms of travel and emissions reductions. In addition, TCM Tools can be used to quantify the Carbon Monoxide air quality benefits of projects proposed for MTIP programming and to measure the impacts of air quality improvement strategies that cannot be assessed through the regional travel model.
- Review project conformity and conduct project conformity analysis for agency members, when requested, for the Vancouver AQMA.
- Work with local agencies in the summer to implement Clean Air Action Days, as necessary.

Transportation Technical Services

- The provision of technical transportation planning and analysis services to member agencies is continued in recognition that a common and consistent regional basis for analysis of traffic issues is a key element in maintaining, planning for and building an efficient transportation system with adequate capacity. Technical service activities are intended to support micro traffic simulation models, the input of population, employment and household forecasts, and the translation of the land use and growth forecasts into the travel demand model. In FY 2010, RTC staff will continue to provide support to local agencies transitioning to use of PTV Vision software. In addition, RTC will continue providing requested technical services related to development and implementation of the cities' and County's Comprehensive Growth Management Plans, transportation elements and transportation capital facilities plans.

Relationship To Other Work Elements

This element is key to support for all RTC's regional transportation planning activities including developing visualization tools and materials to help make transportation plans more understandable. Output from the database is used by local jurisdictions and supports development of the MTP, MTIP, congestion management report 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 vital as the most significant tool for long-range transportation planning.

FY 2010 Products

- Update of the regional transportation database with data from the U.S. Census, including the US Census Long Form Census Transportation Planning Package (CTPP) data and the American Community Survey (ACS) which derives data from a much smaller sample than the census, as well as the National Household Travel Survey (NHTS). (*Ongoing*)
- Analysis of Clark County transportation information. The main elements include: transportation measures, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations will be used to address environmental justice issues. (*Ongoing*)
- Update the base year for the regional travel forecast model to 2006. The MTP's long-range planning horizon is currently at 2030 and was revised for the December 2007 MTP update following adoption of the updated Comprehensive Growth Management Plan for Clark County (September 2007). A six-year model may also be developed for nearer-term planning purposes such as concurrency program and Capital Facilities Plan (CFP) development. (*Summer 2009*)
- Compilation and analysis of data relating to minority and low income populations to support transportation plans for the region and for specific corridors and for specific Title VI requirements. (*Ongoing*)
- Integration of transportation planning and GIS Arc/Info data. (*Ongoing*)

- Coordinate with Clark County on maintenance and update of the highway network and local street system in a GIS coverage. A comprehensive review and update of the federal functional classification system will be completed to be as consistent as possible with adopted local comprehensive plans. This update will include an updated report on total road mileage in the region. *(As needed)*
- Work with regional bi-state partners on freight transportation planning including improving truck forecasting ability. Integrate freight traffic data into the regional transportation database as it is collected and analyzed. Metro leads the commodity flow modeling in the region. *(Ongoing)*
- Update of the traffic count database. *(Ongoing)*
- Technical assistance to local jurisdictions. *(Ongoing)*
- Transportation data analysis provided to assist C-TRAN in planning for future transit service provision. *(Ongoing)*
- Purchase of updated computer equipment using RTPO revenues. *(As needed)*
- Continue implementation of interlocal agreements relating to use of RTC's regional travel forecast model and implementation of sub-area modeling. *(As needed)*
- Host Transportation Model Users' Group (TMUG) meetings. *(As needed)*
- Update of travel demand codes in WinMTX as Metro updates the regional travel forecast model structure. *(As needed)*
- Refine travel forecast methodology using the VISUM and VISSIM software. *(Ongoing)*
- Documentation of regional travel forecasting model procedures. *(Ongoing)*
- Re-calibration and validation of model as necessary. *(As needed)*
- Review and update of model transportation system networks, including highway and transit. *(Ongoing)*
- Analysis of Commute Trip Reduction (CTR), congestion pricing and Transportation System Management/Intelligent Transportation System (ITS) impacts. *(As needed)*
- Re-evaluate the peak one hour analysis and continue to consider adoption of multiple peak hour period in the regional travel model process. *(Fall 2009)*
- Use regional travel forecasting model data for MTP and MTIP development, as well as for Clark County Comprehensive Plan analysis, state HSP and support for corridor planning studies and environmental analysis such as the I-205 Corridor environmental process and I-5 Columbia River Crossing Project. *(Ongoing)*

Air Quality Planning

- Participation in development of the transportation elements of air quality Maintenance Plan updates coordinated with Southwest Clean Air Agency. *(As needed)*
- Air quality conformity analysis and documentation for updates and/or amendments to the MTP and MTIP as required by the Clean Air Act Amendments of 1990. *(MTIP in Fall 2009, MTP anticipated in Fall 2010)*
- Coordination with local agencies, Southwest Clean Air Agency (SWCAA), the Washington State Department of Ecology (DOE), Metro and Oregon Department of Environmental Quality (DEQ) relating to air quality activities. *(As needed)*

- Project level air quality conformity analysis as requested by local jurisdictions and agencies. *(As needed)*
- Work to support RCW 80.80 and any subsequent legislation out of the most recent legislative session relating to climate change and greenhouse gas reduction. This will include work on Vehicle Miles Traveled and VMT per capita in the region. *(Ongoing)*

