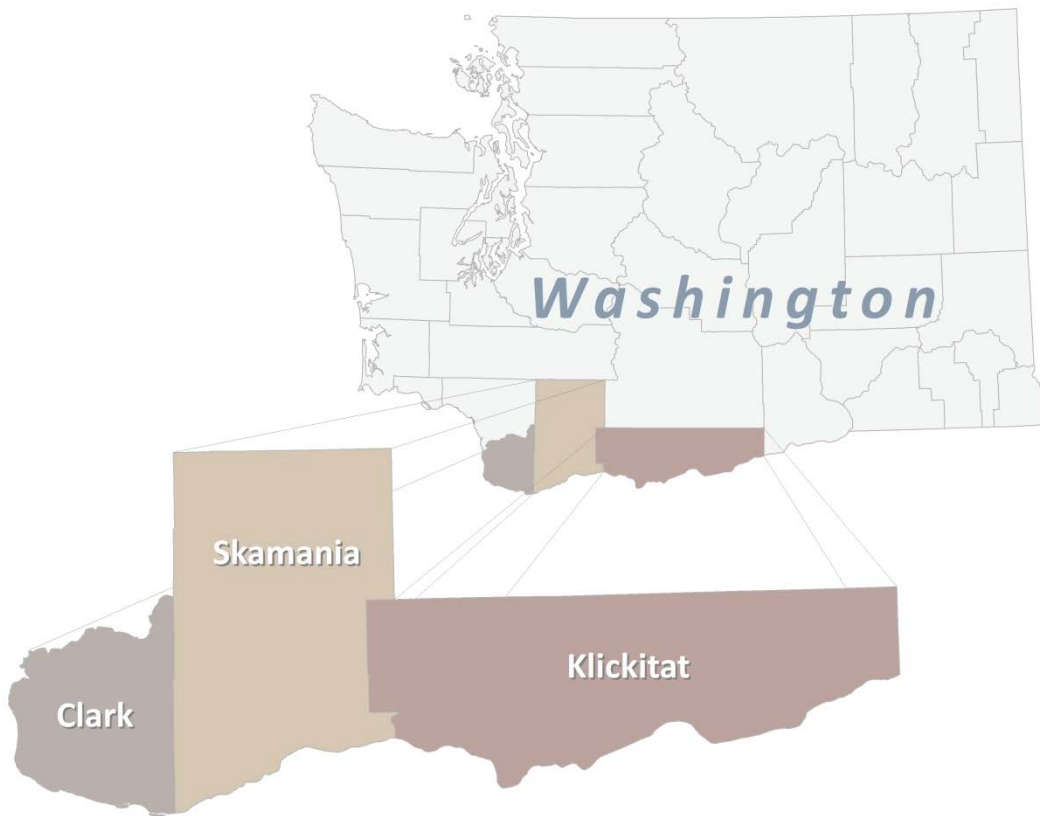


Annual Report

2017



Southwest Washington Regional Transportation Council



Mission of RTC

To encourage and promote the development of a balanced, efficient and affordable regional transportation system to meet the mobility and accessibility needs of people and goods, within and through this region, and minimize transportation-related air pollution.

RTC Board of Directors

Clark County	3 Councilors
Klickitat County	1 Elected Official
Skamania County	1 Elected Official
City of Vancouver	2 Council Members
Camas/Washougal	1 Council Member
Battle Ground/Ridgefield/La Center/Yacolt.....	1 Council Member
Ports of Vancouver/Ridgefield/Camas-Washougal	1 Port Commissioner
Clark County Public Transportation Benefit Area (C-TRAN)	Executive Director
Washington State Department of Transportation	Southwest Region Administrator
Oregon Department of Transportation	Region 1 Manager
Metro.....	1 Council Member

Ex-officio Members

14 th Legislative District.....	3 Legislative Members
17 th Legislative District.....	3 Legislative Members
18 th Legislative District.....	3 Legislative Members
20 th Legislative District.....	3 Legislative Members
49 th Legislative District.....	3 Legislative Members

Legislative Mandate

Federal and State laws mandate regional transportation planning and decision making as a pre-requisite for use of Federal and State transportation investment funds. RTC acts as the Metropolitan Planning Organization (MPO) under Federal law ([Title 23, USC 450](#)) and the Regional Transportation Planning Organization (RTPO) under State law ([RCW 47.80](#)). RTC carries out the duties of an MPO and RTPO on an annual basis and ensures compliance with all applicable Federal and State regulations.

