

Southwest Washington Regional Transportation Council

**Unified Planning Work Program
for**

Fiscal Year 2024

July 1, 2023 to June 30, 2024

ADOPTED

May 2, 2023

Southwest Washington Regional Transportation Council
1300 Franklin Street
Vancouver WA 98660

Telephone: 564-397-6067
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Relay Service: #711 or (800) 833-6388

RTC's Website: <http://www.rtc.wa.gov>



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This Unified Planning Work Program has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, and the Washington State Department of Transportation.

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

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

Title VI Compliance

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

Americans with Disabilities Act (ADA) Information:

Materials can be provided in alternative formats by contacting
Southwest Washington Regional Transportation Council (RTC)


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

Relay Service: #711 or (800) 833-6388





RESOLUTION 05-23-10

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director 
DATE: April 25, 2023
SUBJECT: **FY 2024 Unified Planning Work Program**

AT A GLANCE - ACTION

To adopt RTC's Fiscal Year 2024 Unified Planning Work Program (UPWP).

INTRODUCTION

The Unified Planning Work Program (UPWP) is prepared annually and documents the transportation planning activities to be carried out by RTC as the Metropolitan Planning Organization (MPO) for Clark County (within the Portland-Vancouver metropolitan area). Transportation planning activities are performed in response to the requirements of all MPOs outlined in federal regulations; United States Code (USC) Titles 23 and 49. RTC's Fiscal Year 2024 UPWP covers a one-year period from July 1, 2023 to June 30, 2024. The UPWP is consistent with RTC's calendar year 2023 Work Plan and Budget adopted by the RTC Board of Directors in December 2022 (RTC Board Resolution 12-22-32). In addition to describing upcoming and potential transportation planning activities, the UPWP also details the assignment of RTC grant and other funding resources for implementation of the transportation planning program.

The FY 2024 UPWP document outlines regional transportation planning activities focused in four major sections: (1) Regional Transportation Planning Program, (2) Data Management, Travel Forecasting, Air Quality, and Technical Services, (3) Regional Transportation Program Coordination and Management, and (4) Transportation Planning Activities of State and Local Agencies.

To comply with the federal transportation act [Metropolitan Planning Rule § 450.308(c)], the MPO develops the UPWP in cooperation with transportation planning partners to address the transportation planning priorities facing the region. The UPWP identifies work proposed for the next 1- or 2-year period by major activity and task in sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of federal and matching funds. RTC's UPWP outlines funding sources available for the transportation planning program to address the major transportation planning issues of the upcoming year (see UPWP, page xv). A Revenue Summary table is provided on page 53 of the document.

POLICY IMPLICATION

The UPWP is expected to set in place a program to implement federal, state, and local transportation planning emphasis areas (PEAs). The Federal Highway Administration, the Federal Transit Administration, and Washington State Department of Transportation annually identify transportation PEAs to be addressed in the metropolitan and statewide transportation planning processes. The PEAs are outlined on pages xi through xv of RTC's FY 2024 UPWP. Federal emphasis areas were updated significantly for FY 2023 as outlined in a December 30, 2021 FHWA/FTA letter and these emphasis areas remain the same for the FY 2024 UPWP. In addition to continuing emphasis on the performance-based planning requirements, the PEAs include the issues listed below that need to be addressed in the MPO's work program including:

- Tackling the Climate Crisis – Transition to a Clean Energy Resilient Future
- Equity and Justice 40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway System: (STRAHNET)/US Department of Defense Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning

The state emphasizes the need for MPO/RTPOs to collaborate with WSDOT on development of statewide transportation plans.

Carrying out a metropolitan transportation planning program that meets the requirements of 23 CFR 450.308 and 23 CFR 420.111; 49 USC § 5303, 49 USC § 5305 and FTA Circular 8100.1C will continue with adoption of RTC's FY 2024 UPWP. This includes addressing the federal transportation planning factors outlined on page xii of RTC's FY 2024 UPWP.

Stakeholder Review

The Regional Transportation Advisory Committee (RTAC) helps to develop the UPWP and has opportunity to review drafts throughout the development process. The RTC Board of Directors had the opportunity to review the draft document at its April 4, 2023 meeting.

The Portland-Vancouver metropolitan area is served by two MPOs; RTC serves the Washington portion of the region and Metro serves the Oregon portion. In a bi-state region, the MPOs must cooperate and coordinate development of their respective UPWPs. Metro's draft FY 2023-2024 UPWP is made available for the RTC Board's review (see pages 70-195 of Metro's April 20 Joint Policy Advisory Committee on Transportation (JPACT) meeting packet).

RTC and Metro staff participated in the Federal and State UPWP review meetings held at both MPOs; on March 6 at Metro and March 20 at RTC. Public notice of the draft FY 2024 UPWP has been published on the RTC's website.

The RTC's Regional Transportation Advisory Committee (RTAC) reviewed the proposed FY 2024 UPWP at its April 21 meeting and recommended adoption by the RTC Board of Directors.

BUDGET IMPLICATION

Yes. The FY 2024 UPWP budget is consistent with and extends from RTC's 2023 Work Plan and Budget adopted by the RTC Board of Directors in December 2022. Federal, state, special study contract, and member assessment revenue sources assumed in the FY 2024 UPWP have been committed by agreement, authorized for future assessment, or are planned to be committed in the coming months.

A Revenue Summary table is presented on page 53 of the FY 2024 UPWP document. The Revenue Summary table provides a programmatic accounting of *total and estimated* program funding by work element. All, some, or none of the work element funding may be expended in FY 2024, due to project need or scheduling adjustments (which occur upon partner engagement and mutual agreement). Should the projected work element schedules and funding allocations change significantly during the FY 2024 UPWP, the Work Program will be amended accordingly.

ASSOCIATED ACTIONS

Adoption of the FY 2024 Unified Planning Work Program authorizes the Executive Director to file applications for and accept state and federal grant funds, to execute grant agreements, and to file certifications, assurances and required documentation relating to grant funding and implementation of the FY 2024 UPWP.


ACTION REQUESTED


Adoption of Resolution 05-23-10 to approve the Unified Planning Work Program for Fiscal Year 2024.

ADOPTED this 2nd day of May 2023, by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

ATTEST:

DocuSigned by:

B40ED9AF864A492...
~~Gary Medviga~~ Jack Burkman
~~Chair of the Board~~ Vice-Chair of the Board

DocuSigned by:

1093CF97B6334F4...
Matt Ransom
Executive Director

Attachments:

- RTC's FY 2024 UPWP
- Metro's Draft FY 2023-2024 UPWP available for review as part of the April 20, 2023 JPACT meeting packet (pages 70-195 of the meeting packet)

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FISCAL YEAR 2024 UPWP: INTRODUCTION

UPWP PURPOSE

The Unified Planning Work Program is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The financial year 2024 (FY 2024) UPWP runs from July 1, 2023 through June 30, 2024. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP.

The UPWP focuses on transportation tasks that are priorities for federal and state transportation agencies as well as local jurisdictions. The planning activities relate to multiple modes of transportation and address planning issues significant to the Regional Transportation Plan (RTP) for the Clark County urban region and the Regional Transportation Plans for the rural counties of Skamania and Klickitat. The Infrastructure and Investment Jobs Act, also known as The Bipartisan Infrastructure Bill (BIL), was signed into law by President Biden on November 15, 2021; it is this federal transportation act that sets the policy and programmatic framework for transportation investments building on the FAST Act (2015). The BIL is a once-in-a-generation investment in infrastructure that will help grow the economy, enhance U.S. competitiveness, create good jobs, and build a safe, resilient, and equitable transportation future. The BIL builds on the program structure and reforms of the prior federal Transportation Act, the FAST Act.

UPWP OBJECTIVES

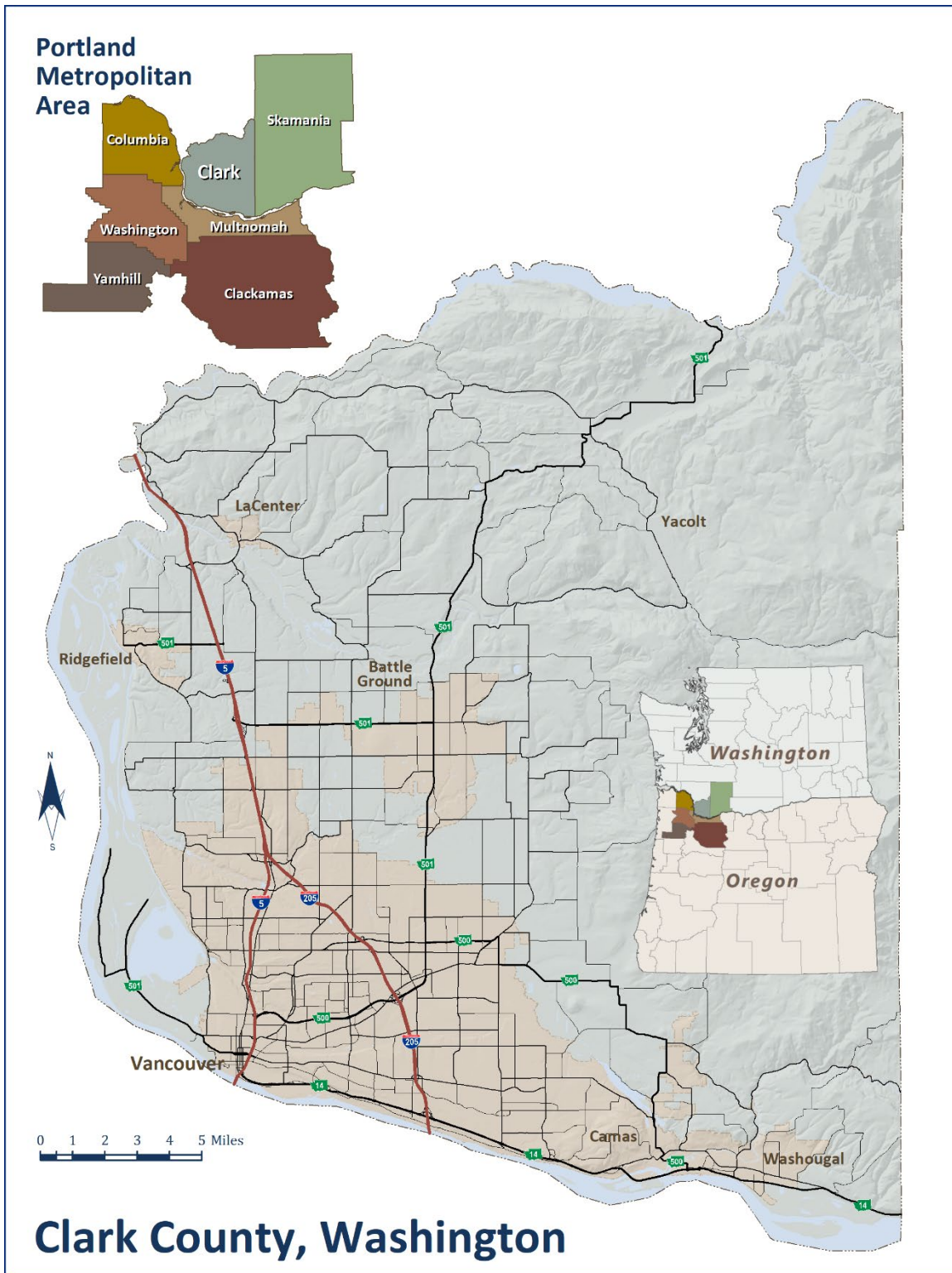
The Work Program describes regional transportation planning issues and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver and RTPO region with a useful basis for coordination.

UPWP AMENDMENTS

If necessary, the Work Program is kept current during the course of the fiscal year by UPWP amendments carried through an RTC Board resolution adoption process.

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC): MPO/RTPO

RTC is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area (See Figure 1, map). An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. RTC's Metropolitan Planning Area (MPA) boundary is countywide. RTC was established in 1992 to carry out the regional transportation planning program.



Clark County, Washington

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



**Figure 2: Southwest Washington Regional Transportation Council (RTC):
Extent of Regional Transportation Planning Organization (Clark, Skamania and Klickitat counties).**

Following passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the region became a federally-designated Transportation Management Area (TMA) because it has a population of over 200,000. TMA status brings additional transportation planning requirements that the MPO must carry out. The MPO's and UPWP requirements are specified in 23 CFR 450.308, 23 CFR 420.111, 49 USC §5303, 49 USC §5305 and FTA Circular 8100.1C.

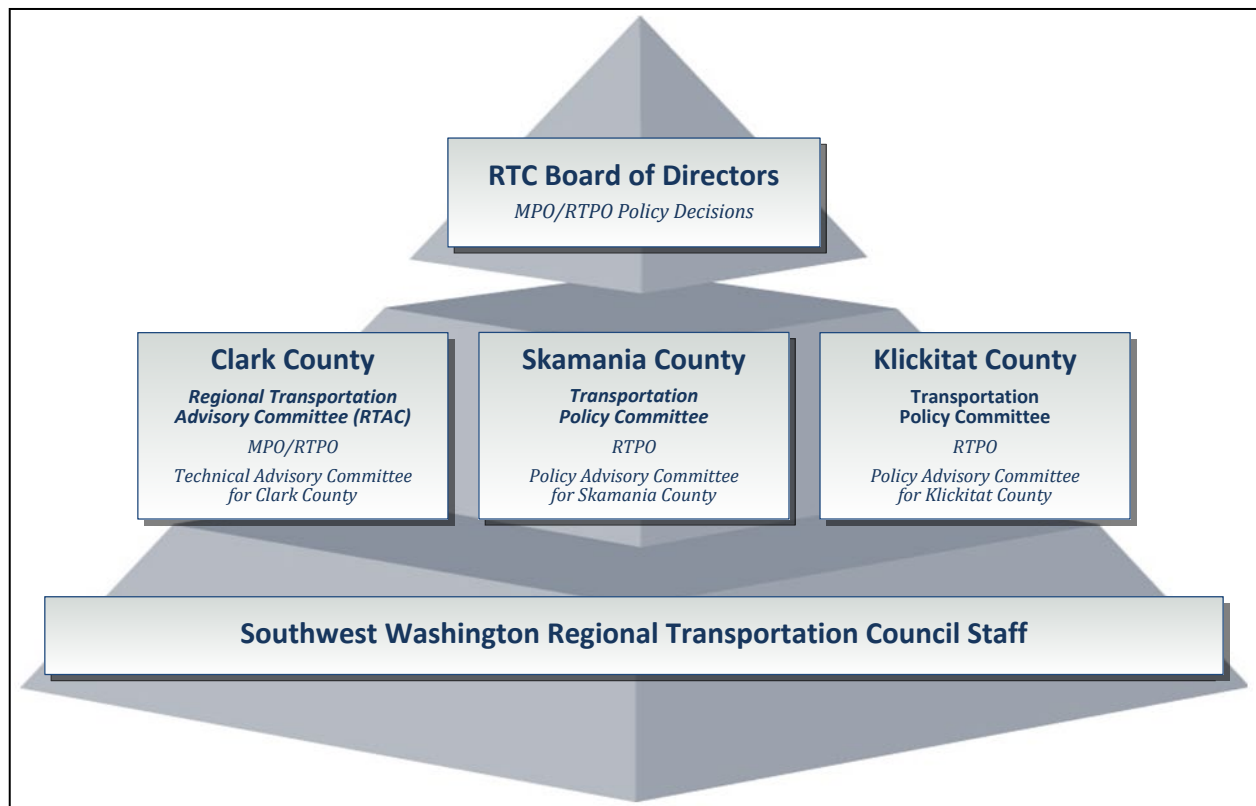
RTC is also the Washington State-designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat (Figure 2, map). RTPO requirements are specified in RCW47.80.010 through RCW47.80.070 and WAC 468-86.

RTC's three-county population of Clark, Klickitat and Skamania is estimated to be 555,950 in 2022 with Clark County having the largest population of 520,900. Clark and Skamania counties are part of the larger Portland – Vancouver – Hillsboro OR-WA metropolitan area. The Metropolitan Statistical area defined by the U.S. Census Bureau includes seven counties, Clackamas, Columbia, Multnomah, Washington, and Yamhill Counties in Oregon, and Clark and Skamania Counties in Washington with an estimated 2021 population of 2,511,612.

PARTICIPANTS, COORDINATION AND FUNDING SOURCES

The Regional Transportation Council (RTC) Board of Directors is the policy decision-making body for RTC, both as MPO and RTPO. Within the Clark County MPO region, the Regional Transportation Advisory Committee (RTAC) advises the RTC Board on technical transportation issues. Consistent with the 1990 State Growth Management Act, Transportation Policy Committees for Skamania and Klickitat Counties provide policy advice for the two rural counties. Membership of RTC, the RTC Board, the Regional Transportation Advisory Committee (RTAC), Skamania County Transportation Policy Committee and Klickitat Transportation Policy Committee are listed on pages vi through ix.

Figure 3: RTC’s Agency Structure



A. Clark County

The primary transportation planning participants in Clark County include the following: the Southwest Washington Regional Transportation Council (RTC), C-TRAN, Washington State Department of Transportation (WSDOT), Clark County, the cities of Vancouver, Camas, Washougal, Ridgefield, Battle Ground and La Center and the town of Yacolt, the ports of Vancouver, Camas-Washougal, and Ridgefield, the Cowlitz Indian Tribe, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). In addition, the state Department of Ecology (DOE) is involved in the transportation program as it relates to air quality and, in particular, the State Implementation Plan (SIP) for carbon monoxide and ozone. The Human Services Council for the region coordinates with RTC on human services transportation issues. As the designated MPO for the Clark County region, RTC annually develops the transportation planning work program and

endorses the work program for the entire metropolitan area that includes the Metro Portland region. RTC is also responsible for the development of the Regional Transportation Plan, the metropolitan Transportation Improvement Program, the Congestion Management Process and other regional transportation studies.

C-TRAN regularly adopts a Transit Development Plan (TDP) that provides a comprehensive guide to C-TRAN's shorter-term development. The TDP provides information regarding capital and operating improvements over the next six years. The TDP, required by RCW 35.58.2795, outlines those projects of regional significance for inclusion in the Transportation Improvement Program within the region. C-TRAN adopted a longer-range transportation plan, C-TRAN 2030, in June 2010 to guide the future development of the transit system and adopted a Plan update in December 2016. Following a June 1, 2005 decision, C-TRAN's service boundary is limited to the city of Vancouver and its urban growth boundary, and the city limits only of Battle Ground, Camas, La Center, Ridgefield, Washougal, and the Town of Yacolt. In September 2005, voters approved an additional 0.2 percent sales tax for C-TRAN, avoiding significant service reductions, preserving existing service, and restoring service to outlying cities. C-TRAN operates a fixed route bus system on urban and suburban routes, The Vine Bus Rapid Transit route as well as express commuter bus service to Portland, Oregon. C-TRAN also operates The Current, a new on-demand door-to-door rideshare service, and Americans with Disabilities Act (ADA)-compliant paratransit service.

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

Agreements

RTC's governing documents are described on the agency's website. Mechanisms for local, regional and state coordination are described in Memorandum of Agreement (MOA) and Memorandum of Understanding (MOU). These memoranda are intended to assist and complement the transportation planning process by addressing:

- The organizational and procedural arrangement for coordinating activities such as procedures for joint reviews of projected activities and policies, information exchange, etc.
- Cooperative arrangements for sharing planning resources (funds, personnel, facilities, and services).
- Agreed upon base data, statistics, and projections (social, economic, demographic) as the basis on which planning in the area will proceed.

