



**SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL**

FISCAL YEAR 2014
(JULY 1, 2013 TO JUNE 30, 2014)

**UNIFIED PLANNING WORK PROGRAM
ANNUAL REPORT**

AUGUST 2014

**FY 2014 Unified Planning Work Program Annual Report
For Southwest Washington Regional Transportation Council (RTC)**

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RTC MEMBERSHIP AND COMMITTEES

RTC MEMBER JURISDICTIONS

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

RTC Board of Directors

Clark County	Commissioner David Madore
Clark County	Commissioner Tom Mielke
Clark County	Commissioner Ed Barnes
City of Vancouver	Council Member Jack Burkman [Chair]
City of Vancouver	Council Member Larry Smith
Cities East	Council Member Melissa Smith(Camas) [Vice-Chair]
Cities North	Council Member Bill Ganley (Battle Ground)
C-TRAN	Jeff Hamm (Executive Director/CEO)
ODOT	Jason Tell (Region 1 Administrator)
Ports	Commissioner Nancy Baker (Port of Vancouver)
WSDOT	Donald Wagner (Southwest Regional Administrator)
Metro	Metro Councilor Shirley Craddick
Skamania County	Commissioner Doug McKenzie
Klickitat County	Mayor David Poucher (White Salmon)

Ex-Officio Members (State Legislators):

14 th District	Senator Curtis King
14 th District	Representative Norm Johnson
14 th District	Representative Charles Ross
17 th District	Senator Don Benton
17 th District	Representative Paul Harris
17 th District	Representative Monica Stonier
18 th District	Senator Ann Rivers
18 th District	Representative Liz Pike
18 th District	Representative Brandon Vick
20 th District	Senator John Braun
20 th District	Representative Ed Orcutt
20 th District	Representative Richard DeBolt
49 th District	Senator Annette Cleveland
49 th District	Representative Jim Moeller
49 th District	Representative Sharon Wylie

Regional Transportation Advisory Committee (RTAC)

WSDOT Southwest Region	Mike Clark
Clark County, Public Works	Bill Wright
Clark County, Planning	Matt Hermen
City of Vancouver, Public Works	Chris Malone
City of Vancouver, Planning	Jennifer Campos
City of Washougal/Port of Camas-Washougal	Rob Charles (City of Washougal)
City of Camas	Jim Carothers
City of Battle Ground/Town of Yacolt	Mark Herceg (City of Battle Ground)
City of Ridgefield/City of La Center/Port of Ridgefield	Bryan Kast (City of Ridgefield)
C-TRAN	Katie Nelson
Port of Vancouver	Katy Brooks
Human Services Transportation	Colleen Kuhn
ODOT	Alan Snook
Metro	Chris Meyers
Regional Transportation Council	Matt Ransom

Skamania County Transportation Policy Committee

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

Skamania County	Commissioner Doug McKenzie
City of Stevenson	Ben Shumaker, Planning
City of North Bonneville	Steve Hasson, City Administrator
Port of Skamania County	John McSherry, Port Manager
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator

Klickitat County Transportation Policy Committee

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

Klickitat County	Commissioner Jim Sizemore
City of White Salmon	Mayor David Poucher
City of Bingen	Mayor Betty Barnes
City of Goldendale	Larry Bellamy, City Administrator
Port of Klickitat	Marc Thornsbury, Port Executive Director
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator

UPWP FY 2014 ANNUAL REPORT: INTRODUCTION

This document reports on the regional transportation planning activities carried out by Southwest Washington Regional Transportation Council (RTC) in FY 2014; July 1, 2013 through June 30, 2014.

HIGHLIGHTS OF FY 2014 UPWP ANNUAL PROGRESS REPORT

Highlights of the FY 2014 planning work program for the RTC region include initial work on the 2014 Regional Transportation Plan update, adoption of a 2014 to 2017 Transportation Improvement Program, continued implementation of the Vancouver Area Smart Trek and Transportation System Management and Operations work program and publishing a 2013 update to the Congestion Management Process report.

RTC also continued to take steps toward implementation of requirements of the federal transportation act, Moving Ahead For Progress which requires a performance driven approach to regional transportation planning and project implementation.

Following the last MPO Certification Review held at RTC and Metro in October 2012, RTC has worked on meeting the recommendations suggested in the Certification report. An updated Public Participation Process Plan was adopted as well as updated Title VI and Limited English Proficiency plans. An updated Memorandum of Agreement between RTC, WSDOT and C-TRAN is soon to be adopted.

METROPOLITAN TRANSPORTATION PLAN (MTP) AND I-205 CORRIDOR STUDY

(i) METROPOLITAN TRANSPORTATION PLAN

Work on the Metropolitan Transportation Plan in FY 2014 focused on making preparations for the next Regional Transportation Plan update which the RTC Board has scheduled for December 2014.

- The current regional transportation plan, the Metropolitan Transportation Plan (MTP) for Clark County (December 2011) is available on RTC's web site at: <http://www.rtc.wa.gov/programs/mtp/>
- Started in early 2013 and continuing into FY 2014, RTC conducted a 2035 RTP Capital Facilities review. The purpose of the Capital Facilities Review is to review the adopted MTP's list of identified regional transportation system projects in light of a slower growth projection scenario. This more conservative growth look was conducted as research preceding the launch of the next RTP update and mirrored the 2013 MTP system monitoring process with the economic recession resulting in lower than expected vehicle volumes. Differences between existing 2035 MTP and 2035 "Slower Growth" forecast assigned to the "Committed" Transportation Improvement Program (TIP) transportation network were analyzed to help determine the most needed transportation projects. Sub-area analyses were prepared, highlighting the transportation system performance comparisons between the adopted 2035 MTP and 2035 slower growth scenario for sub-areas of the region including Camas/Washougal, the Discovery Corridor, Battle Ground, West Vancouver and East Vancouver.
- In early 2014, the RTC Board directed staff to begin work on the next RTP update with a schedule calling for adoption in December 2014. Scoping of the RTP update took place early in 2014 and RTC staff consulted with state and federal agencies at the FY 2015 UPWP review meeting held at RTC in February 2014. WSDOT's Moving Washington principles along with a Least Cost Planning approach are used as part of the scope of the 2014 RTP update with focus on compliance with MAP-21, making the transition to the federally required performance-based approach for federal surface transportation investments and re-aligning local, state and local plans and list of CFP projects.

To help explain the RTP update process, RTC staff developed an RTP update process diagram to help explain RTP inputs, steps in development of the RTP update, its adoption and subsequent implementation and monitoring through development of TIP project funding criteria, project prioritization and system performance monitoring.

The RTP update process has been an ongoing work effort throughout 2014. To date, some key elements have been completed and milestones reached. The RTC Board discussed the RTP's Vision and Goals as well as RTP Policies as the foundation for the RTP update. At the January through March Board meetings, these discussions focused on policies at the core of providing transportation system and services. These core transportation policy issues are Safety and Security as well as transportation Access and Mobility ensuring that system congestion and bottlenecks are addressed. The Board directed that two challenging policy issues should be the focus of this year's RTP update; Finance and the Economy.

At the June RTC Board meeting, forecast population and employment growth was reviewed as well as significant demographic trends and data that influence regional travel patterns and behavior. RTC staff worked with local and state staff to compile a preliminary draft list of capital projects to be considered for identification in the updated RTP contingent on results of the transportation performance analysis and the RTP's financial plan capacity. These projects

were compiled from lists of projects in local Capital Facilities Plans, from state plans and C-TRAN's plans. RTC takes project cost estimates from these local and state plans to use in the RTP's financial plan chapter.

- The public is encouraged to participate in the 2014 RTP update process. Public participation in regional transportation planning builds from local efforts and in FY 2014 meetings convened by WSDOT, C-TRAN and local jurisdictions were noted by RTC. Opportunities for public involvement and participation in RTP issues are always available because the monthly meetings of the RTC Board of Directors allow the public to comment on regional transportation issues in a formal setting. All comments at these meetings become part of the meeting record. RTP information and RTC Board materials on the RTP are made available through RTC's website at www.rtc.wa.gov. The public is also able to provide RTP comments to RTC via e-mail, phone or mail. RTC staff sends notices of the RTP's development and public outreach opportunities to Clark County and Vancouver neighborhood coordinators and keeps small cities informed through their Regional Transportation Advisory Committee representatives. In April 2014, RTC hosted a roundtable discussion with the region's transportation stakeholders in collaboration with the Washington State Transportation Commission as part of the Washington Transportation Plan and Regional Transportation Plan update process.
- RTC staff carried out work on regionally significant transportation corridors, transportation strategies and bi-state transportation issues relevant to the MTP. RTC staff participated in ongoing transportation studies in the region for the I-5 Columbia River Crossing. The project failed to receive funding from the Washington legislature in 2013. RTC also led the I-205 Corridor Study and participated in meetings relating to SR-14 corridor and I-5/179th Street vicinity transportation needs. Study recommendations will eventually be incorporated into an RTP update.

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

- **MAP-21 and Transportation Network** – RTC drafted RTAC materials on performance monitoring, and target setting with anticipated rulemaking to support MAP-21.
- **System Performance** – RTC participated in webinars and trainings to learn more about MAP-21's required transportation system performance and measurement and prepared for implementation. RTC's regional travel model allows for forecasting of such measures as travel time, lane miles of congestion and vehicle hours of delay with comparisons between existing conditions and projected future system performance.
- **Safety** – Crash data was compiled and updated by RTC staff as input to the update of RTC's Safety Management Assessment completed in April 2014. As part of the updated Safety Assessment, a Power Point presentation featuring a comparison of WSDOT's Target Zero collision factors with Clark County's factors was prepared as well as a map showing location of highest collision intersections in Clark County using 2009-2011 data. A meeting of RTC's ad hoc RTAC Safety Sub-committee, comprised of Public Works and WSDOT staff, was convened to review the draft report recommendations and the full draft 2014 Safety Assessment was reviewed by RTAC before presentation to the RTC Board in April 2014. RTC drafted the Safety Assessment to cover years 2009-2011 to be consistent with WSDOT's Target Zero report (Dec. 2013). RTC staff also researched and provided the most recent collision data for year 2012 to respond to the RTC Board's information request. RTC staff participated in a webinar on the NPRM for Safety Performance Measurement held on March 13, 2014. RTC staff reviewed the

NPRMs for Safety Performance Measures and Highway Safety Improvement Program and participated in WSDOT's collaborative process to compile NPRM comments.