Transportation Technical Services

- RTC will continue to serve local jurisdictions’ needs for travel modeling and analysis. *(Ongoing)*
- Output from the regional travel forecast model is used in the analysis process for local transportation concurrency analyses and concurrency program development. A regular travel model update procedure for base year and six-year travel forecast is established that can be used in concurrency programs. As part of the process, the travel model is used and applied in the defined transportation concurrency corridors to determine available traffic capacity, development capacity and to identify six-year transportation improvements. *(As needed)*
- Travel Demand Forecast Model Workshops will be organized and held. Invitees will include staff of local agencies and jurisdictions. These will help to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region. *(As needed or requested)*
- Use of model results for local development review purposes and air quality hotspot analysis. *(Ongoing)*
- Technical support for the comprehensive growth management planning process in the Clark County region. Local comprehensive plans were last updated in 2007. *(Ongoing)*

<u>FY 2010 Expenses:</u>		<u>FY 2010 Revenues:</u>	
	\$		\$
RTC	\$348,475	• Federal FHWA	\$144,000
Computer Equipment (use of RTPO revenues)	\$6,000	• Federal FTA	\$64,800
		• Federal STP	52,000
		• State RTPO	61,821
		• MPO Funds	31,854
Total	<u>\$354,475</u>	Total	<u>\$354,475</u>

Note: Federal \$ are matched by state and local MPO \$.
Minimum required match: \$51,160

2B. TRAVEL ACTIVITY AND BEHAVIOR SURVEY

A major activity based travel survey has been planned by Metro in coordination with Oregon MPOs and RTC. The purpose for conducting the household activity and travel survey would be to update the travel characteristics of Clark County households. The travel behavior and travel choices of residents have changed over time as Clark County has grown and become a larger urban region. The travel survey would provide an up to date picture of the changing relationship between demographics and how people travel in Clark County and to outside destinations. The core element of the household activity and travel survey would consist of a 24-hour activity and travel diary taken by a representative sample of Clark County households. Trip-making data and demographic data would be collected for each person residing in the households surveyed.

In addition to better understanding current household travel characteristics, the travel survey data would be used to reset travel patterns and modes for recalibrating the regional travel forecasting model. A region-wide, home-based travel survey has not been conducted in this region since 1995. The scoping and preparatory work needed to conduct the survey will begin in 2008 with the actual survey anticipated to be conducted in 2009. Preparation for the survey will require coordination with transportation planning partners on both sides of the Columbia River.

Work Element Objectives

- Develop a geographical stratification sampling approach and define geographical strata in Clark County.
- Coordinate with local jurisdictions to possibly add additional questionnaire specifically for the Clark County area and implement optimum public relations strategies for the activity survey before fielding.
- Conduct an updated activity based travel survey to inform the regional transportation planning process. Also enable update and calibration of the regional travel forecasting model and develop the activity based travel demand models.
- Use appropriate data collection techniques and equipment such as GPS units to collect data and beginnings of a longitudinal panel survey.
- 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.

Relationship To Other Work Elements

The travel activity and behavior survey information is used to support development of the regional travel forecast model to support regional transportation planning.

FY 2010 Products

- Preparation for the travel behavior study. (*Spring/Summer 2009*)
- Fielding of the travel and activity based survey. (*Fall 2009*)

<u>FY 2010 Expenses:</u>		<u>FY 2010 Revenues:</u>	
	\$		\$
RTC/Consultant	\$462,428	STP	\$400,000
		Local Match*	\$62,428
Total	<u>\$462,428</u>		<u>\$462,428</u>

*Federal STP funds are programmed in the MTIP for Clark County in anticipation of the survey.
* Note that \$15,000 of the local matching funds is from WSDOT.*

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

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

Work Element Objectives

Program Coordination and Management

- Coordinate, manage and administer the regional transportation planning program.
- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Coordination Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
- Promote RTC Board interests through the participation on statewide transportation committees and advisory boards. Specific opportunities for this include participation on the Statewide MPO/RTPO Coordinating Committee.
- Provide leadership and coordination as well as represent RTC Board positions on policy and technical committees within the Portland-Vancouver region that deal with bi-state, air quality, growth management, high capacity transit, and transportation demand management issues and programs. Specifically, the key committees include the following: 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 and promote regional and bi-state transportation issues with the Washington State legislative delegation and with the Washington State congressional delegation. The Washington State legislative delegation from this region are ex-officio, non-voting members of the RTC Board of Directors.
- Represent RTC's interest when working with organizations such as the following: Greater Vancouver Chamber of Commerce, Columbia River Economic Development Council, and the Washington State Transit Association.
- Coordinate with WSDOT on implementation of Washington's Transportation Plan (adopted in November 2006)
- Address the transportation needs of the elderly, low income and people with disabilities as part of the transportation planning program. The Human Services Transportation Plan (HSTP) for the RTC region was adopted in January 2007 and was reviewed, though not updated, in FY 2009. RTC will continue to coordinate with the Human Services Council and other stakeholders on issues related to human services transportation needs. It is anticipated that stakeholders will convene to begin update to the Human Service Transportation Plan in early 2010 with likely update to the Plan in later 2010 prior to submittal of grant applications for WSDOT's 2011/2012 consolidated public transportation grant program.
- Coordinate with WSDOT and the state Department of Health on the Active Community Environments (ACE) program. RTC will continue to work with local partners and the Community Choices Active Transportation Team to plan for pedestrian and bicycle policies and transportation needs. The Community

