



**SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL**

FISCAL YEAR 2015
(JULY 1, 2014 TO JUNE 30, 2015)

**UNIFIED PLANNING WORK PROGRAM
ANNUAL REPORT**

SEPTEMBER 2015

**FY 2015 Unified Planning Work Program Annual Report
For Southwest Washington Regional Transportation Council (RTC)**

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RTC MEMBERSHIP AND COMMITTEES

RTC MEMBER JURISDICTIONS

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

RTC Board of Directors

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

Ex-Officio Members (State Legislators):

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

Regional Transportation Advisory Committee (RTAC)

WSDOT Southwest Region	Michael Williams
Clark County, Public Works	Bill Wright
Clark County, Planning	Gary Albrecht
City of Vancouver, Public Works	Chris Malone
City of Vancouver, Community Planning	Sandra Towne
City of Washougal/Port of Camas-Washougal	Rob Charles (City of Washougal)
City of Camas	Jim Carothers
City of Battle Ground/Town of Yacolt	Mark Herceg (City of Battle Ground)
City of Ridgefield/City of La Center/Port of Ridgefield	Bryan Kast (City of Ridgefield)
C-TRAN	Roger Hanson
Port of Vancouver	Katy Brooks
Human Services Transportation	Colleen Kuhn
ODOT	Jjon Makler
Metro	Chris Meyers
Regional Transportation Council	Matt Ransom

Skamania County Transportation Policy Committee

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

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

Klickitat County Transportation Policy Committee

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

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

UPWP FY 2015 ANNUAL REPORT: INTRODUCTION

This document reports on the regional transportation planning activities carried out by Southwest Washington Regional Transportation Council (RTC) in FY 2015; July 1, 2014 through June 30, 2015.

HIGHLIGHTS OF FY 2015 UPWP ANNUAL PROGRESS REPORT

Highlights of the FY 2015 planning work program for the RTC region include adoption of the 2014 Regional Transportation Plan update, adoption of a 2015 to 2018 Transportation Improvement Program, continued implementation of the Vancouver Area Smart Trek and Transportation System Management and Operations work program and publishing of a 2014 update to the Congestion Management Process Report.

RTC also continued to take steps toward implementation of requirements of the federal transportation act, Moving Ahead for Progress, MAP-21, which requires a performance driven approach to regional transportation planning and project implementation.

Following the last MPO Certification Review held at RTC and Metro in October 2012, RTC has worked on meeting all of the recommendations suggested in the Certification report and a Status Update is included in Appendix A of this report. In FY 2015, an updated Memorandum of Agreement between RTC, WSDOT and C-TRAN was adopted and an updated MOU between RTC and Metro.

REGIONAL TRANSPORTATION PLAN (RTP) AND I-205 CORRIDOR STUDY

REGIONAL TRANSPORTATION PLAN

Work on the Regional Transportation Plan in FY 2015 focused on developing and adopting the 2014 RTP update for the Clark County region.

- The 2014 RTP update is based on the Comprehensive Growth Management for Clark County, local jurisdictions' Comprehensive Plans, C-TRAN 2030 and the Highway System Plan (WSDOT, 2007). The RTP update complies with the Federal Transportation Act, MAP-21's requirements, and includes horizon year 2035 population and employment forecasts consistent with the demographic forecast and land uses of the current Clark County Comprehensive Plan (adopted September 2007). In December 2014, the process to develop an update to the Regional Transportation Plan for Clark County culminated in adoption of the RTP by the RTC Board of Directors on December 2, 2014 (RTC Board Resolution 12-14-24). The RTP update provides focus on land use/transportation interaction, freight, traffic system management and operations, active transportation and changing demographics. The updated RTP also includes an Environmental Justice analysis in Appendix K.
- The current regional transportation plan, the Regional Transportation Plan (RTP) for Clark County (December 2014) is available on RTC's web site at: <http://www.rtc.wa.gov/programs/rtp/>
- The 2014 RTP update was the focus of agenda items at regular monthly RTC Board and Regional Transportation Advisory Committee (RTAC) meetings in FY 2015. In August 2014, a primer on development of the RTP's identified project list was presented as well as background assumptions for the RTP's Finance Plan section and Financial Forecast. In September 2014, a more detailed presentation was provided on the RTP's identified projects generated by locals, transit operators and the WSDOT through regional coordination. In November 2014, the RTC Board was provided an opportunity to review the full draft of the RTP following the Regional Transportation Advisory Committee's (RTAC's) recommendation to release the draft for public comment. The year-plus process to update the RTP concluded in December 2014 with adoption of the RTP update.
- The consultation agencies, including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), issued an air quality conformity determination for the 2014 RTP update and the 2015-2018 regional TIP, on March 18, 2015 completing the RTP update process.
- RTC staff developed an updated 2035 horizon year regional travel forecast model used to support the Plan's development. Staff also worked closely with local jurisdictions and regional transportation partners to ensure consistency between local, regional and state transportation plans.
- Throughout the RTP update process, opportunities for public participation were continually available. Public participation in regional transportation planning builds from local efforts. During FY 2015, public participation included transportation meetings hosted by C-TRAN, Clark County, the City of Vancouver and small cities on specific projects and local transportation issues. Local jurisdictions, such as the City of Vancouver, have included meetings on funding for the transportation system. Monthly meetings of the RTC Board of Directors allowed the public to comment on regional transportation issues in a formal setting. All comments at these meetings become part of the meeting record. The RTP update was a regular agenda item at many of the RTC Board meetings during FY 2015. RTP information and RTC Board materials on the RTP were made available through RTC's [website](http://www.rtc.wa.gov) at www.rtc.wa.gov. The public was also

able to provide RTP comments to RTC via e-mail, phone or mail as well as on the website. RTC staff sent regular updates on the RTP's development to Clark County and Vancouver neighborhood coordinators and kept small cities informed through their Regional Transportation Advisory Committee representatives. The draft 2014 RTP update was released for a 30-day public comment period on October 30, 2014. Media releases, legal notices and neighborhood notices were prepared and distributed. Public participation opportunities included two open houses held at the Vancouver Community Library on September 8 and November 12. Over 30 members of the public stopped by the November Open House to discuss the Plan with RTC staff. These open houses followed up from an April 2014 roundtable discussion with the region's transportation stakeholders in collaboration with the Washington State Transportation Commission as part of the Washington Transportation Plan and Regional Transportation Plan update process. Media releases were sent out to key media publications in the region including The Columbian, the Battle Ground Reflector, the Camas Post, the Daily Insider and The Vancouver Business Journal. By the conclusion of the RTP's comment period, RTC had received over 170 public comments on the Plan update.

- The RTP update uses the regionally-developed RTP Vision and Goals as the foundation for the Plan. Results Washington, encompassing WSDOT's goals, outcomes and strategies for moving Washington forward, were used to provide additional guidance for the 2014 RTP update. The 2014 RTP update embraces WSDOT's Practical Design approach to project development. The RTP update also focusses on compliance with the Federal Transportation Act, MAP-21, making the transition to the federally-required performance-based approach for federal surface transportation investments and re-aligning local, state and local plans and list of Capital Facilities Plan (CFP) projects given challenging new fiscal realities.
- Following update to the RTP, the RTC Board requested that the 10-Year Transportation Project Priorities Report be updated with the addition of projects and deletion of projects now complete. Information on project cost, scope and status were updated to make them consistent with the RTP update.

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

- **MAP-21 and Transportation Performance Evaluations** – RTC drafted RTAC materials on performance monitoring and target setting and reviewed federal rulemaking to support MAP-21. RTC staff participated in an April 14, 2015 FHWA webinar on federal planning emphasis areas including MAP-21 performance measures, ladders of opportunity and regional cooperation.
- **System Performance** – RTC participated in webinars and trainings to learn more about MAP-21's required transportation system performance and measurement and prepared for implementation. RTC's regional travel model allows for forecasting of such measures as travel time, lane miles of congestion and vehicle hours of delay with comparisons between existing conditions and projected future system performance. RTC staff attended a December 3, 2014 workshop at Metro on performance-based planning presented by MTC's Dave Vautin and participated in a January 22, 2015 FHWA webinar on pavement management. RTC's Director participated in the February and May, 2015 MAP-21 Target Setting meetings convened by WSDOT. An RTC staff member completed a prerequisite online NHI class and attended the NHI training, hosted by WSDOT, on Development of a Transportation Asset Management Plan (TAMP) held in Tukwila on June 15 and 16, 2015.

- **Safety** –The 2014 Safety Assessment was adopted by the RTC Board in April 2014 and made available at: <http://www.rtc.wa.gov/reports/safety/SafetyMgmt2014.pdf> The updated Safety Assessment was integrated into the 2014 RTP update.
- **Transit** – The 2014 RTP includes recommendations and guidance provided by the region’s transit development plans, notably C-TRAN’s 20-Year Transit Development Plan, *C-TRAN 2030*, (C-TRAN, June 2010), and the Clark County High Capacity Transit System Study (RTC, December 2008). During FY2015, RTC and C-TRAN continued to coordinate on plans to implement a Bus Rapid Transit (BRT) Corridor from Downtown Vancouver, and along Fourth Plain Boulevard to the vicinity of Vancouver Mall. RTC participated in a November 4, 2015 work group discussion on the Washington State Public Transportation Plan update relating to thriving communities.
- **Efficiencies** – The RTP update includes strategies to make the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies. TDM planning takes a broader definition of TDM and identifies policies, programs and actions including use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems.
- **The Congestion Management Process** serves as a tool for performance evaluation and support for transportation policy decisions, as well as identification of transportation strategies to relieve and/or manage congestion. The latest results from the Congestion Management Monitoring (CMM) Report, as part of the Congestion Management Process, are reflected in RTC’s current RTP. The RTP seeks to make most efficient use of the regional transportation system and includes consideration of Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) strategies. The CMP work element provides more details on RTC’s work to develop the CMP during FY 2015.
- **The Transportation System Management and Operations (TSMO)** and Vancouver Area Smart Trek (VAST) program is addressed under a separate work element description. The RTP includes TSMO strategies and future operational projects.
- **Demand Management** - RTC works with local partners to implement transportation demand strategies as outlined in local Commute Trip Reduction plans adopted in 2007 and updated in 2015. Current affected local jurisdictions, as determined by the State’s CTR law, are: Vancouver, Camas, Washougal, and unincorporated Clark County. In FY 2015, RTC worked with local partners to update local CTR Plans as well as the Regional CTR Plan and these updated Plans were submitted to WSDOT. RTC staff and the City of Vancouver’s CTR Regional Administrator prepared a presentation on the CTR program for the RTC Board. The C-TRAN vanpool program is supported as well as Vancouver’s Destination Downtown strategy. RTC staff attended the Destination Downtown meeting held on June 2, 2015 at Vancouver’s City Hall.
- **Active Transportation and Healthy Clark County**– The RTP reflects work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed in the RTP. The RTP cross-references the Clark County Bicycle and Pedestrian Master Plan. RTC staff participated in monthly meetings of Clark County’s Bicycle and Pedestrian Advisory Committee (BPAC) to discuss bicycle and pedestrian policies and implementation of specific bike/pedestrian projects. RTC staff prepared and presented information on transportation funding programs and on the Transportation Alternatives Program at BPAC meetings. Transportation is a key factor in the health of the community with safe healthy transportation choices an important part. RTC continues its participation in meetings of the Southwest

Washington Healthy Living Collaborative focused on the connection between active transportation and healthy communities, and participated in Americans with Disabilities Act (ADA) and Complete Streets Trainings hosted by Clark Public Health. RTC staff also participated in quarterly statewide Active Community Environments (ACE) conference calls. Staff participated in a February 6, 2015 Active Transportation meeting. James Kisse (state Dept. of Health, WSDOT's Paula Reeves, Kari Schlosshauer and locals gave presentations on Complete Streets, Neighborhood Safe Streets, Safe Routes to Schools, walking and trail plans and TAP Program.

RTC staff participated in the March 2015 Active Community Environments statewide webinar led by City of Seattle Engineer, Dongho Chang, the May 22 America Walks Mayor's Challenge webinar and the June 18, 2015 America Walks webinar, titled "Why Walking?"

RTC coordinated with Clark County Public Health to help advance Complete Streets policies in the region (see Complete Streets element).

- **Changing Demographics and Lifestyles** – the RTP considers how changing demographics and lifestyles affect transportation demand. This includes aging of the population as addressed by the Accessible Transportation Coalition Initiative and Clark County's Commission on Aging.
- **Human Services Transportation Planning (HSTP)** - The process to develop the region's Human Services Transportation Plan and HSTP project priorities is led by RTC. RTC coordinates with local stakeholders and human service transportation providers to address the special transportation needs of the elderly, people with disabilities, and low-income populations. RTC continued participation in regular meeting of the region's Accessible Transportation Coalition Initiative to address special needs transportation and work to inventory community resources, coordinate Veteran's transportation efforts, identify formal and informal transportation services and opportunities and identify innovative services that could be implemented. RTC met with Human Services Council, C-TRAN and SeaMar medical clinic staff on July 9, 2014 to discuss transportation services to SeaMar's planned new clinic location off 192nd Avenue in east Clark County. Staff met with C-TRAN staff on August 1 to discuss development of a Program Management Plan (PMP) and Program of Projects (POP) for the FTA 5310 program. On April 30, 2015, RTC staff attended the "Planning for Equal Access to Transportation in Washington" discussion meeting convened by WSDOT HQ and led by Paula Reeves. The meeting focused on compliance with the Americans with Disabilities Act and update to the WSDOT's ADA Transition Plan.

A full description of work on the HSTP update in FY 2015 is included in the HSTP work element.

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

RTC staff participated in monthly freight webinars hosted by the Federal Highway Administration on topics such as "Freight Scenario Planning for Supply Chains" (July 30, 2014) and the August 20 webinar on the "2014 Council of Supply Chain Management Professionals (CSCMP) State of Logistics Report". A December 17, 2014 webinar focused on Freight Advisory Committees. The January 21, 2015 webinar focused on "The Growth of E-Commerce and Its Freight Transportation Impacts", the May 20 webinar on "Improving Freight System Performance in Metropolitan Areas" and the June 17 webinar on "Freight Rail Safety."