In FY 2015, the RTC Board authorized the Executive Director to enter into a Metropolitan Planning Agreement with the Washington State Department of Transportation (WSDOT) and the Clark County Public Transit Benefit Authority (C-TRAN) to fulfill the requirements of federal code 23 USC Part 450.314. RTC’s Metropolitan Planning Agreement, the so-called ‘314 agreement’, was originally signed on November 6, 2014 and the Agreement was updated in 2019 with all participants signing the update by December 5, 2019. The 314 Agreement documents coordination and consultation processes and expectations among RTC, WSDOT, and C-TRAN to carry out respective federal transportation planning requirements. The MPA reflects updated federal metropolitan transportation planning procedures and requirements, applicable federal laws and administrative procedures. A Memoranda of Understanding (MOU) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA), renamed the Southwest Clean Air Agency (SWCAA), is also in place. The RTC/SWCAA MOU was adopted on January 4, 1995 (Resolutions 01-95-02).

An MOU between RTC and Metro was first adopted by the RTC Board on April 7, 1998 (RTC Board Resolution 04-98-08). The Metro/RTC MOU was last reviewed in 2021 and adopted by RTC in July 2021 (RTC Board Resolution 07-21-21, July 6, 2021). The Metro/RTC MOU is currently reviewed triennially with adoption of the UPWP and is due for update in 2024.

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: MEMBERSHIP 2023

Clark County	Port of Vancouver
Skamania County	Port of Camas/Washougal
Klickitat County	Port of Ridgefield
City of Vancouver	Port of Skamania County
City of Washougal	Port of Klickitat
City of Camas	Portland Metro
City of Battle Ground	Oregon Department of Transportation
City of Ridgefield	The Cowlitz Indian Tribe
City of La Center	<i>Legislators from the following Washington State Districts:</i>
Town of Yacolt	14th District
City of Stevenson	17th District
City of North Bonneville	18th District
City of White Salmon	20th District
City of Bingen	49 th District
City of Goldendale	
C-TRAN	
Washington State Department of Transportation	

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: BOARD OF DIRECTORS

RTC Board of Directors 2023

Jurisdiction/Agency	Represented By:
City of Vancouver	Mayor Anne McEnerny-Ogle Council Member Erik Paulson
Clark County	Council Chair Karen Dill Bowerman Councilor Michelle Belkot Councilor Gary Medvigy (RTC Chair)
Small Cities East: City of Camas City of Washougal	Council Member Leslie Lewallen, Camas
Small Cities North: City of Battleground City of Ridgefield City of La Center Town of Yacolt	Council Member Ron Onslow (Ridgefield)
Skamania County: Skamania County City of North Bonneville City of Stevenson Port of Skamania County	Commissioner Asa Leckie, Skamania County
Klickitat County: Klickitat County City of Bingen City of Goldendale City of White Salmon Port of Klickitat	Commissioner Lori Zoller, Klickitat County
C-TRAN	Shawn Donaghy, CEO
WSDOT	Carley Francis, Southwest Regional Administrator
Ports: Port of Vancouver Port of Camas-Washougal Port of Ridgefield	Commissioner Jack Burkman, Port of Vancouver (RTC Vice-Chair)
Cowlitz Indian Tribe	Whitney Mosback, Tribal Delegate
ODOT	Rian Windsheimer, Region One Manager
Metro	Councilor Juan Carlos Gonzalez, Metro
Ex-officio, non-voting RTC Board Members:	
14 th District	Senator Curtis King Representative Chris Corry Representative Gina Mosbrucker

RTC Board of Directors 2023

Jurisdiction/Agency	Represented By:
17 th District	Senator Lynda Wilson Representative Paul Harris Representative Kevin Waters
18 th District	Senator Ann Rivers Representative Greg Cheney Representative Stephanie McClintock
20 th District	Senator John Braun Representative Peter Abbarno Representative Ed Orcutt
49 th District	Senator Annette Cleveland Representative Monica Jurado Stonier Representative Sharon Wylie

Regional Transportation Advisory Committee (RTAC) Members

Jurisdiction/Agency	Represented By:
Regional Transportation Council	Matt Ransom [Chair]
Clark County (Transportation Planning)	Gary Albrecht
Clark County, Public Works	Christopher Carle
City of Vancouver, Public Works	Chris Malone
City of Vancouver, Planning	Kate Drennan
C-TRAN	Taylor Eidt
WSDOT	Laurie Lebowsky-Young
City of Camas	Jim Carothers
City of Washougal	Scott Collins
City of Battle Ground	Ryan Jeynes
City of Ridgefield	Chuck Green
City of La Center	Tony Cooper
Town of Yacolt	Tom Esteb
Port of Vancouver	Jim Hagar
Port of Camas-Washougal	Dave Ripp
Port of Ridgefield	Ethan Perry
Human Services Transportation Provider	Gerina Hatch (Community in Motion)
ODOT	Scott Turnoy
Metro	Tom Kloster
Cowlitz Indian Tribe	Dean Reynolds
Columbia River Economic Development Council	Jennifer Baker

B. SKAMANIA COUNTY

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

SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

Jurisdiction/Agency	Representative
Skamania County	Tom Lannen, County Commissioner
City of Stevenson	Ben Shumaker, Planning Manager
City of North Bonneville	Brian Sabo, Mayor
Port of Skamania County	Pat Albaugh, Port Manager
WSDOT, Southwest Region	Laurie Lebowsky-Young, SW Region Planning Manager

C. KLICKITAT COUNTY

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

KLICKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

Jurisdiction/Agency	Representative
Klickitat County	Commissioner Lori Zoller
City of White Salmon	Ross Lambert, Public Works
City of Bingen	David Spratt, Public Works Superintendent
City of Goldendale	Vacant, Public Works Director
Port of Klickitat	James Herman, Port Commissioner
WSDOT, Southwest Region	Laurie Lebowsky-Young, SW Region Planning Manager
Yakama Nation (ex-officio member)	Al Pinkham, Engineering Planner

D. BI-STATE COORDINATION

Both RTC, the MPO for the Clark County, Washington portion of the Portland-Vancouver metropolitan region, and Metro, MPO for the Oregon portion of the Portland-Vancouver region, recognize that bi-state travel is significant within the region. To address bi-state regional transportation system needs, RTC representatives participate on Metro's Transportation Policy Alternatives Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT). Metro is represented on RTC's Regional Transportation Advisory Committee (RTAC) and RTC Board of Directors. Currently, several locations on the I-5 and I-205 north corridors are at or near capacity during peak hours resulting in frequent traffic delays. The need to resolve increasing traffic congestion levels and to identify long-term solutions continues to be a priority issue. ODOT submitted a tolling application to FHWA on December 10, 2018 with a January 8, 2019 FHWA response requesting further detail and public outreach. Also of bi-state significance is continued coordination on air quality issues; the region has now reached air quality attainment status for both ozone and carbon monoxide.

The Bi-State Transportation Committee was established in 1999 to ensure bi-state transportation issues are addressed. The Committee was reconstituted in 2004 as the Bi-State Coordination Committee, with the scope to review transportation issues of bi-state significance as well as bi-state land use issues that impact economic development, environmental, and environmental justice issues. On issues of bi-state transportation significance, the Committee's discussions and recommendations are advisory to RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro. On issues of bi-state land use and economic significance, the Committee's advisory recommendations are to the appropriate local and regional governments. The committee may be convened by RTC or JPACT and meets on an as needed basis.

E. TRIBAL PARTICIPATION

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

F. RTC STAFF

Figure 4 provides an overview of RTC staff with areas of work outlined.

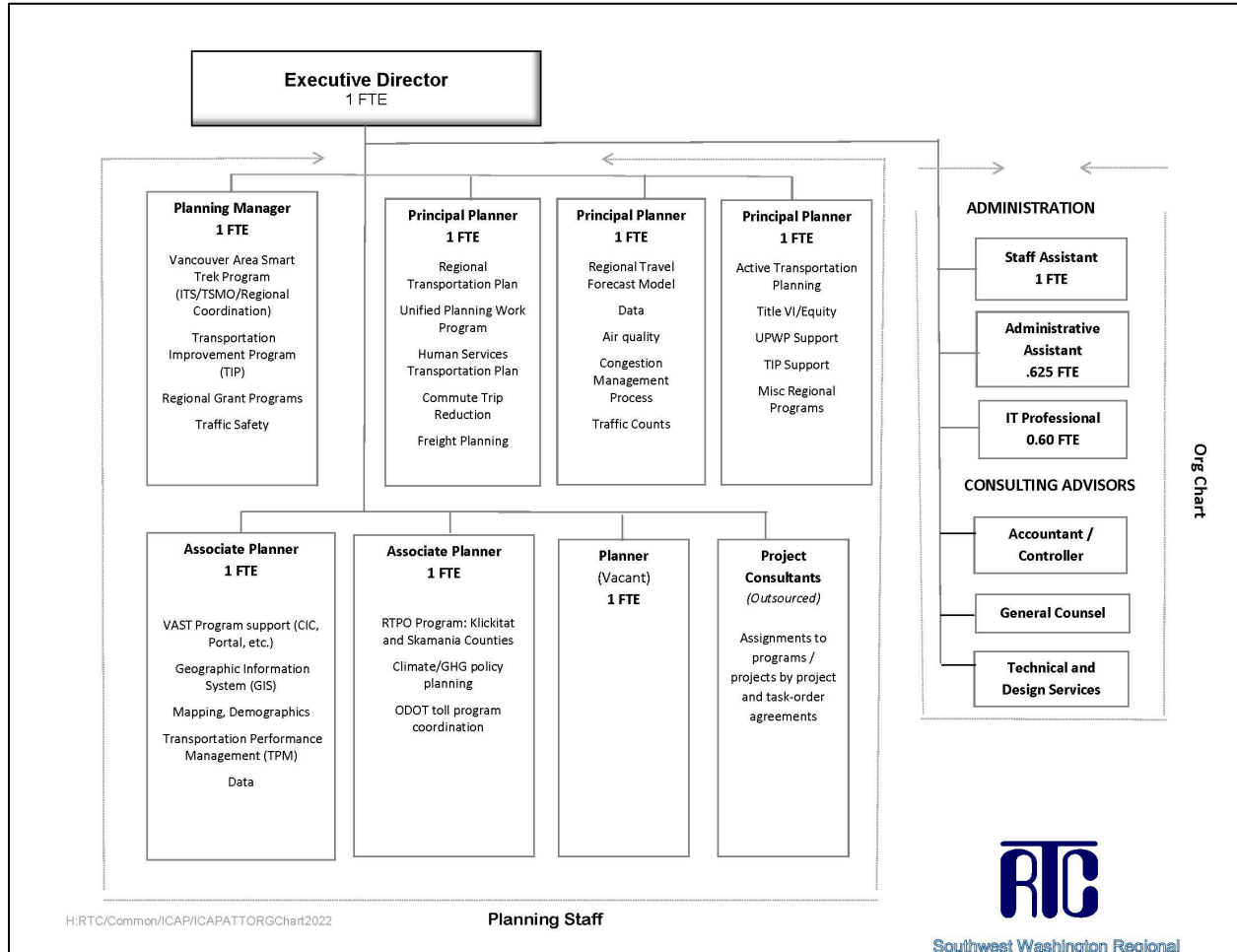


Figure 4: RTC Staff

PLANNING EMPHASIS AREAS

The UPWP is reflective of the national focus to encourage and promote the safe and efficient management, operation and development of transportation systems to serve the mobility needs of people and freight within and through urbanized areas as well as foster economic growth and development. The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues during the upcoming year. The UPWP implements federal, state and local transportation planning emphasis areas (PEAs). The Federal Highway Administration, the Federal Transit Administration and Washington State Department of Transportation identify transportation planning emphasis areas intended to guide the development of work programs for both metropolitan and statewide transportation planning processes.

FEDERAL PLANNING EMPHASIS AREAS

The Bipartisan Infrastructure Bill, is the current Federal Transportation Act signed into law by President Biden on November 15, 2021. Updated federal PEAs to help implement the BIL were outlined in a December 30, 2021 FHWA/FTA letter. In addition to continuing emphasis on metropolitan planning core functions and performance-based planning requirements, the updated PEAs include a significant number of new as well as continuing issues that will need to be addressed in the MPO's work program including in its Regional Transportation Plan and Transportation Improvement Program. The following federal PEAs are described in the December 30 letter under the issue headings:

- Tackling the Climate Crisis – Transition to a Clean Energy Resilient Future
- Equity and Justice 40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway System: (STRAHNET)/US Department of Defense Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environmental Linkages (PEL)
- Data in Transportation Planning

The scope of the transportation planning process must address the federal planning factors listed in CFR 450.306 to:

- Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

STATE PLANNING EMPHASIS AREAS

Washington State's Growth Management Act established Regional Transportation Planning Organizations (RTPOs) as the institutions for identifying regional transportation priorities and coordinating transportation planning with local comprehensive plans at all jurisdictional levels. WSDOT has identified the following planning emphasis areas for MPOs and RTPOs to dedicate time

- **Administrative**

- Duties of the RTPO in RCW 47.80 – WSDOT is reassessing duties
- Website – MPOs/RTPOs should post governing documents online
- Commit to combat racism and work to enhance diversity, equity, and inclusion efforts. MPOs and RTPOs are encouraged to look for ways to make planning processes more inclusive to members of historically underrepresented groups. WSDOT will support these efforts.

- **Planning Collaboration**

MPOs and RTPOs are to collaborate with WSDOT in developing and reviewing Statewide Plans:

- **Statewide Carbon Reduction Strategy.** The document will identify areas where WSDOT and its partners can work to reduce carbon emissions as well as provide a framework for the use of Carbon Reduction Program funding.
- **Multimodal Planning and Data Division Planning Activities:**

MPOs and RTPOs are requested to dedicate resources to coordinate on the following efforts during the 23-25 biennium: d RTPOs are to collaborate with WSDOT in developing and reviewing Statewide Plans:

 - Implementation of the Highway System Plan (2023-2025 biennium).
 - Public engagement for the legislatively-directed performance-based project evaluation model.
 - Update of the statewide multimodal transportation plan.
- **Public Transportation Division Planning Activities:**

MPOs and RTPOs are encouraged to dedicate resources to coordinate and collaborate with WSDOT's Public Transportation Division as they work on the following efforts:

 - State Transportation Demand Management Plan.
 - State Commute Trip Reduction Plan.
 - Local Commute Trip Reduction Plans.

All of which will inform the development of:

 - The Statewide Public Transportation Plan.
- **Greenhouse Gas Reduction:**

The current administration is eager to implement federal greenhouse gas reduction target setting regulations. MPOs are encouraged to work with WSDOT to be prepared to address the regulations if they are implemented.
- **Comprehensive Plan Updates:**

Many cities and counties in Washington are ramping up efforts to update their comprehensive plans. WSDOT encourages MPOs and RTPOs to coordinate with WSDOT

- region planning offices in the review and support of the local agency comprehensive plan transportation elements. WSDOT has developed a resource page for this effort.
- **Land Use and Transportation:**
WSDOT is working to address the connection between land use and transportation. MPOs and RTPOs are encouraged to engage in processes that address demand management and build or enhance transportation efficient communities through coordinated land use decision making.
 - **Urban Areas Update**
 - Update and smooth urban area boundaries – revisit urban/rural functional classification; work may carry from SFY 2023 to SFY 2024.
 - Periodic review of Functional Classification Networks – ensure system continuity, accessibility, and mobility are met.
 - Review unbuilt proposed routes on the system for six years or more – if construction is not reasonably expected to begin in the 4-year STIP timeframe, consider their removal.
 - **Financial Accounting**
 - Identify all fund sources expected to be utilized in the delivery of the work program
 - Expenditures, revenue sources, rollover from the previous year, matching funds
 - Identify consultant assistance and funding to be used in a consultant contract table.
 - In the Annual Performance and Expenditure Report:
 - Identify funds expended (by source and task) compared to the budgeted amount
 - Summarize overall budgeted versus actual expended amounts – explain any significant differences
 - **Budget**
 - Identify expected revenues and planned expenditures by fund type.
 - Account for any federal funds being rolled over from the previous year with required local match – include STBG funds used for planning purposes.
 - If toll credits are to be used in the budget, MPOs and RTPOs will need to clearly articulate the intention and identify which work element(s) will utilize 100% federal share in the UPWP’s summary budget table.

LOCAL EMPHASIS

RTC’s FY 2024 UPWP will continue its fundamental metropolitan transportation planning program activities and advance project-related activities and integrate work completed in FY 2023 into metropolitan plans with the update to the Regional Transportation Plans for the three counties in RTC’s region.

In FY 2023, RTC completed a comprehensive report on “Transportation Performance Management: Measures and Targets”; participated in the Walkability Action Institute and put together a WAI Team Action Plan with tasks to improve active transportation in the Clark County region; completed an update to the region’s Coordinated Public Transit-Human Services Transportation Plan for Clark, Skamania and Klickitat Counties together with Consolidated Grant Program application rankings; adopted the Modified Locally Preferred Alternative for the Interstate Bridge Replacement Program; updated the region’s Critical Urban Freight Corridors and Critical Rural Freight Corridors; and, provided input to FMSIB’s work on freight investment priorities.

In FY 2024, RTC's work will include: continued engagement in providing technical and policy input for ongoing and emerging bi-state studies including: the Hood River Bridge replacement EIS; development of the I-5 Bridge Replacement; regional policy and project discussions regarding interstate tolling and congestion pricing; continued participation in the Walkability Action Institute (WAI) Clark County team; work with planning partners on updates to local Comprehensive Plans; implementation of the Carbon Reduction Program; and, and RTC will assess the use of newly acquired data to support regional and local transportation planning and programming following a transportation Data Study.

THE REGION'S KEY TRANSPORTATION ISSUES:

RTC's UPWP describes the region's regional transportation planning process that is led by the RTC Board and informed by data and its analysis. RTC provides the multi-jurisdictional forum for the region's collaborative transportation decision making process. A key issue in planning for the region's transportation system is the continued implementation of a performance-managed transportation system and investment decision-making process as required by federal rules. RTC's regional planning process assists member agencies to focus on smart investments and innovations in priority corridors to meet the multi-modal demands of the regional transportation system. RTC's project programming process continues to change accordingly to maximize opportunities to use federal transportation resources for this region's transportation needs.

Growth in the region continues to increase pressures on the transportation system. Local partners are mindful of the interconnectedness of transportation infrastructure investment, jobs and economic development and are aware of the continued need to invest in regional transportation infrastructure and services as well as to maintain the condition of current assets. The regional planning strategy focuses on smart investment of capital to provide solutions to the transportation needs identified in the Regional Transportation Plan.

Key transportation issues for the region include:

- **Support Growth and Development:** The region's transportation system needs to support both existing needs and growth in the region. Washington Office of Financial Management estimated Clark County population at 520,900 in 2022, up by 7,800 people from the 2021 population estimate of 513,100; a 1.5% annual growth rate. OFM's 2022 medium series projection forecasts that Clark County's population will increase by over 177,000 people to 698,416 by 2045. Regional trends point to continued and sustained growth in Clark County with new households and business creating high demand for regional and local mobility services and infrastructure.
- **Post-COVID Transportation:** As the region recovers from the pandemic, RTC is tracking transportation impacts and longer-term consequences on travel demand and use of transportation modes.
- **Regional Project Funding:** Transportation projects and strategies are identified in the Congestion Management Process and Regional Transportation Plan and are programmed for funding in the Transportation Improvement Program. RTC recognizes the need for timely transportation system investments. In this region, need for transportation improvement exceeds available funding. The region's current 4-Year Transportation Improvement Program forecasts

over \$512 Million in planned transportation system investment and maintenance. Even with that level of planned investment, many of the region's needs could remain unmet, and both additional and more prudent investment and mobility strategies will need to be deployed. RTC's FY 2024 Work Program and budget continues support for the regional collaboration needed to develop studies, strategies, and projects which will shape the region's transportation investment strategy for years to come, working with WSDOT and planning partners to identify Practical Solutions to transportation needs.