Functions

RTC's 1992 [Interlocal Agreement](#) establishes the organization's responsibilities and select functions are highlighted as follows:

- ◆ Maintain a process for developing plans and programs that consider all modes of transportation and is continuing, cooperative, and comprehensive.
- ◆ Ensure that interstate transportation issues are coordinated between Washington and Oregon. Develop and adopt a [Regional Transportation Plan](#) that is consistent with the comprehensive plans of the counties, cities, and towns within the region and the state transportation plans.
- ◆ Develop a [Transportation Improvement Program](#) for the area.
- ◆ Provide citizens, affected public agencies, representatives of transportation departments, and other interested parties with a reasonable opportunity for comment on the long range plan.

RTC prides itself in creating a forum where regional leaders convene to discuss comprehensive plans for investing in and awarding grant funding for strategic improvements to regional transportation infrastructure. Working across three counties, RTC is immersed in these conversations. 2017 marked another significant year for investing in streets, transit, and multi-modal projects and for laying the groundwork for those to come. Working together as a region offers our best chance for success in meeting our future transportation needs.

RTC Partnerships Reach 25-Years

In 2017, RTC celebrates [25 years](#) of regional transportation collaboration across Clark, Skamania and Klickitat counties.

Most people never think about the cooperation required to manage transportation throughout a region. Who's responsible for which roads, which signals, even maintenance? Although member agencies each serve their own constituents, our partnerships are essential in providing a smart, sustainable transportation system for every person and every business in our region.

As a member organization, RTC derives its strength from committed partners across 24 agencies. Together, our work includes thoughtful planning, evaluation, and debate, which produces regional consensus and allocates federal and state funding to essential transportation mobility projects.

COMMUNITY INVESTMENTS

Nearly \$233 million in federal transportation dollars have helped build our community over these last 25 years. Here is where those dollars went.

Funding by Type of Project

Most funding goes to major asset projects. However, RTC funds a wide range of projects, including supporting important community assets, like the past Vancouver Amtrak station rehabilitation.

Project Type	Total	Percentage
Roadway Improvements	\$131,232,000	56%
Transit Improvements	\$31,499,200	13%
Traffic Signals and Tech Upgrades	\$29,695,200	13%
Bike / Pedestrian	\$20,592,572	9%
Planning / Project Development	\$9,766,000	4%
Pavement Preservation	\$6,414,582	3%
Rail Upgrades	\$2,500,000	1%
Enhancement Projects	\$1,252,651	1%
	\$232,952,205	100%

A COMMUNITY TRANSFORMED | 1992-2017

Our community experienced tremendous growth, much of which was supported by the work of RTC and its member agencies.

Clark County

Since 1992, both population and jobs have nearly doubled across the community, hastening a transition from bedroom community to bustling, urban county. Congestion has increased faster than our ability to add transportation systems' capacity.

Klickitat and Skamania counties

These communities have grown modestly by comparison. The beauty of the Gorge attracts ever more visitors, offering new opportunities for community improvement and growth.

GOING FORWARD

Our region faces many more needs and will find many more growth opportunities. As a collection of agencies committed to community progress and investment, we continue to plan for the future to see what projects need to be done, then work collectively to put those ideas into action.

Key 2017 Results

The remainder of the report highlights major 2017 Work Program accomplishments, each of which support regional progress towards investing and building the systems and infrastructure needed to handle future population growth and to sustain a vibrant and resilient economy. The results are reported by line of business as follows:

1. Grant and Project Funding;
2. Regional Planning;
3. Technical Services;
4. Regional Partnerships and Collaboration; and
5. MPO Administration.