- **Transit** – The 2011 MTP includes recommendations and guidance provided by the region's transit development plans, notably C-TRAN's 20-Year Transit Development Plan, *C-TRAN 2030*, (C-TRAN, June 2010), and the Clark County High Capacity Transit System Study (RTC, December 2008). Recommendations from C-TRAN's Alternatives Analysis of the region's first HCT corridor, the Fourth Plain corridor, were amended into the MTP in August 2012. During FY2014, RTC and C-TRAN coordinated on developing the Fourth Plain Bus Rapid Transit corridor as documented in the Fourth Plain Transit Improvements Project work element.
- **Efficiencies** – The MTP update includes strategies to make the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) strategies. TDM planning takes a broader definition of TDM and identifies policies, programs and actions including use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems.
- **The Congestion Management Process** serves as a tool for performance evaluation and support for transportation policy decisions, as well as identification of transportation strategies to relieve and/or manage congestion. The latest results from Congestion Management Monitoring (CMM), as part of the Congestion Management Process, are reflected in RTC's current MTP. The Plan seeks to make most efficient use of the regional transportation system and includes consideration of Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) strategies. The CMP work element provides more details on RTC's work to develop the CMP during FY 2014.
- **The Transportation System Management and Operations (TSMO)** and Vancouver Area Smart Trek (VAST) program is addressed under a separate work element description. The MTP includes a TSMO pilot project, strategies, and future operational projects.
- **Demand Management** - RTC works with local partners to implement transportation demand strategies as outlined in local Commute Trip Reduction plans adopted in 2007. Current affected local jurisdictions, as determined by the State's CTR law, are: Vancouver, Camas, Washougal, and unincorporated Clark County. In FY 2014, RTC continued to work with local partners to manage transportation demand. The C-TRAN vanpool program is supported as well as Vancouver's Destination Downtown strategy. No annual CTR report from this region was required by WSDOT in FY 2014. RTC staff participated in the September 11, 2013 meeting of Employer Transportation Coordinators (ETCs) convened by Vancouver staff. Data and information on telecommuting were provided to the Columbian's staff reporter in June 2014.
- **Active Transportation and Healthy Clark County**– The MTP reflects work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed in the MTP and the MTP cross references the Clark County Bicycle and Pedestrian Master Plan. RTC staff participated in monthly meetings of Clark County's Bicycle and Pedestrian Advisory Committee (BPAC) to discuss bicycle and pedestrian policies and implementation of specific bike/pedestrian projects. RTC staff prepared and presented information on transportation funding programs at the June 16 BPAC meeting. Transportation is a key factor in the health of the community with safe healthy transportation choices an important part. RTC continues its participation in meetings of the Southwest Washington Healthy Living Collaborative, participated in the September 30 Complete Streets Training hosted by Clark Public Health and

facilitated by Pete Lagerwey and Michael Ronkin. RTC staff also participated in quarterly statewide Active Community Environments (ACE) conference calls. Staff participated in a Nov. 19 webinar hosted by WSDOT, DOC and DOH on “Land Use Planning for Physical Activity: the planning framework, the Growth Management Act, physical activity and the comprehensive plan, zoning for physical activity.”

Worked with Clark County Public Health staff to complete the evaluation of consultant assistance to help advance Complete Streets in the region and to prepare an RTAC agenda item on the health and community benefits of active transportation. RTC worked with Public Health to help organize a follow-up workshop on Complete Streets to be held in fall 2014 and met with the selected Completed Streets consultant (Alta Planning) on June 10.

- **Changing Demographics and Lifestyles** – the MTP considers how changing demographics and lifestyles affect transportation demand. This includes aging of the population as addressed by the Accessible Transportation Coalition Initiative and Clark County’s Commission on Aging.
- **Human Services Transportation Planning (HSTP)** - The process to develop the region’s Human Services Transportation Plan and human services transportation project priorities is led by RTC. RTC coordinates with local stakeholders and human service transportation providers to address the special transportation needs of the elderly, people with disabilities, and low-income populations. RTC continued participation in regular meeting of the region’s Accessible Transportation Coalition Initiative to address special needs transportation and work to inventory community resources, coordinate Veteran’s transportation efforts, identify formal and informal transportation and identify innovative services that could be implemented. RTC also participated in a sub-committee to look at use of GIS in HSTP planning.

A full description of work on the HSTP update in FY 2014 is included in the HSTP work element.

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

RTC staff participated in monthly freight webinars hosted by the Federal Highway Administration on topics such as the August 21, webinar on “Supply Chain State of Logistics Report” and the November 20 webinar on “An Overview of the Draft Highway Primary Freight Network”. A January 22 webinar focused on the next federal transportation act update and freight initiatives including MAP-21 freight activities, a freight conditions and performance report and an overview of the work of the US DOT National Freight Advisory Committee. The February 19 webinar focused on freight mega-regions, the March 21 webinar on “Freight Movement in Complete Streets settings” and the June 26 webinar on the “Use of Freight Analysis Framework (FAF) data in economic analysis.” An RTC staff member completed the NHI workshop on Freight and Land Use held in Vancouver on September 18, 2013.

RTC completed FHWA’s National Freight Survey questionnaire as part of FHWA Headquarters’ survey to put together a “national snapshot” freight assessment every “odd” year for MPOs and every even years for states.

RTC staff discussed the 2010 Freight Study with Vancouver staff as they prepare to conduct a Westside freight circulation plan. RTC’s Executive Director also participated in a meeting with Vancouver and Port staff to discuss Westside Vancouver freight transportation issues. The Director also attended the Great Northern Corridor rail scenario workshop held in Vancouver

on May 13. RTC also participated in as a member of the technical team convened by the Port of Portland to update the Portland bi-state commodity flow study last updated in 2002.

RTC distributed request for classification counts to local jurisdictions for WSDOT's Freight and Goods Transportation System update and coordinated with local jurisdictions and Ports regarding the WSDOT Freight Transportation Plan and potential project submittals for FMSIB consideration in October 2013 and reviewed the draft State Freight Plan in June 2014.

- **Air Quality and Climate Change** – The updated MTP reflects strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions per RCW 70.235.020, RCW 47.01.440 and Governor's Executive Order 09-05 – Washington's Leadership on Climate Change.
- **Consistency** – RTC worked with local partners to ensure continued consistency between transportation elements of the cities' and county's comprehensive growth management plans and the MTP.
- **Land Use and Transportation Coordination and Integration:** The Clark County region recognizes the connection between land use and transportation. In FY 2014, RTC and County staff coordinated on the County's 2016 Comprehensive Plan update.

FY 2014 Products: MTP

(i) Metropolitan Transportation Plan Products

- Refreshed website material on the RTP, both the 2011 current version and news on the 2014 update. See RTC website at: <http://www.rtc.wa.gov/programs/rtp/clark/>
- Regular Regional Transportation Advisory Committee and RTC Board briefing memos on the RTP and component elements.
- Resulting from the slower growth scenario analysis, an overview of the most critically needed of current MTP-listed capital and capacity projects was prepared and presented to the RTC Board in December 2013.
- The 2014 Safety Assessment was adopted by the RTC Board in April 2014 and made available at: <http://www.rtc.wa.gov/reports/safety/SafetyMgmt2014.pdf> The updated Safety Assessment will be integrated into the 2014 RTP update.

I-205 CORRIDOR ACCESS AND OPERATIONS STUDY

The goal of the I-205 Corridor Study is to reexamine and reprioritize the long-range MTP list of capital projects in the I-205 corridor. The study is to ensure that the recommendations for transportation investments in the I-205 corridor are integrated and provide the best combination of improvements in light of limited transportation revenue. The study's goal is to conduct a shorter-term (2022) and long-term (2035) corridor analysis to look at applying low capital improvements to improve performance by using a wide array of operational and alternative strategies. Phase 1 of the Corridor Study was completed in FY 2013 and arrived at a set of recommended core projects which would incrementally add capacity through system expansion and interchange modifications at key locations. These core projects have a cost estimate of \$138 million in comparison with the \$540 million of capital investments identified in the Metropolitan Transportation Plan (MTP, December 2011). Phase 2 of the Corridor Study focusses on traffic management solutions to work together with the incremental core capital projects consistent with Washington State Department of Transportation "Moving Washington" principles.

- Regular meetings of an I-205 Transportation Advisory Committee and Modeling Team were held involving RTC, WSDOT, local jurisdictions and C-TRAN. The Committee reviewed operational and system management strategies to make the transportation system operate more efficiently and predictably as a supplement or replacement for capital roadway expansion. The Committee discussed freeway management and operational strategies such as merge lane extensions, signing and striping, ramp meters, variable freeway lane speeds, and other low cost strategies. On the arterial system strategies such as intelligent transportation systems, signal system upgrades, signal coordination, traffic responsive systems, and access control were discussed. A meeting was also held to discuss SR-14 congestion issues relating to connections with the I-205 corridor.
- RTC and WSDOT modeling staff coordinated on use of EMME, VISSIM and Synchro to conduct modeling and traffic micro-simulation in the I-205 corridor in iterative steps. Modeling activities included output of year 2022 and year 2035 system performance and VISSIM-output animated traffic visuals used in RTC Board presentations to show traffic conditions in the corridor. RTC and WSDOT reviewed Dynamic Traffic Assignment (DTA) results. Analysis included looking at operational solutions such as revised merge locations and ramp metering at interchanges.
- Memos and briefings on the I-205 corridor were provided to both the Regional Transportation Advisory Committee (RTAC) and the RTC Board. In July 2013, RTC staff reviewed the types of traffic operations strategies and measures to be used for the short term 2022 analysis. The short term analysis examined how well the corridor performs if the only corridor capital improvement was the already funded 18th Street Interchange and how the addition of operational improvements can manage the corridor most effectively. In January 2014, an RTC Board update focused on the 2022 transportation capital system improvements, I-205 corridor demographic characteristics and 2022 regional transportation system performance together with a list of the 2022 low cost, short-term operational improvements being analyzed. A May 2014 RTC Board briefing focused on the “southbound I-205” operations and interchange merging areas.

FY 2014 Products: I-205 Corridor Study

- Regional Transportation Advisory Committee technical memoranda and RTC Board briefing memos on the I-205 Corridor Study as described above to summarize key findings and identify outstanding issues.
- Regional travel forecast and VISSIM microsimulation output for analyzing corridor performance.
- Public outreach on the I-205 corridor study resulted in a Columbian news article, see <http://www.columbian.com/news/2014/may/09/small-fixes-i-205-planners-congestion-funding/>

FY 2014 Financial Data: MTP and I-205 Corridor

Amount Budgeted	MTP: FHWA/FTA/STP/RTPO		
	FY14	Balance	YTD Percent
\$327,167	\$292,346	\$34,821	89%

FY 2015: RTP Update and I-205 Corridor

Though the next MTP update is not due for RTC Board approval until late 2015 and air quality conformity determination due by January 12, 2016, the next update of the Regional Transportation Plan for the Clark County region is scheduled for completion in December 2014. Work on performance measurement as required by MAP-21 has made progress at the regional level but has been somewhat delayed because of later than expected issuance of rulemaking at the federal level.

The I-205 corridor study is now close to completion and corridor projects identified in the 2014 RTP update will reflect Study findings. Upon completion, the study will recommend a set of operational strategies and capital recommendations and priorities proposed for the full length of the Clark County portion of the I-205 corridor that will serve to promote the greatest efficiencies and safety prior to making major capital investment. The potential for bus on shoulder in the I-205 corridor is beginning to be researched and the possibility of carrying out a feasibility study is being discussed.

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

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

- The TIP development process cycle began in FY 2013 and was completed in FY 2014 with adoption of the 2014-2017 Transportation Improvement Program on October 1, 2014 (RTC Board Resolution 10-13-22). The region's TIP is fiscally constrained by year to reflect the programming of federal funds for the selected projects. The consistency between TIP project selection criteria and RTP system performance goals and performance measures is documented in a graphic contained in the TIP. For each project, the estimated total project cost is included. The TIP includes an annual list of implemented projects since the last TIP's adoption as well as a list of bicycle and pedestrian projects. The type of environmental review and analysis (Environmental Impact Statement, Environmental Assessment or Categorical Exclusion) anticipated for each TIP project is noted.
- The adopted TIP was submitted to WSDOT for inclusion of projects in the State Transportation Improvement Program (STIP) with project information input electronically through the web-based STIP software. The 2014-2017 TIP programs approximately \$197 million in funding including \$13.2 million in newly-programmed STP and CMAQ funds for 2016-2017.
- Prior to TIP adoption, a call for project submittals for funding in the 2014-2017 TIP was made on June 20, 2013 with project applications due to RTC by July 26. On July 16, RTC hosted a meeting to discuss STP rural funding with affected local jurisdictions; Clark County, City of Ridgefield, City of La Center and Yacolt and Rural STP project applications were received up to August 6 and evaluated by RTC staff. Staff subsequently met with rural STP applicants to explain the ranking of projects based on evaluations. The Regional Transportation Advisory Committee (RTAC) reviewed project evaluation, prioritization and selection in August and September 2013 and the RTC Board reviewed the project ranking in September 2013. The TIP programs both regionally-selected projects and other regionally significant projects. Air quality conformity analysis is not required for the TIP due to the Clark County region's air quality status, though a conformity determination is included in the TIP. The emissions reduction benefits provided by CM/AQ funded projects were calculated and considered as part of the project evaluation process. RTC staff prepared for a call from the Interagency Consultation Team that met on October 29, 2013 to discuss the 2014-2017 TIP air quality conformity determination.
- Following evaluation of projects and completion of a draft 2014-2017 TIP, it was released for public comment on August 22 through October 1. A media release was issued, made available on RTC's website and circulated to local media including both Clark County and Vancouver neighborhood programs who, in turn, distribute notification to neighborhoods via electronic communications. The draft 2014-17 was made available for public comment on RTC's website. Public comments were solicited with a media release notifying the public of the draft TIP's availability, and targeted notices distributed to Clark County and Vancouver neighborhoods through the City and County neighborhood programs. The public was invited to provide formal testimony and comment during the Citizen Communications agenda item at regular monthly RTC Board meetings with specific time set aside for TIP comments at the October 1, 2014 meeting. Four people testified against the Fourth Plain BRT project. An e-mail was received in support of TIP projects that support the bicycle transportation mode. RTC staff provided these public comments in the TIP's public comment summary.