- **2023 Regional Transportation Plan Update** - An update to the Regional Transportation Plan for Clark County with a horizon year of 2045 will be adopted in FY 2024 and implementation of the Plan update will begin. The RTP update will include an updated Vision Statement and address emergent transportation policy issues prompted by new federal and state transportation laws and executive orders. Transportation system performance and the future of transportation will be addressed.
- **Regional Studies:** A number of regional studies will be continued in FY 2024 including the Interstate Bridge Replacement project. RTC will also continue to support C-TRAN's development of Bus Rapid Transit corridors; construction of the Mill Plain Bus Rapid Transit and development of the Highway 99 corridor. In the Columbia River Gorge region, the Hood River Bridge EIS continues. RTC continues to participate in Oregon's tolling program planning as decisions will affect both interstate corridors; I-5 and I-205. RTC participates in ODOT's Regional Tolling Advisory Committee (RTAC) considering tolling of corridors and the Regional Mobility Pricing Project (RMPP).
- **Federal Law:** On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") into law. The Bipartisan Infrastructure Law provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. RTC continues to work with transportation partners to implement the BIL and seek funding from new funding programs resulting from the BIL. RTC will continue to engage in Performance Based Planning and Programming engaging regional partners in reviewing and updating performance measure targets. RTC's current strategy is to support WSDOT in attaining the state's established statewide targets for performance measures and supporting the local transit agency, C-TRAN, in asset management and Safety Plan targets. RTC will continue to address performance measure targets, data collection, and reporting systems to implement key policy goals of the Federal Transportation Act.
- **Partnership Building:** Building partnerships and linkages among agencies and groups is an important tool in collaborative regional planning and investment decision-making. RTC staff will continue to commit considerable effort to building information-sharing, research, and targeted project partnerships and alliances in order to facilitate maximum return on investment for regional, state, and locally funded transportation investments. RTC will continue to build upon existing partnerships with Oregon's Metro, the Clark County Transportation Alliance, Identity Clark County, Columbia River Economic Development Council, and Mid-Columbia Economic Development District. RTC will continue to partner with RTC member agencies providing technical support for these partners in their planning processes. New partnerships may be

nurtured to address the linkage between housing and transportation with agencies such as the Vancouver Housing Authority.

UNFUNDED PLANNING ACTIVITIES

RTC is asked to include a list in the UPWP of planning activities that could be undertaken by RTC if additional funding and/or staff were made available to support regional transportation planning activities. These unfunded planning activities include:

- **Growth Management Corridor Planning:** Provide policy review and technical support to partner with agencies for study of future long-range corridor plans. In April 2008, the RTC Board of Directors completed a Transportation Corridor Visioning Study. The RTC Board found a need for more detailed review of Clark County's long-term countywide growth vision and strategies, which could include corridor specific scenario planning, which should be supported by a robust process involving local agencies and public outreach and engagement. RTC may provide technical support in the study of future growth management plan scenarios, with specific support for evaluating future regional travel forecasts to identify future multi-modal corridor needs. Cost Estimate: \$150,000 - \$300,000 (*scope dependent*).
- **Clark County High Capacity Transit System Study (2008):** Plan element update. Since Plan adoption, C-TRAN has implemented several priority projects noted in the 2008 Plan including: Fourth Plain BRT, Bus on Shoulder service on SR-14, and is advancing Mill Plain BRT, and BRT in the Highway 99 corridors. The purpose of the Plan update is intended to confirm the designated regional high capacity transit strategy and designated corridors and ensure Plan compliance with local, regional and federal policy. Cost estimate: \$50,000 - \$100,000 (*scope dependent*).
- **Transportation Equity Needs Assessment:** Conduct a transportation equity needs assessment through public outreach and data analyses to better identify the needs of historically under-represented and underserved populations in Clark County. The assessment findings would inform equity issues across the Regional Transportation Plan's (RTP) vision and goals; and recommendations to address identified needs. The findings would also shape how equity is considered in project selection and performance analysis in the RTP and Transportation Improvement Program (TIP). Cost estimate: \$25,000-\$40,000 (*scope dependent*).
- **Regional Vehicle Miles Traveled Target Setting:** The Washington Legislature has directed state agencies to develop vehicles miles traveled targets for certain counties in Washington state, including Clark County. State agencies are to prepare targets and implementation recommendations to the Legislature by June 2023. RTC may need technical services in support of state agency review of policies and targets for Clark County. Cost Estimate: \$10,000-\$25,000 (*scope dependent*).
- **Regional Transportation Demand Management (TDM) Strategy:** Research study for a comprehensive RTC region TDM strategy for in update to the regional Commute Trip Reduction Plan which implements RCW 70.94.527. Study strategies would be evaluated and paired with corridor operations strategies and capital investment plans to promote corridor

specific management strategies. The intent of the TDM strategy is to optimize existing and future transportation corridor network performance and multi-modal systems. Study findings would support regional implementation of Commute Trip Reduction plan(s). Cost Estimate: \$35,000-\$50,000 (*scope dependent*).

- **Transportation Performance Measures Implementation Actions:** RTC provides technical and policy support to the statewide implementation of federal transportation performance measures. On occasion, RTC may advance special studies and implementation activities which advance progress towards the region's implementation of Safety and Congestion Management targets. Scopes of work for implementation actions are defined through the multi-agency planning consultation process. Cost estimate: \$25,000-\$75,000 (*scope dependent*).
- **Bipartisan Infrastructure Law (BIL) Implementation:** New policies and programs are defined with the Bipartisan Infrastructure Law, and RTC may need to initiate policy and/or project specific studies which support regional implementation of the BIL. Specific policy and study topics may include: Electric Vehicle infrastructure planning; Equity and Climate adaptation policies and strategies; Complete Streets and active transportation systems planning and project development; Housing and Land Use partner coordination and action planning; and, project development and scoping. for competitive grant applications. Cost estimate: \$10,000-\$100,000 (*scope dependent*).
- **Regional Travel Demand Model Tools:** Research and application development for the regional travel demand modeling process. The purpose of this research and application development is to enhance RTC travel demand model tool application for use in countywide and sub-area model applications, particularly in the application of dynamic traffic assignment tools. Cost estimate: \$25,000 - \$35,000 (*scope dependent*).
- **Research Partnership:** Partner with Portland State University Transportation Research and Education Center - Portal Data Archive, for utilization of the comprehensive PORTAL traffic data program and academic researchers in an update to RTC's Congestion Management Process. Cost estimate: \$15,000 to \$25,000 (*scope dependent*).

ON-CALL TRANSPORTATION PLANNING CONSULTANT(S)

- **Transportation Planning Assistance** - During FY 24 RTC may call on the services of qualified consultant(s) competitively selected from RTC's On-Call Consultant Assistance RFQ (On-Call Consultants) with the requisite skills to support implementation of RTC's Regional Transportation Planning programs and planned activities. RTC will identify Regional Transportation Planning activities/tasks which could be supported by the On-Call Transportation Planning Consultant(s). Cost estimate: up to \$100,000 per consultant per year (*scope dependent*).

1. REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) for Clark County is the region's long-range transportation plan. The Plan's purpose is to promote and guide development of a multimodal transportation system for the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. To meet planning requirements, the RTP has a planning horizon of at least 20 years. The most recent update to the Regional Transportation Plan for Clark County was adopted in March 2019 with a horizon year of 2040. Development of the most recent RTP with a horizon year of 2040 began in 2017 and continued through 2018 with adoption of the Plan in March 2019. The Plan maintains consistency between federal, state and local plans. The 2019 RTP is consistent with local land uses outlined in local Comprehensive Growth Management Plans. The RTP also reflects the Washington Transportation Plan in place at time of RTP adoption. The current RTP is compliant with the FAST Act, the federal transportation act in place at the time of RTP adoption. The RTP addresses performance-based planning and programming requirements with listing of federal performance measures and targets established to date. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments. The Plan also provides additional detail regarding active transportation planning, addresses the impacts of technology on future transportation and, with the RTP amendment of September 2021, has an updated list of identified transportation projects and transportation strategies. This year, work will be complete on the next RTP update scheduled for adoption in late 2023. The 2023 RTP update focuses on compliance with the current federal transportation Act, the BiL, will address emergent policy issues and will include performance based planning and programming requirements.

Work Element Objectives: Regional Transportation Plan

- Develop and implement the Clark County RTP to comply with federal law and guidance including RTP updates or amendments to reflect changing land uses, demographic trends, equity, economic conditions, financial trends, regulations and study results and to maintain consistency between state, local and regional plans. Regular update, review and amendment of the Regional Transportation Plan (RTP) is a federal and state requirement; of the Federal Transportation Act and the state Growth Management Act (GMA). Existing federal laws require Plan update in air quality attainment areas such as Clark County at least every five years and the Washington state requires the Plan be reviewed for currency every two years. Whenever possible, major update to the RTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' land uses in the comprehensive growth management plans and synchronized with Metro's RTP update. The RTP update process will address federal transportation policy interests and reflect the latest versions of statewide plans such as Washington's Transportation Plan (WTP), Highway System Plan (HSP), State modal plans and corridor planning initiatives. At each RTP update, the results of recent transportation planning studies are incorporated and new or revised regional transportation system needs are identified and documented. RTP development relies on analysis of results from the 20-year regional travel forecast model as well as results from a six-year highway capacity needs analysis and 20-year transit planning. The Plan addresses the transportation priorities of the region.

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- Amendments to the RTP must be consistent with RTC's *RTP Amendments Policies and Process* (RTC Board adopted April 2020). RTP amendments can be requested by member agencies and jurisdictions to maintain consistency between state, regional and local plans.
 - Address the federal planning factors required of the metropolitan transportation planning process in the RTP (these factors are listed on page xiii of this UPWP document).
 - Develop an RTP that complies with Washington's state law, the Revised Code of Washington (RCW), and guidance provided in the Washington Administrative Code (WAC).
 - Use public input on transportation issues to help guide the RTP's development.
 - Reflect results from the Congestion Management Process used in the region as a tool to help make decisions on transportation investments and needed projects; projects that are identified in the RTP.
 - Address bi-state travel needs and review major bi-state policy positions and issues.
 - Address regional corridors, associated intermodal connections and statewide intercity mobility services.
 - Help maintain federal clean air standards consistent with the Clean Air Act Amendments 1990.
 - Reflect planning for transportation modes and strategies such as transit, freight transportation, active transportation, transportation system management and operations, Intelligent Transportation System (ITS) applications, as well as Transportation Demand Management (TDM) strategies and Commute Trip Reduction efforts to make a more efficient transportation system.
 - Describe concurrency management and its influence on development of the regional transportation system.
 - Evaluate the environmental impacts and mitigation strategies related to the regional transportation system, in consultation with environmental resource agencies including the Federal Land Management Agencies (FLMA).
 - Identify projects and strategies that can be implemented subsequent to RTP adoption through more detailed corridor planning processes and eventual programming of funds for project construction and implementation in the Transportation Improvement Program (TIP).
 - Maintain consistency between state, regional and local transportation plans as required by the state's Growth Management Act. This includes certification of the transportation elements of local Growth Management Plans and their review for consistency with the RTP. A [Certification Process Guide](#) and accompanying checklist adopted by the RTC Board in March 2016 guides this process.
 - Monitor transportation system performance and report on transportation system performance.
 - Coordinate the RTP with regional and local land use plans. In Washington State, local jurisdictions address land use planning in Comprehensive Plans required by Washington State's Growth Management laws. The GMA established [RTPO's](#) as the venues for identifying regional priorities and coordinating transportation planning at all jurisdictional levels with local comprehensive plans. WSDOT encourages RTPOs to work as partners with local governments in the early stages of local comprehensive plan and countywide planning policy development to more effectively identify and resolve consistency issues.

Relationship to Other Work Elements: Regional Transportation Plan

The RTP considers the reciprocal connections between land use growth and multimodal transportation system needs and development. It also identifies the mix of transportation strategies to address future transportation system needs. The RTP for Clark County is interrelated with all other RTC transportation planning work elements. In particular, the RTP uses information, data and analysis resulting from the Congestion Management Process to identify transportation needs and solutions. The RTP also serves to identify transportation projects and strategies to be funded by programming in the metropolitan Transportation Improvement Program (TIP).

FY 2024 Tasks and Products: Regional Transportation Plan

The most notable product in FY 2024 will be publication of an updated RTP for Clark County with adoption of the Plan anticipated in late 2023 or early 2024 having scoped the update back in FY 2022 and worked on its development throughout FY 2023. The updated RTP will have an updated Vision Statement and will address emergent transportation policy issues including Complete Streets, Environmental Justice, Green Transportation, Use of Data in Transportation Planning, Vehicle Miles Traveled reduction and Housing and Transportation addressed in combination. The focus will be on developing the Plan's modal elements and on identifying transportation system needs. Specific tasks and products are described below:

- Federal Functional Classification – work with local jurisdictions and WSDOT to update the federal functional classification system and reflect any changes in the next RTP update. (As needed)
- System Performance – Report on transportation system performance measures, monitoring and updates to targets set to guide transportation investment decisions, project and strategies that are identified in the RTP in compliance with the federal transportation act. RTC most recently adopted updated performance measure targets at the February 2023 RTC Board meeting and reports on measures and targets in RTC's Transportation Performance Management (TPM) Summary Report which will be updated whenever targets are updated and will be incorporated in the 2023 RTP update. The goal of TPM is to have a more effective investment process for federal transportation funds. RTC staff will continue to work with WSDOT, regional and local planning partners, including C-TRAN the local transit service provider, and other MPOs in the state. RTC will review updated state-set targets and, will consider whether to continue to support WSDOT in attaining WSDOT's established performance targets or set regional targets. (Ongoing)
- Practical Solutions – RTC will continue to work with WSDOT to identify practical solutions to transportation issues in an effort to maximize benefits. This approach to identifying transportation solutions, including projects and strategies, will impact the list of transportation projects identified in next RTP update. (Ongoing)
- Project Priorities – project and transportation strategy priorities identified in the RTP will be reviewed at least every two years to meet the Washington state-required two-year RTP review. Criteria for project priority decision-making will be addressed to ensure that project investments will help the region meet transportation system performance expectations and support regional transportation policy goals and objectives.
- Safety – work on Safety includes providing Quarterly Collision Data reports for the Clark County region, addressing safety as part of performance management, ensuring safety needs are

programmed for funding in the TIP and coordinating with local planning partners, WSDOT and Washington Traffic Safety Commission in efforts to improve safety. RTC will work with local agencies to implement Complete Streets/Safe Streets to ensure streets are designed for all users dependent on the context of the transportation facility. (Ongoing)

- Transit – The RTP includes recommendations and guidance provided by the region’s transit development plans, notably C-TRAN’s Transit Development Program and 20-Year Transit Development Plan, C-TRAN 2030, (C-TRAN, June 2010; updated December 2016) and the Clark County High Capacity Transit System Study (RTC, December 2008). C-TRAN opened its first Bus Rapid Transit corridor, The Vine, in the Fourth Plain corridor in January 2017, a second BRT corridor on Mill Plain is under construction and a third corridor is now being planned for Highway 99. RTC participates in C-TRAN’s Highway 99 BRT Technical Advisory Committee. C-TRAN has also implemented micro-transit options in some sub-areas of Clark County and is looking to expand this type of service.
- Efficiencies – It is recognized that the most efficient use of the existing transportation system can be realized through implementation of Transportation Demand Management (TDM) and Transportation System Management strategies. RTC will continue to coordinate with planning partners in developing the Congestion Management Process, Transportation System Management and Operations through RTC’s VAST program (see VAST element) and Commute Trip Reduction plans. The solutions identified in these TDM and TSM Plans are an important part of RTP transportation strategies to meet travel demands. TDM planning in the region uses a broader definition of demand management and identifies policies, programs and actions including use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems. (Ongoing)
- RTC works with local partners to implement transportation demand strategies outlined in local and regional Commute Trip Reduction plans. Affected local jurisdictions, as currently determined by the State’s CTR law, are: Vancouver, Camas, Washougal, and unincorporated Clark County. Local and Regional CTR Plans, as well as a Downtown Vancouver Growth and Transportation Efficiency Center (GTEC) Plan, were initially adopted by RTC in October 2007 with minor updates in 2013 and in 2015 both Regional and Local Commute Trip Reduction Plans were last updated. (As needed)
- Active Transportation – The RTP reflects work with WSDOT and local jurisdictions and agencies, including Clark County Public Health, to ensure that bicycling, pedestrian and rolling modes are addressed. RTC will continue to work with state and local partners to plan for active transportation policies and transportation needs to support transportation options, community quality and health. The Regional Active Transportation Plan for Clark County, first phase published in September 2021, will be integrated into the RTP at the RTP’s next update and a second phase will be forthcoming once local partners have completed their Transportation System Plans. The action plan developed by Clark County’s Walkability Action Institute team in May 2021 will be reflected in active transportation activities. To advance active transportation planning, RTC will continue to represent RTC at monthly meetings of the Clark Communities Bicycle and Pedestrian Advisory Committee and will continue to collaborate with statewide Active Community Environments (ACE) stakeholders. RTC will work with local partners to

review policies and suggest projects to improve non-motorized transportation modes in the region. RTC will also continue to participate in the Clark County Walkability Action Institute (WAI) team maintaining close working partnerships between transportation and public health staff at national, state and local levels.