In July 2014, RTC staff compiled a response to the draft Washington State Freight Mobility Plan on behalf of RTAC members. RTC distributed a reminder request for classification counts to local jurisdictions for WSDOT's Freight and Goods Transportation System update.

RTC staff met with Port of Vancouver and Identity Clark County staff to discuss establishing a public/private freight coalition, the Southwest Freight and Commerce Task Force (SW-FACT), to focus on freight transportation needs and issues. On December 8, prospective members of the FACT Coalition met with BNSF staff to discuss rail issues. RTC's Director communicated with Ashley Probart, Director of the Freight Mobility Strategic Investment Board (FMSIB), to discuss freight transportation planning efforts.

In March 2015, RTC staff participated in a Port of Portland-convened meeting to discuss the results of the updated regional Commodity Flow Forecast with consultants Cambridge Systematics.

- **Corridor Planning:** RTC staff carried out work on regionally significant transportation corridors with emphasis in FY 2015 on the I-205 Corridor. I-205 Corridor Study Recommendations were incorporated into the RTP update and I-205 Corridor work will continue in FY 2016 with a Bus on Shoulder Feasibility Study (see I-205 Corridor description).
- **Sub-Area Planning:** RTC staff coordinated with Vancouver on the Westside Mobility Strategy on data needs and freight movement. An RTC staff member attended WMS meetings as a member of the core team, participated in a stakeholder interview and reviewed the existing conditions report in summer 2015. The Study's kickoff meeting was held on March 3, 2015 and a subsequent meeting held on May 1 to review traffic data and prepare for the May 30 community forum.
- **Air Quality and Climate Change** – The updated RTP reflects strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions per RCW 70.235.020, RCW 47.01.440 and Governor's Executive Order 09-05 – Washington's Leadership on Climate Change.
- **Consistency** – RTC worked with local partners to ensure continued consistency between transportation elements of the cities' and county's comprehensive growth management plans and the RTP.
- **Land Use and Transportation Coordination and Integration** – The Clark County region recognizes the connection between land use and transportation. In FY 2015, RTC and County staff continued to coordinate on the County's Comprehensive Plan update due in June 2016. RTC and Clark County continue to coordinate on use of the Regional Travel Forecasting Model as a tool to develop the Comprehensive Plan's Transportation Element and Capital Facilities Plan.
- **Longer-Term Transportation Planning** – RTC staff listened to a virtual Town Hall meeting with Anthony Foxx, U.S. Secretary of Transportation, as he discussed a vision for the future transportation system and the goal to stabilize funding for infrastructure needs and a February 2, 2015 discussion between Secretary Foxx and Google Executive Chairman Eric Schmidt, as they discussed the U.S. DOT's "Beyond Traffic" Framework draft anticipating the trends and choices for transportation over the 30 years. At the RTC Board's request, RTC staff prepared a refresher on RTC's Transportation Corridor Visioning Study for RTAC and RTC Board presentation in March 2015.

FY 2015 Products: RTP

(i) Regional Transportation Plan Products

- Regional Transportation Advisory Committee and RTC Board briefing memos on the 2014 RTP update.
- A SEPA checklist on the 2014 RTP update was prepared and a DNS issued, circulated to interested parties, and submitted to the Washington State Department of Ecology.
- Regional Transportation Plan for Clark County, update December 2, 2014 (RTC Board Resolution 12-14-24).
- Update to the matrix summarizing how RTC addresses the federally-required planning factors. This update is contained in Chapter 6 of the updated RTP.
- Display materials on the RTP for public meetings and open houses conducted in FY 2015.
- Throughout the RTP update's development process, progress was reported on RTC's website with Board packet materials including elements of the RTP update. The draft RTP update was made available on the website for public review and comment and the final product, the adopted RTP update, is available on the website: <http://www.rtc.wa.gov/programs/rtp/clark/>
- Update to the 10-Year Transportation Project Priorities Report was adopted by the RTC Board through Resolution 01-15-01 on January 6, 2015. The Report serves as RTC's recommended priority project list.

FY 2016: RTP

To meet federal requirements, RTC's next RTP update will need to have RTC Board action to adopt no later than December 2018 to allow time for the Air Quality Conformity Determination consultation process. The Air Quality Conformity Determination for the last RTP update (December 2014) was signed by state and federal agencies involved in the air quality consultation process on March 16, 2015. In FY 2016, RTC plans to work with local partners on transportation planning issues and elements that will need to be integrated into the next RTP update. RTC will work with local jurisdictions to determine the optimal timing for the next RTP update. Local planning partners may decide that an RTP update should be completed soon after update to Clark County's Comprehensive Growth Management Plan's adoption due in June 2016 to ensure continued consistency between Plans.

I-205 CORRIDOR ACCESS AND OPERATIONS STUDY

The I-205 Corridor Access and Operations Study was carried out to reexamine and reprioritize the Regional Transportation Plan (RTP) list of capital projects identified for the I-205 corridor to ensure the recommendations for transportation investments in the Corridor are integrated and provide the best combination of improvements in light of limited transportation revenue. Corridor analysis focused on shorter-term (2022) and longer-term (2035), lower-cost capital improvements to improve Corridor performance by using a wide array of operational and alternative strategies. Phase 1 of the Corridor Study was completed in FY 2013 and arrived at a set of recommended core projects to incrementally add capacity through system expansion and interchange modifications at key locations. Phase 2 of the Corridor Study focuses on traffic management solutions to work together with the incremental core capital projects, consistent with Washington State Department of Transportation “Moving Washington” principles.

- As the I-205 Access and Operations Study reached its conclusion, RTC staff continued to work with WSDOT and other local planning partners who served on the I-205 Transportation Advisory Committee and Modeling Team to finalize freeway project recommendations and formulate an Implementation Policy to serve as a guide for how ramp meters and other operational strategies should be reviewed prior to construction.
- The I-205 Corridor Access and Operations Study findings and policy recommendations were presented to the RTC Board in October 2014. Following the Regional Transportation Advisory Committee’s recommendation to approve the I-205 corridor action strategies, the RTC Board took action to adopt the I-205 recommendations described in the Study’s report in November 2014. The Study includes recommendations to address long and short term roadway improvements and transit operations in the I-205 corridor as well as a set of operational policies for regional freeway corridors in the region. A core set of long term I-205 capital projects are identified for the twenty-year Regional Transportation Plan (RTP update adopted December 2014) and a set of near-term I-205 operational projects to improve performance and efficiency of the I-205 corridor. These include projects such as ramp metering and improving lane utilization to manage congestion and make better use of existing capacity. The operational policies adopted by the Board provide guidance for the consideration and evaluation of operational strategies in freeway corridors and guides the implementation of ramp meters.
- Recommendations from the I-205 Study were integrated into the updated Regional Transportation Plan for Clark County adopted in December 2014.

FY 2015 Products: I-205 Access and Operations Study

- Regional Transportation Advisory Committee memoranda and RTC Board briefing memos and Resolution summarizing key findings, policy recommendations and outstanding issues.
- PowerPoint prepared for presentation at the WSDOT’s Least Cost Planning Committee meeting held in Olympia on March 4, 2015.
- I-205 Access and Operations Study adopted by RTC Board Resolution 11-14-21, published in December 2014 and made available on RTC’s website. The Study Report describes the study process, analysis, and study recommendations. The Study recommends a set of operational strategies and capital recommendations and priorities proposed for the full length of the Clark County portion of the I-205 corridor that will serve to promote the greatest efficiencies and safety prior to making major capital investments.

FY 2015 Financial Data: MTP and I-205 Corridor

Amount Budgeted	RTP: FHWA/FTA/STP/RTPO Expenditures		
	FY15	Balance	YTD Percent
\$384,119	\$354,469	\$29,650	92%

FY 2016: I-205 Corridor

The transit recommendations in the I-205 Study call for pursuing an I-205 Bus on Shoulder Feasibility Study to research the technical, policy engineering opportunities and constraints of bus on shoulder operations in the I-205 corridor. An I-205 Corridor Bus on Shoulder feasibility study is being scoped and is proposed to be carried out in FY 2016.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

- The TIP development process cycle began in FY 2014 and was completed in FY 2015 with adoption of the 2015-2018 Transportation Improvement Program on October 7, 2014 (RTC Board Resolution 10-14-18). The 2015-2018 TIP programs an additional \$9.7 million in regionally allocated federal funds and, in total, programs approximately \$146 million in transportation improvements. The region's TIP is fiscally constrained by year to reflect the programming of federal funds for the selected projects. The consistency between TIP project selection criteria and RTP system performance goals and performance measures are documented in a graphic contained in the TIP. For each project, the estimated total project cost is included. The TIP includes an annual list of implemented projects since the last TIP's adoption and analysis of project type.
- The adopted TIP was submitted to WSDOT for inclusion of projects in the State Transportation Improvement Program (STIP) with project information input electronically through the web-based STIP software. The 2015-2018 TIP programs approximately \$146 million in funding including \$9.7 million in newly-programmed STP and CMAQ funds for 2017-2018.
- Prior to TIP adoption, a call for project submittals for funding in the 2015-2018 TIP was made on June 20, 2014 with project applications due to RTC by July 25. RTC staff met with jurisdictions to discuss individual projects. The Regional Transportation Advisory Committee (RTAC) reviewed project evaluation, prioritization and selection in August and September 2014 and the RTC Board reviewed the project ranking in September 2014. The TIP programs both regionally-selected projects and other regionally significant projects.
- Air quality conformity analysis is not required for the TIP due to the Clark County region's air quality status, though a conformity determination is included in the TIP. The emissions reduction benefits provided by CM/AQ funded projects were calculated and considered as part of the project evaluation process. RTC staff prepared for a call from the Interagency Consultation Team that met on November 4, 2014 to discuss the 2015-2018 TIP air quality conformity determination. At the request of the EPA, minor changes were made to the air quality conformity determination language to clarify the region's air quality conformity status of attainment for ozone and re-designation as attainment for carbon monoxide under a second Limited Maintenance Plan.
- Following evaluation of projects and completion of a draft 2015-2018 TIP, it was released for public comment on August 29 through October 7, 2014. The draft 2015-18 was made available for public comment on RTC's website and featured at RTC's September 8, 2014 open house held at the downtown Vancouver Library. Public comments were solicited with a media release notifying the public of the draft TIP's availability, and targeted notices distributed to Clark County and Vancouver neighborhoods through the City and County neighborhood programs. The public was invited to provide formal testimony and comment during the Citizen Communications agenda item at regular monthly RTC Board meetings culminating at the October 7, 2014 meeting. No oral testimony on the 2015-2018 TIP was received at the RTC Board meetings but three comments were received during the public comments period. One commenter was supportive of Intelligent Transportation System projects and cost-effective transportation solutions, another voiced general support for Vancouver's 18th Street project and addition of the regional bike/pedestrian trail though had concerns that the project may attract

more truck traffic to 18th, and a third comment expressed concern at the decline in pavement condition in the region.

- RTC staff provided these public comments in the TIP document's public comment summary section.
- In late 2014, RTC held a RTAC Sub-Committee preliminary meeting regarding the Transportation Alternatives Program (TAP) call for projects to be held in spring 2015. The process was communicated to interested parties through RTC's website, reviewed by RTAC and the RTC Board (January, February and March 2015). The call for TAP project applications was issued on March 4, 2015 with the announcement made on RTC's website. In March, RTAC discussed TAP project development. Funding for TAP projects in RTC's three-county region for the 2017-2018 program years amounts to just over \$1.5 million of which \$957,000 has to be used in the urban area, \$193,000 must be used in the rural area, and \$395,000 is flexible to be used in either the urban or rural area. After receipt of seven project applications by the April 17, 2015 deadline for a total TAP request of almost \$2.7 million and total project cost of \$10.9 million, project information was posted to RTC's website and a formal public comment period began in advance of project evaluation. RTC convened a TAP Evaluation Team, comprised of RTC, C-TRAN, WSDOT, Clark County Public Health and a citizen representative from Clark Communities Bicycle and Pedestrian Advisory Committee, to evaluate and rank the applications. Recommendations of the Team were forwarded to RTAC (June 2015) with RTAC in agreement with the Team's evaluation and ranking.
- RTC coordinated the grant application process for federal, state and regionally-competitive fund programs within the region. In FY 2015, this included federal Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CM/AQ) programs and Transportation Improvement Board (TIB) programs. RTC communicated results of the Transportation Improvement Board's November 21, 2014 project funding decisions to RTAC and RTC Board members.
- RTC staff gave assistance to local jurisdictions in developing their local Transportation Improvement Programs and in developing transportation funding applications. RTC staff participated in Clark County's Transportation Improvement Program process to develop the County's 2015-2020 TIP and in the City of Vancouver's process to develop its 2015-2020 TIP. Throughout the year, RTC staff met with locals to discuss opportunities for project funding applications and on STIP database management. Meetings with locals included discussions with Battle Ground on TIP project applications and evaluation, a meeting with WSDOT SW region staff on STIP programming, with Vancouver on programming of the Evergreen Trail project, with Ridgefield and Clark County to discuss a potential joint project application for North Main.
- Throughout the year, RTC staff monitored funding obligation and implementation of projects programmed in the TIP through monthly reports from WSDOT. The status of funding obligation was regularly reported to Regional Transportation Advisory Committee members with the intent of ensuring the region obligates its allocated STP and CMAQ funding. A report was also provided to the RTC Board. RTC also met with individual jurisdictions to discuss delayed projects and strategies for obligation of the project funds.
- RTC helped local agencies celebrate projects e.g. the ribbon cutting celebration on completion of the Salmon Creek Interchange Project held on August 27, 2014 and the beginning of the WSDOT I-205/18th Street half-diamond interchange project on October 28.
- During FY 2015, TIP amendments processed by RTC, reviewed by the Regional Transportation Advisory Committee (RTAC), approved by the RTC Board, and forwarded to WSDOT for

inclusion in the State Transportation Improvement Program (STIP) included: (1) Resolution 08-14-15: C-TRAN Fourth Plain Bus Rapid Transit; and (2) Resolution 03-15-03: WSDOT Projects. RTC also handled TIP administrative modifications and corrections during the course of the year.