- The programming of Transportation Alternatives Program (TAP) projects in the TIP was completed in FY 2014 following a project selection process in FY 2013. The recommended projects were forwarded to the RTC Board for approval in July 2013 and projects were subsequently programmed in the TIP/STIP.
- RTC coordinated the grant application process for federal, state and regionally-competitive fund programs within the region. In FY 2014, this included federal Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CM/AQ) programs and Transportation Improvement Board (TIB) programs. RTC communicated results of the Transportation Improvement Board's November 22, 2013 project funding decisions to RTAC and RTC Board members.
- RTC staff gave assistance to local jurisdictions in developing their local Transportation Improvement Programs and in developing transportation funding applications. RTC staff participated in Clark County's Transportation Improvement Program process to develop the County's 2014-2019 TIP and in the City of Vancouver's process to develop its 2014-2018 TIP. Throughout the year, RTC staff met with locals to discuss opportunities for project funding applications and on STIP database management. Meetings with locals included discussions on project phasing, a potential funding plan for Vancouver's 18th Street, ribbon cutting for Camas's NW 38th Avenue project on October 17, 2013, coordination between STP-TMA and TIB project applications in light of the new TIB banding criteria, liaison between FHWA and Clark County on the County's 119th Street project and discussion with Port of Ridgefield staff on the rail crossing project.
- RTC staff tracked statewide Obligation Authority Task Force activities and addressed issues arising from updated WSDOT H&LP policy and rules for local obligation authority of federal funds. The new "use it or lose it" policy impacts how RTC manages the region's obligation of federal projects. RTC's Director participated in WSDOT H&LP's Project Delivery Task Force meeting on Sept. 12 to discuss possible obligation authority redistribution. Throughout the year, RTC staff monitored funding obligation and implementation of projects programmed in the TIP through monthly reports from WSDOT. The status of funding obligation was regularly reported to Regional Transportation Advisory Committee members with the intent of ensuring the region obligates its allocated STP and CMAQ funding. RTC helped local agencies celebrate project completion e.g. the Camas NW 38th Avenue project ribbon cutting held on October 17, 2013.
- During FY 2014, TIP amendments processed by RTC, reviewed by the Regional Transportation Advisory Committee (RTAC), approved by the RTC Board, and forwarded to WSDOT for inclusion in the State Transportation Improvement Program (STIP) included: (1) Resolution 07-13-14: Clark County Signal Optimization Projects; (2) Resolution 07-13-15: Port of Ridgefield Pioneer Street Railroad Overpass-Phase II; (3) Resolution 08-13-18: WSDOT's I-5/NE 39th Street to NE 99th Street Paving; (4) Resolution 03-14-03: Washougal Jemtegaard Trail; (5) Resolution 03-14-04: La Center Aspen at 18th Crosswalk; (6) Resolution 04-14-05: Clark County NE 119th Street; and (7) Resolution 06-14-12: WSDOT Pavement Repair. RTC also handled TIP administrative modifications and corrections during the course of the year.
- RTC staff attended informational trainings and workshops related to the TIP and the State Transportation Improvement Program (STIP) including a May 15 STIP training held in Vancouver and a TIB funding workshop held in Vancouver on June 12. RTC staff assisted local agencies with STIP management by guiding them through steps to input project details using the STIP software.

- In spring 2014, a Regional Transportation Advisory Committee (RTAC) sub-committee began development of the 2015-2018 TIP development process with consideration of the overall process and transportation project selection criteria. The decision was to leave the TIP process and criteria unchanged from the previous year. The TIP policies and process are available on RTC’s website. The call for 2015-2018 TIP project applications was issued by RTC at the June 20, 2014 RTAC meeting with project applications due on July 25 and details provided for partner agencies on RTC’s website at <http://www.rtc.wa.gov/programs/tip/>. RTC led a June 5 meeting of planning partners to discuss Rural STP funding in the upcoming 2015-2018 TIP.

FY 2014 Products:

- 2014-2017 Transportation Improvement Program (RTC Board Resolution 10-13-16, October 1, 2013) with projects input to STIP. See RTC website:
<http://www.rtc.wa.gov/programs/tip/>
- TIP amendments as described above.
- Programming of Transportation Alternatives Program (TAP) funded projects in the TIP/STIP following RTC Board action to approve the selected projects.
- Regular monitoring and reporting on TIP implementation and obligation of funds to RTAC and RTC Board.
- Annual list of obligated projects in 2013 posted to RTC’s website in March 2014:
<http://www.rtc.wa.gov/programs/tip/projects/>
- TIP policies and procedures for the 2015-2018 TIP reviewed by TIP process participants.
- A summary list of projects implemented since 2010 having a federal funding component with competitive funding decisions made by RTC at the regional level.

FY 2014 Financial Data:

Amount Budgeted	TIP: FHWA/FTA/RTPO Expenditures		
	FY14	Balance	YTD Percent
\$121,173	\$86,056	\$35,117	71%

FY 2015:

The Transportation Improvement Program work element will continue in FY 2015.

CONGESTION MANAGEMENT PROCESS

The Congestion Management Process is a key component of RTC's metropolitan planning program. The Congestion Management Process provides current and trend based performance data which informs project scoping and funding in the regional planning and programming process. The CMP includes a process that considers congestion management strategies in relation to transportation needs identified through capital facility plans and other planning efforts. Identified corrective actions in the form of projects and initiatives are then incorporated into the Regional Transportation Plan and are eventually programmed through the Transportation Improvement Program.

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

- RTC's CMP addresses all six required elements of the CMP as outlined in 23 CFR 450.320(c). The CMP report describes these required elements and explains how they are addressed.
- The 2013 CMP Report (RTC Board adopted, July 2014), as well as prior annual reports dating back to 2000, can be viewed at RTC's website at <http://www.rtc.wa.gov/programs/cmp/>. These reports highlight data collection and transportation corridor analysis efforts over the years.
- RTC staff worked closely with WSDOT, local jurisdictions, and C-TRAN, to develop and draft the 2013 Congestion Management Monitoring Report in FY 2014. The Regional Transportation Advisory Committee reviews and comments on data collection needs as well as draft versions of the CMP Report. Bi-state transportation partners, Metro and ODOT, are also involved in the CMP report's development as they are members of RTC's RTAC Committee.
- RTC's CMP reports provide a systematic, system-wide approach to monitoring corridor congestion and identifying specific areas of concern. The Report includes a full discussion of PM and AM peak period findings as well as additional system performance measures. The report includes auto system performance as well as data and links to information on pedestrian, bicycle, freight, and transit transportation systems. The report identifies a number of strategies to help the region maintain reliable travel speeds and sufficient transportation system capacity. Over time, the CMP report has evolved and now includes performance measures including an assessment of: travel time; travel speed; vehicle occupancy; intersection delay; collision rates; transit occupancy; park-n-ride occupancy; truck percentages; mode choice; and other performance measures. The CMP reports on thirty-one regionally significant transportation corridors in Clark County.

- RTC's Congestion Management Process has evolved to support the long-term Regional Transportation Plan's transportation goals and objectives and links closely to the Transportation Improvement Program (TIP), Vancouver Area Smart Trek (VAST), Transportation System Management and Operations (TSMO), and other planning efforts in the region. The latest RTP update (December 2011) incorporated findings and highlights from the Congestion Management Process. The CMP is used to help identify RTP transportation needs, projects and transportation strategies. The CMP provides information on developing transportation investment priorities which feed back into the regional planning process and the programming of projects in the TIP. The TIP includes use of project selection criteria that rewards projects that address CMP areas of concern. The CMP links closely to RTC's TSMO Plan with TSMO strategies focused on lower cost operational and multimodal projects that better utilize existing transportation facilities. Other planning efforts, such as high capacity transit study, Transportation Demand Management (TDM), pavement preservation and maintenance efforts also link with the CMP process.
- Each year, transportation data is collected including traffic volume counts, turning movements, vehicle classification counts, corridor travel speed, automobile occupancy, and transit ridership. Both the CMP Report and traffic count data are available on RTC's website. Traffic counts are factored to take account of seasonality, day of week and time of day. Traffic counts are scanned and stored to help meet regional transportation data needs and to help future regional travel forecast model enhancement and update. C-TRAN's automated passenger counting system is used for transit data collection and analysis. There is strong linkage between the CMP and Transportation System Management and Operations efforts with mutual use of Portland State University's Portland Transportation Archive Listing (PORTAL) transportation data archive and retrieval system. PORTAL archived data will be used increasingly in CMP efforts in the future.
- Traffic count data provided to RTC by local jurisdictions and PORTAL data is augmented by traffic count data, travel speed data and travel time data collected by independent consultants hired by RTC. RTC administers the collection of data and meets with local jurisdictions to coordinate their data needs. Quality Counts is under a 3-year contract with RTC to provide on-call data collection services to support the CMP.

FY 2014 Products:

- 2012 Congestion Monitoring Process Report. The Report and its findings were endorsed by the RTC Board on August 6, 2013 (RTC Board Resolution 08-13-19) and is available on RTC's website.
- 2012 Congestion Management Process, Summary Report (August 2013).
- Traffic data and ridership for the CMP program were counted in October and early November 2013.
- 2013 Congestion Monitoring Process Report. While the 2013 CMP Report was prepared in FY 2014, its final adoption fell in FY 2015. The 2013 Report was developed by RTC and endorsed by the Regional Transportation Advisory Committee (RTAC) at its June 20, 2014 meeting. The Report includes a graphic showing steps in the CMP process with linkages to RTC's transportation plans, programs and reports allowing for identification of project needs through the CMP. It also includes a graphic showing data collection and flow to inform planning and programming of transportation projects. The CMP presents a multi-modal review of both existing and future year transportation system performance and the report provides

comparisons with prior year system performance. The 2013 Report is available on RTC's website following RTC Board review in July 2014.

- RTC's website at <http://www.rtc.wa.gov/programs/cmp/> documents the congestion Monitoring Process and provides the latest annual report.

FY 2014 Financial Data:

Amount Budgeted	Congestion Mgmt Process 2012: STP		
	FY14	Balance	YTD Percent
\$251,733	\$68,733	\$183,000	27%

FY 2015:

- The Congestion Management Process element will continue in FY 2015. The annual CMP report will again provide transportation system monitoring data for local jurisdictions. The CMP report will become an even more important element as MAP-21, with its performance measurement requirements, is implemented. As the next Regional Transportation Plan (RTP) update is developed, there will be enhanced linkage and integration between the CMP and RTP with the CMP used to help identify transportation deficiencies and solutions.