- Changing Demographics and Lifestyles – the 2023 RTP update will address changing demographics and lifestyles and how these will affect transportation demand in the region. RTC will continue to monitor demographic trends and work with local agencies and institutions, such as the Clark County Commission on Aging and Accessible Transportation Coalition Initiative, to implement transportation recommendations to meet transportation needs of all of Clark County’s residents. (Ongoing and as new data allows)
- Human Services Transportation Planning - The process to develop the region’s Coordinated Public Transit - Human Services Transportation Plan (CPT-HSTP) and human services transportation project priorities is led by RTC. The CPT-HSTP for Clark, Skamania and Klickitat Counties update was adopted by the RTC Board in November 2022 supporting funding applications for WSDOT’s consolidated public transportation grant program. The special transportation needs of the elderly, people with disabilities, and low-income populations will continue to be reflected in the RTP and RTC staff will continue to participate in the Accessible Transportation Coalition Initiative.
- Freight Transportation – Elements of the Clark County Freight Mobility Study (RTC, Dec. 2010) are incorporated into the RTP to ensure that the significance of freight transportation and its importance to the local economy is documented. RTC will continue to prepare materials relating to freight transportation and work with partners and business interest groups, such as Identity Clark County and the Southwest Freight and Commerce Task Force (FACT) Coalition, to focus attention on needed multi-modal freight investments and critical economic corridors within the region. RTC will continue to work with local partners on opportunities to compete for freight grant funds. RTC will also coordinate with WSDOT’s Freight Division to inform WSDOT of freight needs in the region and with the Freight Mobility Strategic Investment Board (FMSIB). In FY 2022/23, RTC worked with Metro on the Regional Freight Delay and Commodities Movement Study and coordination with Metro will continue in FY 2024. RTC will use new freight planning tools developed as part of WSDOT’s 2022 Freight System Plan including the interactive story map which visually shows how supply chains for key freight industries including agriculture, food manufacturing, forestry, and aerospace manufacturing work in Washington state, as well as the freight data visualization dashboard which allows users to explore the value, tonnage, commodity, and mode of freight flows traveling to, from and within Washington.
- Economic Development – RTC will continue to work with the Columbia River Economic Development Council (CREDC) to support implementation of its Clark County Comprehensive Economic Development Plan and to determine transportation needs at a regional level that can support economic development. RTC coordinated with CREDC on an update to the Employment Land Study in 2019 and continues to participate in regular Economic Development Partners meetings. RTC will compile data relating to economic analysis including GDP, employment by industry, unemployment rates, wages and salary changes, household income, commuting patterns, development permits, housing construction, to inform the transportation planning process and to support transportation funding applications. (Ongoing)

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- Regional Emergency Transportation Routes - RTC will coordinate with Metro and the Regional Disaster Preparedness Organization (RDPO) on a second phase for RETRs to prioritize/tier the updated routes and develop operational guidance for route owners/operators.
 - Emerging Transportation Technologies - Regional transportation system development is at an evolutionary point where emerging transportation technologies that can impact transportation networks and performance are developing rapidly. RTC will continue to be aware of emerging technologies and their use to serve transportation mobility, access and equity for passenger, freight and goods movement. (Ongoing)
 - Air Quality and Climate Change – Strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions are part of the requirements of RCW 70.235.020, RCW 47.01.440 and Governor’s Executive Order 09-05 – Washington’s Leadership on Climate Change now superseded by Governor’s Executive Order 14-04. RTC will continue to address VMT reduction strategies as part of the regional transportation planning process and address EO 21-04 on zero emissions vehicles.
 - Corridor Planning –RTC will continue to coordinate with and support WSDOT in corridor planning and Transportation System Management and Operations (TSMO) implementation including WSDOT’s ramp signal program. RTC provides technical support for the I-5 Legislative Task Force addressing I-5 Interstate Bridge replacement with work including coordination with transit agencies and Transportation Demand Management options. WSDOT is currently studying transportation needs of the SR-503 corridor in Clark County and RTC staff participates on the SR-503 Corridor Study Technical Advisory Committee.
 - Financial Plan – The financial Plan section of the RTP includes costs of system maintenance, preservation, safety improvement and operating costs and will be updated in FY 2024. RTC will continue to work with local and state transportation interests to bring attention to transportation system funding needs.
 - Consistency – RTC will continue work with planning partners to maintain consistency between state, local, and federal transportation plans. RTC will provide local jurisdictions with GMA Plan certifications as requested. (Ongoing)
 - Consultation between RTC, state and federal environmental agencies to address environmental mitigation strategies as part of the RTP process will continue as well as coordination with tribal governments. Resource agencies include the State Historic Preservation Office and local jurisdictions’ environmental departments. (Ongoing)
 - The RTP development and implementation process involves the Regional Transportation Advisory Committee whose members provide technical review and recommendations for RTP work elements with RTC staff providing informational briefings. The RTC Board is also updated, as needed, on the RTP.
 - RTC involves the public in development of the metropolitan transportation planning process and, in particular, in development of RTP elements. Opportunities for public participation are offered with website information, media releases, communication with neighborhood groups, and stakeholders on the regional transportation planning process. Consultation with interested resource agencies and tribes with interests in the transportation system in the Clark County region continues. At monthly Board meetings, time is set aside to allow citizens to comment on

metropolitan transportation planning issues and their input is considered in the RTP update. RTC will continue to explore opportunities to procure student project assignments to help update and develop elements of the RTP. (Ongoing)

FY 2024 Funding: Regional Transportation Plan

<u>FY 2024 Revenues:</u>		<u>FY 2024 Expenses:</u>	
	\$		\$
• Federal FHWA PL	\$187,660	• RTC	\$826,948
• Federal FHWA PL c/o FY23 to FY24	\$201,500		
• Federal STBG	\$227,500		
• Federal FTA	\$69,021		
• State RTPO	\$34,253		
• Local MPO Funds	\$107,014		
	<u>\$826,948</u>		<u>\$826,948</u>

Federal Program Funds matched by State RTPO, and/or local MPO Funds.

1B. TRANSPORTATION IMPROVEMENT PROGRAM

The metropolitan Transportation Improvement Program (TIP) is a multi-year program of federally funded and regionally significant transportation projects within the Clark County, Washington region. The TIP includes a priority list of projects to be carried out in the next four years and a financial plan that demonstrates how it can be implemented. The projects programmed in the TIP originate from project recommendations made in the Regional Transportation Plan (RTP) or are developed into projects from a series of program recommendations such as preservation, maintenance, and safety. The TIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, C-TRAN and the Washington State Department of Transportation (WSDOT). The development process includes public outreach and participation. RTC's TIP and Public Participation Plan satisfy the public participation requirements for C-TRAN's Program of Projects (POP). Projects listed in the TIP indicate a commitment for funding of these projects and project costs are expressed in Year of Expenditure (YOE) dollars.

Work Element Objectives and Activities: Transportation Improvement Program

- Develop and adopt the Transportation Improvement Program (TIP) consistent with the requirements of the Federal Transportation Act.
- Review the TIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal transportation funding. Project selection criteria reflect the multiple policy objectives for the regional transportation system (e.g. safety, maintenance and operation of existing system, multimodal options, mobility, economic development and air quality improvement). The TIP development process is documented in RTC's Transportation Programming Guidebook. TIP process participants rely on this Guidebook to learn of TIP policies and procedures.
- Implement the federal transportation reauthorization act (IIJA Act) by programming projects in the Transportation Improvement Program.
- Coordinate the grant application process for federal, state and regionally-competitive funding programs such as federal Surface Transportation Block Grant program (STBG), federal Transportation Alternatives (TA), state Transportation Improvement Board (TIB) programs, and Safe Routes to School programs, etc.
- Program Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) funds with consideration given to emissions reduction benefits provided by projects.
- Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs.
- Coordinate with transit and human service agencies to address human services transportation needs and develop human services transportation projects.
- Develop a realistic financial plan for the TIP financially constrained by year. The TIP must address costs for projects as well as operations and maintenance of the transportation system.
- Consider air quality impacts.
- Monitor TIP project implementation and obligation of project funding.
- Ensure TIP data is input into the State Transportation Improvement Program (STIP) program

software and submitted to WSDOT for inclusion in the STIP.

Relationship to Other Work Elements: Transportation Improvement Program

The TIP provides the link between the RTP and project implementation. The process to prioritize TIP projects uses data from the transportation database, guidance and criteria from the Congestion Management Process and regional travel forecasting model output. It relates to the Coordination and Management element’s Public Participation efforts described in the UPWP. The TIP program requires significant coordination with local jurisdictions and implementing agencies in the Clark County region.

FY 2024 Tasks and Products: Transportation Improvement Program

- Development of the RTC’s 2024-2027 Transportation Improvement Program will be coordinated with planning partners, the public given opportunity to comment on TIP process and projects and the adopted TIP will include programming of projects for all four years. Performance based planning and programming, including performance targets, will be incorporated in the TIP as federal guidance mandates. *(Fall 2023)*
- Update the Transportation Programming Guidebook; TIP Policies and Procedures, if warranted.
- TIP amendments as necessary. *(Ongoing)*
- Coordination of regional transportation projects for federal and statewide competitive programs. *(Ongoing)*
- Reports on tracking of TIP project implementation and obligation of funding of TIP-programmed projects. *(Ongoing)*
- Maintain a project database to help project tracking efforts. More information on development of a project database to help project tracking efforts is found in the Data/Forecast work element. *(Ongoing)*
- Provide input to the State Transportation Improvement Program (STIP) update. *(Ongoing)*
- Public participation in TIP development including providing information and ability to comment online. *(Ongoing)*

FY 2024 Funding: Transportation Improvement Program

<u>FY 2024 Revenues:</u>	\$	<u>FY 2024 Expenses:</u>	\$
• Federal FHWA PL	\$72,177	• RTC	\$318,057
• Federal FHWA PL c/o FY23 to FY24	\$77,500		
• Federal STBG	\$87,500		
• Federal FTA	\$26,547		
• State RTPO	\$13,174		
• Local MPO Funds	\$41,159		
	<u>\$318,057</u>		<u>\$318,057</u>

Federal Program Funds matched by State RTPO, and/or local MPO Funds.

1C. CONGESTION MANAGEMENT PROCESS

The Congestion Management Process focuses on transportation performance within corridors through monitoring of vehicular travel, auto occupancy, truck traffic, transit, travel demand management strategies, system management strategies, and traffic operations in an effort to identify solutions to address congestion. The congestion monitoring program provides valuable information to decision-makers in identifying the most cost-effective strategies to provide congestion relief. The CMP is used to identify system improvements, to guide investments and also to track the effectiveness, over time, of system improvements that are made.

Work Element Objectives and Activities: Congestion Management Process

- Continued implementation of the Congestion Management Process to provide effective management of existing and future transportation facilities and to evaluate potential strategies for managing congestion. The Congestion Management Process is developed, established and implemented as part of the metropolitan planning process and incorporates six elements as outlined in 23 CFR 450.320(c). These elements include multimodal transportation system performance monitoring and evaluation, data collection, coordination with planning partners, evaluation of future system performance, identifying an implementation schedule, responsibilities and funding, and assessment of the effectiveness of implemented strategies. Strategies may include demand management, traffic operational improvements, public transportation improvements, ITS technologies, and, where necessary, additional system capacity.
- Provide the region with a better understanding of how the region's transportation system operates. The Congestion Management Process is intended to be a continuing, systematic process that provides information on transportation system performance.
- Update and enhance the MPO region's transportation database including traffic counts and other database elements such as traffic delay, transit ridership and capacity, travel time and speed, auto occupancy and vehicle classification data (freight truck counts) for Congestion Management Process (CMP) corridors. The transportation database can be referenced and queried to meet user-defined criteria.
- Coordinate with local jurisdictions and local agencies to ensure consistency of data collection, data factoring and ease of data storage/retrieval. Coordination is a key element to ensure the traffic count and turn movement data support local and regional transportation planning studies and concurrency management programs. Traffic count data is collected, validated, factored and incorporated into the existing count program. Data collection includes working with regional partners to develop Portland State University's Portal data archive system for use in the CMP.
- Measure and analyze performance of the transportation corridors in the CMP network. This system performance information is used to help identify system needs and solutions. The data is also used to support transportation concurrency analysis.
- Publish results of the Congestion Management Monitoring process in a System Performance Report that is updated annually. Each year the Report's content and structure is reviewed to enhance its use, access and level of analysis.
- Coordinate with WSDOT and local agencies to help enhance use of the CMP in developing capacity

or operational solutions to address transportation deficiencies identified as part of the congestion management monitoring process and then incorporate into updates to the RTP and TIP.

- Provide CMP data and system performance indicators to inform state and local transportation plan updates.
- The CMP database and system monitoring will be integrated with metropolitan planning efforts related to the Regional Transportation Plan's update, federal performance measures, the Transportation Improvement Program, and the VAST/Transportation System Management and Operations process.

Relationship to Other Work: Congestion Management Process

- Congestion monitoring is a key component part of the regional transportation planning process. The Congestion Management Process for the Clark County region supports the long-term transportation goals and objectives defined in the Regional Transportation Plan. It assists in identifying the most effective transportation strategies and projects to address congestion. These identified strategies and projects are described and listed in the RTP and programmed for funding in the TIP. The overall Congestion Management Process includes the region's work on transportation demand management, Commute Trip Reduction efforts, and system management efforts addressed under a separate work element; the Vancouver Area Smart Trek (VAST). Data and information compiled for the Congestion Management Process relates to the Regional Transportation Data and Travel Forecast work element and the region's Transportation Data Study that will include decision on data acquisition to support the regional transportation planning process.

FY 2024 Tasks and Products: Congestion Management Process

- A Congestion Management Process that includes all six CMP elements as outlined in 23 CFR Part 450 Sec. 320). (*Ongoing*)
- Analyze transportation needs and identify best sources for needed transportation data.
- Updated traffic counts, turning movement counts, vehicle classification (truck) counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data will be made available on RTC's web site (<http://www.wa.gov/rtc>). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. Scans of traffic counts are stored to help meet other needs and to support future regional travel forecast model enhancement and update. (*Ongoing*)
- Update other CMP corridor data including auto occupancy, roadway lane density, vehicle classification (truck counts), transit ridership, transit capacity, travel time and speed. Data should support the CMP, concurrency and/or other regional transportation planning programs. (*Ongoing*)
- Compare the most recent data with data from prior years (dating back to 1999) to support identifying system needs and transportation solutions as well as monitoring of impacts of implemented improvements. (Summer 2023)

- An updated annual Congestion Management Report (Summer 2023).
- Provide information to Federal Highway Administration to help in FHWA’s assessment of the Congestion Management Process. *(As needed)*
- Communicate with Metro on RTC’s Congestion Management Process and keep informed on development of Metro's Congestion Management Process. *(Ongoing)*
- Plan for regional freight and commercial needs including data collection and reporting. *(Ongoing)*

FY 2024 Funding: Congestion Management Process

<u>FY 2024 Revenues:</u>		<u>FY 2024 Expenses:</u>	
	\$		\$
• Federal FHWA PL	\$43,306	• RTC	\$165,834
• Federal FHWA PL c/o FY23 to FY24	\$46,500		
• Federal STBG	\$52,500		
• Federal FTA	\$15,928	• Consultant*	\$25,000
• State RTPO	\$7,905		
• Local MPO Funds	\$24,695		
	<u>\$190,834</u>		<u>\$190,834</u>

Federal Program Funds matched by State RTPO, and/or local MPO Funds.

*Average annual cost for consultant assistance from Quality Counts for traffic data collection e.g. traffic counts, travel time and speed, auto occupancy and vehicle classification data. Consultant is currently hired on a 3-year contract.

1D. VANCOUVER AREA SMART TREK PROGRAM

The Vancouver Area Smart Trek (VAST) program encompasses the ongoing coordination and management of regional Transportation System Management and Operations (TSMO) and Intelligent Transportation System (ITS) activities. The VAST program, which focuses on ITS planning, projects and infrastructure, has been managed by RTC since its inception in 2001.

The Vancouver Area Smart Trek Program is a coalition of state, regional and local agencies working together to implement Intelligent Transportation Systems (ITS) and operational solutions to address the region's transportation needs. Partners in the coalition include the City of Vancouver, Washington State Department of Transportation (WSDOT), Clark County, C-TRAN, and RTC. The Program has proven to be an effective way for agencies to coordinate and partner on ITS and operational project development and delivery, with successful funding outcomes, monitoring of project development, and project integration.

The TSMO Plan guides the implementation of operational strategies and supporting Intelligent Transportation Systems (ITS) technologies in Clark County and presents a strategic framework for accomplishing transportation system management objectives. It also supports future ITS technology investments and capital improvements necessary to accomplish those objectives. RTC published the first VAST TSMO Plan in 2011 as well as an update to the plan in 2016. The original plan provided a 10-year vision; the 2016 Plan update provides a 5-year view that better reflects both the nature of TSMO strategies as viable near-term solutions to operational deficiencies as well as the rapid evolution of ITS technologies and operations practices.

The VAST Program encompasses:

- (1) Transportation System Management and Operations** which focuses on low-cost, quickly implemented transportation improvements aimed at making the most efficient use of existing transportation facilities. Benefits include a more reliable transportation system, reduced delay, and better incident response. TSMO relies on the use of intelligent transportation system (ITS) initiatives and devices which combine advanced technologies, operational policies and procedures, and existing resources to improve coordination and operation of the multimodal transportation network. Examples include active traffic management on freeways, smart arterial traffic signals, integrated signal systems, access management, traveler information, active transit technology, and coordinated incident response to make the transportation system work better. While there is no single solution to transportation deficiencies, TSMO is one of the tools to manage congestion, and improve the safety, security and efficiency of the transportation system.
- (2) Intelligent Transportation Systems** - The VAST program addresses the sharing, maintenance, and standards for communications infrastructure and equipment. The ITS element of the VAST Program will continue its focus on ITS, communications and the associated infrastructure and technology. The VAST program encompasses ITS and communications infrastructure as well as ITS technologies for integration of transportation information systems, management systems and control systems for the urbanized area of Clark County.

(3) Regional ITS Architecture – The Regional ITS Architecture Study was updated in FY2022 and includes an assessment of ITS existing conditions, a user needs assessment, and an ITS Architecture service package and database using ARC-IT 8.3, identification of future ITS projects and an action plan for a system management and operations program.

Currently, TSMO efforts in the region include: 1) the continued implementation of the TSMO Plan as a low capital-cost approach to meeting the region's transportation needs, 2) ensuring ITS and TSMO project consistency with the Regional Intelligent Transportation System Architecture, and 3) enhancement and utilization of Portland State University's Portal data element that monitors congestion and supports the Congestion Management Process using TSMO performance metrics for recurring and non-recurring congestion. PSU works cooperatively with regional partners including WSDOT, Clark County, C-TRAN, ODOT, Metro, the City of Portland, TriMet, and RTC. Currently, the Portal system archives a wide variety of transportation-related data including information from freeway loop detectors, arterial devices, weather sensors, incident data, transit data, travel time from Bluetooth readers and other roadway detectors, and vehicle length. Portal update includes improvements to the user interface and expanded system capabilities to include multimodal data sources; expanded transit data, and bicycle-pedestrian data from both Oregon and Washington.

Work Element Objectives: VAST

- Incorporate ITS and operational management into the planning process.
- Address the use of ITS technology through collaboration between partner agencies' planning and traffic operations staff as part of the consolidated VAST program.
- Lead the ongoing management of the VAST Program, including the development of collaborative project funding applications. Continue management of the TSMO Steering Committee, the VAST Steering Committee and Communications Infrastructure Committee. VAST program management includes review and endorsement of ITS and communications infrastructure improvements, as well as operational projects, development of ITS and operations policies, and managing consultant technical support for the VAST program.
- Ongoing planning, coordination and management of the VAST program to ensure the region is meeting federal requirements for ITS deployment through integration and interoperability.
- Ensure that operational and ITS initiatives are integrated and that consistency with the regional ITS architecture is addressed.
- Maintain the Regional ITS Architecture to support the VAST Agency Partners and ensure the region is compliant with USDOT ITS Architecture requirements.
- Continue to develop VAST projects to compete for funding and to program in the Transportation Improvement Program. These VAST projects may include freeway management, traveler information, transportation signal optimization, and transit signal priority. New funding programs, such as the federal NEVI program, should be considered.
- Focus on performance measurement, metrics, and tools to analyze the benefits of operational strategies and outreach to policy makers and other stakeholders.
- Implement the Regional ITS Architecture's Action Plan to advance emerging issues and guide the planning efforts of the VAST agencies on issues including connected and autonomous vehicles,

smart cities, and open and integrated data.

- Review Smart Community Assessment recommendations to consider next steps to implement strategies to advance smart technology deployment in the region.
- Collaborate with TSMO Steering Committee members to provide technical support for operational strategies and coordinate regularly with TSMO partners to develop guidelines and protocols for regional operations. Performance measures will be further developed for assessing operations and identifying the most effective TSMO strategies.
- RTC participation on the Portal Advisory Committee which is the regional maintenance and development forum for the ongoing management and maintenance of the Portal data archive.
- Work with partner agencies on refinement of the Portal interface to improve its usability. Improvements to the Portal data archive are defined in the annual data archive scope of work with PSU.
- Continue development of standards for fiber optic communications, equipment, and infrastructure through the VAST Communications Infrastructure Committee (CIC). Maintain and continue expansion of the multi-agency shared asset management database and mapping system and facilitate the ongoing development of asset sharing and execution of permits between the VAST agency partners.
- Continue collaboration on IQGeo OSPInSight, the new cloud-based mapping software tool, as the shared approach for management of VAST fiber and communication assets.
- Expand areas of communications infrastructure sharing and integration authorized under the executed Regional Communication Interoperability and Fiber Interlocal Agreement.
- Develop rules, procedures and process, and security issues among VAST partners and agree on a common protocol for VAST to receive detailed communications infrastructure information from agency construction projects.
- Identify additional areas for coordination and improvement of the communications infrastructure, including coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.
- Provide a forum to host periodic VAST program events to promote regional discussion and education on TSMO and transportation technology issues.

Relationship to Other Work Elements: VAST

The VAST work program is the operations element of the Regional Transportation Plan; the region's long-range plan. Operational strategies are identified in the RTP and are programmed for funding in the region's TIP. The TSMO Plan serves to define operational improvement strategies and development of the metrics for measuring performance. The transportation data archive element also feeds into and supports the Congestion Management Process (CMP). The CMP identifies regional transportation needs that can be addressed through application of TSMO strategies.