- RTC staff notified RTC member jurisdictions of informational trainings and workshops related to the TIP and the State Transportation Improvement Program (STIP) including a TIP Lean Process Workshop held in Olympia on March 10, 2015 and the TIP Manager User's Group meeting held in Ellensburg on April 13 to discuss TIP methodologies and processes among statewide MPO/RTPOs. RTC staff assisted local agencies with STIP management by guiding them through steps to input project details using the STIP software.
- Early in 2015, a Regional Transportation Advisory Committee (RTAC) sub-committee began development of the 2016-2019 TIP development process with consideration of the overall process and transportation project selection criteria. The decision was to make some minor changes to the project criteria. The TIP policies and process are available on RTC's website. The call for 2016-2019 TIP project applications was issued by RTC on May 8, 2015 with project applications due on July 17 and details provided for partner agencies on RTC's website at <http://www.rtc.wa.gov/programs/tip/>.
- RTC staff met to discuss developing a TIP project database with project information available for completed and developing projects programmed in the TIP.
- RTC staff provided assistance and direction to new staff of Cowlitz-Wahkiakum COG in developing their TIP.

FY 2015 Products:

- 2015-2018 Transportation Improvement Program (RTC Board Resolution 10-14-18, October 7, 2014) with projects input to STIP. See RTC website: <http://www.rtc.wa.gov/programs/tip/>
- A draft Transportation Programming Guidebook was developed which documents RTC's TIP policies and procedures in one place. The document makes it easy for RTC stakeholders to understand the TIP process. The document largely compiles existing TIP procedures with a limited number of new policies identified. Once approved by the RTC Board, the Programming Guidebook will be published on RTC's website.
- TIP amendments (as described above) and TIP modifications.
- Recommendation for projects to receive Transportation Alternatives Program (TAP) funding which will go before the RTC Board in July 2015.
- Regular monitoring and reporting on TIP implementation and obligation of funds to RTAC and RTC Board.
- Annual list of obligated projects in 2014 posted to RTC's website in February 2015: <http://www.rtc.wa.gov/programs/tip/projects/>
- TIP policies and procedures for the 2016-2019 TIP reviewed by TIP process participants.
- Projects having a federal funding component and funded with competitive funding decided at the RTC regional level were added to the Summary List of Projects Implemented Since 2010.
- Developed project showcase descriptions to highlight completed projects funded with federal dollars that come to the RTC region. Showcase descriptions were written for Aspen Avenue at

18th Street (La Center), NW 18th Avenue Bike and Pedestrian Trail (Camas) and the Trail of the Gods (Stevenson).

FY 2015 Financial Data:

Amount Budgeted	TIP: FHWA/FTA/STP/RTPO Expenditures		
	FY15	Balance	YTD Percent
\$112,976	\$109,685	\$3,292	97%

FY 2016:

The Transportation Improvement Program work element will continue in FY 2016.

CONGESTION MANAGEMENT PROCESS

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

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

- RTC's CMP addresses all six required elements of the CMP as outlined in 23 CFR 450.320(c). The CMP report describes these required elements and explains how they are addressed.
- The 2013 CMP Report, adopted by the RTC Board in July 2014, as well as prior annual reports dating back to 2000, can be viewed at RTC's website at <http://www.rtc.wa.gov/programs/cmp/>. These reports highlight data collection, transportation corridor analysis and transportation project identification efforts over the years.
- RTC staff worked closely with WSDOT, local jurisdictions, and C-TRAN, to develop and draft the 2014 Congestion Management Monitoring Report in FY 2015. The Regional Transportation Advisory Committee suggests data collection needs and reviews draft versions of the CMP Report. Bi-state transportation partners, Metro and ODOT, are also involved in the CMP report's development as members of RTC's RTAC Committee.
- RTC's CMP reports provide a systematic, system-wide approach to monitoring corridor congestion and identifying specific areas of concern. The Report includes a full discussion of PM and AM peak period findings as well as additional system performance measures. The report includes auto system performance as well as data and links to information on pedestrian, bicycle, freight, and transit transportation systems. The report identifies strategies to help the region maintain reliable travel speeds and transportation system capacity. Over time, the CMP report has evolved and now includes performance measures including an assessment of: travel time; travel speed; vehicle occupancy; intersection delay; collision rates; transit occupancy; park-n-ride occupancy; truck percentages; mode choice; and other performance measures. The CMP reports on thirty-one regionally significant transportation corridors in Clark County.

- RTC's Congestion Management Process has evolved to support the long-term Regional Transportation Plan's goals and objectives and is closely linked to the Transportation Improvement Program (TIP), Vancouver Area Smart Trek (VAST), Transportation System Management and Operations (TSMO), and other planning efforts in the region. The latest RTP update (December 2014) incorporates findings and highlights from the Congestion Management Process. The CMP is used to help identify RTP transportation needs, projects and transportation strategies. The CMP provides information on developing transportation investment priorities which feed back into the regional planning process and programming of projects in the TIP. The TIP includes a selection criterion that rewards projects that address CMP areas of concern. The CMP links closely to RTC's TSMO Plan with TSMO strategies focused on lower cost operational and multimodal projects that better utilize existing transportation facilities. Other planning efforts, such as high capacity transit study, Transportation Demand Management (TDM), pavement preservation and maintenance efforts also link with the CMP process.
- Each year, transportation data is collected including traffic volume counts, turning movements, vehicle classification counts, corridor travel speed, automobile occupancy, and transit ridership. Both the CMP Report and traffic count data are made available on RTC's website. Traffic counts are factored to take account of seasonality, day of week and time of day. Traffic counts are scanned and stored to help meet regional transportation data needs and to help future regional travel forecast model enhancement and update. C-TRAN's automated passenger counting system is used for transit data collection and analysis. There is strong linkage between the CMP and Transportation System Management and Operations efforts with mutual use of Portland State University's Portland Transportation Archive Listing (PORTAL) transportation data archive and retrieval system. PORTAL archived data will be used increasingly in future CMP efforts.
- Traffic count data provided to RTC by local jurisdictions and PORTAL data is augmented by traffic count data, travel speed data and travel time data collected by independent consultants hired by RTC. RTC administers the collection of data and meets with local jurisdictions to coordinate their data needs. Quality Counts is under a 3-year contract with RTC to provide on-call data collection services to support the CMP through 2016.
- RTC's CMP was discussed by RTC, FHWA, FTA and WSDOT staff at the February 2015 federal and state UPWP review meeting.

FY 2015 Products:

- 2013 Congestion Monitoring Process Report. The Report and its findings were endorsed by the RTC Board on July 1, 2014 (RTC Board Resolution 07-14-13) and the report is available on RTC's website.
- 2013 Congestion Management Process, Summary Report (July 2014).
- Traffic data and ridership for the CMP program were counted in October 2014.
- 2014 Congestion Monitoring Process Report. While the 2014 CMP Report was prepared in FY 2015, its final adoption will fall in FY 2016. The 2014 Report was developed by RTC and endorsed by the Regional Transportation Advisory Committee (RTAC) at its June 19, 2015 meeting. The Report includes a graphic showing steps in the CMP process with linkages to RTC's transportation plans, programs and reports allowing for identification of project needs through the CMP. It also includes a graphic showing data collection and flow to inform planning and programming of transportation projects. The CMP presents a multi-modal review of both existing and future year transportation system performance and the report provides

comparisons with prior year system performance. New to the 2014 Report is the Strategy Corridor Analysis, beginning on page 54. This new section displays the linkage between transportation infrastructure improvements and corridor performance over time from 2005 and forecast into the future. The 2014 Report is available on RTC's website following RTC Board review in July 2015.

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

FY 2015 Financial Data:

Amount Budgeted	Congestion Management Process: STP		
	FY15	Balance	YTD Percent
\$183,000	\$82,292	\$100,708	45%

FY 2016:

- The Congestion Management Process element will continue in FY 2016. The annual CMP report will again provide transportation system monitoring data for local jurisdictions. The CMP report will become an even more important element as MAP-21, with its performance measurement requirements, is implemented. As the next Regional Transportation Plan (RTP) update is developed, there will continue to be enhanced linkage and integration between the CMP and RTP with the CMP being used to help identify transportation deficiencies and solutions.

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

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

Under the VAST program, the region has made significant progress in implementing Intelligent Transportation System (ITS) and operational improvements. Led by RTC, agency coordination and cooperation, has resulted in successful project development and has been influential in securing more than \$24.1 million in federal funding for ITS/operations projects since 2001. RTC has managed regional cooperative efforts to set policies, develop plans and infrastructure projects. Collaboration has resulted in significant accomplishments in the area of regional traffic operations including standard regional signal protocol across jurisdictions and remote monitoring of signals, coordinated regional fiber optic deployment, variable message signs, roadway cameras and detection, traveler information, a 24/7 WSDOT transportation management center, video and data sharing between agencies, transit signal priority, ITS project planning and coordination of funding opportunities.

VAST promotes strategies and the supporting technology focused on operational and multimodal approaches to make better use of existing transportation facilities by improving system efficiency and performance, leveraging technology to manage the transportation system without adding new capacity through widening projects. The VAST Program recognizes the need for continued coordination and communications between transportation operations and the underlying ITS technology to present an integrated transportation operations program. RTC links ITS technology and infrastructure projects with agencies collaborating to improve the operation of the transportation system.

- RTC continued to serve as lead agency for the management and coordination of the Vancouver Area Smart Trek (VAST); the regional ITS program. RTC coordinates with VAST agencies on ITS project development and joint funding opportunities. RTC assists partner agencies to identify and develop operational projects to benefit the region. RTC's work is supported by consultants from the IBI Group.
- RTC continued its work to meet federal requirements regarding Transportation System Management. The ITS element of the VAST program meets federal requirements for planning, development, and implementation of ITS projects. Federal regulation 23 CFR 940 requires that regions develop and maintain a regional ITS architecture to ensure that ITS technology projects are interoperable and must include participation from transportation stakeholders so that projects are coordinated and integrated. The TSMO element directly supports the federal Congestion Management Process (CMP) by providing regional services to agency partners to improve transportation performance by collaborating on operational strategies. Federal regulation 23 CFR 450.320(c) for the CMP requires that agencies collaborate to utilize operational management, demand management, transit, and ITS technology to address travel demand before adding roadway capacity.

- RTC emphasizes providing support to partner agencies on transportation operations and planning for implementation.
- An outline of the Vancouver Area Smart Trek (VAST)/TSMO program, descriptions of ITS initiatives and the 20-year ITS Plan are made available on RTC's [website](#).
- The successful implementation of operational strategies requires cooperation between transportation agencies and interoperability between intelligent transportation system (ITS) technologies. RTC convenes regular meetings of three Committees to effect successful coordination and cooperation.
- RTC continued to organize and manage meetings of three Committees, made up of partner agencies, as the forum for discussing transportation operations and technology. The three Committees are the VAST Steering Committee, the VAST Communications Infrastructure Committee (CIC), and the Transportation System Management and Operations (TSMO) Steering Committee.
- RTC manages the TSMO Steering Committee. The Committee is comprised of both transportation planning and traffic operations staff who play a functional role in transportation operations, planning and emergency response in Clark County. The Committee is responsible for guiding the TSMO planning process and provides the overall operations vision for the region. The TSMO Steering Committee met six times in FY 2015.
- The VAST Steering Committee has primarily traffic operations staff that work to develop, implement and fund ITS and operations projects. The Committee continues to be an avenue for successful collaboration and an effective way for agencies to coordinate on project delivery, joint project funding, monitoring project development, and project integration. The Steering Committee team is made up of RTC, the City of Vancouver, the Washington State Department of Transportation, Clark County, C-TRAN, the City of Camas, and the Oregon Department of Transportation. The Committee is established to define roles and responsibilities, support the deployment of the VAST program, provide oversight for ITS project coordination and integration in order to meet the goals of maximizing efficiency in system and funding use, reaching consensus on project priorities for funding and ensuring technical consistency with the ITS architecture. The VAST Steering Committee met three times in FY 2015.
- RTC staff managed the Communications Infrastructure Committee (CIC), formed under the Communications Infrastructure Memorandum of Understanding (MOU). The CIC is responsible for discussion of technical communication issues at the direction of the VAST Steering Committee and provides comments, guidance, and makes recommendations to the Steering Committee. The VAST CIC addresses the sharing, maintenance, and standards for ITS communications infrastructure and equipment. The CIC met eleven times in FY 2015.
- Agenda topics and work efforts of the three Committees in FY 2015 focused on:

PLANS

- Work on VAST/TSMO Program Regional Plan Updates:
 - *TSMO Plan for Southwest Washington:* RTC held preliminary meetings with the VAST agencies in preparation of initiating a plan update in FY 2016 and agreed on a plan update approach to be done in two phases. Phase one would address changes to infrastructure maps, completed projects, and implementation plan status. Phase two would review strategies, architecture, TSMO corridors, and the concept of operations.

- *VAST Regional Communications Plan (RCP)*: The RCP is now over 10 years old. In FY 2015, a draft update to the regional ITS Communications Plan was developed that describes the existing communications networks of Clark County, the City of Vancouver, and WSDOT, identifies gaps in the network and other system needs, and develops a cohesive set of regional strategies to maintain and improve the network, and identify future needs.

DATA and TECHNOLOGY

- *Regional Transportation Data Archive*: RTC and VAST agencies have an ongoing partnership with Portland State University (PSU) in the regional transportation data archive known as Portal (Portland Transportation Archive Listing). The archive contains historical and real-time transportation data from agencies in the Vancouver-Portland region. This one-stop information warehouse can be used by researchers, planners, traffic engineers, and the public to look at multimodal transportation performance throughout the region. In 2015, RTC has worked with Portal staff and VAST agencies to implement several enhancements to the archive.
 - Current freeway data was reviewed with WSDOT staff to identify improvements and refinements to the data. There were issues with metadata that included cleaning up data station names and station location information. Other improvements consist of adding lane type information (through, auxiliary) and a “total and average volume” information as a display option.
 - Ongoing additions of Wavetronix radar data stations (44) to Portal and reconfigured Wavetronix station data in Portal to show volumes by direction at each location. RTC also had initial discussion with County staff to send signal phasing and timing data from the ATMS.now central system to Portal.
 - RTC collaborated with PSU to research how to publish vehicle length data from existing radar and loop detectors which are capable of collecting vehicle length by group which could be used as an indicator of freight/truck volumes. Preliminary meetings have been held with Clark County, WSDOT and ODOT to discuss vehicle length data and how many bins should be used, a common definition on bin lengths, and a method to identify a test location to collect and validate the data with the goal of adding vehicle length information to Portal.
 - PSU has reviewed a set of two week sample data prepared by C-TRAN and is working to display on-time performance of buses and on/off stop activity by location in Portal in preparation for ongoing daily transit data feeds from C-TRAN by the end of 2015.
 - RTC also dealt with the contract with PSU for Portal data and discussed a 5-year vision for the Portal data archive.
- *ATMS.now*. VAST agencies discussed data sharing, issues of a common or shared system, pros and cons of a central versus a distributed system, current versions and Trafficware support, agency accessibility on a shared system, system reliability, and a possible ATMS.now CMAQ application and Clark County’s STEVE project.
- *DIVA Video Sharing*. Agencies discussed definition and scope, funding issues with licensing and costs, shared video interface, installation at WSDOT, Clark County cameras, server specifications and numbers, warranties, meeting with THK staff, questions of central or distributed servers, proposal to start small to provide proof of concept, and consideration of DIVA CMAQ funding application.