Choices Active Transportation Team helps partnership efforts between RTC, Community Choices, local jurisdictions, WSDOT, health interests and local advocates to help support active transportation, pedestrian and bicycle transportation. RTC also anticipates working with local jurisdictions on planning for pedestrian and bicycle transportation modes. RTC staff will continue to collaborate with statewide ACE stakeholders. These stakeholders include the state Departments of Health, Transportation, and Community, Trade and Economic Development as well as other Regional Transportation Planning Organizations and some local health departments. RTC will work with local partners to review policies and suggest projects to improve non-motorized transportation modes in the Clark County region.

- Coordinate regional transportation plans with local transportation plans and projects.
- Coordinate with the Growth Management Act (GMA) planning process. The latest update to the Clark County Comprehensive Growth Management Plan was adopted in September 2007. RTC is required under state law to review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the MTP.
- Communicate and outreach to tribes with interest in the region regarding transportation issues.
- Facilitate early environmental decisions in the planning process through work with resource agencies and local partners. This may involve working with the Signatory Agency Committee (SAC) in Washington and the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) in Oregon as well as with the State Historic Preservation Office.
- Work with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation.
- Represent the MPO at EIS scoping meetings relating to transportation projects and plans.
- Provide support for the Governor's Executive Order 07-02 and RCW 80.80 relating to climate change.
- Monitor new legislative activities as they relate to regional transportation planning requirements.
- Participate in transportation seminars and training.
- Prepare RTC's annual budget and indirect cost proposal.
- Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to efficiently carry out the regional transportation planning program. Provide computer training opportunities for MPO/RTPO staff.
- Continue the Bi-State Memorandum of Understanding between Metro and RTC.
- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.
- Develop bi-state transportation strategies and participate in bi-state transportation studies. In FY 2010 this will include the I-5 Columbia River Crossing Project and implementation of the Delta Park Widening Project.
- Liaison with Metro and Oregon Department of Environmental Quality regarding air quality planning issues.
- All regional transportation planning activities carried out by RTC and its staff will be conducted 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.

Bi-State Coordination Committee

- 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. In 2009/2010, the Committee can be expected to address the bi-state elements of the following projects/issues: Columbia River Crossing Project, Metro's Regional Transportation Plan, freight mobility issues, and federal earmark requests. RTC and Metro serve as staff of the Bi-State Coordination Committee to serve as the communication forum to address transportation and land use issues of bi-state significance. The two interstates now serve business, commercial, freight and other personal travel needs including around 60,000 daily commuters who travel from Clark County to Portland to work.

Public Participation

- Increase public awareness of and provide information on regional and transportation issues. SAFETEA-LU 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 MTP and MTIP.
- Periodically review the Public Participation Plan (PPP) to ensure its currency and update as necessary. When changes are made to the PPP, RTC will follow the procedures outlined in federal Metropolitan Planning guidelines.
- Hold public outreach events, including meetings relating to the MTP and MTIP, in coordination with outreach events and activities hosted by local jurisdictions and WSDOT Southwest Region, WSDOT Headquarters and C-TRAN.
- Conduct public participation process for any special projects and studies conducted by RTC.
- Continue to update the RTC web site (<http://www.rtc.wa.gov>) which allows the public to gain information about planning studies being developed by RTC, allows access to RTC's traffic count database and provides links to other transportation agencies and local jurisdictions.
- Participate in the public participation programs for transportation projects of the local jurisdictions of Clark County such as the County's Transportation Improvement Program Involvement Team and the City of Vancouver's TIP Committee.
- Communicate with local media.
- Maintain a mailing list of interested citizens, agencies, and businesses.
- Ensure that the general public is kept well informed of developments in transportation plans for the region. Outreach may be at venues such as the annual Clark County Fair held in August or at Westfield Shoppingtown (Van Mall) weekend events.
- 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.

Federal Compliance

- Comply with federal laws that require development of a Regional Transportation Plan, Transportation Improvement Program, and development of a Unified Planning Work Program. The current federal Transportation Act is SAFETEA-LU (2005). Update to the federal Act is anticipated for 2009.
- 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 produced.
- Self-certify that the MPO's regional transportation planning program meets the requirements of federal law. The self-certification statement is usually included in the Metropolitan Transportation Improvement Program.
- Ensure that required Memoranda of Understanding are in place and are regularly reviewed for currency between RTC and WSDOT, RTC and C-TRAN, RTC and the air quality agency SWCAA and RTC and Metro.
- Gather, analyze data and assist C-TRAN and local jurisdictions' implementation of the Americans with Disabilities Act (ADA) enacted by the federal government in 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 adopted by the RTC Board of Directors in November 2002 (Resolution 11-02-21). FTA Circular 4702.1 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 will work cooperatively to provide the necessary Title VI documentation, certification and updates to the information. C-TRAN Title VI documentation follows release of the most recent decennial Census data.
- Compliance with Title VI and related regulations such as the President's Executive Order 12898 (1994) on Environmental Justice. RTC will work to ensure that Title VI and environmental justice issues are addressed throughout the transportation planning and project development phases of the regional transportation planning program. Beginning with the transportation planning process, consideration is given to identify and address where programs, policies and activities may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- Continue to review Clean Air Act Amendments conformity regulations as they relate to regional transportation planning activities and the State Implementation Plan (SIP). Participate in SIP development process led by the Washington State Department of Ecology (DOE). Coordinate with Southwest Clean Air Agency (SWCAA) on air quality maintenance plans and seek to implement transportation strategies to promote mobile source emissions reductions that will help to maintain clean air standards.
- Address environmental issues at the earliest opportunity in the transportation planning process. Participate in scoping meetings for National Environmental Policy Act (NEPA) process. RTC will address environmental mitigation, developed in consultation with Federal, State and Tribal wildlife, land management, and regulatory agencies, in Plan documents. 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, if available.