FY 2024 Tasks and Products: VAST

- Coordinate all VAST activities within Clark County and with Oregon. *(Ongoing)*
- Address regional ITS goals and policies for the Clark County region and for bi-state ITS issues

including continuing development of policies for operational requirements, acceptable use, security and other policies for the shared ITS network. *(Ongoing)*

- Prepare and publish the 2023 VAST Annual Report to summarize key 2023 accomplishments and recurring, recent and upcoming activities of the program.
- VAST Committee Meetings – RTC organizes and convenes meetings of the TSMO Steering Committee, the VAST Steering Committee, and the Communications Infrastructure Committee to support the VAST program. DKS provides support services for the Committees.
- TSMO Policy and Planning, ITS Project Implementation & Integration – DKS will support RTC and planning partners in these work tasks including ensuring federal ITS requirements are met and that project planning is carried out, and project needs and priorities are identified. Emerging Smart vehicle and mobility elements will be addressed including connected and automated vehicles, shared use mobility and impacts on transit.
- Implement the Clark County TSMO Plan which provides a strategic framework to guide transportation system management objectives, informs future ITS technology investments and capital improvements necessary to support the Plan’s objectives over the next 10 years.
- Update Regional Communications Plan (2023) – This will include updating regional maps of fiber optic cable plant, including existing, programmed and planned fiber construction. The Plan will include an update to the approaches and equipment that VAST partner agencies use and plan to migrate to, for future expansion of the regional communications network.
- Manage the ITS element of the work program, including preparation of memoranda of understanding for coordinated ITS implementation, interlocal agreements, and operational and maintenance agreements, fiber sharing permits and other coordination needed between partner agencies to deploy ITS projects. Technical support for ITS, communications and network development will be provided by DKS. *(Ongoing)*
- Maintain the Regional ITS Architecture for the VAST program. *(Ongoing)*
- Implement ITS technologies and operational strategies on the TSMO corridor(s) within the budget available. *(Ongoing)*
- Update, maintain and utilize the database as new fiber projects are completed. *(Ongoing)*
- Adopt and implement standards for fiber, equipment, and infrastructure based on priorities set by the Communications Infrastructure Committee. *(Ongoing)*
- Update and expansion of PSU’s Portal database. Collaboration with partner agencies will also address ongoing refinement of Portal to improve data quality, visual interface, usability and transmission of real-time data to the data archive. *(Ongoing)*
- Manage consultant technical support activities. *(Ongoing)*

FY 2024 Funding: VAST Program

<u>FY 2024 Revenues:</u>		<u>FY 2024 Expenses:</u>	
	\$		\$
• Federal FHWA PL	\$129,919	• RTC	\$409,504
• Federal FHWA PL c/o FY23 to FY24	\$139,500		
• Federal STBG	\$157,500		
• Federal FTA	\$47,784	• Consultants*	\$163,000
• State RTPO	\$23,714		
• Local MPO Funds	\$74,087		
	<u>\$572,504</u>		<u>\$572,504</u>

Federal Program Funds matched by State RTPO, and/or local MPO Funds.

*Consultants estimated \$163,000 per year for consultant program assistance from DKS (approx. \$88,000 per year) and Portland State University Portal (approx. \$75,000 per year).

1E. SKAMANIA AND KLICKITAT RTPO

The regional transportation planning work program for Skamania and Klickitat Counties was established in FY 1990 when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Skamania County and Klickitat County Transportation Policy Committees meet regularly to discuss regional transportation issues and concerns. RTC provides transportation planning technical assistance for each County in addition to developing Regional Transportation Plans and monitoring transportation system performance. The Skamania County and Klickitat County Regional Transportation Plans were initially adopted in April 1995, the most recent updates adopted in November 2018 and the Skamania Plan amended in April 2021. Development and traffic trends are monitored and the regional transportation planning database for the region is kept up to date.

Work Element Objectives and Activities: Skamania and Klickitat RTPO

- Conduct a regional transportation planning process.
- Ensure that Regional Transportation Plans are reviewed regularly and opportunity for regular update, if needed, is provided.
- Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
- Develop and update the regional transportation database.
- Review plans of local jurisdictions for consistency with the Regional Transportation Plans and Washington's Transportation Plan (WTP).
- Continue transportation system performance monitoring program.
- Assist counties in implementing the current federal transportation act. This will include continued assistance in development of federal and state-wide grant applications, and development of the Regional TIP.
- Continue assessment of public transportation needs, including specialized human services transportation. Work with regional partners in coordinating with Gorge TransLink, an alliance of transportation providers offering public transportation services throughout the Mid-Columbia River Gorge area as well as to destinations such as Portland and Vancouver. These transportation services are available to everyone regardless of age or income.
- Assist partner agencies in conducting regional transportation planning studies.
- Coordinate statewide transportation planning efforts with regional transportation planning efforts.

Relationship to Other Work Elements: Skamania and Klickitat County RTPO

The RTPO work program for Skamania and Klickitat Counties is tailored to the counties' specific needs and issues and, where applicable, coordinated across the RTPO region and with bi-state partners in Oregon.

FY 2024 Tasks and Products: Skamania and Klickitat RTPO

- Continued development of a coordinated, technically sound regional transportation planning

process. *(Ongoing)*

- Continued development of a technical transportation planning assistance program. *(Ongoing)*
- Development of the 2024-2027 Regional Transportation Improvement Program. *(Fall 2023)*
- Update to the Regional Transportation Plans. *(2023)*
- Provide technical support needed for the Hood River Bridge Replacement Project.
- Gather data and update the regional transportation database. *(Ongoing)*
- Regional freight and commerce planning, data collection and reporting. *(Ongoing)*
- Implement Human Services Transportation Plan (adopted Nov. 2022) including coordination with the Gorge Translink Alliance partners and work toward the collective regional vision for the Gorge Regional Transit Network.

FY 2024 Funding: Skamania and Klickitat RTPO

FY 2024 Revenues:

	\$
• State RTPO	\$45,310
	<u>\$45,310</u>

FY 2024 Expenses:

	\$
• RTC	\$45,310
	<u>\$45,310</u>

1F. INTERSTATE BRIDGE REPLACEMENT PROJECT

In its role as the MPO, RTC for the last several years, has been providing project support services and assisting in key tasks for the Interstate Bridge Replacement (IBR) program. RTC staff serves on advisory committees, and provides general input to the IBR project. RTC was invited by the federal lead agencies (Federal Highway Administration and Federal Transit Administration) to remain a Sponsor Agency to the IBR program Supplemental Environmental Impact Study. WSDOT (through the IBR program) has entered into intergovernmental agreement with participant government agencies to recompense the agencies for staff time committed to project activities. RTC is committed to providing staff time and resources to the IBR program led planning, financing and related preliminary engineering studies. The Scope and Funding Plan for RTC's technical assistance and policy support to the IBR project in the Agreement with WSDOT was amended to reflect new activities and resources.

Work Element Objectives: Interstate Bridge Replacement Project

- The purpose of the IBR work element is for RTC to assist in the project tasks as outlined in the Tasks and Products section below.

Relationship to Other Work: Interstate Bridge Replacement Project: Technical Support

Replacement of the I-5 bridge over the Columbia River is identified in the Regional Transportation Plan and also supported by several policy resolutions adopted by the RTC Board of Directors.

FY 2023/25 Tasks and Products: Interstate Bridge Replacement Project: Technical Support

- **Project Management/Administration.** This task includes budget, scope and schedule. It also includes RTC's participation in IBR meetings including Staff Level Group meetings, Executive Steering Group meetings, Community Advisory Group meetings, and Equity Advisory Group meetings. RTC staff will regularly brief RTC executives in preparation for Executive Steering Group meetings and will participate in IBR Working Groups. RTC staff will prepare meeting materials as needed and provide consolidated comments on documents and memos.
- **Project Controls:** RTC will communicate key schedule, budget, and other issues to support Project Controls. A small amount of time is assumed for outreach support, schedule management, progress reports, invoicing and supporting the project management plan.
- **Financial Structures:** RTC will participate in and provide review of financial structures. RTC will assist in developing project methodologies, analysis approaches and criteria in the discussion and resolution of policy issues which could include: Finance Plan updates; Tolling; Funding and Financing Opportunities; Bi-State Ownership Structures and Agreement; Construction Economic Impact Analysis; and Toll Traffic & Revenue Studies. RTC staff will research and provide comments on technical reports and participate in working group meetings.
- **Communications:** RTC staff will coordinate with IGA program communications staff to align on program communications on program activities and milestones. RTC staff will provide support and staffing for public meetings and public outreach activities as applicable, including meetings with neighborhoods and interest groups as needed and appropriate. RTC staff will lead communications efforts with RTC boards and committees and promote IBR program communications through existing RTC communications channels such as its website and RTC sponsored meetings.

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- **Transportation Planning:** RTC staff will be a key participant in the transportation planning process. RTC will participate and provide review regarding various process associated with transportation planning. RTC will assist in developing project methodologies, analysis approach and criteria in the discussion and resolution of policy issues with emphasis in the following areas:
 1. RTC staff will participate with the Travel Demand Model Coordination team to ensure that the transportation demand model is developed based on commonly agreed upon inputs (land use, transit and highway networks, and transportation system operational data) for the analysis of TDM, traffic operations, tolling, and transit operations. RTC will assist in post-processing of model results as needed to support the IBR project team.
 2. RTC staff will participate and engage in climate criteria development, technical analysis through participation in the Climate Technical Work Group.
 3. RTC staff will be a key participant in the transportation analysis by providing analysis and input into the existing and future transportation conditions. Participate in freeway mainline, interchange and intersection design and operations analysis. RTC will coordinate with IBR partners to analyze transit, nonmotorized, and auxiliary lane data.
 4. RTC staff will participate in the transit analysis by providing input into transit design and impacts. This will include assist in the analysis of modeling results.
 5. RTC will coordinate with Metro on the development of documentation around potential impacts due to tolling and capacity expansion, utilizing analysis from CRC and the ODOT Tolling Program work.
 6. RTC will coordinate the review of the transportation planning element with their Board of Directors and Regional Transportation Advisory Committee as appropriate.
 7. RTC will assist as needed on transportation analyses to support design engineering, financial structures, environmental, and other tasks.
 - **Environmental (NEPA):** RTC will coordinate in the IBR environmental process, including attendance at appropriate meetings, review of materials and will provide consolidated comments on documents and memos. RTC staff will assist in the development and/or review of the following activities:
 1. Development and evaluation of options.
 2. Various Technical Studies.
 3. NEPA Strategy, Agency Coordination, and Tribal Consultation.
 4. Endangered Species Act, including the biological assessments.
 5. National Historic Preservation Act.
 6. Permitting.

FY 2024 Funding: Interstate Bridge Replacement Project Technical Support

<u>FY 2024 Revenues:</u>	\$	<u>FY 2024 Expenses:</u>	\$
• WSDOT funds	\$292,181	• RTC	\$292,181
	<u>\$292,181</u>		<u>\$292,181</u>

RTC and WSDOT (through the IBR program) entered into a Special Transportation Planning Study Agreement (GCB 3482) with Board authorization in April 2021 (Resolution 04-21-13). The Agreement was amended by the RTC Board by Resolution 12-22-29 on December 6, 2022 to extend the Agreement for a new term from January 1, 2023 through June 30, 2025 with a total reimbursement budget of up to \$620,000.

1G. SAFE STREETS AND ROADS FOR ALL

Safe Street and Roads for All (SS4A) is a federal discretionary grant program established under the Bipartisan Infrastructure Bill (BIL) to prevent roadway deaths and serious injuries. SS4A funds the creation and implementation of safety plans related to engineering, education, and enforcement. RTC was awarded a grant in the first round of funding from this SS4A program for development of a safety action plan. Once Action Plans are developed, SS4A funding can be used for the planning, design, development, and construction of projects and strategies.

Work Element Objectives and Activities: SS4A

- RTC is to take the already developed safety plans for the cities of Camas, Battle Ground, Washougal, Ridgefield, and La Center and add additional information to meet federal requirements for an SS4A Action Plan. The City of Vancouver has an existing action plan that would be updated as needed and all plans would be combined into a Comprehensive Safety Action Plan for the Clark County MPO region.
- Clark County, C-TRAN (regional transit agency), and the cities of Camas, Battle Ground, Washougal, Ridgefield, and La Center are all joint applicants. The City of Vancouver, Metro (RTC's bi-state partner), Clark County Public Health, and the Washington State Department of Transportation are all participating partners in the project.

Relationship to Other Work: SS4A

In 2014 RTC completed a Safety Management Assessment that developed a process for the effective management of the transportation system to improve safety for all users. The goal of the SMA was the same as that of the Washington State's Strategic Highway Safety Plan - which is to reduce traffic fatalities and serious injuries to zero by 2030. Since its adoption, RTC has worked with regional partners to implement safety improvements throughout the community and has included quarterly updates to the RTC Board on the progress of reducing collisions in the region. Development of a SS4A Action Plan relates directly to metropolitan transportation planning in the region with safety planning relating to Regional Transportation Plan development and once safety improvement projects are identified then projects can be funded and programmed in the region's Transportation Improvement Program.

FY 2024 Tasks and Products: SS4A

- A Comprehensive Safety Action Plan for the Clark County MPO region. Work will be underway in mid-summer 2023 to allow sufficient time to update the collision data for the city's safety plans and meet the deadline for the next call for projects for the City Safety Program in March of 2024. RTC would then work on policy work in 2024 and potentially into 2025. Completion of an Action Plan would also make the region and jurisdictions eligible to apply for SS4A implementation funds.
- In developing a Safety Action Plan, RTC will work collaboratively with 11 different agencies to develop a region-wide approach for improving safety for all transportation system users. Coordination will be with local jurisdictions as well as other planning partners including C-TRAN, Metro, Clark County Public Health, and the Washington State Department of Transportation.

FY 2024/25 Funding: SS4A

<u>FY 2024/25 Revenues:</u>		<u>FY 2024/25 Expenses:</u>	
	\$		\$
• Federal SS4A	\$300,000	• RTC and Consultant (TBD)	\$346,821
• Local MPO Funds	\$46,821		
	<u>\$346,821</u>		<u>\$346,821</u>

Federal Program Funds matched by State RTPPO, and/or local MPO Funds

1H. REGIONAL SIGNAL TIMING PLANS

The Bipartisan Infrastructure Bill (BIL) established the Carbon Reduction Program (CRP), which is a new, regionally competitive grant program managed by Metropolitan Planning Organizations. RTC and planning partners will use the initial allocation of the new federal Carbon Reduction Program funds to work on regional signal timing plans.

Work Element Objectives:

- Projects such as developing or improving regional signal timing plans are designed to reduce transportation emissions.

Relationship to Other Work Elements:

Signal timing plans support the Congestion Management Process and the VAST work program. The project is consistent with the Congestion Management Process and air quality requirements. The project meets the goals of the Regional Transportation Plan (RTP) by improving the regional transportation system.

FY 2024 Tasks and Products:

- This is a new project to implement traffic signal timing plans along priority arterials within urban Clark County. The projects will be managed by RTC, in combination with other VAST partners.

FY 2024 Funding:

<u>FY 2024 Revenues:</u>		<u>FY 2024 Expenses:</u>	
	\$		\$
• Federal Carbon Reduction Program	\$658,413	• RTC and Consultant (TBD)	\$658,4130
	\$658,413		\$658,413

Federal Program Funds matched using Toll Credits

The project will be managed by RTC, in combination with other VAST partners (RTCB Resolution 02-23-03, adopted in February 2023).

11. STRATEGIC REGIONAL PLANNING: CLARK COUNTY FREIGHT MOBILITY STUDY

Each year RTC commits STBG funds to provide for strategic regional planning to support RTC’s metropolitan transportation planning activities and RTC’s planning partners. In FY2024, RTC will update Clark County’s Freight Mobility Study.

Work Element Objectives and Activities:

- Update the Clark County Freight Mobility Study (adopted 2010).
- Incorporate updated information from federal, state, regional and local freight programs, policies and data.
- Update land use information and location of new warehousing relevant to freight movement.
- Coordinate with the three Clark County ports on freight movement.

Relationship to Other Work Elements:

- Update to the Freight Mobility Study for Clark County will support RTP and TIP development.

FY 2024 Tasks and Products

- Publish an updated Clark County Freight Mobility Study which will confirm local and regional data, review existing conditions, identify future priority project needs, address performance measures, and incorporate a review of current local, state and federal policy and funding programs related to freight and commerce activities. Issues to address in an updated Freight Study will include truck parking challenges, use of tools developed as part of Washington state’s 2022 Freight System Plan including freight supply chains for key industries in the state and region and use of the state’s freight data visualization dashboard to access data on value, tonnage, commodity, and mode of freight flows traveling to, from and within the Clark County region. The updated Freight Study for Clark County may also be informed by Metro’s Regional Freight Delay and Commodities Movement Study (anticipated 2023 publication) and will consider the influence of e-commerce on the transportation system and on land use.

FY 2024 Funding:

<u>FY 2024 Revenues:</u>		<u>FY 2024 Expenses:</u>	
	\$		\$
• Federal STBG	\$100,000	• RTC and Consultant (TBD)	\$115,607
• Local MPO Funds	\$15,607		
	\$115,607		\$115,607

*Federal Program Funds matched by State RTPO and/or local MPO Funds.
Funds for this work element are not yet programmed in the TIP but will be once the scope of the work is determined.*

2. DATA MANAGEMENT, TRAVEL FORECASTING, AND TECHNICAL SERVICES

2A. DATA MANAGEMENT, TRAVEL FORECASTING, AND TECHNICAL SERVICES

This element includes the development, maintenance and management of the regional transportation database and website to support the regional transportation planning program. The database is used to monitor transportation system performance, evaluate level of service standards and for calibration of the regional travel forecasting model. The element also includes development and use of the regional travel forecasting model to estimate and analyze future transportation needs, air quality planning, and technical support to local jurisdictions.

Regional Transportation Data and Travel Forecasting

(a.1.) Regional Transportation Data: Work Element Objectives

- Provide data and mapping to support regional transportation planning activities such as development of regional plans, regional travel forecast model development and in map-making. Maps are used by RTC as visualization tools to help make transportation plans more understandable.

(a.2.) Regional Transportation Data: FY 2024 Tasks and Products

- Update the regional transportation database and mapping with data from sources such as the U.S. Census, including Census Transportation Planning Products (CTPP) and the American Community Survey (ACS), as well as the National Household Travel Survey (NHTS). The regional transportation database also includes functional classification of roadways, travel behavior survey data, and County GIS information, traffic counts, transit ridership and transit-related data provided by C-TRAN. (Ongoing)
- Update of the Urban Area Boundary (UAB) and related update to the federal functional classification of the highway network.
- Compile crash data for use in development of safety management plans and project priorities.
- Analysis of Clark County transportation information. The main elements include: transportation measures, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations are used to address environmental justice issues. (Ongoing)
- A project database with completed and planned transportation projects is developed and will continue to be updated. The project database is designed to complement the TIP and RTP work elements. The database includes information on the STBG and CMAQ funded projects and is planned to include all proposed RTP projects to enable information and data retrieval for these projects. The intention is to make the project information easily accessible on RTC's website.
- Following release of 2020 Census data, the region's Demographic Profile was updated and reported in FY 2023. In FY 2024, the report will be reviewed with release of updated ACS data. Work will include compilation and analysis of data relating to minority and low-income populations to support transportation plans for the region, plans for specific corridors, and for specific Title VI requirements. (Ongoing)
- Analyze growth trends and relate these trends to future year population and employment

forecasts. Demographic forecasts for the region are analyzed and used as input for the regional travel forecast model. RTC reviews Clark County-produced region-wide growth totals for population, households and employment allocated to Clark County's transportation analysis zones (TAZs) and incorporates these assumptions into the regional travel model. The TAZ allocation is used by RTC in the travel forecast modeling process.