- *Arrival on Green Module.* Agencies discussed AOG proposal and schedule, potential hardware/firmware controller upgrades, AOG requirements, steps to implementation, compatibility with ATMS.now v1.x and with Apogee versions.
- *Blue Mac Enhancements.* Presentation by Paul White of Digiwest.
- *OSP.* RFP issued for OSP with proposals due on September 10, 2014 and kickoff meeting with Rock Creek Communications held on December 10, 2014 to discuss agency priorities, data transfer and/or entry, and database maintenance. Agencies discussed OSPInSight 8 update from geodatabase to SDE, and the status of the database. They also agreed on an approach for setting priorities for Rock Creek Communications in the following categories: field survey work, entry of new and pending projects, data clean up priorities, coordination with C-TRAN BRT audit, benefits of use of OSP, outstanding fiber documentation needs, and the identification of critical segments.
- Clark County router implementation needs were discussed and folded into the Regional Communications Plan.

PROJECTS

- *Bi-state Travel Time Project.* RTC programmed funds for the Washington portion of the Bi-State Travel Time project, a joint collaboration between the Washington and Oregon Departments of Transportation. The Project will provide real-time travel information to the public along the I-5, I-205, and SR-14 corridors in the Vancouver/Portland region. It consists of a combination of guide signs showing travel times via alternate routes as well as utilization of existing variable message signs. The project is in final testing and is scheduled to be activated by the end of September 2015. Four guide signs are located in Vancouver at route decision points while five variable message signs will display travel times for specific destinations along a route. RTC, through its responsibilities under the VAST program, assisted the two states on project development, resolving technical issues on data sharing and route and destination information and has planned and facilitated meetings between the two transportation departments.
- *Before and After Analysis for TSMO Projects.* Technology and performance evaluation.
- *TSMO Pilot Project.* Phase 2 project, arrival on green module development and analysis, CPU controller upgrades, before and after analysis template, added Bluetooth and Wavetronix devices, Bluetooth travel time data feed to PSU Portal.
- *Regional Transit Signal Priority (TSP) Projects.* Status of projects and coordination for TSP on Mill Plain, Highway 99 and Fourth Plain BRT corridors.
- *Westside Mobility Strategy.* City of Vancouver's study with data collection using portable blue tooth devices provided by VAST agencies.

COORDINATION

- Overall VAST/TSMO Coordination.
- *Shared Communications Fiber and Asset Management:* VAST agencies have had a Communications and Interoperability Agreement in place since July 2006 that authorizes agencies to enter into fiber asset sharing permits. The agreement has led to better use of existing fiber and communication equipment by sharing available capacity among agencies. Twenty nine sharing permits affecting 101 miles of fiber have saved from \$15.2 to \$18.8 million compared to the VAST agencies building these projects separately.

- In 2015, VAST CIC members worked collaboratively with C-TRAN for sharing City and State fiber assets for Bus Rapid Transit (BRT) communications along Fourth Plain Boulevard. This sharing agreement alone has saved an additional \$6 to \$10.5 million.
- The VAST agencies also utilize shared mapping software that displays communications fiber and equipment as well as their detailed attributes. This asset management tool facilitates and supports fiber sharing among partner agencies and also allows them to manage their own assets more effectively. The agencies can easily review the fiber and communication network, fiber ownership, capacity, and availability. Currently underway is a major update to the OSPInSight software to refine the existing database and to add newly constructed agency fiber projects to the asset database.
- *Orchards TSO Fiber Sharing.* Long-term fiber sharing between WSDOT and Clark County, routing, status of interoperability amendment, review and execution of special exceptions fiber permit.
- *C-TRAN/WSDOT Fiber Permit.* Status of migration from County to WSDOT and associated permit for 139th Park and Ride I-5/134th.

FUNDING

- *2015-2018 Transportation Improvement Program.* Ideas for CMAQ-funded VAST project applications.

WORKSHOPS

- *VAST workshops.* RTC and IBI Group made plans for future training workshops, such as OSP Users Group, VAST Portal Workshop (5 year vision) etc. Plans for an October 1, 2015 Traffic Signals Workshop are underway.
- RTC staff coordinated with bi-state partners, including Metro, and participated in meetings of Oregon Transport, which is the Oregon region's equivalent of the VAST Steering Committee, and Oregon Transport Technical Advisory Committee.
- RTC staff continued to participate in TSMO trainings including:
 - Webinar on the validation of Bluetooth data for 99W travel times.
 - NHI Real Solutions web conference, Active Traffic Management (ATM) Feasibility Study, Nov. 18, 2014.
 - Volpe webinar, Guidelines on Virtual Transportation Management Center Development, Nov. 19, 2014.
 - Smart Mobility Workshop held at the Intel Campus in Oregon on April 22, 2015. The Workshop included presentations on Smart Mobility 101, Global Cities, the Role of the Public and Private Sector in Smart Mobility and the Future for Smart Mobility and Connected Vehicles.

FY 2015 Products:

- Annual report on the VAST Program, its recent accomplishments and ongoing activities presented to the RTC Board of Directors at the Board's July 1, 2014 meeting. Preparations were made for the 2015 report to be delivered to the RTC Board in September 2015.
- Management of the VAST program, including coordination of the preparation of agreements needed to support the implementation of the VAST program and the deployment of ITS projects.

- Agenda and facilitation of the VAST Steering Committee, the Communications Infrastructure Committee (CIC), and the TSMO Steering Committee.
- Coordination of ITS activities within Clark County and liaison with Oregon ITS.
- RTC website materials to explain the work of the VAST program activities including regional collaboration on transportation system management and operations (TSMO) and on intelligent transportation systems (ITS) were updated.
- Completion of joint funding applications and successful programming of projects in the Transportation Improvement Program (TIP).
- Draft update to the Regional Communications Plan.
- Continued implementation and monitoring of the 10-year TSMO Implementation Plan.
- Coordination with Clark County on the consultant contract for the Andresen/Mill Plain Data Collection Pilot Project and monitoring of progress of the Pilot Project.
- Continued collaboration with the Portland State University (PSU) PORTAL (Portland Transportation Archive Listing) data archive for use in the VAST program.
- Operational projects programmed for funding in the 2015-2018 TIP were derived from and are consistent with the 10-year TSMO Implementation Plan.

FY 2015 Financial Data:

Amount Budgeted	VAST 2013/2014: STP		
	FY15	Balance	YTD Percent
\$49,398	\$49,398	\$0	100%

Amount Budgeted	VAST Regional Communications Plan: STP		
	FY15	Balance	YTD Percent
\$37,787	\$37,787	\$0	100%

Amount Budgeted	VAST 2014/2017: STP		
	FY15	Balance	YTD Percent
\$150,000	\$115,128	\$34,872	77%

FY 2016:

RTC will continue the VAST work program in FY 2016 with the coordination and management of ITS and operations related activities which includes providing support to partner agencies.

SKAMANIA AND KLICKITAT RTPO

RTC staff continued to assist Skamania and Klickitat Counties with regional transportation planning issues including monitoring of transportation system performance. Highlights of the program in FY 2015 included adoption of an updated regional Human Services Transportation Plan, initiation of a Regional Freight Study that will be continued into FY 2016 and passage of the State's new Transportation Revenue Package that includes a major project in both Counties.

- RTC provided ongoing transportation technical assistance to Skamania and Klickitat Counties as part of a coordinated transportation planning process.
- RTC staff organized and led regular meetings of the Skamania and Klickitat Transportation Policy Committees held on August 6, October 1, and December 3, 2014, February 4, and June 3, 2015. RTC and WSDOT staff coordinated the development of agenda items, meeting materials and presentations as well as meeting minutes for each meeting. In FY 2015 these agenda items included:
 - Washington State Freight Mobility Plan. The draft Plan was reviewed relating to Skamania and Klickitat county freight interests.
 - 2015-2018 RTPO STIP Development and Adoption (October 2014) and input of projects to STIP software
 - TIB Project Development and results of TIB Project Selection
 - Bridge of the Gods Economic Analysis, 10-year Maintenance Plan and Deck Noise
 - Human Services Transportation Plan Project Priorities and adoption of the 2014 update to the Human Services Transportation Plan. Public meetings to discuss projects and priorities were held on August 6th, at 4 p.m. at the White Salmon Pioneer Center and on August 7th at 4 p.m. at the Goldendale Library and on August 15th at 11:30 a.m. at the Rock Creek Center, Stevenson. Staff made a presentation on the HSTP update to the Gorge Action committee on August 14, 2014 and urged the participants to solicit survey responses on transportation needs. Project rankings were discussed at the October 2014 Policy Committee meetings. The completed HSTP for the entire three-county RTPO region, including project priorities between the three counties, was brought to the Klickitat and to the Skamania County Transportation Policy Committee in December 2014.
 - Comments on the Washington Transportation Plan and 2035 WTP work.
 - Transportation Funding Sources in Washington State
 - Bridge of the Gods: 10-Year Operations and Maintenance Plan
 - RTC Regional Freight Study: Scope of Work (February 2015) and SR-14 Truck Movements (June 2015)
 - 2017-2018 Transportation Alternatives Program Process (February 2014) and TAP Project Selection (June 2015)
 - Review of the Projects of National and Regional Significance (PNRS) funding program for high cost transportation infrastructure facilities critical for national economic and transportation needs and discussion of its possible applicability to the Hood River Bridge and Bridge of the Gods.
 - 2015 Legislative Outlook and Governors Transportation Package with updates during the 2015 Legislative Session
 - Klickitat County receives \$918,500 Safety Grant
 - Columbia Gorge Economic Development Symposium

- Federal funding obligation policy and status.
- Local transportation priorities.
- Updates on transportation projects in Skamania and Klickitat Counties including:
 - SR-14, SR-141 and SR-197 Chip Seal and Pavement Repair (completed September 2014).
 - 2015 WSDOT Klickitat County Projects: 1) Rockfall projects on SR-14 Tunnel 3 and SR-97 and 2) Chip seal project from Nelson (MP 27) in Skamania County to Bingen.
 - Rock Scaling: WSDOT’s rock scaling construction projects in 2014/15 include US-97 near Maryhill climbing lane and SR-14 near Tunnel 3.
 - WSDOT’s scoping of potential guardrail needs in the region.
 - Husum Bridge Painter (finished fall 2014).
 - Biggs Rapid Bridge Painter (began in September 2014 and ended in June 2015).
 - SR-142 Klickitat River Bridge Replacement: design.
 - Lyle-Centerville Sidewalk.
 - Lyle 6th Street Sidewalk (completed).
 - Lyle Crosswalks: Citizen complaints were received by Klickitat County about the removal of crosswalks and want a crosswalk connection to the new 6th Street sidewalk project.
 - BZ Bridge Painter.
 - Loop-Snowden Road.
 - Bristol, Courtney, and Tunnel Realignment.
 - Fisher Hill Road.
 - Crafton Road: County has begun design and right of way in preparation for bid.
 - Tohomish: TIB grant project in White Salmon includes paving, sidewalks, and street lights.
 - SR-14 Crosswalks: The City of Bingen is working with WSDOT to consider options for the replacement of crosswalks concurrent with chip seal work.
 - Hood River Bridge: The Port of Hood River completed the paving of the south approach but will need to repair Hood River Bridge lift span. Light bulbs are being replaced on the bridge and will eventually switch to LED lights. Continuous spot welding is needed to maintain the Bridge. The Port is working with a legislative advocacy group thinking about the long-term bridge replacement. Completion of the EIS will cost a minimum of \$2 million but would only have a limited life unless further progress can be made.
 - Transit: Mt. Adams will be applying for continuing operation and capital funds for transit service and is working with the Port of Hood River to add bike racks to transit vehicles and to publicize the Hood River Bridge crossing. Two ADA accessible minivans were received.
 - White Salmon Bicycle Advisory Committee: Klickitat County Health Department is working with the Committee to develop a walk route map and held an Open House in January 2015.
 - Safe Routes to School: Klickitat County Health Department worked with the City of White Salmon on a Safe Routes to School grant request.
 - 2015 WSDOT Skamania County Projects: 1) SR-14 guardrail project near Woodard Creek, 2) Rock scaling on SR-14 near Tunnel #3, and 3) SR-14 chip seal project from Nelson to Bingen.