Grant and Project Funding

Grant Project Awards

RTC administers the largest annual seed investment grant fund in Clark County. On average, the investment fund awards approximately \$10 million in competitive grants for regional transportation improvements each year. In 2017, the [RTC Board of Directors](#) awarded 18 grants, investing \$10.7 million in projects.

Over the past ten years, RTC has awarded over \$100 million in grants. It is believed these seed investment dollars are further leveraged, creating a multiplier effect of hundreds of millions in regional street investments being catalyzed by the RTC investment fund over the past decade.

STBG-Urban Projects

Rank	Agency	Project	Phase(s)	Score	Award	Total
1	RTC	2020 Regional Household Travel Survey	PE	n/a	\$500,000	\$578,500
1	RTC	UPWP & CMP Support	PE	n/a	\$450,000	\$520,232
1	RTC	VAST/TSMO Coordination	PE	n/a	\$350,000	\$405,000
4	Clark County	Highway 99 Corridor Improvement	CN	84	\$1,000,000	\$1,818,000
5	Vancouver	SE 1 st Street, 164 th Av. to 177 th Av.	CN	83	\$1,857,600	\$10,000,000
6	Battle Ground	Eaton Blvd., SW 20 th Av. to SR-503	PE/RW	69	\$1,171,000	\$1,353,757
7	Clark County	NE 99 th Street, 94 th Av. to 117 th Av.	PE/CN	64	\$1,550,000	\$12,410,000
					\$6,878,600	\$27,085,489

CMAQ Projects

Rank	Agency	Project	Phase(s)	Score	Award	Total
1	Clark County	NE 134 th Corridor Adaptive Traffic Signals	PE/CN	98	\$618,000	\$788,000
2	WSDOT	I-205 NB @ Mill Plain Ramp Meter	PE/CN	76	\$346,400	\$465,000
3	Clark County	System-Wide Signal Enhancement	PE	76	\$471,000	\$600,000
4	C-TRAN	Bus Replacement-Electric	All	60	\$1,100,000	\$4,110,000
					\$2,535,400	\$5,963,000

TA Projects

Rank	Agency	Project	Phase(s)	Score	Award	Total
1	Port Skamania	Phase III Waterfront Trail	CN	87	\$200,000	\$344,658
2	Port Vancouver	Columbia River Renaissance Trail	CN	85	\$485,000	\$4,000,000
3	Ridgefield	Gee Creek Trail, Abrams Pk. To Heron Dr.	CN	83	\$100,000	\$328,000
4	Clark County	NE 68 th Street Sidewalk	PE	82	\$150,000	\$250,000
5	Vancouver	NW Neighborhood Connectivity	PE	81	\$145,000	\$199,000
6	Klickitat County	Klickitat Multi-Use Trail	CN	77	\$55,000	\$98,000
7	Battle Ground	Chelatchie Rails with Trails Phase 2	PE	68	\$147,000	\$153,000
					\$1,282,000	\$5,372,658

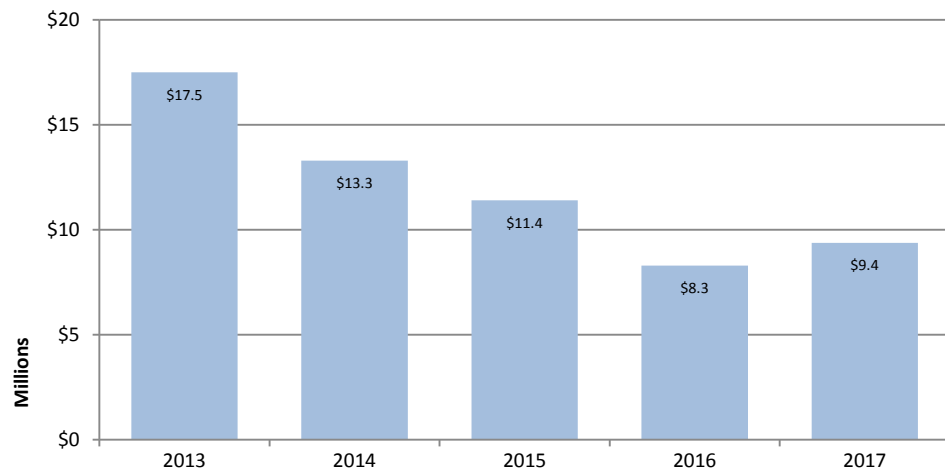
Regional Projects Moving Forward

Through federal fiscal year 2017, local agencies obligated \$9.4 million in regional federal funds. Regional obligation policies were revised in 2016 to actively manage obligation levels within federal allocation levels. Even with these policies, the region continues to exceed required statewide obligation targets.