Relationship To Other Work Elements

Regional transportation coordination activities are vital to the success of the regional transportation planning program and interrelate with all UPWP work elements. Program management is interrelated with all the administrative aspects of the regional transportation planning program and to all the program activities. The UPWP represents a coordinated program that responds to regional transportation planning needs.

FY 2010 Products

Program Coordination and Management

- Meeting minutes and meeting presentation materials for transportation meetings organized by RTC. (*Ongoing*)
- Year 2010 Budget and Indirect Cost Proposal. (*Fall 2009*)
- Participation in Metro's regional transportation planning process. (*Ongoing*)

Bi-State Coordination Committee

- Bi-State Coordination Committee meeting materials produced in partnership with Metro. (*Ongoing*)

Public Participation

- Documentation of public participation and public outreach activities carried out by RTC during FY 2010. (*Ongoing*)
- Participate in public outreach activities related to regional transportation planning program and projects. (*Ongoing*)
- Ensure that the significant issues and outcomes relating to the regional transportation planning process are effectively communicated to the media, including local newspapers, radio and television stations through press releases and press conferences as well as through regular update to RTC's website. (*Ongoing*)
- Update to the Public Participation Plan to include specific strategies for reaching out to underserved populations and Tribal Governments with an interest in the MPO area, criteria for evaluating the effectiveness of the Plan and address how public involvement will be conducted for such planning processes as MTIP amendments. Work will include liaison with WSDOT's Tribal Liaison Office relating to consultation processes. (*Summer 2009*)

Federal Compliance

- Include a certification statement in the MTIP to self certify that the regional transportation planning process meets federal laws. Self-certification documentation will include a status report, possibly in matrix format, on RTC's work to follow-up from the MPO Certification process carried out in October 2008. (*Summer 2009*)
- An adopted FY 2011 UPWP, annual report on the FY 2009 UPWP and, if needed, amendments to the FY 2010 UPWP. (*FY 2009 Annual Report in Summer 2009; FY 2011 UPWP in Winter 2010*)
- Establish a regular review cycle for intergovernmental agreements/Memoranda of Understanding between RTC and WSDOT and RTC and C-TRAN. (*Ongoing*)

- Conduct data analysis and produce maps to support implementation of Title VI and environmental justice and documentation of the Title VI and Executive Order 12898 (Environmental Justice) program, as necessary. RTC completes regular updates to its Title VI report. The next annual update will include an organizational chart reflective of RTC's operations as MPO and RTPO. Also, assist member jurisdictions in complying with ADA requirements. (*Ongoing*)

<u>FY 2010 Expenses:</u>		<u>FY 2010 Revenues:</u>	
	\$		\$
RTC	\$172,433	• Federal FHWA	\$64,000
		• Federal FTA	\$28,800
		• Federal STP	\$38,000
		• State RTPO	\$27,476
		• MPO Funds	\$14,157
Total	<u>\$172,433</u>		<u>\$172,433</u>

Note: Federal \$ are matched by state and local MPO \$.
 Minimum required match: \$26,553

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

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

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

Washington State Department of Transportation, Southwest Region, publishes the *Washington State Department of Transportation, Southwest Region, FY 2010 Unified Planning Work Program* that provides details of each planning element outlined below.

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

1. Support the I-5 Columbia River Crossing (also known as the Portland-Vancouver I-5 Transportation and Trade Partnership).
2. Coordinate with the RTPO's, MPO's, local jurisdictions, transit agencies, and tribes on updating the WTP, including an updated HSP. Specific activities include:
 - a. Coordinate with MPO's, RTPO's, local jurisdictions, transit agencies and tribes in developing and refining solutions for highway deficiencies.
 - b. Refine solutions and cost estimates for mobility improvements to update the HSP database.
 - c. Conduct performance measurements and benefit-cost analyses of proposed improvements for project prioritization.
 - d. Analyze and prioritize mobility and safety deficiencies on the state highway system.
 - e. Update the travel delay program database.
 - f. Transition traffic modeling analysis from EMME2 to Visum and Vissim software platforms.
3. Participate with bi-state partners on policies, issues, and coordination related to the bi-state regional transportation system.
4. Continue planning and coordination with the MPO's, transit agencies, local jurisdictions and tribes located in the region on multimodal and intermodal planning, air quality analysis, transportation system performance, congestion management, intelligent transportation systems (ITS), livable communities, and major investment studies.
5. Coordinate with local jurisdictions and tribes on implementing Washington Transportation Plan (WTP), Highway System Plan (HSP), Route Development Plans (RDPs), and other work plan elements.
6. Work with the Program Management section in supporting development of the Capital Improvement and Preservation Program (CIPP).
7. Provide public information and support opportunities for public participation and communication in elements of regional and statewide activities.
8. Coordinate with counties and local jurisdictions on planning efforts to update comprehensive land use plans, transportation plans and capital facilities plans to comply with Growth Management Act requirements. Provide consultation and plan review for locally initiated studies or projects that include state facilities.
9. Review transportation sections of local comprehensive plans and development ordinances to assure consistency among jurisdictions, and with the State Highway System Plan.
10. Work closely with RTC and Clark County on integration of local comprehensive plans in updating the Metropolitan Transportation Plan.