- Skamania County Safety: guardrail installation on bridges (completed in late summer 2014).
- Wind River Road: Regional STP funds programmed to pave approximately 5 miles in 2015.
- County Rural Arterial Program (RAP) Grants.
- Skamania Bridge Painters: the Conrad Lundy Jr. and Moore Bridges on Wind River Road.
- SR-14/Wind River Road: County worked with State Legislature to obtain funding for intersection improvement.
- Stevenson’s Bridging Byways Path. Construction began in August 2014.
- Cascade Avenue: Stevenson continues to work on the Cascade Avenue design issues and railroad quiet zone. The City plans on a 2015 construction.
- Kanaka Creek Road and Gropper Road, City of Stevenson, design, preconstruction authorization.
- First Street/SR-14: Stevenson has been seeking public input through an open house and survey. It appears most support leaving things the way they are now.
- Port of Skamania: The Port is working with the Corp of Engineers to get access to their North Bonneville site. The Port is also working with the City of Stevenson on the Cascade Avenue project.
- Review and development of the RTPPO work elements for calendar year 2015 and for the FY 2016 Unified Planning Work Program.
- RTC staff provided assistance to Skamania and Klickitat County jurisdictions in applications for federal and state transportation funding, including state Transportation Improvement Board funding.
- RTC staff attended a September 30, 2014 meeting of the Fire and Ice Technical Team to address goals and vision for study of the Mt St. Helens scenic loop route and reviewed Study materials in October.
- RTC staff participated in regular meetings of the Gorge Translink. The August 7, 2014 and September 30 meetings focused on the Human Services Transportation Plan update. Staff met with Michele Spatz, the newly hired Mobility Manager with MCEDD, in January 2015

FY 2015 Products:

- Agendas and minutes for regular Skamania and Klickitat County Transportation Policy Committees.
- 2015-2018 RTPPO Transportation Improvement Program (TIP) for Skamania and Klickitat Counties.
- An update to the Human Services Transportation Plan for Clark, Skamania and Klickitat Counties and Consolidated Project Ranking was adopted by the RTC Board of Directors in November 2014 (RTC Board Resolution 11-14-20) and was submitted to WSDOT for competitive funding consideration. The project rankings had been determined at the October 23 ATCI meeting
- RTC developed project showcases for the Lyle Sidewalk Project and the Stevenson Trail of the Gods Projects at their completion.

FY 2015 Financial Data:

Amount Budgeted	Skamania/Klickitat Counties: RTPO Expenses		
	FY15	Balance	YTD Percent
\$39,660	\$39,660	\$0	100%

FY 2016:

Klickitat and Skamania County RTPO activities will continue with the FY 2016 UPWP.

HUMAN SERVICES TRANSPORTATION PLAN

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

- Since the October 2011 Easter Seals initiative which created the Accessible Transportation Coalition Initiative (ATCI) in the region, RTC staff has helped to organize, prepare briefing materials and participate in regular ATCI meetings. In FY 2015, ATCI meetings were held on August 11, October 23 and November 3, 2014 and January 20 and April 6, 2015. ATCI meetings have allowed special transportation needs stakeholders to convene to discuss issues such as:
 - how GIS can aid human service transportation planning
 - review of WSDOT's statewide Human Services Transportation Plan
 - the work of the Human Service Council's VISTA staff member on mobility management activities
 - research into the viability and development of a 1-Call/1-Click Transportation Resource Center in the region
 - formal and informal transportation resources
 - analysis of a special transportation needs survey conducted across RTC's three counties
 - liaison with Clark County's Aging Commission's Transportation Subcommittee
 - process and timeline for the 2014 update to the region's HSTP
 - access to medical facilities in Clark County including SeaMar clinics
 - update on the work of C-TRAN's ADA Task Force
 - organization of and feedback from public meetings held to support development of the HSTP and discussion of special needs transportation in the region
 - need for a community vanpool
 - updates on Ride Connections' work in the Portland region
 - volunteer driver recruitment efforts
 - transportation needs and potential project applications for the Consolidated Public Transportation grant program
 - C-TRAN FTA 5310 funds (Enhanced Mobility of Seniors and Individuals with Disabilities)
- RTC staff prepared briefing materials for Clark County's Regional Transportation Advisory Committee (RTAC), Skamania and Klickitat Counties' Transportation Policy Committees and the RTC Board to regularly update the Committees on the progress of the HSTP update and citizen comment time at these meetings provided opportunity for formal public feedback.
- RTC staff compiled, reviewed and analyzed data and information relevant to the HSTP update.

- RTC communicated with stakeholders regarding the 2014 HSTP update, participated as a member of C-TRAN’s ADA Task Force, and attended meetings of the Clark County Commission on Aging. RTC staff attended the Gorge Action Committee meeting held on August 14, 2014 to make a presentation on the HSTP update and to solicit survey responses on transportation needs. Public meetings to discuss projects and priorities were held on August 6th, at 4 p.m. at the White Salmon Pioneer Center and on August 7th at 4 p.m. at the Goldendale Library and on August 15th at 11:30 a.m. at the Rock Creek Center, Stevenson. RTC also participated in Gorge Translink meetings and conference calls to discuss special transportation needs in the bi-state Columbia Gorge area.
- RTC coordinated with stakeholders to keep an updated HSTP stakeholders contact list.
- An overview of the draft HSTP update was provided in a PowerPoint presentation to the ACCT at the September 12, 2014 meeting.
- An update to the Human Services Transportation Plan for Clark, Skamania and Klickitat Counties and Consolidated Project Ranking was adopted by the RTC Board of Directors in November 2014 (RTC Board Resolution 11-14-20). The updated Plan and project rankings were submitted to WSDOT for competitive funding consideration. The updated HSTP includes elements required by Agency Council on Coordinated Transportation (ACCT) guidelines; stakeholder collaboration, emergency management, data and information, identification of unmet transportation needs and development of prioritized solutions to meet public transportation needs. The project rankings had been determined at the October 23, 2014 ATCI meeting with projects evaluated based on criteria that reflect the WSDOT Consolidated Grant Program goals with the highest priority given to maintaining existing service.
- RTC regularly updated RTC’s HSTP website, using a [media release](#) to direct the public to review and comment on the draft HSTP update. The website now includes the adopted, 2014 HSTP update, see <http://www.rtc.wa.gov/programs/hstp/>

FY 2015 Products:

- Update to the Human Services Transportation Plan for Clark, Skamania and Klickitat Counties and Consolidated Project Ranking was adopted by the RTC Board of Directors in November 2014 (RTC Board Resolution 11-14-20)
- Briefings, Memos and PowerPoint presentations to support HSTP meetings, RTAC, Skamania and Klickitat Transportation Policy Committee and RTC Board meetings as well as the Accessible Transportation Coalition Initiative (ATCI).
- An updated e-mail list of HSTP stakeholders.
- Updates to RTC’s website for the HSTP, see <http://www.rtc.wa.gov/programs/hstp/>

FY 2015 Financial Data:

Amount Budgeted	Human Services Transportation Plan: FTA		
	FY15	Balance	YTD Percent
\$52,287	\$52,287	\$0	100%

FY 2016:

RTC will continue to work on human services, special needs transportation issues in the region through the Clark County Regional Transportation Plan (RTP) work element and the Skamania and Klickitat RTPO work element.

REGIONAL COMPLETE STREETS POLICY STUDY

Complete Streets is an approach to transportation policy and design resulting in streets that are planned, designed, operated, and maintained to enable safe, convenient and comfortable travel for all transportation modes and access for users of all ages and abilities. The Regional Complete Streets Policy study allowed RTC to work with consultants Alta Planning + Design and local planning partners to facilitate research, discussion and documentation of best practices for the application of Complete Streets policies at a regional level. RTC’s Study complements work on Complete Streets carried out by Clark County Public Health and local jurisdictions that recognize the safety, health, economic and environmental benefits related to Complete Streets implementation. At the state level, Washington State has a Complete Streets program and grant category enacted in 2011 and funded with the State’s 2015 Connecting Washington transportation funding package.

Specific work carried out as part of the Regional Complete Streets Policy study included:

- Completion of a Complete Streets literature review with help provided by WSDOT Librarian.
- Convening Complete Streets stakeholders in a May 6, 2015 meeting to review status of Complete Streets planning in the region and nationwide.
- Development, distribution and analysis of a survey administered to local jurisdictions regarding Complete Streets.
- Presentation of draft report, recommendations and Complete Streets Talking Points to Regional Transportation Advisory Committee on June 19, 2015.
- Completion of the “Complete Streets Policy and Implementation” report by ALTA Planning + Design. The report provides background information to help RTC build an understanding of national Complete Streets concepts and implementation options as well as resources to guide future conversations about Complete Streets policies and possible policy implementation approaches. Part 1 presents an overview of the current state of Complete Streets policies in Washington State and Southwest Washington, including a survey of local jurisdictions that provides information about the existing conditions in the region. Part 2 is a literature review that identifies best practices for policy language and implementation approaches and Part 3 recommends next steps for RTC to help and work with local jurisdictions to develop Complete Streets policies and approaches.

FY 2015 Products:

- Complete Streets Literature Review.
- “Complete Streets Policy and Implementation” report by ALTA Planning + Design for Southwest Washington Regional Transportation Council (June 2015).
- Two PowerPoint presentations: 1) An Overview of Complete Streets (May 2015) and 2) Complete Streets Talking Points (June 2015).

FY 2015 Financial Data:

Amount Budgeted	Complete Streets: RTPPO Expenditures		
	FY15	Balance	YTD Percent
\$13,500	\$13,500	\$0	100%

FY 2016:

RTC will continue to work with local partners in developing Complete Streets policies under RTC's Regional Transportation Plan work element and, as necessary, work with local jurisdictions in developing projects for potential funding from the State's Complete Streets Program under the Transportation Improvement Program work element.

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

Regional Transportation Data and Travel Forecasting

- The regional transportation database was maintained with updated demographic data, traffic count data and mapping. RTC staff input updated traffic counts, freight classification counts, transit ridership, vehicle occupancy and corridor travel time into the database to support the regional transportation planning program and for use in the Congestion Management Process report.
- The traffic count program database is made available on RTC's website. The data is used by staff of local jurisdictions, agencies, consultants, businesses and the public. The traffic count program has an interactive data querying function and allows visualization of traffic count data locations through use of Google Maps to display satellite or mapping views of count locations. The public can access data by clicking on the area of interest on a map of the County. RTC continues to use the services of Quality Counts to support traffic count collection in corridors that are not automated. RTC staff met with jurisdictions to agree on FY 2015 traffic count locations and with Quality Counts to review their work providing traffic counts and corridor travel times in the region. A table showing the top 20 traffic volume intersections in Clark County was updated to 2014 using the latest data collected. Columbia river crossing traffic counts and trends, for both the I-5 and I-205 bridges, are updated annually and made available on RTC's website. Past years' data is available, year by year back to 1993, are also available on the RTC website.
- Advances continue to be made in automating traffic counting with jurisdictions installing automation technology and using Portland State University's PORTAL (Portland Transportation Archive Listing) data system to collect, archive and retrieve the data. The ultimate goal is to have a rich and robust traffic count data set that will improve the ability to calibrate and validate the regional travel forecast model as well as provide data for analysis in transportation and planning studies. In FY 2015, RTC, C-TRAN and PSU staff coordinated on development of the transit system data component of PORTAL and RTC met with local partners and PSU staff to discuss 2015 PORTAL database customization and activities for 2016. PORTAL data is used to support and enhance the Vancouver Area Smart Trek (VAST) and Congestion Management Process (CMP) work elements.
- RTC's technical staff began design of a transportation project database to complement work under the Transportation Improvement Program (TIP) element. The database will allow for information on past projects to be easily accessed.
- Technical staff continued to update RTC's website at <http://www.rtc.wa.gov>. The website includes a search feature and the web interface allows for ease of viewing on both computer and on mobile devices such as smart phones as well as language translation for those with Limited English Proficiency (LEP). The website provides RTC a tool for both disseminating information and for receiving feedback from the public. The website includes information on RTC meetings, the agency's core metropolitan transportation planning programs as well as transportation data and explanation of regional travel forecast services. Information on RTC's web site is regularly updated and the home page includes current topics and news items. Archived reports and information are also available on the website. In FY 2015, RTC staff added website details relating to Transportation Data and Tools including additional traffic count data, description of the travel modeling process, PORTAL information, census links and data, mapping and GIS descriptions and Congestion Management Process data. Popular downloads from the website

include Clark County's Demographic Profile and a time-lapse sequence showing parcels built in Clark County over years 1940 to 2010.

- Staff updated the database of visual images and photography for use in transportation reports produced by RTC. The photographic images were used in the 2014 Congestion Management Monitoring report and updated RTP.
- Maps were produced using ARC-GIS software for the 2014 Congestion Monitoring Report, the TIP, the I-205 Access and Operations Study, the updated Regional Transportation Plan and RTC project showcases. In addition, a freight map showing industrial and commercial land uses, the regional transportation system and RTP projects to help evaluate which projects are most relevant to freight movement was produced.
- RTC staff continued to use the Greater Portland Pulse data set and its graphic capabilities to enhance data analysis capabilities. The Portland Pulse data set was compiled in support of the regional performance indicators project; Greater Portland-Vancouver Indicators (GPVI). The GPVI tracks the whole region's social, environmental and economic well-being and seeks to enhance collaboration between communities.
- RTC staff participated in meetings of the Clark County Geographic Information System (GIS) Users' Group and regularly coordinated with the Clark County Department of Assessment and GIS to support the regional transportation planning process with GIS data layers and mapping capabilities.
- RTC staff coordinated with the Clark County IT department throughout the year to help meet RTC's computer system needs. Work included keeping RTC's computer stations maintained and software functioning, installation and set-up of new computer work stations for transportation analysis and modeling as well as Geographic Information System (GIS) development.
- RTC's regional travel forecast model is EMME/4 based. Model development in the Portland-Vancouver region is led by Metro and RTC coordinates with Metro on its development. RTC uses the regional travel forecast model as a tool to analyze transportation system performance and to identify potential future regional transportation system deficiencies. RTC currently uses "WIN-MTX" model code for trip generation, distribution and mode split and EMME/4 software for generating skim matrices, determining mode split and assigning traffic volumes as part of the regional travel forecast process. The regional travel forecast model is continuously being assessed and upgrades implemented. Staff continued to work on updating the travel demand model structure and update MTX model coding to maintain consistency with Metro's model "Joan" and its successor "Kay". Staff regularly reviews and updates the model's highway and transit network coding and can use the model for 1-hour peak or multiple-hour peak assignments.
- Dynamic Traffic Assignment (DTA) techniques are increasingly important in evaluating transportation systems; modeling and assessing HOV operations and impacts, ITS evaluation, congestion pricing analysis, and concurrency analysis. RTC can still support previous work done using VISUM software but is transitioning to use of DTA Lite for mesoscopic modeling purposes. DTALite is an open-source dynamic traffic assignment model, using dynamic traffic assignment to analyze changing transportation system conditions and needs of the region.