Funds were obligated for the following regionally selected projects in FY 2017:

- ◆ Vancouver Waterfront Trail, Vancouver
- ◆ NE 10th Avenue, 154th to 164th Streets, Clark County
- ◆ Fourth Plain Subarea Sidewalk Infill, Vancouver
- ◆ NE 119th Street, 50th to 72nd Avenue, Clark County
- ◆ 2018 VAST Coordination, RTC
- ◆ Main Avenue Access Improvement (Ridgefield), Western Federal Lands
- ◆ Highway 99 Pedestrian/Bicycle Improvements, Clark County
- ◆ Open Trip Planner and Alerts System, C-TRAN
- ◆ SR-503 ATIS Infill, WSDOT
- ◆ Pioneer Street Rail Overpass, Ridgefield
- ◆ Evergreen Way/32nd Street Intersection, Washougal
- ◆ 2018 UPWP & CMP Support, RTC

Obligation by Calendar Year



RTC staff also administered [twenty-three amendments](#) to the 2017-2020 [Transportation Improvement Program](#) to ensure regional projects had timely access to awarded grant funds.

2017-2020 Transportation Improvement Program

The [RTC Board of Directors](#) adopted the 2018-2021 [Transportation Improvement Program](#) in October 2017 and programmed \$215.8 million in funds for regional transportation investment over the next four years. Of which, \$26.4 million is RTC Board selected regional federal grants.

Project Showcases

Shortly after regionally selected projects are completed, local agencies are required to prepare a one-page project showcase. Project Showcases are intended to be a regional reporting tool. The following Project Showcases were brought to the RTC Board of Directors in 2017:

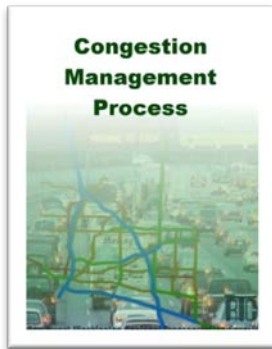
- ◆ Clark County – NE 47th Avenue/NE 78th Street Intersection
- ◆ C-TRAN – The Vine
- ◆ Clark County – Transportation System Management and Operations, Phase 2
- ◆ Clark County – Carty Road Reconstruction, NE 10th Avenue to Hillhurst Road
- ◆ Vancouver – Destination Downtown Program
- ◆ Vancouver – Salmon Creek Avenue Pathway
- ◆ Clark County – Highway 99 Traffic Responsive Incident Management



Regional Planning

Regional transportation planning is a primary responsibility of RTC. Multiple long-range plans were developed within the RTC region through 2017 and are highlighted as follows. Each plan is designed to identify needs and smart investments to keep the region's regional transportation system safe, accessible to all populations, and moving to support economic growth.

Congestion Management Process



Annual evaluation of [traffic and congestion conditions](#) within Clark County was completed in August 2017. As part of this effort, RTC produces an annual Congestion Monitoring report. The [2016 CMP Summary Report](#) is available for download.

Overall, the Monitoring Report shows that the implementation of the Regional Transportation Plan will address most of the corridor capacity needs over the next 20 years. This does not mean that congestion will not exist, but through the implementation of additional operational improvements and by addressing localized bottlenecks, the region can lessen congestion.

The Report also shows that the lack of transportation revenue for the I-5 Bridge replacement, along with other key corridors, is contributing to worsening traffic conditions. Lack of progress on select projects will result in delay in achieving the RTP benefits and add to future project cost.