11. Coordinate freight rail planning issues with ODOT and WSDOT Rail Offices, MPO's/RTPO's, local jurisdictions and ports.
12. Participate in regional data collection, analysis and planning activities related to freight mobility issues.
13. Implement elements of the local Commute Trip Reduction program.
14. Coordinate with RTC, C-TRAN, Clark County and cities on development of transportation demand management strategies for inclusion in the Metropolitan Transportation Plan (MTP).
15. Work with RTC, ODOT and local governments on the SR 35 Columbia River Crossing Study.
16. Support the development of a long-term route development plan for routes consistent with the Highway System Plan.
17. Manage various Corridor, Route and Special Studies and participate on various committees that strive to identify solutions to improve safety, mobility and relieve congestion. Support other topics, such as implementing transportation options that help reduce congestion and vehicle miles traveled and solutions to the climate change challenge.
18. Support Governor and Transportation Technical Working group as they develop goals for Climate Change, reductions in greenhouse gas emissions and strategies for transportation.

WSDOT PLANNING GROUP WORK ELEMENTS:

Planning and Administration

Public Information/Communications/Community Involvement

MPO/RTPO Regional and Local Planning

MPO/RTPO Coordination and Planning

Bi-State Coordination

Tribal Coordination

Regional or Local Studies

Corridor Planning

Route Development Planning

Corridor and Special Studies

Corridor Management Planning

State Highway System Plan

Deficiency Analysis

Benefit/Cost Analysis

Data and Research

Data Collection/Analysis

Travel Demand Forecasting

Transportation Planning and Coordination

Public Transportation and Rail Planning/Coordination

Multimodal/Intermodal Planning/Coordination

Transportation Demand Management (TDM)

Commute Trip Reduction

Congestion Relief/High Occupancy Vehicle (HOV)/High Capacity Transportation (HCT) Coordination

Non-Motorized (Bike & Pedestrian) Planning/Coordination

Freight Mobility Planning/Coordination

Coordinate Access Management/SEPA/NEPA reviews and mitigation

Local Comprehensive Plans/County Planning Policies and Other Policy Review

Climate Change Transportation Planning and Coordination

4B. C-TRAN

C-TRAN has identified the following planning elements for the Unified Planning Work Program (UPWP) FY 2010 (July 2009 through June 2010):

Regional Participation

C-TRAN will coordinate its transit planning with other transportation planning activities in the region through 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 2010:

1. Columbia River Crossing Project: C-TRAN continues to work with regional partners in developing and recommending multimodal and highway capacity improvements to the I-5 Trade Corridor, including:
 - a. Highway improvements to reduce bottlenecks and enhance express bus service.
 - b. High capacity transit (HCT) option supported with local bus service.
 - c. Transportation demand management and system management to reduce congestion and improve transit performance.
 - d. Project sponsorship planning, and
 - e. Implementation planning for local preferred alternative and New Starts proposal and application.
2. Metropolitan Transportation Plan and Transportation Improvement Program: C-TRAN will participate in developing revised and updated regional plans and programs.
3. Human Services Transportation Plan: C-TRAN will coordinate and collaborate with regional partners to plan for and deliver human services transportation.
4. Participate in ongoing regional HCT planning and engineering studies, including advancing the Alternatives Analysis of a priority HCT corridor.

Transit Planning

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

Long Range Transit Planning: C-TRAN will continue long-range transit corridor planning and AA for system planning and route development consistent with the C-TRAN's "20-Year Transit Development Plan.

High Capacity Transit Corridor Alternatives Analysis: Contingent on securing federal funding, C-TRAN will initiate an Alternatives Analysis (AA) Study for a preferred HCT corridor in Clark County in anticipation of a Small Starts project. The study will consider projected growth in the corridors identified by the RTC HCT Study and local sub-area plans and analyze alternatives to meet the resulting transit demand. Information gathered will lay the foundation needed for planning C-TRAN's future HCT capital projects.

Short-Range Planning: Following public review and input, the published *2010-2015 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 as planning and engineering for park and ride projects advances, including relocation of the Salmon Creek Park & Ride as part of the Salmon Creek Interchange Project and the potential for relocation of the Evergreen Park & Ride.

Fisher's Landing Park & Ride Development Plan: C-TRAN will develop a plan for phase two of this park and ride, exploring options for best use of the remaining undeveloped property currently owned by C-TRAN.