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

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

Within the past decade, under the VAST program, Southwest Washington has made significant progress in ITS implementation with regional cooperation to set policies, develop plans and infrastructure projects.

Collaboration has led to significant accomplishments in the area of regional traffic operations including standard regional signal protocol across jurisdictions and remote monitoring of signals, coordinated regional fiber optic deployment, variable message signs, roadway cameras and detection, traveler information, 24/7 WSDOT transportation management center, video and data sharing between agencies, transit signal priority, and ITS project planning and funding coordination (VAST).

The VAST work program focuses on communications and the high tech side of transportation while Transportation System Management and Operations (TSMO) focusses on transportation system operations.

- RTC website materials describing the Vancouver Area Smart Trek (VAST)/TSMO program, ITS initiatives and the 20-year ITS Plan were developed.
- RTC continued to serve as lead agency for the management and coordination of the Vancouver Area Smart Trek (VAST); the regional ITS program. RTC coordinates with VAST agencies on ITS project development and joint funding opportunities.
- RTC emphasized areas providing support to partner agencies on transportation operations and planning.
- RTC continued to organize and manage meetings of the VAST Steering Committee, made up of the partner agencies, as the forum for discussing transportation operations and technology and has been both a successful collaboration and an effective way for the agencies to coordinate on project delivery, joint project funding, monitoring project development, and project integration. The Steering Committee team is made up of RTC, the City of Vancouver, the Washington State Department of Transportation, Clark County, C-TRAN, the City of Camas, and the Oregon Department of Transportation. The Committee is established to define roles and responsibilities, support the deployment of the VAST program, provide oversight for ITS project coordination and integration in order to meet the goals of maximizing efficiency in system and funding use, reaching consensus on project priorities for funding and ensuring technical consistency with the ITS architecture.
- RTC staff managed the Communications Infrastructure Committee (CIC), formed under the Communications Infrastructure Memorandum of Understanding (MOU). The CIC is responsible for discussion of technical communication issues at the direction of the VAST Steering Committee and provides comments, guidance, and makes recommendations to the Steering Committee. The VAST CIC addresses the sharing, maintenance, and standards for ITS communications infrastructure and equipment.

Communications Infrastructure Committee (CIC) agenda items and work effort in FY 2014 included:

- Interoperability Agreement changes.
- Review and update of Master Permit List and status of permits both new and existing, including a Fourth Plain fiber permit for Bus Rapid Transit system.
- The Regional Communications Plan
- Regional ITS Data Network with connections to PSU
- VAST TIP project applications
- Fiber and construction updates.
- The VAST Regional Communications Plan update.
- OSPInsight database maintenance after 2014.
- Video sharing
- TSMO Pilot Project Phases One and Two. The pilot project supplements existing advanced traffic management system projects on Andresen Road and Mill Plain Boulevard by installing devices that monitor arterial performance including travel times, vehicle origin-destinations, volumes, and

classification. Clark County, with support from the partner agencies, is leading the project's implementation. RTC provided assistance. Phase two evaluates the new transportation technology and provides additional operational improvements.

- Transportation Data Archive: Portal, a regional transportation data archive operated/maintained by Portland State University (PSU), plays a key role in transportation performance measurement. Transportation agencies in Clark County began their participation in Portal during the development of the TSMO Plan.
- RTC worked to continue cooperation among the partner agencies for the management of ITS assets.
- RTC coordinated with TSMO pilot project consultants and local agency staff. RTC staff coordinated with TSMO pilot project consultants and local agency staff to discuss the project's progress and to prepare for a presentation to the October 2013 Oregon Transport meeting.
- RTC staff coordinated with bi-state partners, including Metro, and participated in meetings of Oregon Transport, which is the Oregon region's equivalent of the VAST Steering Committee, and Oregon Transport Technical Advisory Committee. Bi-state coordination is with ODOT, Metro and TriMet. ODOT and WSDOT have a fiber link at the Interstate Bridge. The Oregon Transport process also includes the VAST regional architecture as a project component of its regional architecture. Portland State University's PORTAL data archive system will be of increasing importance in data archiving, retrieval and analysis of traffic conditions in the future. RTC has maintained close coordination with the PORTAL team as the system is developed. On October 25, 2013, RTC staff participated in a web-based meeting between consultants, RTC and PSU staff to discuss transfer of BlueMAC data from RTC's server to PSU's PORTAL including data formatting, networking mechanics and agreements needed to make the connection and transfer.
- RTC staff coordinated with bi-state partners on the bi-state travel time project in preparation for ITS variable message signs being switched on to enhance traveler information available to motorists as they drive on the freeway system in the Portland-Vancouver region.
- RTC staff continued to take advantage of trainings on TSMO.

FY 2014 Products:

- Coordination of ITS activities within Clark County and liaison with Oregon ITS.
- Management of the VAST program, including coordination of the preparation of agreements needed to support the implementation of the VAST program and the deployment of ITS projects.
- Agreements with consultant team, IBI Group, for assistance on the VAST/TSMO Work Program. VAST Program Professional Services, RTC Board Resolution 07-13-16, July 2, 2013.
- Agenda and facilitation of the VAST Steering Committee and the Communications Infrastructure Committee.
- RTC website materials to explain the work of the VAST/TSMO program.
- Completion of joint funding applications and successful programming of projects in the Metropolitan Transportation Improvement Program (MTIP).
- RTC Board meeting materials and briefings on the VAST/TSMO program; VAST Program Professional Services, Resolution 07-13-16 (July 2, 2013), Vancouver Area Smart Trek: Regional Communications Plan, Resolution 04-14-06 (April 1, 2014), preparation of a report on the VAST program for presentation at the July 1, 2014 Board meeting.
- Continued implementation and monitoring of the 10-year TSMO Implementation Plan.
- Coordination with Clark County to manage the consultant contract for the Andresen/Mill Plain Data Collection Pilot Project and monitor progress of the Pilot Project.
- Continued collaboration with the Portland State University (PSU) PORTAL (Portland Transportation Archive Listing) data archive continues to be updated and expanded.
- Operational projects programmed for funding in the 2014-2017 MTIP were derived from and are consistent with the 10-year TSMO Implementation Plan.

FY 2014 Financial Data:

Amount Budgeted	VAST 2013/2014: STP		
	FY14	Balance	YTD Percent
\$150,000	\$100,602	\$49,398	67%

Amount Budgeted	VAST Regional Communications Plan: STP		
	FY14	Balance	YTD Percent
\$43,000	\$5,213	\$37,787	12%

Amount Budgeted	VAST 2012/2013: CM/AQ		
	FY14	Balance	YTD Percent
\$53,416	\$53,416	\$0	100%

FY 2015:

RTC will continue the work of the VAST program in FY 2015 under a combined work element that includes the VAST program and Transportation System Management and Operations (TSMO)/ITS.

HUMAN SERVICES TRANSPORTATION PLAN

First instituted as one of the new requirements of the federal transportation act, SAFETEA-LU (2005), the Coordinated Human Services Transportation Plan (HSTP) continues to be a significant part of the metropolitan transportation planning program. Regular update of the HSTP continues to be a requirement of the existing federal transportation act, MAP-21. The intent of the Human Services Transportation Plan is to identify transportation needs and solutions and thereby improve transportation services for people with disabilities, seniors, and individuals with lower incomes as well as those in rural locations who cannot provide transportation for themselves. From the needs identified in the HSTP, human services transportation providers can then develop projects to submit to WSDOT for funding consideration through the consolidated public transportation grant program and within the Clark County urban area is the basis for determining how to spend FTA 5310, Enhanced Mobility of Seniors and Individuals with Disabilities, program funds.

- RTC coordinated with WSDOT/Agency Council on Coordinated Transportation (ACCT) staff about requirements for the HSTP update and worked on elements of the HSTP update required by ACCT guidelines, namely stakeholder collaboration, emergency management, data and information, identification of unmet transportation needs and development of prioritized solutions to meeting public transportation needs.
- RTC staff coordinated with human services transportation providers and interested parties in the three counties to make preparations for the 2014 Human Services Transportation Plan update.
- Since the October 2011 Easter Seals initiative which created the Accessible Transportation Coalition Initiative (ATCI) in the region, RTC staff have helped to organize and participated in regular ATCI meetings. In FY 2014, ATCI meetings have convened special transportation needs stakeholders to discuss issues such as how GIS can aid human service transportation planning, the work of the Human Service Council's VISTA staff member on mobility management activities and research into the viability of a 1-Call/1-Click Transportation Resource Center in the region, formal and informal transportation resources, a special transportation needs survey conducted across RTC's 3 counties, Clark County's Aging Commission's Transportation Subcommittee, WSDOT's statewide Human Services Transportation Plan, process and timeline for the 2014 update, update on the work of C-TRAN's ADA Task Force, public meetings, need for a community vanpool, project updates from Ride Connections and volunteer driver recruitment efforts, transportation needs and potential project applications for the Consolidated Public Transportation grant program and C-tRAN FTA 5310 funds. ATCI meetings were held in FY 2014 on September 27, October 10, and December 10, 2013 and January 9, March 24, April 24, May 15 and June 24, 2014.
- RTC staff prepared a Memorandum to brief members of Clark County's Regional Transportation Advisory Committee (RTAC) on the HSTP update at the January 2014 meeting and spoke of special transportation needs at the June 2014 meeting. RTC staff also briefed members of the Skamania and Klickitat Counties Transportation Policy Committees several time during the year and presented the requirements for the HSTP update to the RTC Board.
- RTC staff reviewed and analyzed data and information relevant to the HSTP update.
- RTC communicated with stakeholders regarding the 2014 HSTP update, participated as a member of C-TRAN's ADA Task Force, attended meetings of the Clark County Commission on Aging with an HSTP presentation to member on May 20, 2014. An HSTP presentation was made

to the C-TRAN Citizens Advisory Committee at the CAC meeting held on June 26, 2014 and feedback was received from members. RTC also participated in Gorge Translink to discuss special transportation needs in the bi-state Columbia Gorge area.

FY 2014 Products:

- Meeting agenda and summary meeting reports for the Accessible Transportation Coalition Initiative (ATCI) and Human Services Transportation Plan meetings in Clark, Klickitat and Skamania counties as well as briefings, Memos and PowerPoint presentations to support HSTP meetings, RTAC, Skamania and Klickitat Transportation Policy Committee and RTC Board meetings.
- An updated HSTP stakeholders e-mail list.
- RTC website update for the HSTP, see <http://www.rtc.wa.gov/programs/hstp/>

FY 2014 Financial Data:

Amount Budgeted	Human Services Transportation Plan: FTA		
	FY14	Balance	YTD Percent
\$80,000	\$27,713	\$52,287	35%

FY 2015:

A draft update to the Human Services Transportation Plan for the three county region is anticipated for completion in September 2014. RTC will also work with stakeholders to determine project priorities prior to projects being submitted to WSDOT for funding consideration by November 19, 2014.

FOURTH PLAIN TRANSIT IMPROVEMENT PROJECT (BUS RAPID TRANSIT)

The Fourth Plain Transit Improvements Project is led by C-TRAN and is a coordinated effort with RTC and City of Vancouver. The region completed a High Capacity Transit System Plan in December 2008 to serve as a guide for C-TRAN and Clark County communities as transit improvements are planned in the recommended HCT corridors. Subsequently, C-TRAN's 20-year Transit Plan, *C-TRAN 2030*, was adopted by the C-TRAN Board in June 2010. C-TRAN's Plan recommended the Fourth Plain corridor as the priority High Capacity Transit corridor. In FY 2011 and 12, RTC assisted C-TRAN in carrying out an Alternatives Analysis (AA) to assess transit improvements needed in the Fourth Plain Corridor culminating in adoption of a Locally Preferred Alternative (endorsed by the RTC Board, on August 7, 2012 (Resolution 08-12-12) with Bus Rapid Transit as the transit mode.