Vancouver Area Smart Trek (VAST)



RTC worked closely with the [VAST](#) agency partners to identify projects and develop funding applications for the partner agencies. Federal funds totaling \$1.4 million were programmed through the VAST process in 2017 including projects for advanced adaptive signal systems, ramp metering, a real-time dashboard of traffic operations, and program oversight projects. Implementation of transit and travel time data feeds and visualizations into the multi-agency [PORTAL data-warehouse](#) system will augment the region's ability to research and plan the next wave of system investments with a robust multimodal transportation archive. VAST partners have continued work to prepare for "connected" and smart vehicle technologies and future-proof the transportation system by investing in high powered signal controllers that can process large amounts of data and communicate with vehicles and other roadside devices. As part of this imminent transformation, RTC hosted a workshop about smart cities to educate regional stakeholders and further discussion about future challenges and opportunities in transportation technology to improve mobility in the region.

Working together, the VAST program is staging the region to utilize advanced signal and data technologies to increase the efficiency and operating capacity of the regional transportation system.

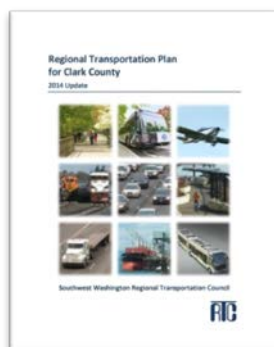
The Transportation Systems Management and Operations (TSMO) Plan, first developed in 2011 and updated in 2016, guides the implementation of operational strategies and supports Intelligent Transportation Systems (ITS) technologies. The TSMO Plan notes that, like any transportation infrastructure, communications networks, controllers, cameras, and other roadside devices need to be maintained and replaced. The plan calls for developing a systematic approach and sustained funding strategies to ensure asset replacement and continued long term operation of the system.

The 2016 Regional ITS Communications Plan describes the existing fiber communications networks (of Clark County, the City of Vancouver, and WSDOT), identifies gaps in the network and other system needs, and develops a cohesive set of regional strategies to maintain and improve the network, as well as identify future communications needs. The linking of the operations and communications plans, through VAST, ensures that the non-capital component of the regional transportation system is coordinated to manage the system most effectively without adding new roadway capacity.

RTC completed a major update to its communications asset management database which is commonly shared between all the VAST agencies. The GIS based tool contains data on fiber routes, types, ownership and other attributes such as current use and availability, as well as the routers, switches and traffic field devices connected to them. The shared database supports better management of communications infrastructure and supports opportunities for agency fiber sharing.

RTC continues to build on the Communications Interoperability Agreement, executed between VAST agencies in 2006. The agreement allows partner agencies to share unused fiber with each other, to make more effective use of available capacity. Seven permits were executed in 2017 for a total of 37 agreements comprising more than 115 miles of shared VAST fiber and between \$17 and \$21 million if agencies had to build fiber on their own.

Regional Transportation Plan – 2018 Update



Regular update to the Regional Transportation Plan is a primary responsibility of the RTC to ensure continued receipt of federal transportation funds for regional and local transportation projects. The process to update the RTP for Clark County was initiated in 2017 with adoption anticipated in late 2018. The plan is designed to identify transportation needs and smart investments to keep the regional transportation systems safe, accessible to all populations, and supportive of economic development. In 2017, the work scope for the RTP's update was developed, initial research was conducted, the 2040 horizon year population and employment forecasts were adopted and demographic and transportation trends

were considered. In addition, preliminary work on public participation and Environmental Justice was carried out.

The multi-modal, fiscally constrained plan will serve as the blue-print for public and private investment in regional freeways and major roadways, transit systems, and technology solutions. The updated RTP will incorporate an updated set of regional project priorities and will provide continued consistency between state, regional and local transportation plans.

Transportation Performance Management

The federal transportation act, [MAP-21](#) (2012), instituted performance driven transportation planning and decision making, and these provisions are carried into the current federal transportation act, the [FAST Act](#) (2015). Transportation Performance Management is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. It is systematically applied as part of a regular ongoing transportation planning process. Federal rulemaking for Transportation Performance Management was finalized in 2017 and TPM moves into full implementation from 2017 onward.