65th Street Administration, Operations and Maintenance (AOM) Campus Expansion: C-TRAN will initiate a site master plan for the expansion of the AOM facility contingent on federal funding. C-TRAN will continue to explore options to meet future operations and maintenance needs.

Station Area Planning: C-TRAN will participate in station area planning to provide for higher densities and transit-oriented, mixed use developments within ½ mile of proposed future HCT stations and termini associated with various HCT lines under consideration by various planning processes.

Traffic Signal Priority: C-TRAN will complete planning and begin implementation of traffic signal priority systems during FY 2010. This project is a collaborative effort between C-TRAN, RTC, and local jurisdictions.

VAST, Phase II and III: C-TRAN will continue planning and implementation of Intelligent Transportation System technology. In addition to signal priority, C-TRAN's VAST project includes enhanced passenger information, ADA-compliant on-board announcements, and traveler information delivered electronically. These projects are coordinated with regional partners to maximize benefits from transportation technology investments.

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following transportation planning studies:

- Updating the Transportation Improvement Program (TIP) and Capital Facilities Plan (CFP).
- Maintaining the Concurrency Management System including monitoring of existing capacity, tracking capacity reserved for approved developments and evaluation of LOS in response to new development proposals.
- Working to implement promising ITS strategies through the Vancouver Area Smart Trek (VAST) process.
- Working with the Bicycle Advisory Committee and other stakeholders to develop a fully integrated Bicycle & Pedestrian Plan during FY 2009-10.
- Developing neighborhood and sub-area circulation plans for several unincorporated urban areas in order to reduce direct access to classified arterials and to serve local trips on the local street system.

- Identifying the localized critical links and intersection improvements necessary to remove urban holding in selected areas of the Vancouver UGA.
- Amending the Arterial Atlas as directed by the Board of Clark County Commissioners through the docket process.
- Coordinating road standards with the City of Vancouver.
- Updating the Comprehensive Plan Transportation Element to reflect the High Capacity Transit System Plan recommendations and C-TRAN's 20-year Transit System Plan.

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

Citywide Planning / Studies

- 2010-2015 Transportation Improvement Program.
- Year 2009 Transportation Impact Fee Program – inflation update to fees.
- Vancouver Transportation System Plan (TSP), ongoing / plan implementation.
- 2009 Concurrency Program – Program Assessment, Multi-modal concurrency program policy development.
- Transportation Development Codes (development and concurrency) updates.
- ADA Program – Transition Plan implementation.
- City Transportation Services Business Plan Annual Update.
- Vancouver/County annexation Interlocal Agreement Work Program – implementation of work program elements related to transportation per defined schedule.
- Commute Trip Reduction Program – provide direct services to affected employers in support of the Commute Trip Reduction (CTR) program. Contract directly with WSDOT in the provision of those services.
- 2010 City of Vancouver GMA Comprehensive Plan Update.

Sub-Area Studies

- Columbia River Crossing, City of Vancouver Coordination & Project Involvement.
- High Capacity Transit and Station Area Plan Development.
- Fruit Valley Subarea Transportation Plan.
- Section 30 Subarea Transportation Plan.
- Vancouver Waterfront Access Improvement Project.
- SE 1st Street (SE 164th Avenue to SE 192nd Avenue) Corridor pre-design.
- 112th Avenue Traffic Safety Corridor – Engineering/Enforcement/Education planning.

Capital Improvement Program – Projects and Planning Support

- Year 2008/09 CDBG Program – project planning and implementation.
- Year 2008/09 NTS REET Program – project planning and implementation.
- Vancouver Area Smart Trek (VAST) coordination.

Transportation Demand Management

- Administration of countywide Commute Trip Reduction Program and provision of direct services to affected CTR employers.
- CTR Incentive Programs: Southbound Solutions and Smart Commuter campaigns.
- Downtown Vancouver GTEC Planning and Implementation.

CITY OF CAMAS has identified the following planning studies:

- North Lacamas UGA Expansion – Master Plan.
- ADA Inventory Study.
- 2010-2015 Transportation Improvement Program.
- Transportation Impact Study Guidelines, Update.
- Transportation Impact Fee Update.

CITY OF WASHOUGAL has identified the following studies:

- Transportation Improvement Program (TIP) – Annual Update.
- Transportation Impact Fee Program - Annual update to fees.
- Continue coordination with WSDOT and RTC on plans for SR 14 improvements east of Union. Funding for roundabout design, engineering and construction is being pursued to address safety and capacity issues.
- 32nd Street improvement analysis.
- Bicycle Arterial Plan.
- Washougal River Road improvement study.

CITY OF BATTLE GROUND has identified the following planning studies:

- Implement an updated Transportation System Plan developed as part of the comprehensive growth management planning process. Elements of the Plan include the traffic impact fees program, access management, identification of truck routes and Capital Facilities Plan.
- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Work with WSDOT on planning for access points onto SR-503 within Battle Ground.
- Implement the pathways element that is part of Battle Ground's Parks Plan Update.

- Battle Ground will continue participation in the WSDOT project to widen SR-502. This project is programmed in the MTIP.

CITY OF RIDGEFIELD:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Continue design, permitting and right-of-way acquisition activities, as necessary, and begin construction on the replacement of the Interstate 5 and State Route 501 (Pioneer Street) interchange.
- Continue implementation of the City's Transportation Benefit District supporting construction of the Interstate 5 and Pioneer Street interchange that is compliant with RCW Chapter 36.73.