- Coordination with Metro this year has focused on moving the regional model forward five years laying the foundation for updating to a 2015 base year. RTC staff provides Metro with updated TAZ level demographic forecast data and updated highway and transit networks. RTC worked with Metro to update the model's base year to 2015 including work on land use allocations and model parameter updates such as update of vehicle operating costs from 2010 to 2015. Metro worked on finalizing the Dynamic Activity Simulator for Households (DASH) tour-based model and coordinated with RTC on procuring training for the new model system.
- The Regional Travel Forecast Model continued to be used as a tool to analyze transportation needs to support regional transportation studies, plans and projects. Transportation analysis measures included use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Data compilation, analysis and model development focused on work to support the 2015-2018 TIP project evaluation, the Congestion Management Process, and 2014 RTP update. A refined corridor-level travel model output was developed for the I-205 Corridor Access and Operational Study. Staff also considered how model output could be used to meet MAP-21 requirements related to performance measurement.
- RTC staff researched various methods for project evaluation and prioritization for potential future use. These included testing the MOSAIC tool, developed by ODOT, as well as EMME/4 to apply benefit/cost analysis in project evaluation. Staff also tested the TELUS tool to help assess transportation projects and economic impacts.
- RTC continued to work with C-TRAN on data and GIS data requests.
- RTC staff participated in a stakeholder interview relating to Metro's freight model development and update.
- Select link regional travel forecast model assignments were used to evaluate projects for funding consideration in the 2015-2018 TIP process. Model data were used to evaluate the effect of various transportation projects on economic development and employment growth.
- Regional transportation planning, modeling and analysis efforts depend on the availability of data. In addition to traffic counts and household travel survey data, RTC continued to rely on US Census, American Community Survey, Washington Office of Financial Management, and Washington Employment Security Department databases as part of RTC's regional transportation planning work.
- RTC staff provided model output to consultants working on transportation projects. These outputs included select zone assignments to support traffic impact analyses.
- RTC staff attended training classes and workshops relating to transportation data, modeling software and processes. These webinars, workshops, conferences and demonstrations included:
 - TRB webinar on the newest CTPP data release (July 17, 2014)
 - Incorporating Reliability Performance Measures in Operations and Planning Modeling Tools Webinar (September 16, 2014)
 - INRO training, "EMME Modeler Tools and Techniques", (October 13-15, 2014)
 - Traffic Monitoring Guide training (October 28-29, 2014)
 - TREDIS training to introduce a suite of tools that assesses economic impacts, benefits and costs of transportation policies, plans and projects from alternative perspectives, (October 28, 2014).

- ODOT Advanced Traffic Management (ATM) Corridor Design Workshop, (October 30, 2014).
- REMI TranSight webinar series on “Knowing Your Riders - Evaluating the Demand for Transportation Systems” which focused on calibration of travel demand models that rely on employment and population data to generate vehicle miles traveled, vehicle hours traveled, and trips, a November 24
- REMI TransSight, session 2: “Moving the Masses – The Geographic and Economic Connections of the Region” webinar (December 1, 2014)
- TMIP webinar on TELUS; a tool for performance-based transportation planning and programming (January 8, 2015)
- Use of TREDIS as a tool to help assess transportation projects and economic impacts (January 28, 2015)
- AirSage webinar, (March 9, 2015)
- FHWA webinar, “Let’s Talk Performance: Fundamentals of Transportation Data Management” (March 10, 2015)
- “Beyond Traffic, Decisions and Dollars” webinar (March 30, 2015)
- Lyris mailing training (March 2015)
- “GIS in Action”, Oregon and Washington URISA conference (May 4-6, 2015 in Vancouver)
- American Planning Association’s National Conference (April 20-22, 2015 in Seattle)
- Smart Cities workshop on connected vehicles held at the Intel Campus in Oregon (April 2015)
- Advanced Traffic Management Design Workshop to identify ATM strategies and an approach to phasing of ATM Plan implementation, (April 30, 2015 at ODOT Region 1)
- Let’s Talk Performance series titled “Fundamentals of Transportation Data Analysis and Usability” webinar (June 9, 2015)
- Throughout the year, RTC staff coordinated with WSDOT on plans for a statewide travel demand model, to consider a Washington statewide transportation model. RTC participated in the June 2, 2015 WSDOT Statewide Multimodal Travel Demand Model Draft Blueprint review meeting. The meeting covered draft blueprint highlights with a statewide model overview and passenger and freight model components.
- RTC’s regional travel forecast model is based on that of Metro, Portland, so RTC staff participates in regular meetings of the Oregon Model Steering Committee and Oregon Model Users’ Group. Meetings in FY 2015 included a December 18, 2014 meeting focused on air quality topics with presentations on the Portland Air Toxics Study, Bike use effects on health and the environment, as well as an overview of a Carbon tax fuel use and revenue modeling analysis.
- After RTAC approval in September 2014, RTC staff submitted a federal functional classification change request to WSDOT H&LP for the Brady Road/Parker/Larkspur/Camas Meadows Drive to result in the corridor having a consistent minor arterial classification.

Air Quality Planning

- Given the air quality status of the Vancouver/Portland Air Quality Maintenance Area (AQMA), regional conformity analyses for ozone and carbon monoxide are not required for the Regional Transportation Plan and regional Transportation Improvement Program (TIP) for Clark County.

The Vancouver/Portland AQMA is designated in “attainment” for Ozone and the Vancouver AQMA is re-designated back to “attainment” status for CO under a Limited Maintenance Plan (LMP) published by Southwest Clean Air Agency in 2007 and subsequently approved by the Environmental Protection Agency. Areas with approved maintenance plans are not subject to budget tests, but are subject to meeting other transportation conformity requirements of 40 CFR part 93, subpart A, including the timely implementation of State Implementation Plan (SIP) transportation control measures, transportation plans and projects that comply with the fiscal constraint requirement, interagency consultation and MTP and MTIP conformity determinations. Projects are still subject to air quality conformity analysis to ensure they do not cause or contribute to any new localized carbon monoxide (CO) violations.

- The 2015–2018 regional Transportation Improvement Program was reviewed by statewide resource agencies and state departmental representatives as part of the air quality interagency consultation with a review meeting held on November 4, 2014.
- RTC continued to participate in Metro’s Climate Smart Communities Project addressing transportation sector greenhouse gas emissions in the region. The Study concluded in December 2014.
- RTC staff reviewed Metro JPACT packet materials on the status of air quality in the region (April 2015).

Technical Services

- RTC staff continued to provide technical services to local jurisdictions including advice and training in regional travel forecast model, output from model, and update of the model for local needs. RTC’s technical services focused on transportation data and analysis to support local project development such as assistance to Clark County in planning for transportation projects in the I-5/179th Street vicinity and to the City of Vancouver in analyzing the transportation system in the vicinity of 137th Avenue and the Birtcher development. RTC met with City of Vancouver and Port of Vancouver staff to discuss data collection efforts, including classification counts and Bluetooth data, for the Westside Vancouver Mobility Study. RTC also helped locals in planning for capital facility needs and use of the forecast model in the process to update the Growth Management comprehensive planning process and Clark County’s rural /industrial land use scenario which focuses on County lands adjacent to SR-503. In May 2015, RTC worked with City of Battle Ground consultants on updating the Transportation System Plan and Capital Facilities Plan. RTC also coordinated with C-TRAN staff to support C-TRAN’s service planning efforts.
- RTC provided technical advice to staff of local jurisdictions and C-TRAN on the use of the regional travel forecasting model.

FY 2015 Products:

Regional Transportation Data and Travel Forecasting

- Data input to the regional transportation database to keep data current from sources such as the U.S. Census, including Census Transportation Planning Package (CTPP) data and the American Community Survey (ACS).
- Reviewed, processed and input updated regional traffic counts from WSDOT and local jurisdictions as well as October/November 2014 counts by Quality Counts into RTC’s traffic count database.

- Frequent update to RTC’s website with enhanced navigation capabilities. The website enables information dissemination and public feedback.
- Regional travel forecast modeling to support local, regional and state planning and transportation project development. Output plots resulting from regional travel forecast model runs.
- Compilation of data and coordination with local jurisdictions on allocation of demographics to Transportation Analysis Zones (TAZs) to support the Regional Travel Forecasting Model update for year 2035 for use in the 2014 update to the Regional Transportation Plan.
- October 7, 2014 presentation to the RTC Board on the travel demand forecast and transportation system performance forecast for year 2035 as part of the RTP development process. Comparisons were made with base year 2010 regional travel model output.
- Adopted update to the Interlocal Agreement between RTC and Clark County for Reimbursable Services for Information Technology Services (RTC Board Resolution 05-15-07, May 2015)
- Maps, graphics, databases, PowerPoint presentations and RTC website updates to support the regional transportation planning program.
- RTC’s transportation photo image database was supplemented with updated photos of the local community and transportation projects. Photos and images in the database are used to make reports visually attractive and more appealing and accessible to the public.

Air Quality

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

FY 2015 Financial Data:

Amount Budgeted	Data Mgmt/Forecasting: FHWA/FTA/STP/RTPO		
	FY15	Balance	YTD Percent
\$406,716	\$419,789	(\$13,074)	103%

FY 2016:

Development and maintenance of the transportation database and regional travel forecast model, together with technical assistance to local jurisdictions, will continue in FY 2016 with a focus on preparation for MAP-21 performance analysis needs.

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

Regional Transportation Program Coordination and Management

- Collaboration and coordination with RTC partner agencies in carrying out a regional transportation planning, policy, and programming process.
- Ongoing program coordination and management, including preparation of agenda, minutes, materials and presentations for monthly RTC Board, Skamania and Klickitat County Transportation Policy Committees and Regional Transportation Advisory Committee (RTAC) meetings as well as ad hoc meetings relating to the regional transportation planning process. During FY 2015, major topics for discussion and action by the RTC Board are listed below with the month of discussion and/or action noted:
 - Unified Planning Work Program: FY 2015 UPWP Amendment for Complete Streets work element (Resolution 01-15-02, Jan. 2015), Administrative Review – RTC Dues (Mar. 2015).
 - FY 2016 Draft UPWP presentation (Apr. 2015) and Adoption (Resolution 05-15-09, May 2015)
 - Regional Transportation Plan for Clark County: Regional Project List (Aug., Sept. 2014), Finance Plan and Forecast (Aug., Oct. 2014), Travel Forecast and Transportation system Performance (Oct. 2014), 2035 RTP Public comment DRAFT (Nov. 2014), and RTP Adoption of 2014 Update (Resolution 12-14-24, Dec. 2014). 10-Year Transportation Project Priorities Report – Update (Resolution 01-15-01, Jan. 2015).
 - Transportation Corridor Visioning Study – Retrospective Review (Mar. 2015)
 - Transportation Improvement Program: 2015-2018 Call for Projects (Jul. 2014), 2015-2018 TIP Development, Project Evaluation (Sept. 2014), TIP Adoption (Resolution 10-14-18, Oct. 2014). 2014-2017 and 2015-2018 TIP Amendments (Aug., 2014, and Mar. 2015) and Project Scope Change (Nov. 2014). Regional project showcases (Oct. 2014, Feb. and May 2015), 2014 Federal Funding Obligation Report (Mar. and Apr. 2015). Transportation Programming Guidebook (May 2015). 2016-2019 Call for Projects (May 2015).
 - Transportation Alternatives Program: Process (Mar. 2015).
 - Congestion Management Process: 2013 CMP Monitoring Report Adoption (Resolution 07-14-13, Jul. 2014). 2014 CMP Initial Data – discussion (May 2015).
 - Human Services Transportation Plan, Update Discussion (Sept. 2014), Adoption and Grant Project Ranking (Resolution 11-14-20, Nov. 2014).
 - Agreements: MPO Metropolitan Planning Agreement, RTC/WSDOT and C-TRAN: Discussion (Jul., Aug. 2014), Adoption (Resolution 10-14-16, Oct. 2014). RTC – C-TRAN Master Interlocal Services Agreement (Resolution 03-15-04, Mar. 2015). Memorandum of Understanding between Metro and RTC – Draft Review (Apr. 2015) and Adoption (resolution 05-15-08, May 2015). RTC-Clark County Interlocal Agreement for Reimbursable Services – IT Services (Resolution 05-15-07, May 2015).
 - ODOT, I-5 Bridges Conditions Update (Oct. 2014).
 - I-205 Corridor Study: Findings and Policy Recommendations (Oct. 2014; Adoption of Recommendations (Nov. 2014).

- State Legislative Session: Governor Inslee's Transportation Investment Package Proposal, 2015 Legislative Session Outlook Briefing (Jan. 2015), Session Updates (Feb., Mar., Apr., May 2015).
- Vancouver Area Smart Trek Program/Transportation System Management and Operations (TSMO): VAST Program Report (Jul. 2014).
- Regional Complete Streets Policy study: Professional Services contract (Apr. 2015).
- Commute Trip Reduction: Local and Regional Plans Update – discussion (Feb. 2015) and Action (Resolution 05-15-10, May 2015).
- WSDOT: Moving Washington Forward; WSDOT's new Strategic Plan direction which focuses agency efforts on efficiency and practical design solutions (Jul. 2014)
- RTC Annual Report: (Dec. 2014).
- 2015 RTC Work Program: Emphasis Areas and Core Program Discussion (Nov. 2014) and Budget (Resolution 12-14-23, Dec. 2014). 2015 RTC Budget Adjustment for RTC Insurance Premiums), Resolution 04-15-05
- Release of RFQ and subsequent General Legal Counsel Service Consulting Agreement: (Resolution 10-14-17, Oct. 2014).
- Election of 2014 RTC Officers (Dec. 2014).
- RTC Executive Director: Six-Month Evaluation (Sept. 2014), Executive Director Report and Evaluation and Agreement (Resolution 12-14-25, Dec. 2014).
- Disposition of Depreciated RTC Equipment (Resolution 12-14-22, Dec. 2014)
- RTC's Director and RTC staff continued to coordinate and meet regularly with staff of WSDOT, C-TRAN, Clark County, City jurisdictions and Ports to discuss regional transportation needs. RTC's Director also met regularly with 2014 RTC Board Chair Vancouver Councilperson, Jack Burkman, and 2015 Chair, Camas Councilperson Melissa Smith.
- Coordination with WSDOT included participation in updates to significant statewide Plans such as the Washington State Freight Mobility Plan (October 2014), comments on the Tribal Consultation Best Practices Guidebook and coordination with the Washington State Transportation Commission on updating the Washington Transportation Plan. WTP update, phase I (January 2015), provides policy guidance and recommendations for all transportation modes. January 2015 and delivered to the governor and legislature. Phase 1 contains 11 key findings and 151 recommended actions.
- MPO/RTPO staff reviewed meeting packet materials for monthly C-TRAN Board meetings and C-TRAN's Board Composition Review Committee in efforts to coordinate transportation planning activities. RTC and C-TRAN staff coordinated on development of a Project Management Plan for use of Section 5310 funds which come to C-TRAN as a sub-allocation of these funds within the Portland-Vancouver metropolitan area. C-TRAN, working in coordination with other local planning partners, selected the following projects/programs to receive 5310 funding in 2015: Travel Training, Mobility Management, the Reserve A Ride Transportation Program, and Volunteer Driver Program.
- RTC continued to coordinate with local jurisdictions on Comprehensive Planning and Capital Facilities Plan issues. RTC attended Clark County Commissioners' work sessions and hearings on the County's 2016 Comprehensive Plan update.