During FY 2014, RTC's participation in the Project included:

- Technical support to C-TRAN in the project development phase of the Fourth Plain BRT project under FTA's Small Starts process. RTC provided regional travel forecast model data to support the transit and traffic analysis that would inform preliminary engineering, final design, and the FTA Small Starts project funding application.
- Participation as a member of the Project Management Team two (PMT) coordinating with C-TRAN and City of Vancouver. RTC attended two PMT workshops in September and October 2013 at the outset of the project development phase focused on Small Starts submittal, downtown routing and station locations, Mall area routing and stations and Mall Transit Center relocation, Fort Vancouver Way station options, public involvement events and other items/decisions needed to set the NEPA project "footprint". Subsequent monthly meetings of the PMT focused on a Public Involvement Plan, environmental study plan and schedule, FTA review milestones, Small Starts guidance and submittal deadline, use of year 2015 to estimate "existing conditions", BRT LPA project termini (downtown to the Mall) in light of the I-5 Columbia River Crossing Project's termination, risk assessment, BRT station design and needs, preparations for and feedback from the March 25-27 Value Engineering Team Workshop, platform and shelter design, the Mall Transit Center, 60% design cost estimate, project branding, Vancouver's development and site review process and feedback from City Council briefings. The February PMT meeting included PMT members and C-TRAN Maintenance and Operations staff to review 30% BRT project design drawings.
- Participation in monthly C-TRAN/Federal Transit Administration (FTA) coordination meetings to discuss project and NEPA schedule and status, project management oversight contractor, BRT-related improvements to C-TRAN's maintenance facility, the Small Starts Governmental Agreement, current projects (State of Good Repair) including funding implications and impacts on NEPA/FTA reviews, advance Right-of-Way acquisition pre-NEPA completion, and updates from FTA on the Small Starts project process including new FTA draft guidance issued 12/11/2013.
- Support to C-TRAN in community outreach events for the BRT project including attendance at the BRT Corridor Advisory Committee meetings.
- Preparation for the October 1, 2013 RTC Board meeting that included a resolution brought forward by County Commissioner Madore to consider deleting the Fourth Plain BRT project from the 2014-2017 MTIP prior to a November 2013 advisory vote of Clark County voters.

FY 2014 Products:

- RTC Regional Travel Forecast Model output to inform the Fourth Plain BRT project development and FTA Small Starts application.
- Further details of the Fourth Plain Transit Improvement Project are to be found on C-TRAN's website at http://www.c-tran.com/brt_files/templates/brt.php

FY 2014 Financial Data:

Amount Budgeted	Fourth Plain BRT AA: STP		
	FY14	Balance	YTD Percent
\$23,802	\$23,776	\$25	100%

FY 2015:

RTC will continue to assist C-TRAN in transit system development through RTC's Data, Travel Forecasting, Air Quality and Technical Services and Coordination and Management work elements.

SKAMANIA COUNTY RTPO

RTC staff continued to assist Skamania County with regional transportation planning issues including monitoring of transportation system performance. A highlight of the program in FY 2014 was update to the Regional Transportation Plan for Skamania County (RTC, June 2014).

- RTC provided ongoing transportation technical assistance to Skamania County as part of a coordinated transportation planning process.
- RTC staff organized and led regular meetings of the Skamania County Transportation Policy Committee held on August 7, October 2, and December 4, 2013, February 5, April 2 and June 4, 2014. RTC and WSDOT staff coordinated the development of agenda items, meeting materials and presentations as well as meeting minutes for each meeting. In FY 2014 these agenda items included:
 - 2014-2017 RTPO Transportation Improvement Program development. Projects input to web-based STIP software for inclusion in the State Transportation Improvement Program.
 - 2013 WSDOT traffic counts.
 - Review and editing of the Regional Transportation Plan for Skamania County over several months including review of demographic forecasts, project needs and bi-state regional infrastructure and transportation needs vital to the economy of the region. Work culminated in recommendation of the updated RTP by the Skamania County Transportation Policy Committee at the April 2, 2014 meeting for RTC Board adoption at the June 2014 Board meeting.
 - Federal funding obligation policy and status.
 - Transportation funding opportunities and discussion of ways to leverage transportation funds, including Transportation Improvement Board grant programs, applications and awards, and federal funding allocations.
 - An overview of the updated Target Zero, Washington's Strategic Highway Safety Plan (WSDOT, December 2013).
 - Discussion of prospective projects to submit for Washington State's Freight Mobility Plan consideration and subsequent review of the public draft Freight Mobility Plan.
 - Review of RTC's draft Public Participation Process update.
 - Introduction of the 2014 update to the Human Services Transportation Plan.
 - Introduction of RTC's new Executive Director.
 - Updates on transportation projects in Skamania County including
 - SR-14 widening through Camas/Washougal completed in summer 2014.
 - SR-14/Marble Road realignment to straighten several curves, pave and replace guardrail, and rebuild the shoulder to accommodate slow-moving trucks.
 - SR-14 Culverts at the Bridge of Gods and just east of Cape Horn.
 - SR-97 Biggs Bridge painting to be advertised in spring 2014.
 - Bridging Byways Path, ready to go to bid.
 - Skamania Bridge Painters: The Conrad Lundy Jr. and Moore Bridges on the Wind River Road will be painted in 2015.
 - the SR-14/Wind River Road Junction with Skamania County working to raise awareness of project need, working with FEMA to obtain construction funding and with WSDOT to

- provide a scope, schedule, and budget to get the project through NEPA and prepared for construction.
- Wind River Road use of STP funds to pave approximately 5 miles from Curly Creek to the top of the pass.
- Bridge of the Gods repair work to correct problems that resulted in weight restrictions for traffic crossing the Bridge.
- Skamania County Safety Project, includes guardrail on bridges.
- Washougal River Road and Bridge, use of RAP grant funding. Skamania County is awaiting a response from the Washington State Department of Archaeology and Historic Preservation after discovering artifacts.
- Kanaka Creek Road and Gropper Road: The City of Stevenson will use regional STP funds to design improvements with construction in 2015.
- Cascade Avenue: Stevenson received a TIB grant to make roadway, railroad crossing, and sewer upgrade improvements for 2015 construction.
- SR-14/Dam Access Road/Hot Springs Av.: The Port of Skamania is working with the Corp of Engineers to make improvements to improve access to Port property.
- First Street/SR-14, Stevenson: Stevenson sought public input, through survey and open house, on turning First/SR-14 into a couplet but most supported leaving two-way traffic.
- Skamania Senior Services receipt of Federal Access Grant to provide weekend transit service with 4 runs a day from spring to fall from Vancouver to several recreational sites in the Gorge and successful application for a rural Veterans Grant to fund a new minivan.
- Overview of the Joint Transportation Committee Efficiencies Report.
- Overview of transportation interests addressed and laws enacted in the 2014 Washington State legislative session.
- Review and development of the RTPPO work elements for calendar year 2014 and for the FY 2015 Unified Planning Work Program.
- Statewide Transportation Policy including update of Washington State Transportation Plan, WSDOT's New Strategic Plan and WSDOT Priorities.
- RTC staff provided assistance to Skamania County in applications for federal and state transportation funding including state Transportation Improvement Board funding. RTC staff provided information from the May 2014 STIP training and encouraged participation in the June 2014 TIB funding workshop.
- On March 4, 2014, RTC staff met with Skamania County Commissioners to provide an RTPPO regional transportation briefing and to introduce RTC's new Executive Director, Matt Ransom.
- On April 2, 2014, RTC staff met with the Columbia River Gorge Commission's Executive Director, Darren Nichols, to provide an RTPPO briefing and to introduce RTC's new Executive Director.
- RTC staff participated in regular meetings of the Gorge Translink including meetings held on September 25 and December 18, 2013. The February 10 meeting focused on public and special needs transportation and this theme continued at meetings on March 27 and June 27. A major issue for transportation agencies in the Gorge area is the need for updated trip scheduling software to allow for coordination of trips. Priority Gorge transportation projects, Veterans' transportation needs and grant funding opportunities and applications were also discussed.

FY 2014 Products:

- Agendas and minutes for regular Skamania County Transportation Policy Committee.
- 2014-2017 RTPO Transportation Improvement Program (TIP) for Skamania County.
- Regional Transportation Plan (RTP) for Skamania County update adopted in June 2014, by RTC Board Resolution 06-14-10.)

FY 2014 Financial Data:

Amount Budgeted	Skamania County: RTPO Expenditures		
	FY14	Balance	YTD Percent
\$18,353	\$18,409	(\$56)	100%

FY 2015:

Skamania County RTPO activities will continue with the FY 2015 UPWP.

KLICKITAT COUNTY RTPO

RTC staff continued to assist Klickitat County with regional transportation planning issues including monitoring of transportation system performance. A highlight of the program in FY 2014 was update to the Regional Transportation Plan for Klickitat County (RTC, June 2014).

- RTC provided ongoing transportation technical assistance to Klickitat County as part of a coordinated transportation planning process.
- RTC staff organized and led regular meetings of the Klickitat County Transportation Policy Committee held on August 7, October 2, and December 4, 2013, February 5, April 2 and June 4, 2014. RTC and WSDOT staff coordinated the development of agenda items, meeting materials and presentations as well as meeting minutes for each meeting. In FY 2014 these agenda items included:
 - 2014-2017 RTPO Transportation Improvement Program development. Projects input to web-based STIP software for inclusion in the State Transportation Improvement Program.
 - 2013 WSDOT traffic counts.
 - Review and editing of the Regional Transportation Plan for Klickitat County over several months including review of demographic forecasts, project needs and bi-state regional infrastructure and transportation needs vital to the economy of the region. Work culminated in recommendation of the updated RTP by the Klickitat County Transportation Policy Committee at the April 2, 2014 meeting for RTC Board adoption at the June 2014 Board meeting.
 - Federal funding obligation policy and status.
 - Transportation funding opportunities and discussion of ways to leverage transportation funds, including Transportation Improvement Board grant programs, applications and awards, and federal funding allocations.
 - An overview of the updated Target Zero, Washington's Strategic Highway Safety Plan (WSDOT, December 2013).
 - Discussion of prospective projects to submit for Washington State's Freight Mobility Plan consideration and subsequent review of the public draft Freight Mobility Plan.
 - Review of RTC's draft Public Participation Process update.
 - Introduction of the 2014 update to the Human Services Transportation Plan.
 - Introduction of RTC's new Executive Director.
 - Cycle Oregon to be routed through Klickitat County on September 5-7, 2014.
 - Updates on transportation projects in Klickitat County including
 - Lyle-Centerville Sidewalk: Retaining walls completed in 2013 and remainder of project completed by end of FY 2014.
 - Courtney/Tunnel/Bristol Realignment: Project advertised following right of way acquisition.
 - SR-142 Culvert at Glenwood Culvert Y: Project completed in 2013.
 - BZ-Glenwood Highway: County to make safety improvements including clear zone, signage/markers, and guardrail.
 - Glenwood Highway, SR-142 towards Glenwood: Planning for and implementation of a project to pave 6 miles of roadway in 2014.