PORT OF VANCOUVER:

The Port of Vancouver USA relies on rail to transport more than 70 percent of its cargo, growing to more than 80 percent by 2025. Now under construction, the West Vancouver Freight Access Project will provide competitive, efficient rail service to existing customers, and help achieve near-term plans to nearly double port jobs and capacity. The port is finalizing the purchase of 218 acres of shovel-ready maritime and industrial property, and is in the final stages of preparing over 60 acres of light industrial land for development.

- The Port will participate in the development and execution of a Clark County-wide freight mobility study.
- The West Vancouver Freight Access Project includes the following improvements:
 - Improves mainline velocity and capacity by removing a chokepoint at the Vancouver Wye.
 - Enables the WSDOT Vancouver Wye Project to function as designed.
 - Allows for unit-train access into the Port, and improves rail infrastructure to existing Port facilities.
 - Allows the port to serve new tenants on newly-developing maritime and industrial property.

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AAWDT	Annual Average Weekday Traffic
ACCT	Agency Council on Coordinated Transportation
ACE	Active Community Environments
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIP	Urban Arterial Trust Account Improvement Program
APC	Automatic Passenger Counter
APTA	American Public Transportation Association
APTS	Advanced Public Transportation System
AQMA	Air Quality Maintenance Area
ARRA	American Recovery and Reinvestment Act of 2009
ATIS	Advanced Traveler Information System
ATMS	Advanced Transportation Management System
AVL	Automated Vehicle Location
AVO	Average Vehicle Occupancy
AWDT	Average Weekday Traffic
BEA	Bureau of Economic Analysis
BLS	Bureau of Labor Statistics (federal)
BMS	Bridge Management System
BNSF	Burlington Northern Santa Fe
BRAC	Bridge Replacement Advisory Committee
BRT	Bus Rapid Transit
BRRP	Bridge Replacement and Rehabilitation Program
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens' Advisory Committee
CAPP	County Arterial Preservation Program
CBD	Central Business District
CBI	Coordinated Border Infrastructure Program
CCI	Corridor Congestion Index
CCP	City and County Congested Corridor Program
CCRI	Corridor Congestion Ratio Index
CCRP	Corridor Congestion Relief Program
CDBG	Community Development Block Grant
CDMP	Corridor Development and Management Plan
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

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
CHAP	City Hardship Assistance Program
CIC	Communications Infrastructure Committee
CIT	Community Involvement Team
CM/AQ	Congestion Mitigation/Air Quality
CMM	Congestion Management Monitoring
CMP	Congestion Management Process
CMS	Congestion Management System
CO	Carbon Monoxide
CRAB	County Road Administration Board
CRC	I-5 Columbia River Crossing Project
CREDC	Columbia River Economic Development Council
CRESA	Clark Regional Emergency Services Agency
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
CVISN	Commercial Vehicle Information Systems and Networks
DCTED	Washington State Department of Community, Trade and Economic Development
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
DOL	Washington State Department of Licensing
DOT	Department of Transportation
DS	Determination of Significance
DSHS	Washington Department of Social and Health Services
EA	Environmental Assessment
EAC	Enhancement Advisory Committee
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME/2	EMME/2 is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETRP	Employer Trip Reduction Program
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FGTS	Freight and Goods Transportation System
FHWA	Federal Highways Administration
FMSIB	Freight Mobility Strategic Investment Board
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GMA	Growth Management Act

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
GTF	Governors' Task Force
HB	House Bill
HC	Hydrocarbons
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSP	Highway System Plan
HSS	Highways of Statewide Significance
HSTP	Human Services Transportation Plan
HUD	Department of Housing and Urban Development
IM	Interstate Maintenance
I/M	Inspection/Maintenance
IMS	Intermodal Management System
InterCEP	Interstate Collaborative Environmental Process (relates to Columbia River Crossing Project)
IPG	Intermodal Planning Group
IRC	Intergovernmental Resource Center
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JARC	Job Access and Reverse Commute
JPACT	Joint Policy Advisory Committee on Transportation
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LMC	Lane Miles of Congestion
LMP	Limited Maintenance Plan (relating to air quality)
LOS	Level of Service
LPA	Locally Preferred Alternative
LPG	Long Range Planning Group
LRT	Light Rail Transit
MAB	Metropolitan Area Boundary
MDNS	Mitigated Determination of Non-significance
MIA	Major Investment Analysis
MOU	Memorandum of Understanding
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MST	Modeling Support Team
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
MVET	Motor Vehicle Excise Tax
NAAQS	National Ambient Air Quality Standards
NCPD	National Corridor Planning and Development Program
NEPA	National Environmental Policy Act
NHS	National Highway System