- Assist local jurisdictions in analyzing data and information from the regional transportation database in updating and implementing Comprehensive Plans required under the state's Growth Management Act, capital facilities plan development and transportation concurrency. Clark County's Comp Plan update is required by June 2025.
- Continue to integrate transportation planning and GIS data using Arc GIS PRO and work with County GIS Department to incorporate and use GIS data in the County's ArcGIS system. Clark County's Maps Online and GIS Workbench is used as a resource by RTC to obtain layers of information such as zoning, comprehensive plan, service district boundaries, and geophysical and environmental elements such as stream channels, floodplains, hydric soils, shoreline buffers, watersheds, and groundwater protection areas, slopes and geologic hazards. These layers of information are used by RTC in considering environmental mitigation in the regional transportation planning process. (Ongoing)
- Coordination with Clark County jurisdictions on maintenance and update of the highway network, local street system and federal functional classification system in a GIS coverage. (As needed)
- Update the region's traffic count database. (Ongoing)
- Continue to work with regional bi-state partners on freight transportation planning including ongoing work to improve truck forecasting ability. Continue to integrate freight traffic data into the regional transportation database. (Ongoing)
- Use the regional Economic Value Atlas (EVA) tool, developed by Metro and the Brookings Institution, to assist in the analysis of data and information to help transportation planning efforts, especially as transportation investments relate to economic development issues.
- Regularly update the content of RTC's website as the region's primary public participation, information and outreach platform allowing public access to the regional transportation planning program. The RTC website is a valuable tool for both disseminating information and receiving feedback from the public, as well as the RTC Board and its member jurisdictions. RTC will continue to maintain the RTC website providing current data and information in order to inform and engage the public in the transportation planning process.
- Maintain and update RTC's computer equipment and software. Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to allow for the regional transportation planning program to be carried out efficiently. Provide computer training opportunities for MPO/RTPO staff. Purchase updated computer equipment using RTPO revenues and coordinate with the County's computer division to update computer equipment and software.

(b.1.) Regional Travel Forecasting Model: Work Element Objectives

- Coordinate with local jurisdictions, state agencies and Metro to continue developing and improving the regional travel forecast model. The travel forecast model is used as a tool to help

analyze the transportation system in the region; its output used to identify deficiencies in the regional transportation system, to develop performance measures and standards and to assess transportation demand management and transit planning applications.

- Increase the ability of the existing travel forecasting procedures to respond to informational needs to inform state, regional and local transportation planning. The transportation model needs to be able to respond to emerging issues including: concurrency, peak hour spreading, latent demand, design capacity, performance measures, air quality, growth management, travel and life-style changes.
- Provide a forum for local model developers and users to meet and discuss model development and enhancement.
- Assist WSDOT and local agencies by supplying regional travel model data for use in local planning studies, environmental analyses, development reviews, capital facilities planning and transportation impact fee program updates.

(b.2.) Regional Travel Forecasting Model: FY 2024 Tasks and Products

- Continue to coordinate with Metro on use and development of Metro's regional model and to ensure input model data, including census demographic data and land uses, are current. RTC will work with Metro to refine travel forecast methodology using EMME and will continue to work with Metro to assess the most useful modeling tools for use in the region. RTC will also coordinate with Metro in updating the regional travel forecast model code and structure, as needed. (Ongoing)
- Staff will continue to research and assess travel forecast model enhancement and enhanced modeling software and tools to further develop traffic operational modeling capabilities and true dynamic assignment techniques that are increasingly important in evaluating new planning alternatives, such as High Occupancy Vehicle operations and impacts, Intelligent Transportation System impact evaluation, congestion pricing analysis, and concurrency analysis.
- Use regional travel forecasting model data to support RTC's RTP implementation and TIP development, development of state multimodal plans and support for corridor planning studies and local sub-area modeling, Transportation System Management and Operation (TSMO) applications, and C-TRAN's 20-year Transit Development Plan. (Ongoing)
- Analysis of Commute Trip Reduction (CTR), congestion pricing and Transportation System Management/Intelligent Transportation System (ITS) impacts. (As needed)
- In FY 2024, RTC will coordinate with Metro on the regional model base year. Model networks and land use data inputs will be updated, as necessary. Base year model calibration and validation will be completed, as needed.
- Participate in the Oregon Modeling Steering Committee (OMSC), organized as part of the Oregon Travel Model Improvement Program (OTMIP), to keep informed about model development in Oregon and the Portland region.
- Review and update future model transportation system networks, including highway and transit. (Ongoing)
- Re-calibration and validation of regional travel forecast model. (As needed)

- Provide WSDOT and local jurisdictions with transportation model data and analysis to support project design and implementation.
- Document regional travel forecasting model procedures. (Ongoing)
- Continue implementation of interlocal agreements relating to use of RTC's regional travel forecast model and implementation of sub-area modeling. (As needed)
- Host Transportation Model Users' Group (TMUG) meetings. (As needed)

Air Quality Planning: Introduction

In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. RTC's region is now in attainment status for both Ozone and Carbon Monoxide (CO). Under both the 1997 and 2008 Ozone National Ambient Air Quality Standards (NAAQS), the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated as in "attainment" for Ozone. With the revocation of the 1-hour Ozone NAAQS on June 15, 2005, regional emissions analyses for ozone precursors in RTC's Plan (RTP) and Program (TIP) were no longer required.

For Carbon Monoxide (CO) NAAQS, the Vancouver AQMA was redesignated to attainment with an approved 10-year maintenance plan in 1996. In January 2007, the Southwest Clean Air Agency submitted a CO Limited Maintenance Plan (LMP) to the Environmental Protection Agency (EPA) for the second 10-year period. The EPA approved this LMP the following year. Based on the population growth assumptions contained in the Vancouver Limited Maintenance Plan (LMP) and the LMP's technical analysis of emissions from the on-road transportation sector, it was concluded that the area would continue to maintain CO standards. As of October 21, 2016, the Vancouver AQMA successfully completed the 20-year "maintenance" period and is no longer required to make a conformity determination.

(c.1.) Air Quality: Work Element Objectives

- Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of requirements. This includes addressing any issues concerning attainment status for Carbon Monoxide (CO) for the Vancouver Air Quality Maintenance Area and the "attainment" area for ozone based on the EPA's eight-hour ozone standard.
- Address air quality and greenhouse gas state and federal policy directives. Coordinate with State Department of Ecology (DOE) in research and work on air quality in Washington State and provide support for the Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 47.01.440 relating to climate change, greenhouse gas and Vehicle Miles Traveled reduction goals. RTC is one of the four affected RTPOs in Washington State required to collaborate and engage with Washington State Department of Transportation (WSDOT) to implement Sections 2a and 2b of Governor's Executive Order 09-05 – Washington's Leadership on Climate Change. (Ongoing)
- Coordinate with Southwest Clean Air Agency (SWCAA) on current air quality laws and air quality status. RTC's responsibilities include, if needed, transportation emissions estimates, and conformity determination for regional plans and programs and, if needed, for adoption of TCMs for inclusion in the MTP and TIP.

(c.2.) Air Quality Planning: FY 2024 Tasks and Products

- Consult with local agencies, WSDOT, DOE, EPA, SWCAA, Metro and Oregon Department of Environmental Quality on emerging air quality and transportation issues, including any new regulatory requirements regarding air quality or conformity.
- Work to support RCW 80.80 relating to climate change and greenhouse gas reduction including Vehicle Miles Traveled (VMT) and VMT per capita in the region. Also address Governor's Executive Order 14-04 and the requirements in RCW 47.01.440 relating to statewide reductions in vehicle miles traveled (VMT), RCW 70.235.020 and chapter 173-441 WAC relating to limiting and reporting of greenhouse gas (GHG) emissions. The Washington State legislature passed SSB 5165 in 2021, which directed WSDOT to develop a process for establishing VMT reduction targets. Clark County is one of ten counties in the State where efforts to set VMT reduction targets are focused. Having to set a local VMT reduction target will require a local review of transportation and land-use policies, plans, and programs to support VMT reduction efforts. (Ongoing)
- Although it is not mandatory, RTC will continue to coordinate and cooperate with air quality consultation agencies, such as DOE, EPA, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), WSDOT, and SWCAA, on an as-needed basis on any new regulatory and technical requirements that may affect the AQMA as well as emerging issues related to air quality and transportation such as potential PM2.5 conformity requirements. If requested, RTC will consult with the agencies in the review, update, testing, and use of the Motor Vehicle Emissions Simulator emissions (MOVES) model to ensure accuracy and validity of model inputs for the Clark County region and consistency with state and federal guidance.
- Coordinate with Metro, as needed, to ensure collaboration on possible future conformity requirements and consistency of mobile emissions estimation procedures and air quality emissions methodology that uses the travel-forecasting model in the Portland bi-state region.
- Estimate air quality emissions impacts for projects proposed for funding by the Congestion Mitigation and Air Quality program through the TIP and for the annual CMAQ information report required by WSDOT for submittal to FHWA.
- Provide technical support requested from local jurisdictions and agencies in the use of the EPA MOVES emissions model.

Transportation Technical Services**(d.1.) Transportation Technical Services Work Element Objectives**

- Provide technical transportation planning and analysis services for member agencies and provide a common and consistent regional basis for traffic analysis. Consistency is a key element in maintaining, planning for, and building an efficient transportation system which provides adequate capacity. Technical service activities are intended to support micro traffic simulation models, the input of population, employment and household forecasts, and the translation of land use and growth forecasts into the travel demand model. RTC staff will continue to provide requested transportation technical services for the cities' and County's Comprehensive Growth Management Plans, transportation elements and transportation capital facilities plans.

(d.2.) Transportation Technical Services: FY 2024 Tasks and Products

- Fulfill local jurisdictions’ needs for travel modeling and analysis. (Ongoing)
- Use output from the regional travel forecast model in local transportation concurrency analyses. A regular travel model update procedure for base year and six-year travel forecast is established and can be used in concurrency programs. As part of the process, the travel model is used and applied in the defined transportation concurrency corridors to determine available traffic capacity, development capacity and to identify 6-year transportation improvements. (As needed)
- Travel Demand Forecast Model Workshops will be organized and held as needed. Invitees will include staff of local agencies and jurisdictions. These workshops help to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region. (As needed or requested)
- Use of model results for local development review purposes.
- Technical support for the comprehensive growth management planning process in the Clark County region. An updated Clark County Comprehensive Plan was adopted in June 2016 and the next update is due in June 2025. (Ongoing and as needed)
- Provide modeling and technical assistance to the Metro region’s and ODOT’s congestion pricing projects through the Regional Mobility Pricing Project (RMPP) meetings.
- Provide modeling support and technical assistance to WSDOT and ODOT as the Interstate Bridge Replacement Project continues.

Relationship to Other Work Elements: Data, Travel Forecasting, Air Quality and Technical Services

This element provides support for all of RTC’s regional transportation planning activities including developing visualization tools and materials to help make transportation plans more understandable. Output from the regional database is used by local jurisdictions and supports development of the RTP, TIP, Congestion Management Process (CMP) and Transit Development Plan. Traffic counts are collected as part of the CMP; an ongoing data activity to help understand existing travel patterns and future travel growth. The program is also a source of county-wide historic traffic data and is used to calibrate the regional travel forecast model.

FY 2024 Funding: Regional Transportation Data and Travel Forecasting

<u>FY 2024 Revenues:</u>		<u>FY 2024 Expenses:</u>	
	\$		\$
• Federal FHWA PL	\$187,660	• RTC	\$790,948
• Federal FHWA PL c/o FY23 to FY24	\$201,500	•	
• Federal STBG	\$227,500	• Interlocal agreement with Metro for model development	30,000
• Federal FTA	\$69,021	• Computer Equipment <i>Purchase with RTPO funds</i>	\$6,000
• State RTPO	\$34,253		
• Local MPO Funds	\$107,014		
	\$826,948		\$826,948

2B. 2020 REGIONAL HOUSEHOLD TRAVEL BEHAVIOR SURVEY

Traditionally, household travel studies are conducted roughly every 10 years, as household demographics and related travel behaviors change over time. In Clark County, the most recent prior survey was conducted in 2009. Since that time our region has experienced rapid growth and increasing levels of congestion, creating a new environment that impacts household travel choice behavior. Technological changes, emerging societal trends and changes introduced by the pandemic are additional factors that influence today's household travel activities.

Through the 2023 Clark County Travel Study, RTC and its regional partners will collect updated household travel data, to ensure data used to make policy and investment decisions remains analytically valid. Household travel data is an essential building block for the region's travel forecast model and other analysis tools. The household travel study will provide details about travel behavior that is lacking in other data sources, for example, demographics, trip purpose and vehicle occupancy.

Local, real-world travel behavior data improves the accuracy of and confidence in travel forecasts and other analyses, which often serve as the basis for many public policy and transportation investment decisions. Since 1994, RTC has collaborated with regional partners to periodically collect household travel study data. During the spring and fall of 2023, RTC will again field a household travel study to collect detailed household travel behavior data from a sample of Clark County households.

As in past surveys conducted in 1994 and 2009, RTC worked in coordination with Oregon partners, including Metro and ODOT, to develop the next Oregon Household Activity Survey (OHAS) to ensure data compatibility in the bi-state region and to allow for joint model development, efficiencies and economies of scale. The collaboration provides cost efficiencies through the development of a single survey scope and design phase for all, as well as economies of scale. RTC staff is working closely with member jurisdictions during this project.

Work Element Objectives

- Conduct an updated activity-based travel survey to inform the regional transportation planning process and enable update and re-calibration of the regional travel forecasting model.
- The survey will provide data for the following travel modeling objectives:
 - To improve the conventional 4-step travel models (trip generation, trip distribution, mode split, and assignment).
 - To develop the tour-based travel models for estimating and predicting trip chaining behavior associated with congestion, fuel price increase, and mode choice.
 - To respond to differences in the local urban environment, such as street and sidewalk design, land use types, housing types, etc.
 - To measure the relationships between household characteristics and mode choices for transit planning and analysis.
 - To respond to the question of household location choices associated with life cycle, car ownership, mode choice, and other exogenous effects of transport cost and travel time changes.
 - To estimate car ownership and car utilization associated with congestion, road and fuel pricing, and air quality control.
 - To develop quantitative methods to respond to TDM actions, including issues of urban design effect, pedestrian, bike, and transit oriented environmental effect, and others.

- Use appropriate data collection techniques and equipment to collect data and possibly provide for the beginnings of a longitudinal panel survey which would allow for surveying over time to maintain a survey pulse to determine the effects of a rapidly changing transportation environment.
- Provide a comprehensive picture of household travel to give decision makers and planners an understanding of current regional travel patterns and behaviors. Data may include number of daily trips per person or household, trip lengths by trip purpose for residents in rural or urban areas, trip mode choice for destinations, travel choice differences based on household size, income, age, number of vehicles available, presence of children, and residential location, change in travel behavior over time.
- Provide policy and decision makers with the most up-to-date understanding of the region's travel patterns and travel choice behavior of residents to enable informed investment decisions.

Relationship to Other Work Elements

Information from the travel activity and behavior survey is used to develop the regional travel forecast model to support regional transportation planning, including in developing the region's RTP and TIP and in meeting federal metropolitan planning requirements. The work element is consistent with RTC's practice of collecting and maintaining travel behavior data to assist in transportation planning analysis and the development of regional travel forecasting tools. This data will be made available to local agencies and their consultants for their analyses of local travel behavior.

FY 2023/24 Tasks and Products

The Clark County Travel Study began in the winter of 2022 with survey planning and preparation activities leading to the implementation of the survey in 2023. The study work will conclude with processing and documentation of data for delivery in the summer of 2024. The planned study scope is outlined below:

- **Pre-Pilot Activities** - Focus group and info sessions will assess outreach and recruitment strategies, with particular focus on hard-to-reach populations, to ensure broad and balanced participation in the study. Feedback and recommendations will be incorporated into survey invitation materials, messaging and survey instrument question wording to minimize barriers to participation.
- **Pilot Study** - A pilot study will implement the survey as a final test of the survey process and methodology. The pilot will recruit approximately 100 households to validate the survey approach and provide an estimate of survey response rates across a range of demographic characteristics. Lessons learned from the pilot study will be incorporated into the implementation of the full study.
- **Field Survey** - The consultants will use a scientific sampling approach to recruit 2,000 Clark County households to participate in the study. Households will be recruited to participate in the survey in both the spring and fall of 2023 to collect data during the time of year that most represents a typical travel behavior. Survey response will be monitored in real-time for completeness as well as for a representative sample of Clark County households.

- **Data Processing and Weighting** - The consultant team will process the data and run a series of quality assurance and quality control checks. After which the sample weights will be developed for the dataset to allow for the expansion of the sample to represent Clark County as a whole.
- **Final Data Delivery and Report** - The consultant team will provide documentation for the final dataset and deliver a final report. The report will include data about recruitment, conversion and completion rates for sample and geographic strata. Additionally, the report will include descriptive statistics for a wide range of travel behaviors including: 1) Household variables, including size, income, number of workers or students, residence type and vehicle ownership; 2) Person variables, including age, race, ethnicity, employment or student status, typical commute mode, and telecommute frequency; 3) Trip variables, including trips by travel mode, number of modes per trip, trip distance and purpose; and 4) Trip replacement activities, including telecommuting, online shopping, and food deliveries.

FY 2023/2024 Funding: Household Travel Survey

FY 2024 Revenues:

	\$
Federal STBG	\$450,000
Other Local Funds	<u>\$84,219</u>
Total	<u>\$534,219</u>

FY 2024 Expenses:

	\$
RTC and Consultant, the Resource Systems Group, Inc.	534,219
	<u>\$534,219</u>

Federal STBG funds was programmed in the TIP for the Clark County travel survey. Resolution 12-22-23 (RTC Board adopted on December 6, 2022 authorizes RTC’s Executive Director to enter into a professional services contract with Resource Systems Group, Inc., to develop and implement the Clark County Travel Study. Using the same consultants as the Oregon effort minimizes costs through the shared development of survey design and yields a consistent and valid bi-state database of household travel behavior by using the exact same survey methodology.

2C. TRANSPORTATION DATA STUDY AND DATA ACQUISITION

RTC has a long practice of collecting and maintaining transportation data sets to assist in transportation analysis of the regional transportation system. Traditionally this data was based on limited manual or stationary data collection methods. In the past few years, probe data vendors have been providing transportation data that is collected from connected vehicles, cell phones, fleet GPS units, and other mobile sources. With this new wave of data rich transportation data, RTC initiated a pilot project to test and evaluate probe data to better understand transportation system performance and trip-making behavior in the region.

Through a regional consultant selection process and RTC Board action in December 2022, Cambridge Systematics, in association with TomTom, has been recommended to provide travel time and origin-destination probe transportation data sets to RTC and its member agencies for the next three years.

Work Element Objectives

- Deployment of data collection technology and purchase/acquisition of transportation data to support development of the Congestion Management Process and other metropolitan transportation planning uses.

Relationship to Other Work Elements

The metropolitan transportation planning process is designed to improve transportation policy making and investment decisions across the metropolitan planning region. RTC and member agencies use performance analysis to inform decision-making and monitor progress towards meeting policy goals which is informed by regional transportation data.

FY 2024 Tasks and Products

Transportation data products and services to be provided by Cambridge Systematics, in association with TomTom, include Traffic Stats O/D Analysis, LOCUS Product, customized reports, and training.