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- Tohomish Street: The City of White Salmon will be reconstructing Tohomish Street if funds are included in state budget.
 - SR-97 Wildlife Connectivity: Project is complete after installation of landscaping and wildlife fence. A motion-activated camera under the bridge is capturing pictures of wildlife usage.
 - SR-97 Biggs Bridge: A two to three season bridge re-painting to be coordinated with ODOT's rebuild of the I-84 interchange through May 2015. The project will require containment to come down when winds are forecast to be over 35 mph on the truss or 45 mph on the approaches.
 - Roosevelt, Bridge on Roosevelt Ferry Road, Painter: Project completed in 2013.
 - SR-141, White Salmon River/Husum Bridge Painter: Work will finish in 2014.
 - WSDOT's 2014 Chip Seal and Pavement Repair on SR-141 from SR-14 to the Skamania County line, SR-197 from The Dalles Bridge to SR-14, and SR-14 from east Bingen to Maryhill including repair of the Lyle Tunnels. The City of Bingen is working with WSDOT on options for replacement of crosswalks.
 - 6th Street Lyle Sidewalk: Project is being advertised.
 - Loop-Snowden Road: Project delayed to 2015.
 - Fisher Hill and Lakeside Road: Work will continue through 2015.
 - SR-142 Klickitat River Bridge Replacement: WSDOT has funds for design with the hope of receiving construction funds in the next biennium.
 - Safe Routes to School Coordinator: County Health received a grant to fund a coordinator position. The City of Goldendale is working towards adopting a complete streets ordinance.
 - Transit: Mount Adams Transportation received funding for the next biennium at last biennium levels through the statewide Consolidated Grant Program as well as two additional vehicles.
- o Overview of the Joint Transportation Committee Efficiencies Report.
 - o Overview of transportation interests addressed and laws enacted in the 2014 Washington State legislative session.
 - o Review and development of the RTPPO work elements for calendar year 2014 and for the FY 2015 Unified Planning Work Program.
 - o Statewide Transportation Policy including update of Washington State Transportation Plan, WSDOT's New Strategic Plan and WSDOT Priorities.
- RTC staff provided assistance to Klickitat County in applications for federal and state transportation funding including state Transportation Improvement Board funding. RTC staff provided information from the May 2014 STIP training and encouraged participation in the June 2014 TIB funding workshop.
 - The Gorge Commission and the five Ports in the Scenic Area met to discuss transportation planning in the region.
 - On February 13, 2014, RTC staff met with Klickitat County Commissioners to provide an RTPPO regional transportation briefing and to introduce RTC's new Executive Director, Matt Ransom.
 - On April 2, 2014, RTC staff met with the Columbia River Gorge Commission's Executive Director, Darren Nichols, to provide an RTPPO briefing and to introduce RTC's new Executive Director.

- RTC staff participated in regular meetings of the Gorge Translink including meetings held on September 25 and December 18, 2013. The February 10 meeting focused on public and special needs transportation and this theme continued at meetings on March 27 and June 27. A major issue for transportation agencies in the Gorge area is the need for updated trip scheduling software to allow for coordination of trips. Priority Gorge transportation projects, Veterans' transportation needs and grant funding opportunities and applications were also discussed.

FY 2014 Products:

- Agendas and minutes for regular Klickitat County Transportation Policy Committee.
- 2014-2017 RTPO Transportation Improvement Program (TIP) for Klickitat County.
- Regional Transportation Plan (RTP) for Klickitat County update adopted in June 2014, by RTC Board Resolution 06-14-10.)

FY 2014 Financial Data:

Amount Budgeted	Klickitat County: RTPO Expenditures		
	FY14	Balance	YTD Percent
\$21,307	\$21,251	\$56	100%

FY 2015:

Klickitat County RTPO activities will continue with the FY 2015 UPWP.

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

Regional Transportation Data and Travel Forecasting

- On January 30, 2014, RTC launched a major redesign and update to RTC's website at <http://www.rtc.wa.gov>. The update includes a re-organization of website information, improved website navigation including a search feature, re-format of the web interface for ease of viewing on both computer and on mobile devices such as smart phones, and language translation for those with Limited English Proficiency (LEP). The redesigned website provides RTC with a valuable tool for both disseminating information and for receiving feedback from the public at large as well as the RTC Board and its member jurisdictions. The website includes RTC's core metropolitan transportation planning programs as well as transportation data and explanation of regional travel forecast services. Information on RTC's web site is regularly updated and the home page includes current topics and news items. Archived reports and information are also available on the website.
- The regional transportation database was maintained with updated demographic data, traffic count data and mapping. RTC staff input updated traffic counts, freight classification counts, transit ridership, vehicle occupancy and corridor travel time into the database to support the regional transportation planning program and for use in the Congestion Management Process report.
- The [traffic count program database](#) is made available on RTC's website. The data is used by staff of local jurisdictions, agencies, consultants, businesses and the public. The traffic count program has an interactive data querying function and allows visualization of traffic count data locations through use of Google Maps to display satellite or mapping views of count locations. The public can access data by clicking on the area of interest on a map of the County. Advances are being made in automating traffic counting with jurisdictions installing automation technology and use of Portland State University's PORTAL data system to archive and retrieve the collected data. The region is working towards having a rich and robust data set that will improve the ability to calibrate and validate the regional travel forecast model as well as provide data for transportation and planning studies. RTC continues to use the services of Quality Counts to support traffic count collection in corridors that are not automated. RTC staff met with jurisdictions to agree on FY 2014 traffic count locations and with Quality Counts to review their work providing traffic counts and corridor travel times in the region. A table showing the [top 20 traffic volume intersections](#) in Clark County was updated to 2013 using the latest data collected. [Columbia river crossing](#) traffic counts and trends, for both the I-5 and I-205 bridges, are analyzed and made available on RTC's website. Past years' data is available, year by year, back to 1993 on the RTC website.
- Data from the Clark County region continues to be collected and archived through Portland State University's Portland Transportation Archive Listing ([PORTAL](#)) system for analysis and use in the VAST and TSMO work programs (refer to the VAST and TSMO elements for more information).
- Staff updated the database of visual images and photography for use in transportation reports produced by RTC. The photographic images were used in the 2013 Congestion Management Monitoring report and updated 2013 Safety Assessment.

- Maps were produced using ARC-GIS software for the 2013 Congestion Monitoring Report, the TIP, the RTP 2035 slower growth scenario study and the I-205 Corridor Access and Operations Study.
- RTC staff continued to use the Greater Portland Pulse data set and its graphic capabilities to enhance data analysis capabilities. The Portland Pulse data set was compiled in support of the regional performance indicators project; Greater Portland-Vancouver Indicators (GPVI). The GPVI tracks the whole region's social, environmental and economic well-being and seeks to enhance collaboration between communities.
- RTC staff continued to track trends in Vehicle Miles Traveled for Clark County and the Vancouver urban area as reported by WSDOT as part of the Highway Performance Monitoring System (HPMS). Data was shared with local partners.
- RTC staff participated in meetings of the Clark County Geographic Information System (GIS) Users' Group and regularly coordinated with the Clark County Department of Assessment and GIS. RTC and Clark County Geographic Information System staff met to discuss GIS needs in the year ahead to support the regional transportation planning process.
- RTC staff coordinated with the Clark County IT department throughout the year to meet RTC's computer system needs. Work included keeping RTC's computer stations maintained and software functioning, installation and set-up of new computer work stations for transportation analysis and modeling as well as Geographic Information System (GIS).
- The regional travel forecast model is one of the tools used to analyze transportation system performance and to identify potential future regional transportation system deficiencies. Trip generation, distribution and mode split are carried out using the "WIN-MTX" program. Staff continued to work on updating the travel demand model structure to maintain consistency with Metro's current model ("Joan") and used R and Python programming language. Time of day factors and coding of ramps to implement ramp metering modeling was carried out to enhance the evaluation of freeway operational changes. RTC uses EMME/4 software for generating skim matrices, determining mode split and assigning traffic volumes as part of the regional travel forecast process. The PTV suite of programs (VISSIM/VISUM) for micro-simulation purposes is also still in use by RTC. Because dynamic traffic assignment techniques are increasingly important in evaluating planning alternatives such as HOV operations and impacts, ITS evaluation, congestion pricing analysis, and concurrency analysis, RTC staff continued to research the applicability of mesoscopic modeling using DTALite, an open-source dynamic traffic assignment model, using dynamic traffic assignment to analyze changing transportation system conditions and needs of the region.
- The Regional Travel Forecast Model continued to be used as a tool to analyze transportation needs to support regional transportation studies, plans and projects. Transportation analysis measures included use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Data compilation, analysis and model development focused on work to support the 2014-2017 TIP project evaluation, the Congestion Management Process, C-TRAN's Fourth Plain Corridor Transit Improvement Project, 2035 Capital Facilities Plan reviews using a slower growth scenario 2014 RTP update development, and analysis of additional projects to supplement RTC's list of 10-Year Transportation Project Priorities. A refined corridor-level travel model output was developed for the I-205 Corridor Access and Operational Study. This refined level output became the input for the VISSIM traffic simulation model used to analyze traffic operational improvement strategies. RTC staff also considered

how model output could be used to meet MAP-21 requirements related to performance measurement.

- RTC and Metro staff met periodically to address regional travel model coordination, update of the region's population and employment forecast and to discuss regional travel forecast model updates with use of the 2009 household travel survey data, freight modeling capabilities and tour-based model development. RTC staff provided Metro with updated 2035 and 2040 TAZ level demographic forecast data and updated highway and transit networks.
- RTC continued to work with C-TRAN on data and GIS data requests, particularly for use to support the Fourth Plain Transit Improvement Project in preparation for a FTA funding request for Bus Rapid Transit Lite. RTC participated in regular meetings of the Fourth Plain Project's model development team. RTC continued to work with C-TRAN consultant staff to provide input to the FTA Summit model.
- The regional travel forecast model is continuously being assessed and upgrades implemented. Staff regularly review the model's highway and transit network coding and can use the model for 1-hour peak or multiple hour peak assignments
- Select link regional travel forecast model assignments were used to evaluate projects for funding consideration in the 2015-2018 MTIP process. Model data were used to evaluate the effect of various transportation projects on economic development and employment growth.
- Regional transportation planning, modeling and analysis efforts depend on the availability of data. In addition to traffic counts and household travel survey data, RTC continued to rely on US Census, American Community Survey, and Washington Office of Financial Management, and Washington Employment Security Department databases as part of RTC's regional transportation planning work.
- RTC staff provided model output to consultants working on transportation projects. These outputs included select zone assignments to support traffic impact analyses.
- RTC staff attended training classes and workshops relating to transportation modeling software and processes. These included webinars, workshops and demonstrations on activity based modeling focused on Houston's ABM, performance based planning, WSDOT's Community Planning Portal, the DTA Data Hub, AASHTO training on the Census Transportation Planning Products (CTTP) to benefit long range planning, congestion management, travel forecasting and air quality analysis, AirSage population analytics, a February 20 webinar featuring David Vautin speaking on applications of the MTC activity-based model for performance monitoring and assessment, specifically project level performance analysis, to establish future regional priorities, a webinar on CO Categorical Hot-Spots, on economic tradeoffs of alternative infrastructure investment levels and alternative funding mechanisms, an FHWA TMIP webinar held on May 15 addressing use of ACS multi-year estimates for neighborhood analysis and risks and uncertainties related to travel forecast modeling. Staff also participated in a May 21 webinar on "Innovative Approaches to Real-Time System Management Information." June 5 webinar to consider archived data for use in performance-based planning.
- RTC staff participated in a meeting with WSDOT to consider a Washington statewide transportation model.
- RTC's regional travel forecast model is based on that of Metro, Portland, so RTC staff participates in regular meetings of the Oregon Model Steering Committee and Oregon Model Users' Group. Topics in 2014 included emerging technologies affecting travel models, research on connected vehicles technology, potential changes to future travel behavior and tour-based

transportation models. Staff participated in the September 30, 2013 ITE OR/WA Simulation Conference. RTC staff also participated in peer review of the MOSAIC tool, under development by ODOT, to support Least Cost Planning decision-making to identify the most cost-effective mix of transportation options. The tool assists decision-making by using multi-object analysis to quantify benefits of transportation projects.