- RTC coordinated with the Cowlitz tribe, providing RTC meeting packets and meeting with tribal staff as part of the Accessible Transportation Coalition Initiative.
- RTC staff attended quarterly meetings of the state's MPO/RTPO Coordinating Committee and participated in discussions on MAP-21-required performance measurement, management and setting of performance targets.
- RTC coordinated with Columbia River Economic Development Council (CREDC) to identify trends, opportunities, and obstacles to local job growth and economic development. RTC's Executive Director made a presentation to the CREDC Board on September 18, 2014 to introduce the Board to the work of RTC. The Director also attended meetings of the three Ports in Clark County and coordinated with the Clark County Transportation Alliance.
- During FY 2015, RTC's Executive Director coordinated with elected officials representing the region and local governments when requested. On August 4, 2014, the Director accompanied RTC Board Chair, Jack Burkman, to a Portland State University forum hosted by Representative Earl Blumenauer on how to maintain and revive America's transportation infrastructure. RTC's Chair participated as a panelist talking on local and regional perspectives on infrastructure. On September 30, 2014 the Director met with Washington State Senator Curtis King to provide a briefing on the region's priority transportation project needs. RTC's Executive Director also met with new, incoming RTC Board members individually to brief them on the work of RTC and regularly met with RTC's Chair to brief the Chair on regional transportation issues prior to each RTC Board meeting.
- RTC coordinated with health agencies, including the Clark County Public Health and State Department of Health on active transportation issues. RTC staff participated in regular meetings of the Southwest Washington Healthy Living Collaborative, acknowledging transportation's role in the health of the community.
- RTC coordinated with environmental resource agencies on regional transportation planning, including air quality issues.
- RTC staff members participated in various conferences and training opportunities throughout the year. RTC's Executive Director attended the Harvard Kennedy School, Executive Education course "Program for Senior Executives in State and Local Government" from June 1 through 19, 2015. Other trainings included FHWA/FTA webinars on MAP-21 compliance and freight transportation as documented in the RTP element, on travel modeling software training as documented in the Regional Transportation Data, Travel Forecasting, Air Quality and Technical Services element and Intelligent Transportation System trainings as documents in the VAST work element.
- RTC's Executive Director met with elected officials and their aides, when requested, to provide them with background on the work of RTC and educate them on regional transportation policies, studies, plans and projects.
- The State Auditor conducted the annual audit of RTC's books in April 2015. RTC's Executive Director and Chair participated in the exit interview with RTC receiving a clean audit report.

Bi-State Coordination

- RTC was represented at Metro's monthly Joint Policy Advisory Committee on Transportation (JPACT) and monthly Transportation Policy Advisory Committee (TPAC) meetings.
- RTAC received a brief update on Metro's Climate Smart Strategy Report approved by Metro Council in late 2014 the result of about five years of work in response to an Oregon State

mandate requiring the Metro region to lower greenhouse gas emissions to 75% of 1990 levels by 2035.

- RTC and Metro hosted Bi-State Coordination Committee meetings in FY 2015. The Committee met on Thursday, July 10, 2014, at 9:30 a.m. at Metro when the Agenda focused on regional economic development and workforce planning and initiatives. RTC hosted the December 19, 2014 meeting held at Vancouver Community Library when the Agenda focused on survey results from the Portland Oregon region and SW Washington region to compare values. In addition the Agenda allowed for discussion of issues pertaining to the CRC and development of a 2015 work program. The March 19, 2015 meeting at Metro included presentations on the I-205 Access and Operations Study including recommendations and scoping of the next phase to look at the viability of Bus on Shoulders, a retrospective review of the 2008 Clark County Transportation Corridor Visioning Study, and discussion on Columbia river bridges.
- RTC's Executive Director and Metro's Director of Planning and Development met several times during FY 2015 to discuss coordinated planning activities and issues, including update to the required Metro/RTC Memorandum of Understanding.

Public Participation

- In FY 2015, RTC's website was frequently updated to maintain it as a current resource tool to enable information to be accessible to the public as well as allow for RTC to receive comments from the public. Website information and feedback opportunities were key elements in supporting RTC's public participation efforts. In FY 2015, the website was invaluable in providing information and feedback on specific RTC core activities including the Regional Transportation Plan update, the Transportation Improvement Program update, the Human Services Transportation Plan update and in selecting projects for Transportation Alternatives Program funding. RTC's regional transportation planning program documents are available on the website, monthly RTC Board packet materials, a search feature and language translation. The web-site provides notice of public meetings on transportation, media releases, RTC Committee meeting informational materials, core transportation planning reports such as the Unified Planning Work Program, Regional Transportation Plan, the region's Transportation Improvement Program, Congestion Management Process Report, the Transportation System Management and Operations Plan, and Human Services Transportation Plan as well as transportation data for the RTPO region and information on transportation studies underway, notice of meetings of the RTC Board of Directors together with agenda, minutes and materials for the RTC Board and agenda for the Regional Transportation Advisory Committee (RTAC). Meeting notices for the RTC Board of Directors, Regional Transportation Advisory Committee (RTAC) and Bi-State Coordination Committee are posted to the web site and are delivered, electronically, to citizens wishing to receive meeting packets.
- Monthly RTC Board meetings are recorded by CVTV, broadcast on cable television and meeting recordings are available online.
- Citizen comments on regional transportation issues were solicited through RTC's web site and during Citizen Communications at monthly RTC Board meetings.
- RTC is able to provide translation services to support RTC's planning program, as necessary, through Telelanguage.com.

Some of the many transportation public participation meetings and activities held in FY 2015 are documented below with links provided to additional information:

- RTC Board monthly meetings. Board meetings are open to the public and time is allotted at each meeting for public comment. The full citizen communications are reported in detail in the Minutes of the RTC Board meetings available on RTC's website.
- To support public participation efforts, RTC staff communicated with the media including newspaper reporters from the Columbian, the Oregonian, the Vancouver Business Journal and the Greater Vancouver Chamber of Commerce and other Chambers of Commerce in Clark County.
- RTC hosted Open Houses and a Public Meeting to support the 2014 Regional Transportation Plan update, the Transportation Improvement Program and the Human Services Transportation Plan 2014 update:
 - Open House, Monday, September 8, 2014, from 4:30 p.m. to 7:30 p.m., in the Columbia Room at the Vancouver Community Library, 901 C Street, Vancouver, Washington. RTC teamed with Washington State Transportation Commission staff to co-host the event to gain feedback from the public on the draft Washington Transportation Plan update and draft updates to RTC's RTP, TIP and HSTP. Prior to the event, RTC helped to publicize with distribution of a news release that resulted in The Columbian publishing a front page news item on the event and wide distribution via the Vancouver Neighborhoods electronic news. RTC issued an additional news release just prior to the Open House.
 - Open House, Wednesday, November 12, 2014, from 4:30 p.m. to 6:30 p.m., in the Columbia Room at the Vancouver Community Library, 901 C Street, Vancouver, Washington. The open house allowed for public feedback on the draft update to the RTP.
- RTC's Director attended the February 26 "Opening Conversation" briefing held at WSU Vancouver on the recently-released 500K Voices values and beliefs study of Southwest Washington residents. The Project seeks to have larger portions of the community engaged in exploring complex issues and providing input that may not surface through traditional processes.
- RTC's Executive Director made a presentation to Identity Clark County on February 11, 2015 on regional transportation issues and needs and participated in the March 5 Vancouver Business Journal strategic forum.
- RTC's Director attended annual meetings of the Port of Vancouver, The Columbian's 2015 Economic Forecast Forum held on January 22, the State of Clark County address on March 12 and the State of the City of Vancouver on March 26.
- RTC helped to publicize public outreach and participation opportunities of transportation partner agencies and jurisdictions.
- WSDOT hosted public outreach events in the region relating to projects underway. WSDOT conducted a DBE open house in Vancouver, on January 28, 2015.
- C-TRAN hosted regular meetings of its C-TRAN Board with time allotted for citizen comment. In addition, C-TRAN conducted outreach efforts related to the Fourth Plain Bus Rapid Transit Project. The full listing of Fourth Plain Project outreach and presentations is documented on the Project's website. A listing of C-TRAN community outreach meetings and events is provided below:

2014

- Jul. 2, General Agency Outreach – Transit Fair/Lloyd District
- Jul. 8, 4th Plain Bus Rapid Transit Presentation– C-TRAN Board of Directors

- Jul. 9- Aug. 8, 4th Plain BRT 4f Outreach –Public Comment Period
- Jul. 14, Travel Training Presentation – SL Start
- Jul. 17, Transit Fare Outreach – Lloyd TMA, Lloyd Building
- Aug. 1- Aug. 10, General Agency Outreach – Clark County Fair
- Aug. 7, Travel Training Presentation – Cascade Inn
- Aug. 14, Turtle Place Design Workshop – Vancouver Community Library
- Aug. 27, Transit Fare Outreach - Lloyd TMA – Oregon Square Park
- Aug. 28, 4th Plain BRT Presentation – C-TRAN Citizens Advisory Committee
- Sept. 9, 4th Plain BRT Presentation – C-TRAN Board of Directors
- Sept. 11, Turtle Place Design Workshop – Vancouver Community Library
- Sept. 11, Travel Training Presentation – Mt. View High School
- Sept. 12, Travel Training Presentation – Evergreen Transitional Program
- Sept. 15, Travel Training Presentation – Battleground High School and Transitional Program
- Sept. 16, Travel Training Presentation – Commission on Aging
- Sept. 18, 4th Plain BRT Presentation – Bagley Downs Neighborhood Association
- Sept. 19, Bus Class Presentation – GATE, Vancouver, WA
- Sept. 25, BRT Project – ADA Forum – C-TRAN Citizens Advisory Committee
- Oct. 1, BRT Art Committee Meeting – C-TRAN Administrative Offices
- Oct. 6-8, Travel Training Outreach – DSHS, Town Plaza
- Oct. 9, BRT Parking Impact Presentation – Vancouver Downtown Association Board of Directors
- Oct. 22, BRT Parking Impact Presentation – Vancouver Parking Advisory Committee
- Oct. 24, Green Light Safety Campaign Outreach – Various Transit Centers
- Oct. 27, Travel Training Outreach –Washington State School for the Blind
- Nov. 5, BRT Art Committee Meeting – C-TRAN Administrative Offices
- Nov. 13, 4th Plain BRT Presentation/Agency Outreach – Sherwood Neighborhood Association
- Nov. 25, Travel Training Presentation – Highline Community College
- Dec. 2, Transit Fare Outreach – Shriner’s Hospital
- Dec. 4, Travel Training Outreach – Evergreen Special Ed Transition Program Advisory Committee
- Dec. 10, Travel Training Outreach – Evergreen Special Ed Transition Program Advisory Committee
- Dec. 11, 4th Plain BRT Presentation – League of United Latin American Citizens

2015

- Jan. 5, BRT Art Committee Meeting – C-TRAN Administrative Offices
- Jan. 7, Bus Class Presentation – Camas High School
- Jan. 23, BRT Art Committee Meeting – C-TRAN Administrative Offices
- Feb. 3, Travel Training Presentation – Cascade Inn
- Feb. 5, 4th Plain BRT Presentation/Agency Outreach Sherwood Hills Neighborhood Association
- Feb. 11, Travel Training Outreach – Evergreen Transition Advisory Board
- Feb. 26, Travel Training Presentation – C-TRAN Citizens Advisory Committee
- Feb. 27, Travel Training Presentation – Luepke Senior Center
- Mar. 2, Travel Training Presentation - Bridgewood

- Mar. 3, 4th Plain BRT Presentation – Clark College Foundation Board of Directors
 - Mar. 10, 4th Plain BRT Presentation – Women in Transportation
 - Mar. 12, Travel Training Outreach – Vintage Park
 - Mar. 16, Bus Class Presentation – Camas High School
 - Mar. 19, 4th Plain BRT Presentation – C-TRAN Board of Directors
 - Mar. 19, Travel Training Presentation - Bridgwood
 - Mar. 23, Title VI Open House – Fisher’s Landing Transit Center
 - Mar. 25, Title VI Open House – Three Creeks Community Library
 - Mar. 26, Travel Training Presentation – Amazing Moms
 - Mar. 31, Title VI Open House – Vancouver Community Library
 - Mar. 31, Travel Training Presentation – Vintage Park
 - Mar. 31, Travel Training Presentation – Camas Transition House
 - Apr. 4, Travel Training Presentation – Autism Empowerment Easter Egg Hunt
 - Apr. 8, Travel Training Presentation – Vintage Park
 - Apr. 9, 4th Plain BRT Presentation – Vancouver Downtown Association
 - Apr. 13, Proposed Fare Increase Open House – Fisher’s Landing Transit Center
 - Apr. 16, Transit Fair – Boeing, Portland OR
 - Apr. 16, Open House (Fare Increase), Fisher’s Landing
 - Apr. 22, Travel Training Presentation – Glenwood Place Senior Living Center
 - Apr. 23, 4th Plain BRT Presentation/Agency Outreach – Northcrest Neighborhood Association
 - Apr. 23, Proposed Fare Increase Open House – Three Creeks Community Library
 - Apr. 25, Travel Training Presentation – SW WA Special Education Conference
 - Apr. 28, Travel Training Presentation – Smith Tower
 - Apr. 29, Travel Training Presentation – Pythian Home
 - May 6, 4th Plain BRT Art Presentation – Vancouver School of Arts and Academics
 - May 7, 4th Plain BRT Art Presentation and Open House – Vancouver Community Library
 - May 7, Travel Training Presentation – Evergreen Transition Advisory Board
 - May 14, Travel Training Presentation – GATE
 - May 17, Travel Training Presentation - Senior Expo
 - May 21, 4th Plain BRT Presentation – Maplewood Neighborhood Association
 - Jun. 8, 4th Plain BRT Presentation/Agency Outreach – Lincoln Neighborhood Association
 - Jun. 30, Travel Training Presentation – Cascade Inn
- Clark County hosted monthly meetings of the Clark County Bicycle and Pedestrian Advisory Committee at the Center for Community Health in Vancouver. Meetings are attended by RTC staff.
 - The City of Vancouver hosted regular meetings of the Neighborhood Traffic Safety Alliance comprised of neighborhood leaders from throughout the City.