RTC staff has continued to collaborate with WSDOT as members of statewide committees and working groups, has attended FHWA training workshops, and has collaborated with bi-state partners in preparation for performance target setting and monitoring. The first RTC Transportation Performance Management action came in June 2017 when the Board concurred with C-TRAN's Transit Asset Management State of Good Repair performance targets. Additional performance targets will be set in 2018 for system components including Safety, and Bridge and Pavement conditions.

Focused Planning Studies

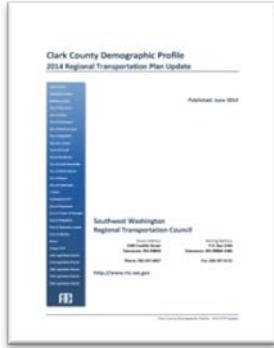
RTC has partnered with member agencies to provide project management services for focused planning studies within the RTC region.

Bus on Shoulder Feasibility Study

RTC, in partnership with C-TRAN and WSDOT assessed shoulder running bus operations as part of a regional and bi-state [Bus on Shoulder Feasibility Study](#). The study examined the potential implementation of shoulder running bus service as a low-cost and practical solution to enhance transit service and reliability on the region's congested commute corridors. Study findings and recommendations were published in May 2017. Study recommendations included a BOS Pilot Project on SR-14 between I-205 and 164th. C-TRAN and WSDOT subsequently collaborated to develop agreements and operating rules and implemented an 18 month demonstration project on October 23, 2017.

Technical Services

Growth and Demographic Forecasting

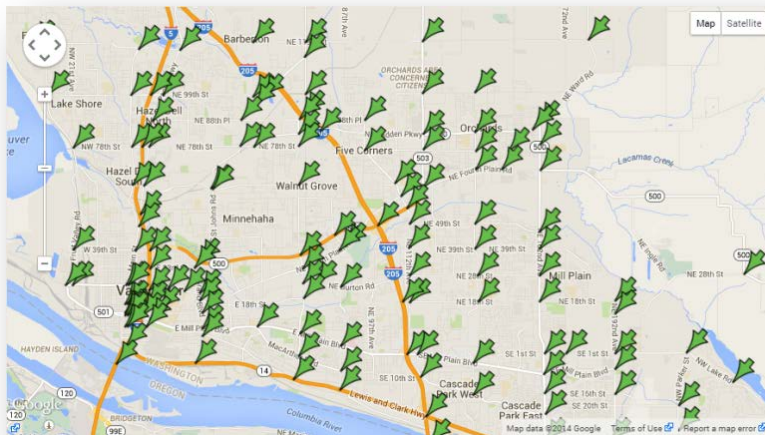


RTC staff developed a 2040 land use forecast and a transportation analysis zone allocation of households and employment in coordination with planning staff from local jurisdictions. The 2040 forecast is based on the adopted [Clark County 2016 Comprehensive Plan Update](#) and will be used for both RTC and Portland Metro's 2018 RTP updates. Growth and demographics trends were analyzed for the RTC's 2018 RTP Update and [presentation](#) of the results given to RTC member and the RTC Board.

The slide is titled "Regional Growth and Demographic Trends" and features a blue header with the text "We've been growing... added a whole city". Below the header, it states: "From 2010 to 2016, the region has added 199,000 people and 168,000 jobs ... that is like adding the City of Tacoma or Salem/Keizer". The slide includes two images: a city skyline and a landscape view. The RTC logo is in the bottom left, and "RTC Board Meeting" is in the bottom right.