- Two related Federal Functional Classification changes requested by Vancouver to classify as a minor arterial two segments of unclassified roadway, (1) Grant Street, from Columbia Way to W 8th Street, and (2) Esther Street, from Columbia Way to W 6th Street, were approved by the Regional Transportation Advisory Committee in September 2013 and submitted to WSDOT Highways and Local Programs.

Air Quality Planning

- Given the air quality status of the Vancouver/Portland Air Quality Maintenance Area (AQMA), regional conformity analysis for ozone and carbon monoxide is no longer required for the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program for Clark County. Under the 1997 8-hour federal Ozone standard, the Vancouver/Portland Quality Maintenance Area (AQMA) has an “unclassifiable/attainment” status for Ozone and is designated as a CO maintenance area with continued maintenance of CO standards presumed. Though regional conformity analysis, regional emissions analyses and emission budget tests are no longer required, RTC’s planning program is subject to meeting other transportation conformity requirements of 40 CFR part 93, subpart A which includes interagency consultation. The 2014–2017 Metropolitan Transportation Improvement Program was reviewed by statewide resource agencies and state departmental representatives as part of the air quality interagency consultation with a review meeting held on October 29, 2013.
- There were no requests for RTC to conduct project level CO air quality analysis in FY 2014.
- RTC continued to participate in Metro’s Climate Smart Communities study which is addressing transportation sector greenhouse gas emissions in the region.

Technical Services

- RTC staff continued to provide technical services to local jurisdictions including advice and training in regional travel forecast model, output from model, and update of the model for local needs. RTC’s technical services focused on transportation data and analysis to support local project development and planning for capital facility needs. RTC met with new Clark County staff to provide an overview of regional transportation modeling output and how it can be used in the Growth Management comprehensive planning process. RTC also met with C-TRAN staff to support C-TRAN’s service planning efforts.
- RTC provided training to staff of local jurisdictions and C-TRAN on the use of the regional travel forecasting model.
- RTC provided regional travel forecast mode output to support local jurisdictions’ concurrency programs.
- A possible design for an RTC transportation project database so information on past projects can be searched was discussed and will move ahead in FY 2015.

FY 2014 Products:

Regional Transportation Data and Travel Forecasting

- An updated and redesigned website with enhanced navigation and enabling information dissemination and public feedback.
- Regional travel forecast modeling to support local, regional and state planning and transportation project development. Output plots resulting from regional travel forecast model runs.
- The transition to use of EMME/4 was completed in FY 2014 for regional travel forecast modeling. VISUM software continues to be used for certain applications but its use is being phased out.
- Data input to the regional transportation database to keep data current from sources such as the U.S. Census, including Census Transportation Planning Package (CTPP) data and the American Community Survey (ACS).
- In June 2014, RTC published the Clark County Demographic Profile to support the 2014 Regional Transportation Plan update, Title VI and Environmental Justice analysis.
- Maps, graphics, databases, PowerPoint presentations and RTC website updates to support the regional transportation planning program. Information added to the website included the 2015-2018 TIP development process and call for projects, the 2014 Human Services Transportation Plan update underway, the RTP update underway, an overview of Smart Transportation Operations and updated information on the re-convened Bi-State Committee as well as regular update of regional transportation planning program information.
- RTC’s transportation photo image database was supplemented with updated photos of the local community and transportation projects. Photos and images in the database are used to make reports visually attractive and more appealing and accessible to the public.

Air Quality

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

FY 2014 Financial Data:

Amount Budgeted	Data Mgmt/Forecasting: FHWA/FTA/STP/RTPO		
	FY14	Balance	YTD Percent
\$520,463	\$413,397	\$107,066	79%

FY 2015:

Development and maintenance of the transportation database and regional travel forecast model, together with technical assistance to local jurisdictions, will continue in FY 2015. Staff will continue to prepare for MAP-21 performance analysis needs.

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

Regional Transportation Program Coordination and Management

- Collaboration and coordination with RTC partner agencies in carrying out a regional transportation planning, policy, and programming process.
- Ongoing program coordination and management, including preparation of agenda, minutes, materials and presentations for monthly RTC Board, Skamania and Klickitat County Transportation Policy Committees and Regional Transportation Advisory Committee (RTAC) meetings as well as ad hoc meetings relating to the regional transportation planning process. During FY 2014, major topics for discussion and action by the RTC Board are listed below with the month of discussion and/or action noted:
 - Unified Planning Work Program: FY 2014 UPWP Amendment for Human Services Transportation Plan work element (Resolution 10-13-20), FY 2015 Draft UPWP presentation (Mar. 2014) and adoption (Resolution 05-14-09, May 2014)
 - Regional Transportation Plan for Clark County: 2035 MTP Capital Facilities Process Update (Sept., Dec. 2013). Review of RTP Assessment/Amendment Process (Aug. 2013), 2014 RTP Update Scoping and Decision-Making Process (Jan. 2014), RTP Vision and Goals (Mar. 2014), Policy Review and Demographic Trends (Jun. 2014).
 - Safety Management Assessment, draft discussion (Feb. 2014), adoption of updated assessment (Resolution 04-14-07, Apr. 2014).
 - Metropolitan Transportation Improvement Program: 2014-2017 Call for Projects (Jul. 2013), 2014-2017 MTIP development, Project Evaluation and Ranking (Sept. 2013), MTIP adoption (Resolution 10-13-22, Oct. 2013). 2013-2016 and 2014-2017 MTIP amendments (July, 2013, Mar., Apr. and Jun. 2014). Federal Funding Obligation Update (Jun. 2014). Funding Program Updates (Jun. 2014).
 - Transportation Alternatives Program: Project Selection FY 2013-2016, (Resolution 07-13-17, Jul. 2013)
 - Congestion Management Process: 2012 Overview (Aug. 2013), 2013 Initial Data Review, (Jun. 2014).
 - Human Services Transportation Plan, UPWP amendment (Resolution 10-13-20)
 - Public Participation Plan: Regulatory Basis and Process (Oct. 2013), Draft PPP Release for Public Comment (Nov. 2013), adoption of updated PPP (Resolution 01-14-01, Jan. 2014).
 - Title VI Plan and Limited English Proficiency Plan updates (Resolution 05-14-08, May 2014).
 - 10-Year Transportation Priorities: analyzed and added three priority projects (Feb., Mar. 2014)
 - Skamania and Klickitat County RTP updates, Resolutions 06-14-10 and 06-14-11
 - C-TRAN Fourth Plain Transit Improvement Project: (Sept., Oct. 2013)
 - I-205 Corridor Study: Study updates (Jul. and Oct. 2013; Jan. and May 2014).

- State Legislative Session: Transportation Funding Listening Tour, Tuesday, Sept. 24, 2013, Overview of the 2014 Legislative Session Transportation (Jan. 2014) and Session Update (Mar. 2014).
- Vancouver Area Smart Trek Program/Transportation System Management and Operations (TSMO): Professional Services, (Resolution 07-13-16, Jul. 2013), VAST Communications Plan (Resolution 04-14-05, Apr. 2014).
- 2014 RTC Work Plan Emphasis Areas (Nov. 2013) and Budget (Resolution 12-13-25, Dec. 2013)
- RTC Chair/Vice Chair election (Dec. 2013, Mar. 2014).
- HCT Requirements in RCW 81.104 (Nov. 2013)
- New RTC Executive Director: Discussion of Qualifications for New Director (Jul. 2013), Director Profile (Sep. 2013), Search Process Executive Session (Nov. 2013), Agreement (Dec. 2013).
- Disposition of Depreciated RTC Equipment (Dec. 2013)
- RTC's Director and RTC staff continued to meet regularly with WSDOT, C-TRAN, Clark County, city jurisdictions and Ports staff to discuss regional transportation needs, issues and strategies and met with staff and representatives of the jurisdictions, as needed, to discuss transportation issues, needs and coordination. RTC's Director also met regularly with 2013 RTC Board Chair Battle Ground Councilperson, Bill Ganley and 2014 Chair, Vancouver Councilperson Jack Burkman.
- Coordination with WSDOT included participation in updates to significant statewide Plans including the Washington State Rail Plan, the Washington State Freight Transportation Plan and coordination with the Washington State Transportation Commission on updating the Washington Transportation Plan in 2014. RTC's Director attended the September 30, 2013 WSDOT Regional Rail Workshop held in Centralia. The February 2014 RTAC meeting features a presentation by Cathy Silins (WSDOT) on WSDOT's Public Transportation Plan.
- MPO/RTPO staff attended meetings of the C-TRAN Board and C-TRAN Board Composition Review Committee meetings in efforts to coordinate transportation planning activities. RTC and C-TRAN staff coordinated on development of a Project Management Plan for use of Section 5310 funds which come to C-TRAN as a sub-allocation of these funds within the Portland-Vancouver metropolitan area.
- RTC continued to coordinate with local jurisdictions on Comprehensive Planning and Capital Facilities Plan issues. RTC attended Clark County Commissioners' work sessions on the County's 2016 Comprehensive Plan update.
- RTC coordinated with the Cowlitz tribe, providing RTC meeting packets and meeting with tribal staff as part of the Accessible Transportation Coalition Initiative.
- RTC staff attended quarterly meetings of the state's MPO/RTPO Coordinating Committee and participated in discussions on allocation of PL funds following MAP-21.
- RTC coordinated with Columbia River Economic Development Council (CREDC) to identify trends, opportunities, and obstacles to local job growth and economic development, attended meetings of the three Ports in Clark County and meetings of the Clark County Transportation Alliance.

- RTC coordinated with health agencies, including the Clark County Public Health and State Department of Health on active transportation issues. RTC staff participated in regular meetings of the Healthy Communities Regional Coalition, reestablished in 2014 as the Southwest Washington Healthy Living Collaborative, acknowledging transportation's role in the health of the community.
- RTC coordinated with environmental resource agencies on regional transportation planning including air quality issues, following up on implementation of Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 477.01.440 relating to climate change, greenhouse gases and Vehicle Miles Traveled reduction.
- RTC staff members participated in various conferences and training opportunities throughout the year including FHWA/FTA webinars and travel modeling software training.
- RTC's Executive Director met with elected officials and their aides, when requested, to provide them with background on the work of RTC and educate them on regional transportation policies, studies, plans and projects.
- The State Auditor conducted an audit of RTC's books in late February. RTC's Executive Director and Accountant attended the entry audit. State Audit staff completed the audit of RTC's records and shared the clean audit report at the exit interview held on March 31, 2014.

Bi-State Coordination

- RTC was represented at Metro's monthly Joint Policy Advisory Committee on Transportation (JPACT) and monthly Transportation Policy Advisory Committee (TPAC) meetings.
- Metro staff member, John Mermin, made a presentation on Metro's 2014 RTP update at the November 15, 2013 RTAC meeting.
- RTC continued to participate in the I-5 Columbia River Crossing planning process during FY 2014 until the project ended due to lack of funding to move the project forward.
- RTC continued to coordinate with Metro to plan for bi-state transportation of people and freight. This included a meeting held at Metro on August 1, 2013 to discuss I-5 northbound HOV lane operations.
- The Bi-State Coordination Committee met on Thursday, May 1, 2014, at 8:00 a.m. at the Vancouver Community Library. The Agenda focused on how to address the CRC in Metro's RTP update. A presentation on Regional Connections was provided by Sheila Martin, PSU Institute for Metropolitan Studies.
- RTC's Executive Director attended Metro's joint meeting on Climate Smart Communities held on May 31, 2014.