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
NHTS	National Household Travel Survey
NOX	Nitrogen Oxides
NSSG	New Starts Strategy Group
O/D	Origin/Destination
ODOT	Oregon Department of Transportation
OFM	Washington Office of Financial Management
OTP	Oregon Transportation Plan
P&R	Park and Ride
PAG	Project Advisory Group
PCE	Passenger Car Equivalents
PDT	Project Development Team (relates to Columbia River Crossing Project)
PE	Preliminary Engineering
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PHF	Peak Hour Factor
PIA	Portland International Airport
PM10	Fine Particulates
PMG	Project Management Group
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
PPP	Public Participation Plan
Pre-AA	Preliminary Alternatives Analysis
PSC	Project Sponsors Council (relates to Columbia River Crossing Project)
PSMP	Pedestrian, Safety & Mobility Program
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PTSP	Public Transportation Systems Program
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
PWTF	Public Works Trust Fund
RACMs	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RAP	Rural Arterial Program
RID	Road Improvement District
RJT	Route Jurisdiction Transfer
ROD	Record of Decision
ROW	Right of Way
RPC	Regional Planning Council
RPG	Regional Partners Group (relates to the Columbia River Crossing Project)
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
RW	Right of Way
SAC	Signatory Agency Committee Agreement (Washington)
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
	Users (2005)
SASS	Sponsor Agency Senior Staff
SCP	Small City Program
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System
SOV	Single Occupant Vehicle
SPG	Strategic Planning Group
SPUI	Single Point Urban Interchange
SR-	State Route
SSAC	Special Services Advisory Committee
STHB	Stacked Transit Highway Bridge
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWCAA	Southwest Clean Air Agency
TAZ	Transportation Analysis Zone
TC	Transit Center
TCM's	Transportation Control Measures
TCSP	Transportation and Community and System Preservation Pilot Program
TDM	Transportation Demand Management
TDP	Transit Development Program
TDP	Travel Delay Program (WSDOT)
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board
TIMACS	Transportation Information, Management, and Control System
TIP	Transportation Improvement Program
TIPIT	Transportation Improvement Program Involvement Team
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
TPAC	Transportation Policy Alternatives Committee
TPEAC	Transportation Permit Efficiency and Accountability Committee
TPMS	Transportation Performance Measurement System (WSDOT)
TPP	Transportation Partnership Program
TPR	Transportation Planning Rule (Oregon)
Transims	Transportation Simulations
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSP	Transportation System Plan

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
UAB	Urban Area Boundary
UATA	Urban Arterial Trust Account
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
V/C	Volume to Capacity
VAST	Vancouver Area Smart Trek
VHD	Vehicle Hours of Delay
VISSIM	Traffic/Transit Simulation Software (a product of PTV AG of Karlsruhe, Germany)
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VOT	Value of Time
VWG	Vancouver Working Group
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

FY 2010 SUMMARY OF EXPENDITURES AND REVENUES: RTC

Note: Numbers may not add due to rounding

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL											
FY 2010 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE											
Work Element	1. FY 2010 Federal FHWA PL	2. FY 2010 Federal FTA	State RTPO	Federal STP	Federal CM/AQ	Federal Sec. 5309	Federal High Priority	State (WSDOT/ ODOT)	MPO Funds	Local Funds	RTC TOTAL
I REGIONAL TRANSPORTATION PLANNING PROGRAM											
A Metropolitan Transportation Plan	89,600	40,320	38,466	10,000					19,280		198,207
B Metropolitan Transportation Improvement Program	22,400	10,080	9,617						4,955		47,052
C Congestion Management Process 3.					100,000				15,607		115,607
D Vancouver Area Smart Trek 4.					100,000				15,607		115,607
E I-5 Columbia River Crossing 5.								75,000			75,000
F Clark County High Capacity Transit System Study 6.						30,000				7,500	37,500
G Clark County Freight Mobility Study 7.				250,000					2,500	37,500	290,000
H Skamania County RTPO			17,733								17,733
I Klickitat County RTPO			19,887								19,887
J SR-35 Columbia River Crossing FEIS 8.							273,500				273,500
Sub-Total	112,000	50,400	85,703	260,000	200,000	30,000	273,500	75,000	58,489	45,000	1,190,092
II DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES											
A Reg. Transp. Data, Forecast, AQ & Tech. Services	144,000	64,800	61,821	52,000					31,854		354,475
B Travel Behavior Survey 9.				400,000						63,000	463,000
Sub-Total	144,000	64,800	61,821	452,000	0	0	0	0	31,854	63,000	817,475
III TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT											
A Reg. Transp. Program Coord. & Management	64,000	28,800	27,476	38,000					14,157		172,433
TOTALS	320,000	144,000	175,000	750,000	200,000	30,000	273,500	75,000	104,500	108,000	2,180,000

3/21/09

NOTES:

1. PL: Local match for FHWA PL funds is provided from State RTPO and MPO funds.
2. FTA: Local Match for federal FTA funds is provided from State RTPO and MPO funds.
3. CMP: Assumes use of \$100,000 per year programmed in MTIP to support the CMP.
4. VAST: Assumes use of \$100,000 per year programmed in MTIP for VAST Coordination and Management and management of the Regional Corridor Concept.
5. CRC: Estimate only.
6. HCT: estimate of the balance of federal funds.
7. Total budget for Clark County Freight Mobility Study. Study began in FY 09 with STP funds programmed in the MTIP.
8. \$547,000 in federal High Priority funds was included in the federal Transportation Reauthorization Bill (SAFETEA-LU, 2005). This assumes 50% to be used in FY 2010 and 50% in 2011.
9. \$15,000 of the local matching funds is from WSDOT.