- TomTom Traffic Stats and O/D Analysis products are web-based tools utilizing vehicle travel patterns. They provide insights into traffic situation on the road network for select time periods. Traffic Stats data can be used for a variety of applications, including travel time, travel time reliability, speeds, congestion and bottleneck identification, while O/D Analysis can be used for understanding travel patterns, and origin-destination flows for autos. This agreement will allow for 10 active logins for RTC and assigned government/consultant partners.
- Cambridge LOCUS is a web-based tool that provides behaviorally based multimodal origin and destination flows. LOCUS contains trips made by all modes, which may be segmented by walk, bike, and motorized trips. This tool is valuable for understanding how people move within the region. LOCUS has been used for high quality, equity-focused origin and destination analyses. This agreement will allow for 10 active logins for RTC and assigned government/consultant partners.
- Customized reports can be prepared by consultant staff to help organize and display reports in the format that is consistent with regional analysis needs. Consultant staff will work carefully with RTC and partner agencies to understand analysis needs and develop a plan for customizing results and reports to streamline work steps and visualize and interpret results in ways that are meaningful to our region.
- Training will be received on licensed tools and products to ensure partners can get the most out of these products. The consultant team will provide three virtual training sessions, each

approximately two hours in length. In these training sessions, participants will learn how to use and interact with the TomTom MOVE and Cambridge Systematics LOCUS interfaces, how to run custom reports, how to download and extract data for further analysis, and appropriate use cases for this data. In addition to these live training sessions, online tutorials and documentation of the data products will be provided.

FY 2024 Funding: Transportation Data Study (and Data Acquisition)

FY 2024 Revenues:

	\$
• Federal STBG	\$300,000
• Toll Credits	
	\$300,000

FY 2024 Expenses:

	\$
• RTC/Consultant	\$300,000
	\$300,000

Federal Program Funds matched using Toll Credits

Cambridge Systematics, Inc., was selected as consultant to provide transportation travel time/speed and origin-destination data for three years (2023-2025) for an amount not to exceed \$300,000. Matching funds are available through toll credits.

3. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

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

a.1 Program Coordination and Management: Work Element Objectives:

- Coordinate, manage and administer the regional transportation planning program including coordination with transportation planning partners, representing RTC's interests at meetings of partner agencies and coordination with the congressional and legislative delegations on regional and bi-state transportation issues.
- Coordinate regional transportation planning with WSDOT as statewide transportation plans are developed and implemented and with local jurisdictions as Growth Management Act plans are updated and Transportation System Plans are developed and with the transit agency, C-TRAN.
- Consult with, communicate with, and outreach to tribes with interests in the 3-county region regarding transportation issues.
- Implement the current federal transportation act and monitor new legislative activities as they relate to regional transportation planning requirements.
- Conduct all regional transportation planning activities carried out by RTC and its staff in compliance with the Hatch Act. The Hatch Act restricts the political activity of individuals principally employed by state, county or municipal agencies who work in connection with programs financed in whole or in part by federal loans or grants.

(a.2.) Program Coordination and Management: FY 2024 Tasks and Products

- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee. (Ongoing)
- Report to the Board on key transportation issues. These may include Federal Transportation Act implementation, livability, performance measures, legislation and planning regulations, and funding programs.
- Participate on regional and statewide transportation committees and advisory boards such as the Statewide MPO/RTPO Coordinating Committee, and specific modal plan studies as commissioned by WSDOT and other state agency partners.
- Provide leadership, coordination and represent RTC Board positions on policy and technical issues at Committee meetings within the Portland-Vancouver region. Specifically, the key committees include: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation

(JPACT), Metro's Transportation Policy Alternatives Committee (TPAC), Metro Joint MTAC/TPAC workshops, and the Bi-State Coordination Committee.

- Coordinate and support efforts for transportation entities, agencies and jurisdictions. In FY 2024, RTC anticipates continued coordination with the Washington State Joint Transportation Committee, with the Washington State Transportation Commission, and with WSDOT on statewide transportation plans as listed on page xii of this document. RTC staff will also represent RTC's interests when working with organizations such as the Greater Vancouver Chamber of Commerce and the Columbia River Economic Development Council.
- Year 2024 Budget and Indirect Cost Proposal. (Fall 2023)
- Work with local universities to explore opportunities to procure student project assignments to help develop components of the region's metropolitan transportation planning process.
- RTC staff will participate in training opportunities including transportation webinars and workshops.

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

- Coordination with bi-state transportation planning partners, including Metro and ODOT. Metro and RTC will continue to implement the Bi-State Memorandum of Understanding between Metro and RTC, both acting as Metropolitan Planning Organizations in the Portland metropolitan region but in two separate states; Oregon and Washington. The MOU is due for update in 2024 in synch with FY 2025 UPWP adoption of both agencies.
- RTC and Metro jointly staff the Bi-State Coordination Committee which at times has served as the communication forum to address transportation and land use issues of bi-state significance. The Committee will meet as needed for topical discussions relevant to the committee's charter.

(b.2.) Bi-State Coordination: FY 2024 Tasks and Products

- Coordination with and participate in Metro's regional transportation planning process and ODOT's transportation planning activities including participation at Metro's and ODOT's transportation committees; JPACT, TPAC and joint MTAC/TPAC meetings as well as ODOT's Regional Tolling Advisory Committee (RTAC). (Ongoing)
- Coordination with Metro, ODOT and Oregon Department of Environmental Quality on performance-based planning, air quality and climate change planning issues.
- Continue to address bi-state transportation strategies and participate in any bi-state transportation studies, such as the Interstate Bridge Replacement (IBR), Columbia Connects study to unlock the potential for equitable development and programs made more difficult by infrastructure barriers, and state and jurisdictional separation in a sub-district of the region near the Columbia River.
- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement. There is bi-state interest in Portland/Vancouver population and employment forecasts, transportation plans, freight mobility, and priority projects for federal consideration. The two existing interstate highways now serve business, commercial, freight and personal travel needs, including around 60,000 daily commuters from Clark County to Portland. RTC has particular interest in Metro/ODOT's update to regional mobility corridor policy, tolling and congestion pricing efforts. There is also bi-state interest in

rail and marine modes; BNSF rail lines cross the Columbia river between the two states and there has been expressed interest in establishing a ferry service on the Columbia and Willamette rivers between Portland and Vancouver.

- Clark County is part of the Portland–Vancouver–Hillsboro Metropolitan Statistical Area for the EPA’s Climate Pollution Reduction Grant (CPRG) program. The CPRG program is designed to provide flexibility to update climate, energy, or sustainability plans, or to support the development of new plans. Over the next biennium, EPA funding will be allocated or sub-allocated for work on coordination and management of this bi-state effort on climate pollution reduction.

(c.1.) Public Participation: Work Element Objectives

- Conduct public outreach and solicit public participation in the regional transportation planning process allowing for the earliest public involvement in the transportation planning program.
- Involve and inform all sectors of the public, including the traditionally under-served and under-represented, in development of regional transportation plans, programs and projects. Incorporate public participation at every stage of the planning process and actively recruit public input and consider public comment during the development of the Regional Transportation Plan and metropolitan Transportation Improvement Program.
- Maintain a mailing list of interested citizens, stakeholders, agencies, and businesses.

(c.2.) Public Participation: FY 2024 Tasks and Products

- Participate in public outreach activities related to regional transportation planning programs and projects to increase public awareness of and provide information on regional and transportation issues.
- Hold public outreach activities that may include meetings, virtual meetings and website updates relating to RTC’s transportation planning activities including the RTP and regional TIP, in coordination with outreach events and activities hosted by local jurisdictions and WSDOT Southwest Region, WSDOT Headquarters and C-TRAN. Also, conduct public participation efforts for special projects and planning studies led by RTC with outreach tailored to the specific plan or project.
- Regular update to RTC’s web site <http://www.rtc.wa.gov> providing public access to monthly RTC Board agenda materials, the Board’s CTV coverage, as well as information on planning studies being developed by RTC. The website allows public access to RTC’s regularly updated traffic count database as well as RTC published reports. Links are also provided to other transportation agencies and local jurisdictions. The federal transportation act requires that public outreach include visualization techniques including web site content, maps and graphics.
- Document RTC’s public participation activities in the annual UPWP report.
- Review the Public Participation Process for effectiveness and Public Participation Plan (updated December 2020) to determine when the Plan should be updated. When changes are made to the PPP, RTC will follow the procedures outlined in federal Metropolitan Planning guidelines.
- Media communication through press releases and interviews as well as through regular updates to RTC’s website on significant issues and outcomes relating to the regional transportation planning process. Media outlets include local newspapers, radio and television stations.
- Respond to requests from various groups, agencies and organizations to provide information and

give presentations on regional transportation topics. These requests provide an important opportunity to gain public input and discussion on a variety of transportation issues. Such groups include the C-TRAN Citizens' Advisory Committee, Vancouver's Neighborhood Traffic Safety Alliance, Clark County's Commission on Aging, the Accessible Transportation Coalition Initiative (ATCI) and Clark Communities Bicycle and Pedestrian Advisory Committee (BPAC).

- Support Identity Clark County's efforts to raise awareness and solicit feedback from the public on transportation issues. Identity Clark County is a private, non-profit organization focused on Clark County's community and economic development. RTC will collaborate with Identity Clark County to publish an annual Transportation Alliance Policy statement to publicize transportation priorities for the region.
- Respond to public records requests.

(d.1.) Federal Compliance: Work Element Objectives

- Comply with federal laws that require development of a Regional Transportation Plan, Transportation Improvement Program, development of a Unified Planning Work Program, Congestion Management Process and certification of the regional transportation planning program. Implement the recently passed Bipartisan Infrastructure Bill (2021).
- Ensure that required governing documents, Memoranda of Understanding or Memorandum of Agreement are in place and are regularly reviewed for currency. Currently, MOAs/MOUs are in place between:
 - RTC, WSDOT and C-TRAN (The 314 Agreement was updated, adopted and complete on December 5, 2019)
 - RTC and the air quality agency Southwest Clean Air Agency
 - RTC and Metro.
- Report on Title VI activities. The Title VI Plan was first adopted by the RTC Board of Directors in November 2002 (Resolution 11-02-21). FTA Circular 4702.1B outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. Compliance with related regulations to Title VI, such as the President's Executive Order 12898 (1994) on Environmental Justice and regulations related to Limited English Proficiency (LEP).
- Comply with and assist partner jurisdictions and transportation agencies in implementing Section 504 of the Rehabilitation Act of 1973 and Americans with Disabilities Act (ADA) of 1990 to ensure the mobility needs of persons with disabilities are comprehensively addressed. RTC has a designated employee to serve as RTC's coordinator for Section 504 and ADA matters, and has a Section 504/ADA nondiscrimination notice posted internally and externally for employees' and the public's information.
- Address environmental issues at the earliest opportunity in the transportation planning process complying with requirements for Planning and Environment Linkage (PEL).
- Conduct consultation, coordination and collaboration with resource agencies to address environmental considerations in regional transportation planning documents.

(d.2.) Federal Compliance: FY 2024 Tasks and Products

- Update MPO self-certification documentation including a certification statement in the regional

Transportation Improvement Program (TIP) to self-certify that the regional transportation planning process meets federal laws (late summer/early fall 2022). Address recommendations resulting from the December 2020 federal certification review of RTC as TMA for the Clark County region.

- Adopt the FY 2025 UPWP that describes transportation planning activities to be carried out in the Washington portion of the Portland Vancouver metropolitan area, prepare an annual report on the FY 2023 UPWP and, if needed, provide amendments to the FY 2024 UPWP. The FY 2023 Annual Report is to be published by September 30, 2023 per UPWP guidance and MPO Agreement GCB 1771. The FY 2025 UPWP will be developed in Winter 2023/24 and UPWP amendments on an as-needed basis. Monthly UPWP progress reports with elements and sub-tasks described will be submitted to WSDOT together with monthly invoices.
- Use updated demographic profile to report on Title VI, LEP, equity and Environmental Justice (Executive Order 12898) as part of the regional transportation planning process. RTC completes an annual report for Title VI and updates its Title VI Plan as data and information warrants. RTC also commits to continue to assist member jurisdictions in complying with ADA requirements. (Ongoing)
- RTC will periodically conduct an ADA self-evaluation to identify access barriers and method and timeline to remove any identified barriers.
- RTC will consult with Federal, State and Tribal wildlife, land management, and regulatory agencies. As part of the metropolitan transportation planning process, RTC will consult, as appropriate, with agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. Consultation may address local and State conservation plans or maps, and inventories of natural or historic resources, as available. RTC will participate in transportation project scoping meetings for National Environmental Policy Act (NEPA) process, as necessary.

Relationship to Other Work Elements: Regional Transportation Program Coordination & Management

Regional transportation coordination activities are vital to the success of the regional transportation planning program and relate to all UPWP work elements. The UPWP represents a coordinated program that responds to regional transportation planning needs.

FY 2024 Funding: Regional Transportation Program Coordination & Management

<u>FY 2024 Revenues:</u>		<u>FY 2024 Expenses:</u>	
	\$		\$
• Federal FHWA PL	\$101,048	• RTC	\$445,280
• Federal FHWA PL c/o FY23 to FY24	\$108,500		
• Federal STBG	\$122,500		
• Federal FTA	\$37,165		
• State RTPO	\$18,444		
• Local MPO Funds	\$57,623		
	\$445,280		\$445,280

Federal Program Funds matched by State RTPO, and/or local MPO Funds

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

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

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

The Washington State Department of Transportation (WSDOT) Southwest Region consists of Clark, Cowlitz, Klickitat, Lewis, Pacific, Skamania, and Wahkiakum counties. In total, these seven counties make up an area of 8,895 square miles in Southwest Washington. WSDOT Southwest Region planning office works directly with 3 tribes, 7 counties, 31 cities, 4 transit authorities, 14 airports, 16 ports, 2 Metropolitan Planning Organizations (MPOs) and 2 Regional Transportation Planning Organizations (RTPOs), bi-state partners in Oregon and multimodal stakeholders on a myriad of transportation issues.

FY 2023/24 Work Program Highlights

WSDOT Southwest Region planning office performs several transportation planning and external coordination activities. The activities included below represent multimodal planning strategies within WSDOT's Strategic Plan that focus on transportation planning; they are not inclusive of all WSDOT projects and programs.

The following emphasis areas have been identified by WSDOT as areas MPOs and RTPOs are requested to dedicate time and/or resources towards during state fiscal year 2024:

Administrative

WSDOT is requesting that MPOs and RTPOs consider the following:

- **Update RTPO Duties:** The Tribal and Regional Integrated Planning (TRIP) Office looks forward to continuing the effort to assess, analyze, and potentially adjust the duties of RTPOs as found in RCW 47.80. We want to work closely with RTPOs to make sure that we are all aligned on what is expected of RTPOs as well as identify areas where RTPOs can more effectively enhance regional transportation planning.
- **Make Public Documents Accessible:** Governing documents should be posted online. Governance documents are public documents and should be easily accessible on the MPO/RTPO website. These include Interlocal Agreements, bylaws, and policies. This practice also allows peer MPOs and RTPOs to look for good examples to follow when developing their governance documents.
- **WSDOT is committed to combatting racism and is working to enhance diversity, equity, and inclusion efforts.** We encourage MPOs and RTPOs to look for ways to make their planning processes more inclusive to members of historically underrepresented groups. Let us know how WSDOT can support your organization in these efforts.

Planning Collaboration

WSDOT Southwest Region (SWR) will coordinate its planning efforts with other transportation planning activities in the region. In addition, WSDOT will work with the Southwest Washington Regional Transportation Council (RTC), city, county, and other regional agencies on transportation, land use, and multimodal planning. WSDOT will also participate in various regional and bi-state (Washington and Oregon) transportation-related committees and task forces.

- The current administration is eager to implement federal greenhouse gas reduction target setting regulations. WSDOT encourages agency cooperation to be prepared to address the regulations if they are implemented.
- Comprehensive Plan Updates: Clark County and the cities in Clark County will working together on the County Comprehensive Plan Update. The WSDOT SWR region planning office will work with Clark County, the cities, and RTC in the review and support of the local agency comprehensive plan transportation elements.
- Land Use and Transportation: WSDOT is also working to address the connection between land use and transportation. We encourage RTC to engage in processes that address demand management and build or enhance transportation efficient communities through coordinated land use decision making.

Regional and Local Planning Coordination

Regional and local planning coordination occurs at both the policy level interacting with local elected officials, legislators, citizens groups, or policy committees, and the technical level with local staffs, technical committees, and citizens groups.

- Assist in the development of regional plans. Help assure consistency among jurisdictions and between state, regional, and local plans.
- Participate with partners on transportation studies, issues, and other coordination related to the bi-state regional transportation system.
- Incorporate tribal concerns and needs into planning studies and transportation plans.
- Coordinate with RTC, tribes, local jurisdictions, ports, transit agencies and state and federal partners in the update and development of various state and regional transportation plans.
- Conduct enhanced collaboration efforts with local governments through continuation of the comprehensive plan review workgroup; analysis of policy issue and proposed resolution; development of tools, training, guidance, and information resources; and periodic reporting on enhanced collaboration efforts.
- Provide transportation planning technical assistance to regional and local agencies.
- Participate in tribal/WSDOT regional, policy and TAC meetings. In this capacity, participate in regional planning activities, grant proposal review/selection, Regional Transportation Plan development, public transportation coordination/development, Coordinated Human Services Transportation Plan development, and other activities.

- Ensure tribal transportation goals and projects are included in WSDOT and regional transportation efforts.

Multimodal Transportation Planning

Work with regional and local agencies in the development and update of the following processes:

- Transportation Demand Management (TDM).
- Corridor Analysis Planning
 - Corridor Plans and Studies.
 - SR 503-Follow-up planning activities that may be identified in the SR 503 Corridor Plan from the 2021-2023 work program biennium.
 - Implementation of recommendations from the 2021-2023 WSDOT Southwest Region Transportation System Management Operations (TSMO) planning effort.
- Complete Streets Implementation
 - Implementation of the 2022 Complete Streets Legislation will include developing and evaluating alternatives that involve existing facilities that can serve in place of additional investment on state routes, reallocation of existing space to active transportation modes, expanding the cross section to accommodate active transportation modes, and measures to reduce vehicle speeds and/or increase separation in order to achieve the target level of traffic stress of 2 or better and consistency with the Safe System approach.
 - The Safe System Approach considers five elements of a safe transportation system, including safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. Achieving zero traffic deaths and serious injuries requires strengthening all five elements.
 - Key Complete Streets work components:
 - Identify projects where Complete Streets applies.
 - With significant community outreach, identify improvements implementing Complete Streets Improvements.

WSDOT projects with a significant Complete Streets Pre-Design component:

- SR 500/NE Fourth Plain Boulevard to NE 76th Street
- I-5/179th Street Interchange*
- I-5/Mill Plain Boulevard*

*-If the Washington state legislature does not delay construction of these two projects

- Develop current and future travel conditions and recommendations consistent with Results WSDOT, Practical Design and Integrated Scoping. Integrated Scoping is a process for transforming corridor sketch strategies into integrated, multimodal, programmed solutions.
- Scenic Byway Coordination.
- Active Transportation Planning.
 - Assist with facility planning, coordination, and development.

- Public Outreach/Public Involvement Processes.
 - Develop, coordinate and/or implement public information/involvement opportunities by conducting surveys, attending public meetings and hearings, and serving on advisory committees.

Data Collection/Analysis

The majority of the region transportation planning activities require some degree of research and/or data collection including demographics, travel behavior, and/or transportation system performance.

- Collect and analyze modal (pedestrian, bicycle, passenger, and freight) data for respective corridor studies, partner agencies, and others.
- Collaborate with partner agencies in local multimodal data collection.
- Analyze the collected/researched transportation data for use in transportation planning studies.
- Exchange information on current conditions and travel forecasts for a variety of transportation modes, with emphasis on cost-effective and efficient multimodal solutions.
- In coordination with RTC and local partners contribute to developing and implementing plans and activities related to Travel Demand Management/Transportation System Management.