Traffic Counting and Data

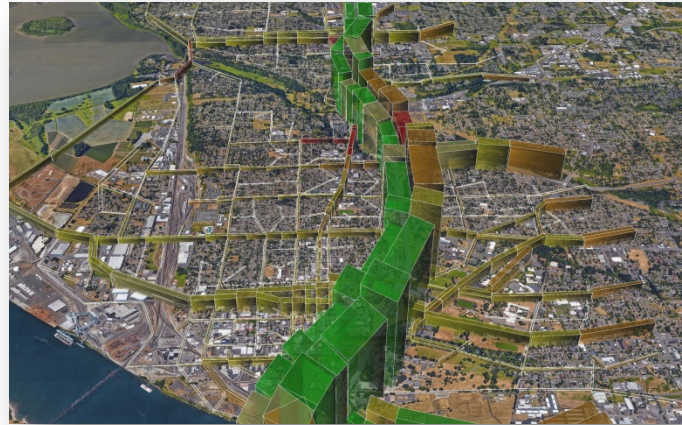
RTC collects, stores, and makes available to all member agencies and the public [historical traffic count records](#). This database currently contains 647 intersections and their traffic count and turn movement volumes, including scans of the raw data in many cases. There are also supplemental pages of data such as a list of the highest



volume intersections, statistics on Columbia River bridge crossings, and congestion management information. Through the [VAST](#) partnership efforts, additional software enhancements are now underway which will result in live traffic count feeds into the database structure.

Regional Traffic Modeling

RTC has continued to provide travel forecast modeling to RTC members while coordinating with Portland Metro staff to update the regional travel model's base year to 2015 and horizon year to 2040. These updates will provide up-to-date travel forecasting and analysis for the 2018 RTP update. RTC staff continued to participate in WSDOT and ODOT modeling committees coordinating regional and state-wide model development; laying the groundwork for regionally coordinated household travel survey in 2020; and providing technical review of modeling methods and analysis for the ODOT Value Pricing Study.



Project Traffic Modeling

RTC provided travel model forecasts for internal and external transportation studies and projects, including support for the following studies:

- ◆ City of Washougal – City Center Concepts
- ◆ Clark County – Sub-area Modeling NE 179th Street Interchange area
- ◆ City of Ridgefield – 45th Street

Fee-for-Service

RTC provides technical data and modeling services to private business on a pay-for-service basis. During 2017, RTC processed thirty-one data requests and billed private vendors for direct hours of service, creating a net revenue stream to RTC.

Regional Partnerships and Collaboration

Bi-State Coordination Committee

In partnership with Portland Metro's Joint Policy Advisory Committee on Transportation (JPACT), RTC continued to host a regional gathering of transportation and elected leadership to forge partnerships on common regional transportation initiatives. The region's Bi-State Coordination Committee met on two occasions to hear reports on current project and planning efforts. Among the matters in front of the Committee were briefings on: the RTC's Bus on Shoulder Study and related C-TRAN pilot demonstration project along SR-14; the region's legislative priorities; and discussions of the two MPO's Regional Transportation Plan updates.

Regional Initiatives

As part of RTC's [VAST](#) Program, RTC and member agencies have established an ongoing partnership with [Portland State University](#) and Portland area transportation agencies to maintain and improve the data archive hosted by the ITS Lab at PSU known as Portal. The archive contains, in a single location, historical and real-time transportation data from agencies in the Vancouver-Portland region.



This ongoing bi-state regional initiative continues to broaden its scope of data collection and reporting. New transit and arterial data feeds were added this year, as well as expanded freeway operations analysis capabilities. As a contributing member, RTC helps to guide the design and growth of this database, ensuring that the value and integrity of this system creates value for member agencies planning and evaluation of system performance outcomes and future needs.

Less visible, but just as important, Clark County, with support from RTC, began sending traffic detection data over the bi-state ITS data network on designated fiber strands. This change relieves Clark County internet bandwidth and provides a dedicated, reliable link to Portal.



MPO Program Administration

Federal and State Program Compliance



RTC remained fully compliant with federal laws governing MPO business through 2017. RTC's FY 2018 [Unified Planning Work Program](#) was approved by the Federal Highway Administration and Federal Transit Administration on June 29, 2017.

RTC secured re-certification of its MPO program in conjunction with a comprehensive four-year program performance review, conducted by the Federal Highway and Transit Administrations. RTC's program was re-certified on March 20, 2017.

Financial Compliance

RTC continues to achieve high marks from the Washington State Auditor for financial accounting and reporting, and RTC's annual audit was completed and published on August 7, 2017, with no recommendations for improvement.

RTC

Member Agencies