Public Participation

- In FY 2014, RTC's website was re-launched as a tool to enable public participation. RTC's metropolitan transportation planning program documents are available on the website, monthly RTC Board packet materials, a search feature and language translation is now available. The web-site provides notice of public meetings on transportation, media releases, RTC Committee meeting informational materials, core metropolitan transportation planning reports such as the Unified Planning Work Program, Metropolitan Transportation Plan, Metropolitan Transportation Improvement Program, Congestion Management Process Report, the Transportation System Management and Operations Plan, and Human Services Transportation Plan as well as transportation data for the RTPPO region and information on transportation

studies underway, notice of meetings of the RTC Board of Directors together with agenda, minutes and materials for the RTC Board and agenda for the Regional Transportation Advisory Committee (RTAC). Meeting notices for the RTC Board of Directors, Regional Transportation Advisory Committee (RTAC) and Bi-State Coordination Committee are posted to the web site and are delivered, electronically, to citizens wishing to receive meeting packets.

- Monthly RTC Board meetings are recorded by CVTV, broadcast on cable television and meeting recordings are available online.
- Citizen comments on regional transportation issues were solicited through RTC's web site and during Citizen Communications at monthly RTC Board meetings.
- An updated Public Participation Process was adopted by the RTC Board after public consultation and a mandatory public comment period of at least 45 days which lasted from release of the document on November 14 through to December 30, 2013.
- RTC staff considered use of public participation tools such as MetroQuest or use of Survey Monkey for community surveying and education. Relating to Limited English Proficiency, RTC researched contracting with Language Fusion or similar service to provide translation services, as necessary, to support RTC's planning program.

Some of the many transportation public participation meetings and activities held in FY 2014 are documented below with links provided to additional information:

- RTC Board monthly meetings. Board meetings are open to the public and time is allotted at each meeting for public comment. The full citizen communications are reported in detail in the Minutes of the RTC Board meetings available on RTC's website.
- To support public participation efforts, RTC staff communicated with the media including newspaper reporters from the Columbian, the Oregonian, the Vancouver Business Journal and the Greater Vancouver Chamber of Commerce and other Chambers of Commerce in Clark County. RTC also publishes advertising, as appropriate, in the Skanner and the El Hispanic News.
- RTC hosted a public comment session on the 2014-2017 Metropolitan Transportation Improvement Program (MTIP) prior to its adoption by the RTC Board on October 1, 2013.
- RTC's Executive Director made preparations for, invited participants and emceed the Washington State Transportation Commission's stakeholder focus group outreach meeting on the WTP update held in Vancouver on April 23, 2014. The roundtable event also allowed for discussion and input on the 2014 RTP update for Clark County.
- Throughout the year RTC staff made presentation to community organizations about regional transportation issues and planned projects.
- RTC's Director attended annual meetings of the Port of Vancouver, the 2014 Economic Forecast held on January 23, the State of Clark County address on March 6 and the State of the City of Vancouver on March 12.
- RTC helped to publicize public outreach and participation opportunities of transportation partner agencies and jurisdictions.
- The CRC project public outreach efforts are documented on the CRC website at <http://www.columbiarivercrossing.org>.
- WSDOT hosted public outreach events in the region relating to projects underway.

- C-TRAN hosted regular meetings of its C-TRAN Board with time allotted for citizen comment. In addition, C-TRAN conducted extensive outreach efforts in support of its Fourth Plain Transit Improvement Project. The full listing of Fourth Plain Project outreach events and presentations is documented on the Project's website. A listing of community outreach meetings and events is provided below:

2013

- Jul. 4, Fourth of July event
- Jul.14, International Food Festival event
- Aug. 3-12, Clark County Fair, event
- Aug. 4, Employer Outreach Event
- Sept. 23-27, Open Houses, ADA Task Force
- Oct. 3, Outreach, Ogden Neighborhood Association
- Oct. 10, Outreach, Arnada Neighborhood Association
- Oct. 15, Information Table (BRT), Clark College
- Oct. 22, Outreach, Corridor Advisory Committee
- Nov. 1-Dec. 31, Outreach (Safety Campaign), system wide
- Nov. 7, Presentation, Carter Park Neighborhood Association
- Nov. 9, Outreach (Veterans Day Parade), Fort Vancouver
- Nov. 14, Event (Columbia Credit Union), Employer Outreach
- Nov. 15, Outreach (Rtes 3, 9 and 19), Onboard surveys
- Nov. 21, Event (Columbia Credit Union), Employer Outreach
- Nov. 26, Presentation, Vancouver Metro Sunset Rotary

2014

- Jan. 22, Outreach (Rte 4), intercept survey
- Feb. 25, Open House, BRT Station Designs
- Feb. 26, Open House, BRT Station Designs
- Feb. 27, Open House, BRT Station Designs
- Mar. 1, Open House, BRT Station Designs
- Mar. 4, Outreach, Corridor Advisory Committee
- Mar. 10, Presentation, Meadow Homes Neighborhood Association
- Mar. 12, Presentation, Vancouver Neighborhood Alliance
- Mar. 12, Outreach, Integra
- Apr. 17, Open House (Fare Increase), Fisher's Landing
- Apr. 24, Open House (Fare Increase), C-TRAN Administration Building
- Apr. 29, Open House (Fare Increase), Three Creeks Community Library
- May 12, Presentation, Vancouver City Council
- May 13, Public Hearing, Fare Increase
- May 13, Presentation, C-TRAN Board of Directors
- May 19, Presentation, Battle Ground City Council
- May 20, Open House, BRT Branding
- May 21, Open House, BRT Branding
- May 22, Open House, BRT Branding
- May 27, Presentation, Washougal City Council
- May 28, Presentation, Vancouver Parking Advisory Committee
- May 29, Open House, BRT Branding

- Jun. 2, Presentation, Camas City Council
 - Jun. 2, Presentation, Yacolt Town Council
 - Jun. 9, Presentation, Corridor Advisory Committee
 - Jun. 10, Presentation, C-TRAN Board of Directors
 - Jun. 11, Presentation, Clark College Board of Trustees
 - Jul. 8, Presentation, C-TRAN Board of Directors
 - Aug. 14, Open House, Turtle Place Presentation
- Clark County hosted monthly meetings of the Clark County Bicycle and Pedestrian Advisory Committee at the Center for Community Health in Vancouver. Meetings are attended by RTC staff.
 - The City of Vancouver hosted regular meetings of the Neighborhood Traffic Safety Alliance comprised of neighborhood leaders from throughout the City.

Federal Compliance

- The FY 2013 Unified Planning Work Program (UPWP) Annual Progress Report was prepared and submitted in September 2013. The FY 2014 UPWP was amended in October 2013, to include a Human Services Transportation Plan work element (Resolution 10-13-20). In spring 2014, development and adoption of the FY 2015 Unified Planning Work Program (Resolution 05-14-09, May 2014) included federal and state review of the draft document at a meeting held at RTC on February 20, 2014. RTC staff also participated in the federal and state review of Metro's FY 2013/2014 UPWP also held on February 20. Adoption of the planning program is part of the required documentation to allow RTC to receive federal highway planning funds, federal transit planning funds, state funds and RTC's local match. The FY 2015 UPWP reflects federal, state and local planning emphasis areas.
- Work progressed on updating the Memorandum of Agreement between RTC, WSDOT and C-TRAN with coordination between partner agencies and the Attorney General assigned to the task. The work is near completion and RTC Board adoption is anticipated early in FY 2015.
- RTC staff participated in a June 11 webinar on newly-released US DOT Planning Emphasis Areas and in a June 13 webinar on the NPRM for "Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning."
- RTC staff worked to update the Title VI and Limited English Proficiency Plan and completed the Title VI Annual Report. A demographic profile for the region was completed to support these plans.
- RTC received notice from Governor Jay Inslee's office that the Governor had granted designated recipient status to C-TRAN for receipt of FTA Section 5310 funds.

FY 2014 Products:

Regional Transportation Program Coordination and Management

- Agenda, minutes, meeting packets and meeting materials for monthly meetings of the RTC Board and RTAC.
See <http://www.rtc.wa.gov/agency/board/meetings/?mtg=20141007> for RTC Board, and
See <http://www.rtc.wa.gov/rtac/> for RTAC meetings.
- RTC's 2014 Work Plan and Budget with indirect cost proposal, January 1 through December 31 2014, (Resolution 12-13-25, December 3, 2013).

Public Participation

- Web site updates, press releases and materials for public outreach activities.
- Adoption of an updated Public Participation Plan (PPP), (Resolution 01-14-01, Jan. 2014). The update was uploaded to RTC’s re-tooled website which has language translation features.

Federal Compliance

- FY 2013 UPWP Annual Report (September 2013).
- FY 2015 UPWP (adopted by RTC Board, Resolution 05-13-09, June 4, 2014).
- Adoption of RTC’s Title VI and Limited English Proficiency Plan updates (Resolution 05-14-08, May 6, 2014).
- A signed, self-certification of RTC’s MPO planning program vouching that RTC’s regional transportation planning process meets federal laws was submitted to WSDOT in fall 2013.

FY 2014 Financial Data:

Amount Budgeted	Program Coord & Mgmt: FHWA/FTA/STP/RTPO		
	FY14	Balance	YTD Percent
\$242,452	\$256,408	(\$13,956)	106%

FY 2015:

Program coordination and management activities will continue in FY 2015 with the UPWP element III.A. ‘Regional Transportation Program Coordination and Management’.

FY 2014 SUMMARY OF EXPENDITURES:

FY 2014 SUMMARY OF EXPENDITURES
 July 1, 2013 to June 30, 2014

		FY2014 Budget	FY2014 Expended	FY2014 Balance Remaining	FY2014 Percent Expended	FY2014 Local Funds Expended	FY2014 Percent Local Funds Expended
Consolidated Planning Grant							
FHWA	(1)	805,866.52	642,818.67	163,047.85	79.77%	100,324.29	13.50%
FTA	(2)	172,445.99	172,445.99	0.00	100.00%	26,913.54	13.50%
Total		978,312.51	815,264.66	163,047.85	83.33%	127,237.83	13.50%
RTPO		172,495.00	172,495.00	0.00	100.00%	172.45	0.10%
STP							
UPWP Program	(3)	100,107.35	100,107.35	0.00	100.00%	15,730.77	13.58%
Fourth Plain BRT AA	(3)	23,801.87	23,776.41	25.46	99.89%	3,710.76	13.50%
Cong Mgmt Process 2012	(3)	251,733.31	68,733.13	183,000.18	27.30%	10,727.14	13.50%
VAST 2013-2014	(4)	150,000.00	100,601.95	49,398.05	67.07%	15,700.88	13.50%
VAST Regional Communications Plan	(4)	43,000.00	5,213.38	37,786.62	12.12%	848.69	14.00%
Total		568,642.53	298,432.22	270,210.31	52.48%	46,718.24	13.54%
CM/AQ							
VAST 2012/2013 Program Mgmt	(3)	53,415.81	53,415.81	0.00	100.00%	8,336.58	13.50%
Total		53,415.81	53,415.81	0.00	100.00%	8,336.58	13.50%
FTA							
Human Services Transportation Plan	(4)	80,000.00	27,712.91	52,287.09	34.64%	N/A	
Total		80,000.00	27,712.91	52,287.09	34.64%	0.00	0.00%
TOTAL		1,852,865.85	1,367,320.60	485,545.25	73.79%	182,465.10	11.77%

- (1) Budget amount includes 75% of Federal FY 14 funding (Oct 2013 - June 2014)
- (2) Budget amount equals 100% of Federal FY 13 funding (Oct 2012 - Sept 2013)
- (3) Budget amount equals the remaining Federal or State funds available for this project.
- (4) Budget amount equals Federal funds budgeted for the entire project.