Federal Compliance

- The FY 2016 Unified Planning Work Program (UPWP) Annual Progress Report was prepared and submitted to WSDOT, FHWA and FTA. The FY 2015 UPWP was amended in January 2015, to include a Regional Complete Streets Policy study work element (Resolution 01-15-01). In spring 2015, development and adoption of the FY 2016 Unified Planning Work Program

(Resolution 05-15-09, May 2015) included federal and state review of the draft document at a meeting held at RTC on February 17, 2015. RTC staff also participated in the federal and state review of Metro's FY 2015/2016 UPWP also held on February 17. Adoption of the planning program is part of the required documentation to allow RTC to receive federal highway planning funds, federal transit planning funds, state funds and RTC's local match. The FY 2016 UPWP reflects federal, state and local planning emphasis areas.

- The update to the Memorandum of Agreement between RTC, WSDOT and C-TRAN was completed and was adopted by the RTC Board at its October 2014 meeting (RTC Board Resolution 10-14-16).
- RTC staff attended a January 7, 2015 Title VI training class at WSDOT SW titled "Title VI Preventing Discrimination in the Federal Aid Program" and participated in a January 29 webinar for Title VI coordinators hosted by Highways and Local Programs.

FY 2015 Products:

Regional Transportation Program Coordination and Management

- Agenda, minutes, meeting packets and meeting materials for monthly meetings of the RTC Board and RTAC.

See <http://www.rtc.wa.gov/agency/board/archive/> for RTC Board, and

See <http://www.rtc.wa.gov/rtac/> for RTAC meetings.

- RTC's 2015 Work Plan and Budget with indirect cost proposal, January 1 through December 31 2015, (Resolution 12-14-23, December 2, 2014).

Bi-State Coordination

- Updated Memorandum of Understanding between Metro and RTC, adopted by RTC Board Resolution 05-15-08 on May 5, 2015 and finalized by Metro on June 1, 2015 when Metro's COO, Martha Bennett, signed the updated MOU.

Public Participation

- Frequent RTC website updates, press releases and materials for public outreach activities.
- RTC staff reviewed traffic to RTC's website noting specific pages of most interest and through which page RTC's website is most often accessed.
- Access to translation services provided by Telelanguage.com in addition to web translation services for Limited English Proficiency population.

Federal Compliance

- FY 2014 UPWP Annual Report (September 2014).
- FY 2016 UPWP (adopted by RTC Board, Resolution 05-13-09, June 4, 2015).
- An updated MPO Self-Certification document signed by RTC and finalized by WSDOT with a WSDOT representative's signature on October 10, 2014.
- MPO Metropolitan Planning Agreement, RTC/WSDOT and C-TRAN: Discussion (Jul., Aug. 2014), Adoption (Resolution 10-14-16, Oct. 2014).
- Title VI Annual Report following up from adoption of RTC's Title VI and Limited English Proficiency Plan (2014). Supplemental information on Title VI uploaded to [RTC's website](#).
- A signed, self-certification of RTC's MPO planning program vouching that RTC's regional transportation planning process meets federal laws was submitted to WSDOT in fall 2014.

- All corrective actions documented in the October 2012 MPO Certification Process for RTC have been completed as documented in Appendix A to this Report.

FY 2015 Financial Data:

Amount Budgeted	Program Coord & Mgmt: FHWA/FTA/STP/RTPO		
	FY15	Balance	YTD Percent
\$225,953	\$229,579	(\$3,627)	102%

FY 2016:

Program coordination and management activities will continue in FY 2016 with the UPWP element III.A. 'Regional Transportation Program Coordination and Management'. Specific work activities will include a documented Tribal Consultation Process using WSDOT's Tribal Consultation Best Practices Guidebook for guidance.

FY 2015 SUMMARY OF EXPENDITURES:

**FY 2015 SUMMARY OF EXPENDITURES
 July 1, 2014 to June 30, 2015**

		FY2015 Budget	FY2015 Expended	FY2015 Balance Remaining	FY2015 Percent Expended	FY2015 Local Funds Expended	FY2015 Percent Local Funds Expended
Consolidated Planning Grant							
FHWA	(1)	721,136.35	704,894.48	16,241.87	97.75%	110,012.43	13.50%
FTA	(2)	175,792.00	175,792.00	0.00	100.00%	27,435.75	13.50%
Total		896,928.35	880,686.48	16,241.87	98.19%	137,448.18	13.50%
RTPO							
		185,995.00	185,995.00	0.00	100.00%	363.45	0.20%
STP							
UPWP Program	(3)	100,000.00	100,000.00	0.00	100.00%	15,606.93	13.50%
Cong Mgmt Process	(4)	183,000.18	82,292.13	100,708.05	44.97%	12,843.29	13.50%
VAST 2013-2014	(4)	49,398.05	49,398.05	0.00	100.00%	7,709.53	13.50%
VAST Regional Communications Plan	(4)	37,786.62	37,786.62	0.00	100.00%	6,160.61	14.02%
VAST 2014-2017	(5)	150,000.00	115,127.71	34,872.29	76.75%	17,967.91	13.50%
Total		520,184.85	384,604.51	135,580.34	73.94%	60,288.27	13.55%
FTA							
Human Services Transportation Plan	(4)	52,287.09	52,287.09	0.00	100.00%	68.25	0.13%
Total		52,287.09	52,287.09	0.00	100.00%	68.25	0.13%
TOTAL		1,655,395.29	1,503,573.08	151,822.21	90.83%	198,168.15	11.65%

- (1) Budget amount includes 75% of federal FY15 funding (Oct 2014 - June 2015)
- (2) Budget amount equals 100% of federal FY14
- (3) Budget amount equals 1/2 year of 3 years available for this project.
- (4) Budget amount equals the remaining federal funds available for this project.
- (5) Budget amount equals one of 3 years available for this project.

APPENDIX A: MPO CERTIFICATION STATUS REPORT
Follow-up from RTC's MPO Certification (October 2012)
Summary Status Report on Corrective Actions, Recommendations, and Commendations
(as of September 15, 2015)

Topic	Corrective Actions	Recommendations/Commendations	Status (Sept. 15, 2015)
Study Area Organizational Structure (23 CFR 450.310)	None	None	N/A
Metropolitan Planning Area Boundaries (23 CFR 450.312)	None	None	N/A
Agreements and Contracts (23 CFR 450.314)	An updated MOA between RTC and WSDOT addressing the MPO's relationship to WSDOT including project funding and prioritization consistent with 23 CFR 450.314 is required within 1 year (March 2014).	RTC should determine a regular schedule to review the effectiveness of each their MOUs / Agreements and document the process and conclusions of these reviews.	<p>Corrective Action: MOA between WSDOT, RTC and C-TRAN completed on November 6, 2014.</p> <p>Recommendation: As stated in the MOA, update will be at least every 5 years.</p>
Unified Planning Work Program (23 CFR 450.308)	None	None	N/A
Transportation Planning Process (23 CFR 450.318)	None	RTC is commended for maintaining the collaborative relationship with its partner agencies.	N/A
Congestion Management Process (CMP) (23 CFR 450.316)	None	<p>The CMP provides a good overview of the data collection efforts and the analysis necessary to define possible strategies necessary to address congestion issues.</p> <p>In order to clearly demonstrate what congestion problems</p>	<p>Recommendation: RTC's planning activities as part of the <u>CMP</u> are documented on the RTC's website.</p> <p>RTC continues to publish annual CMP Monitoring Reports. The <u>2014 Report</u> is available online and includes background description of the CMP process with an overall process graphic showing linkage to the RTP, other plans and the TIP included on page 3. Using the data referenced in</p>

Topic	Corrective Actions	Recommendations/ Commendations	Status (Sept. 15, 2015)
		<p>were found and what solutions are identified, the CMP should link the final four steps listed above (Monitor system performance, Identify and evaluate strategies, Implement strategies, and Monitor strategy effectiveness) directly to project selection either in the CMP or the MTP or both.</p>	<p>the paragraph below, congestion issues are summarized in a series of maps showing future and forecast conditions. Chapter 3 focuses on strategies to address the congestion problems and on page 53 describes how RTC and local transportation agencies work together to use the CMP as a tool to identify strategies and implement them through the RTP and TIP processes. Monitoring of effectiveness is also addressed in Chapter 3 (see pages 53-54). New to the 2014 Report is the Strategy Corridor Analysis, beginning on page 54. This new section displays the linkage between transportation infrastructure improvements and corridor performance over time from 2005 and forecast into the future.</p> <p>From the website’s right panel, a link to data relating to transportation corridor performance is provided. Data includes traffic volume, truck percent, travel time and speed, average vehicle occupancy, transit ridership and seat capacity. Corridor data prior to 2012 was included within the monitor report documents.</p>
<p>Regional Transportation Plan (RTP) 23 CFR 450.322)</p>	<p>The next Metropolitan Transportation Plan update (January 2016) is required to: Satisfy Federal fiscal constraint requirements by identifying funds committed or reasonably expected to be available for local projects identified in the MTP.</p> <p>(23CFR450.322(f)(10)(iv))</p>	<p>Identify and emphasize the benefits possible from the implementation of modal and other plans as they relate to MTP goals and strategies outlined in the CMP.</p>	<p>Corrective Action: The current <u>RTP</u> (December 2014) addresses revenue sources and project cost estimates for local as well as regional transportation projects. As noted on page 73 of the RTP, information from WSDOT’s finance division, sourced from WSDOT, cities and Clark County, was used “to provide a basis for determining federal, state and local revenues likely to be generated for future transportation needs”. The methodology used to determine revenue available for regional versus local projects is discussed on page 75 and full system project costs are summarized on page 77. In addition, local transportation projects are derived from Capital Facilities Plans of</p>

Topic	Corrective Actions	Recommendations/ Commendations	Status (Sept. 15, 2015)
			<p>local Growth Management Plans with requirements for addressing fiscal constraint for projects identified. The Washington Growth Management process requires an analysis of funding capability to judge needs against probable funding sources. The transportation financial analysis must include a multiyear financing plan based on the needs identified in the comprehensive plan.</p> <p>Recommendation: The RTP (Dec. 2014) includes a graphic (page 121) showing how the RTP relates to the CMP as well as additional modal plans. The Plan also describes how the CMP helps in identifying effective transportation strategies to address transportation congestion and mobility.</p>
	<p>Address the receipt, nature and disposition of all public comments.</p>		<p>Corrective Action: All public comments and their disposition are documented in Appendix M of the current <u>Regional Transportation Plan for Clark County</u> (RTC, December 2014).</p>
<p>Metropolitan Transportation Improvement Plan (23 CFR 450.322)</p>	<p>None</p>	<p>The process for identification, prioritization and selection for all projects included in the MTIP should be documented and shown to be consistent with RTP system performance goals and measures.</p>	<p>Recommendation: The process for project identification and selection is described on the <u>TIP website</u>. The <u>TIP project selection criteria</u>, also available online, aligns with the RTP's goals and project performance measures. The first screening criterion, as part of the project evaluation process, requires consistency with the RTP.</p>
<p>Financial Planning and Fiscal Constraint (23 CFR 450.322)</p>	<p>See corrective action above under MTP development.</p>	<p>None</p>	<p>Corrective Action: Covered under MTP/RTP above.</p>
<p>Public Outreach (23 CFR 450.316)</p>	<p>Update Public Participation Plan (dtd. 2007) to fully meet all Federal planning requirements by</p>		<p>Corrective Action: An updated Public Participation Process, reviewed by FHWA staff and meeting all Federal planning requirements, was adopted by the RTC Board in January 2014. The <u>Public Participation Plan</u> is</p>

Topic	Corrective Actions	Recommendations/ Commendations	Status (Sept. 15, 2015)
	September 30, 2013.		available on RTC's website.
Air Quality and Conformity (40 CFR 93)	None	None	N/A
Self-Certification (23 CFR 450.334)	None	RTC is commended for its cooperative and thorough approach to documenting the "Long-Form" Self-Certification.	N/A
Title VI (23 CFR 200.9)	Update Title VI Plan (dtd. 2006) to fully meet FHWA & FTA requirements by September 30, 2013.	While it is acknowledged that RTC is in the process of revising its 2006 Title VI Plan, the 2006 version was in place at the time of this review. RTC's revised Title VI Plan needs to be inclusive of how RTC will address Environmental Justice and Limited English Proficiency in its planning decisions.	Corrective Action: <u>Title VI</u> is addressed on RTC's website with a link to the latest <u>Title VI Plan</u> updated in May 2014. Recommendation: The May 2014 Plan addresses Environmental Justice and Limited English Proficiency with links provided from the Title VI Plan to a separate <u>EJ demographic profile report</u> and <u>LEP plan</u> .
ITS and Management & Operations	None	In coordination with WSDOT and C-TRAN, RTC should report progress regularly and revise the regional ITS plan as needed.	Recommendation: The <u>Vancouver Area Smart Trek (VAST)</u> program is an ongoing core regional transportation program managed by RTC and is described on RTC's VAST website page. From the VAST website page links are provided to key program reports. WSDOT and C-TRAN are partners in the region's program. A <u>VAST program update</u> is provided to the RTC Board at least annually. The latest Board updates were provided on July 1, 2014 and September 1, 2015. Progress was reported in an RTC website "In the News" feature in May 2014 titled " <u>Smart Transportation Operations in the Region</u> ".