Travel Demand Model

- Participate in the development of the Portland/Vancouver Metropolitan Travel Demand Model.
- Collaborate with RTC and local governments to ensure data collection supports their multimodal planning and modeling efforts.
- Participate in the development of a statewide multimodal travel demand model to help us better understand where people live, how they travel around the state, and how future projects and land use changes may affect it.
- Assist area engineering and traffic offices with the model review, development, and maintenance for select state facilities.
- Continue to assist with model's post-processing of future year volumes.

4B. C-TRAN

C-TRAN has identified the following planning elements for the Unified Planning Work Program (UPWP) FY 2024 (July 2023 through June 2024):

Regional Participation

C-TRAN will coordinate its transit planning with other transportation planning activities in the region in collaboration with the Southwest Washington Regional Transportation Council (RTC). C-TRAN will continue to work with the RTC, WSDOT, city, county and regional agencies, and other transit providers on multi-modal planning, air quality analysis, land use and transportation system planning. C-TRAN will also participate in various regional and bi-state (Washington and Oregon) transportation-related committees and task forces.

Regional Transportation Planning

C-TRAN will be involved in the following regional planning and engineering studies during FY 2024:

1. Participate in Interstate Bridge Replacement Program (IBRP) and Oregon Department of Transportation (ODOT) Toll Program project specific executive, advisory, and technical committees and regional planning efforts with WSDOT and ODOT.
2. Regional Transportation Plan and Transportation Improvement Program: C-TRAN will participate in developing revised and updated regional plans and programs.
3. Local System Planning: C-TRAN will continue to work with local partners to update local transportation system plans and coordinate with local plans and project implementation.

Transit Planning

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

- Highway 99 Bus Rapid Transit (BRT) – C-TRAN will continue planning and design of the Highway 99 BRT project in collaboration with the City of Vancouver, Clark County, RTC, WSDOT, and other regional partners.
- Fourth Plain BRT Extension – C-TRAN will continue planning and design of the Fourth Plain BRT Extension project with City of Vancouver, RTC, WSDOT, and other regional partners. A Locally Preferred Alternative is in development and should be identified by mid-2023.
- Bus Stop Improvement Program – C-TRAN will continue implementation of its annual bus stop assessment and improvement program.
- Title VI Program – C-TRAN will continue implementation of its Title VI program including regular service equity analyses, fare equity analyses, and implementation of the 2021 Title VI Program Update and prepare for submittal of its 2024 Title VI Program.
- Begin preparation of updates to Agency guiding documents including its Long-Range Plan, Service Standards, and Service Development Guidelines.

- Expand service by up to 34,000 hours annually across the agency's Fixed-Route and Demand Response services.

Short-Range Planning: Following public review and input in 2023, the 2023-2028 Transit Development Plan will identify capital and operational changes planned over the six-year period.

Service Performance Analysis and Evaluation: C-TRAN will continue ongoing service evaluation and planning to ensure service that meets the agency mission to provide safe, efficient, reliable mobility options. This will include all modes: fixed route, demand response, and vanpool.

Technology Improvements:

- Vancouver Area Smart Trek (VAST): C-TRAN will continue working with regional partners on the planning and implementation of Intelligent Transportation System technology. Projects include video sharing, data sharing through PSU Portal, and a fiber-sharing plan.
- Improved Bus Technology: C-TRAN will continue to improve the quality and scope of real-time GTFS data availability. C-TRAN is also exploring ways to provide riders with real-time trip planning and service alerts capabilities.

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following transportation planning activities:

- Develop a Transportation System Plan.
- Create guidance for diversity, equity and inclusion in transportation planning and programming.
- Create guidance for environmental justice implementation in transportation planning and programming.
- Develop neighborhood and sub-area circulation plans for selected unincorporated urban areas in order to reduce direct access to classified arterials and to serve local trips on the local street system.
- Develop a neighborhood traffic management program/plan.
- Create a framework for an Active Transportation Plan.
- Implement the transportation element of the 2016 Comprehensive Plan including the 20-year Capital Facilities Plan.
- Continue regional coordination with RTC.
- Work with the Clark Communities Bicycle & Pedestrian Advisory Committee and other stakeholders to update and implement the Bicycle & Pedestrian Plan.
- Implement the transportation and land use recommendations in the Clark County Aging Readiness Plan.
- Revise the Clark County Capital Facilities Plan to account for needed improvements that are necessary for our growing population.
- Update the Arterial Atlas.

- Update the Transportation Improvement Program (TIP)/annual construction program.
- Ongoing refinement of the road standards, including the following components: cross sections, alternate road design standards, cross-circulation policies, and land-use friendly road standards.
- Ongoing work with the ADA transition plan.
- Coordinate transportation planning efforts with various jurisdictions, elected officials and the public.
- Unite Intelligent Transportation System (ITS) with transportation planning to provide traffic data in future plans.

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

Regional Planning and Coordination

- Participate in RTC's standing committees such as RTAC and VAST and serve on project specific committees.
- Participate in C-TRAN's project and planning processes including but not limited to the Mill Plain BRT project, Highway 99 BRT project, Fourth Plain BRT Extension project, and regular Transit Development Plan updates.
- Serve on WSDOT project-specific technical advisory committees, such as those for the SR-503 Corridor improvement study and SR-500/NE 54th pedestrian bridge project and participate in other regional planning and coordination efforts.
- Serve on Metro's TPAC, JPACT, MTAC, MPAC and other technical advisory committees in the Portland metro region.
- Coordinate transportation planning with other local agencies including the Port of Vancouver, Clark County, Camas, and Washougal.
- Participate in Interstate Bridge Replacement Project (IBRP) and I-5 and I-205 Toll Projects regional planning efforts with WSDOT and ODOT.

Transportation Planning

- Complete the update of the City's 20-Year Transportation System Plan.
- Annual update to the City's 6-Year Transportation Improvement Program (TIP).
- Study the Fourth Plain Boulevard Corridor for potential safety and mobility improvements.
- Study SE 34th Street between 164th and 192nd for potential safety and mobility improvements.
- Study the 112th Avenue Corridor for potential safety and mobility improvements.
- Study SE McGillivray Boulevard between Chkalov Drive and 164th for potential safety and mobility improvements.
- Study upper Main Street between Fourth Plain and the City limits for potential safety and mobility improvements, in coordination with Highway 99 Bus Rapid Transit planning efforts.
- Study the St. Johns/St. James couplet between Fourth Plain Blvd. And NE 68th Street for potential safety and mobility improvements.
- Study 33rd Street between F Street and P Street for potential safety and mobility improvements.

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- Study 29th Street between NW Kaufman and Neals Lane for potential safety and mobility improvements.
 - Study NE Burton Road between NE 18th Street and NE 162nd Ave. for potential safety and mobility improvements.
 - Advance planning and design work for the NW 32nd Avenue Industrial Access Project.
 - Support the Columbia Connects Regional Study.
 - Support the development of the Evergreen and Grand Commercial Corridor Strategy and implementation efforts.
 - Continue implementation of the Affordable Housing Task Force Recommendations.
 - Continue implementation of the Westside Mobility Strategy recommendations.
 - Continue implementation of the Evergreen Corridor Management Strategy.
 - Implement the City's Climate Action Framework.
 - Continue implementation of Fourth Plan Forward Action Plan recommendations.
 - Continue implementation of Reside Vancouver, the City's Anti-Displacement Plan.
 - Implement adopted Subarea, District and Corridor Plans.
 - Update the City of Vancouver Comprehensive Plan.
 - Update the City's Critical Areas Ordinance.
 - Update the City's Multi-Family Tax Exemption Program.
 - Plan for redevelopment of the Operations Center site on the Fourth Plain Corridor.
 - Continue development and implementation of the Complete Streets Program.
 - Continue to seek grant funding for projects, programs, and plans.
 - Continue to support capital and safety improvement projects led by other City work groups.
 - Continue management and implementation of the City's Neighborhood Traffic Calming Program, Sidewalk Program, Pavement Preservation Program, and other transportation programs and initiatives.
 - Develop new City Safe Routes to Schools and Citywide Safety programs.
 - Support the Transportation and Mobility Commission.

Transportation Demand Management

- Administration of countywide Commute Trip Reduction (CTR) Program and provision of direct services to affected CTR employers.
- Participate in the WSDOT statewide Transportation Demand Management technical advisory committee.
- Manage the Get There SW Washington website for regional trip tracking and carpooling.
- Develop a residential transportation demand management program.
- Serve on the Washington State Rideshare Organization (WSRO) board of directors and technical committees.
- Develop a new bicycle and small mobility parking program.

CITY OF CAMAS has identified the following:

- Transportation Improvement Program (TIP) – Annual Update.
- Citywide Transportation Plan and Capital Improvements Plan.
- Transportation Impact Fee (TIF) Update.
- SR-500 Corridor Alternatives Analysis (NW Lake Road to north city limits).
- Comprehensive Plan Update.
- Downtown Subarea Plan.

CITY OF WASHOUGAL has identified the following studies:

- Continue coordination with Legislature, WSDOT, the Port of Camas/Washougal, City of Camas and RTC on plans for widening the Camas West Slough Bridge on SR-14.
- The city will continue design and NEPA for a grade separated underpass at 32nd Street under the BNSF rail line.
- Transportation Improvement Program (TIP) – Annual Update.
- Create uniform development concurrency cost sharing guidelines and standards.
- Update Citywide Capital Improvement Plan.

CITY OF BATTLE GROUND has identified the following planning studies:

- Complete annual revision to the City’s Six-Year Transportation Improvement Program.
- Complete Old Town Master Plan; included as it has transportation elements.

CITY OF RIDGEFIELD has identified the following planning studies:

- Continue the Ridgefield I-5 South Connector Study
- Continue the South 35th Avenue extension to S. 15th Street Study and Preliminary Design
- Procure a consultant to begin the S. 10th/S. 11th Street Overpass Preliminary Design, South 65th Avenue to S. Timm Road across I-5
- With the Port of Ridgefield, undertake a conceptual design study of a new pedestrian overpass over the BNSF Railroad at Division Street, as part of the Gee Creek North Trail study.
- Undertake a feasibility study and conceptual design of a trail connection between Teals Crest and Taverner Ridge.
- As part of the 2025 Comprehensive Plan update, the City will be conducting a full update of the Capital Facilities Plan, including ADA transition planning.

CITY OF LA CENTER has identified the following planning studies:

- Comprehensive Plan Update.
- Park Plan update.
- Planned action study for the I-5 Junction.
- Planned action study for Timmens Landing.

PORT OF VANCOUVER:

- Complete assessment of the Ports marine structures (docks) to determine what improvements/repairs need to be made in upcoming years.

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- Partner with City of Vancouver to finalize engineering and seek grant funding for extension of 32nd Avenue to 78th Street.
 - I-5 Improvements: Support any improvements to the I-5 Corridor that facilitates freight mobility
 - Advance development of Terminal 1 waterfront blocks for commercial and residential uses.
 - Bidding and construction of Port of Vancouver Renaissance Trail extension.
 - Work with RTC and Metro to develop Columbia Connects strategy study.
 - Complete with the USACE (US Army Corps of Engineers) a Draft Environmental Impact Statement for the continued maintenance of the Columbia River Channel for the next 20 years.
 - Develop an electrification plan for terminal operations and port owned vehicles.

PORT OF RIDGEFIELD:

- Address project scoping, planning and design for a pedestrian over-crossing in the general vicinity of Division Street in downtown Ridgefield – the project would provide safe, direct, ADA compliant pedestrian access to the Ridgefield waterfront, port property and federally owned lands of the Ridgefield National Wildlife Refuge.

PORT OF CAMAS-WASHOUGAL:

- I-5 Improvements: Support improvements to I-5 Corridor that facilitates freight mobility.
- Continue coordination with WSDOT and RTC on plans for Phase 2 Access Improvements: 27th and 32nd Street improvements, rail overpass and connectors.
- SR-14/Camas Slough Bridge was re-scoped to address the even more critical SR-14 / I-205 to 164th Avenue widening, to address acute corridor congestion thus benefiting the cities of Washougal, Camas and Vancouver.
- Funds were re-allocated from the SR-14/Camas Slough Bridge (\$50M) to SR-14/ I-205 to 164th Avenue to address acute corridor congestion in this highway segment. Improving the congested highway segment provides benefits for access to Washougal, Camas and Vancouver. Once the improvements are made, focus should again be on improvement needs of the SR-14/Camas Slough Bridge.
- Seek and support funding for upgrade to the Port's rail spur into the industrial park.

FY 2024 SUMMARY OF EXPENDITURES AND REVENUES: RTC

FY 2024 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE													
Work Element and Agreement #		N O T E S	FY 2024	FY 2024	Federal	SS4A	Carbon	State	WSDOT	FY 2023 to	Other	1.	RTC
			Federal	Federal	FHWA		Reduction			RTPO		PL Carry-	
			FHWA PL	FTA	STBG		Program		Funds	over	Funds	Match	
I REGIONAL TRANSPORTATION PLANNING PROGRAM													
A	Regional Transportation Plan (New GCB 1)		187,660	69,021	227,500					201,500		107,014	826,948
B	Transportation Improvement Program (New GCB 1)		72,177	26,547	87,500					77,500		41,159	318,057
C	Congestion Management Process (New GCB 1)		43,306	15,928	52,500					46,500		24,695	190,834
D	Vancouver Area Smart Trek Program (New GCB 1)		129,919	47,784	157,500					139,500		74,087	572,503
E	Skamania and Klickitat RTPO (New GCB 1)									45,310		0	45,310
F	Interstate Bridge Replacement Project (GCB 3482)								292,181			0	292,181
G	Safe Streets and Roads For All (SS4A) (New FHWA Agmt)					300,000						46,821	346,821
H	Regional Signal Timing Plans (New GCB 2)	2.					658,413						658,413
I	Strategic Regional Planning - Freight Planning (New GCB 3)				100,000							15,607	115,607
Sub-Total			433,062	159,280	625,000	300,000	658,413	124,356	292,181	465,000	0	309,383	3,366,674
II DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES													
A	Regional Data, Travel Forecasting & Technical Services (New GCB 1)		187,660	69,021	227,500					201,500		107,014	826,948
B	2020 Regional Household Travel Behavior Survey (LAA 2006(075))				450,000						84,219		534,219
C	Transportation Data Study and Data Acquisition (GCB 3760)	2.			300,000								300,000
Sub-Total			187,660	69,021	977,500	0	0	34,253	0	201,500	84,219	107,014	1,661,167
III TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT													
A	Transportation Program Coordination & Management (New GCB 1)		101,048	37,165	122,500				18,444			57,623	445,280
Sub-Total			101,048	37,165	122,500				18,444	0	108,500	0	445,280
TOTALS			721,770	265,466	1,725,000	300,000	658,413	177,053	292,181	775,000	84,219	474,019	5,473,121

4/25/2023

NOTES:

- Minimum local match for federal PL, FTA and STBG funds is provided from state RTPO, MPO and local funds except where otherwise noted. Local match for FHWA, FTA and STBG funds is assumed at 13.5%.
- Work elements IH And IIC show use of 100% federal funds; toll credits are used as the match.
- Transportation planning assistance to RTC on UPWP work elements may be provided by on-call consultant(s).

Consultant Assistance on RTC’S FY 2024 Work Elements

	Work Element	Total RTC Budget for Work Element	Consultant Assistance	Consultant Assistance - Notes	Consultant(s) Identified or Project Status
I C.	Congestion Management Process	\$190,834	\$25,000	estimated base amount per year	Quality Counts
I D.	Vancouver Area Smart Trek	\$572,503	\$163,000	for 1 year	DKS (approx. \$88K per year); Portland State University Portal (\$75K per year)
I G.	Safe Streets and Roads for All	\$346,821	TBD		TBD
I H.	Regional Signal Timing Plans	\$658,413	TBD		TBD
I I.	Strategic Regional Planning: Clark County Freight Mobility Study	\$115,607	TBD		TBD
II B.	2020 Regional Household Travel Behavior Survey	\$534,219	\$535,000		Resource Systems Group, Inc.
II C.	Transportation Data Study and Data Acquisition	\$300,000	\$300,000		Cambridge Systematics/TomTom
	On-call consultant assistance - planning assistance to RTC on UPWP work elements may be provided by selected consultants from the On-Call Consultant agreement(s)	Amount not to exceed \$100,000 annually for each on-call consultant for the next three years			On-Call Transportation Planning Consultant(s)

FY 2024 Expenditures and Revenues by Fund Type

**Expenditures and Revenues by Fund Type
Federal Funds**

Funding Source	Regional Transportation Planning Program	Data Management, Travel Model Forecasting & Technical Services	Transportation Program Coordination & Management	Total Estimated SFY 2024 Expenditures	Estimated Carry-Forward from SFY 2023	Estimated New Revenue for SFY 2024	Total Revenue Available	Est. Carry Forward to 2025
FHWA PL (FY2024)	\$433,062	\$187,660	\$101,048	\$721,770		\$721,770	\$721,770	TBD
<i>Local Match 13.5%</i>	<i>\$67,588</i>	<i>\$29,288</i>	<i>\$15,770</i>	<i>\$112,646</i>		<i>\$112,646</i>	<i>\$112,646</i>	<i>TBD</i>
Estimated FHWA PL Carry-over from FY2023 to FY 2024	\$465,000	\$201,500	\$108,500	\$775,000	\$775,000		\$775,000	TBD
<i>Local Match 13.5%</i>	<i>\$72,572</i>	<i>\$31,448</i>	<i>\$16,934</i>	<i>\$120,954</i>	<i>\$120,954</i>		<i>\$120,954</i>	<i>TBD</i>
FTA 5303	\$159,280	\$69,021	\$37,165	\$265,466	TBD	\$265,466	\$265,466	\$0
<i>Local Match 13.5%</i>	<i>\$24,859</i>	<i>\$10,772</i>	<i>\$5,800</i>	<i>\$41,431</i>	<i>TBD</i>	<i>\$41,431</i>	<i>\$41,431</i>	<i>\$0</i>
FHWA STBG Planning	\$625,000	\$677,500	\$122,500	\$1,425,000	TBD	\$1,425,000	\$1,425,000	\$0
<i>Local Match 13.5%</i>	<i>\$97,543</i>	<i>\$105,737</i>	<i>\$19,118</i>	<i>\$222,399</i>	<i>TBD</i>	<i>\$222,399</i>	<i>\$222,399</i>	<i>\$0</i>
FHWA STBG Planning (IIC)	\$0	\$300,000	\$0	\$300,000	N/A	\$300,000	\$300,000	TBD
<i>Local Match: Toll Credits</i>								
FHWA CRP	\$658,413	\$0	\$0	\$658,413	N/A	\$658,413	\$658,413	TBD
<i>Local Match: Toll Credits</i>								

State Funds

Funding Source	Regional Transportation Planning Program	Data Management, Travel Model Forecasting & Technical Services	Transportation Program Coordination & Management	Total Estimated SFY 2024 Expenditures	Carry-Forward from SFY 2023	Estimated New Revenue for SFY 2024	Total Revenue Available	Est. Carry Forward to 2025
RTPO	\$124,356	\$34,253	\$18,444	\$177,053	TBD	\$177,053	\$177,053	\$0

Funding Agreements for FFY 2024

Funding Agreements for FFY 2024

Existing Agreements for FFY 2024

Agreement #	Work Element(s)
GCB 3482	I-F
LAA 2006(075)	II-B
GCB 3760	II-C

New GCB for FFY 2024

Agreement #	Work Element(s)
(GCB 1)	I-A, B, C, D, II-A, III-A
(GCB 2)	I-H
(GCB 3)	I-i

New FHWA Direct

Agreement #	Work Element(s)
(TBD 1)	I-G

De-Obligation at FFY-end (FY 2023)/Carry-over to FY2024

Agreement #	Estimated Carry-forward
GCB 3505 (UPWP)	\$775,000
GCB 3768 (VAST)	TBD