

Southwest Washington Regional Transportation Council

Unified Planning Work Program

for

State Fiscal Year 2026

July 1, 2025, to June 30, 2026

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

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Những cá nhân yêu cầu chỗ ở hợp lý có thể yêu cầu tài liệu bằng văn bản miễn phí, ở các định dạng thay thế, thông dịch viên ngôn ngữ ký hiệu, chỗ ở dành cho người khuyết tật hoặc chỗ ở hợp lý khác bằng cách liên hệ với RTC theo số 564-397-6067 (TTY 711) hoặc gửi email tới info@rtc.wa.gov, báo trước hai ngày.

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Introduction

The Unified Planning Work Program (UPWP) is the tool used by regional planning agencies to direct continuous, cooperative, and comprehensive transportation planning efforts. RTC's UPWP is developed in coordination with Federal Highway Administration, Federal Transit Authority, Washington State Department of Transportation, C-TRAN, and local jurisdictions within the counties of Clark, Skamania, and Klickitat.

The UPWP focuses on transportation planning tasks that are priorities for federal and state transportation agencies, as well as local jurisdictions. The tasks identified in the UPWP are consistent with the regional transportation goals and objectives. The development and implementation of the UPWP is one of several transportation planning requirements that must be fulfilled in order for regional transportation projects to be eligible for federal funding.

The UPWP is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The state fiscal year 2026 (SFY 2026) UPWP runs from July 1, 2025, through June 30, 2026.

Southwest Washington Regional Transportation Council

The Southwest Washington Regional Transportation Council (RTC) is the federally designated Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area (See Figure 1).

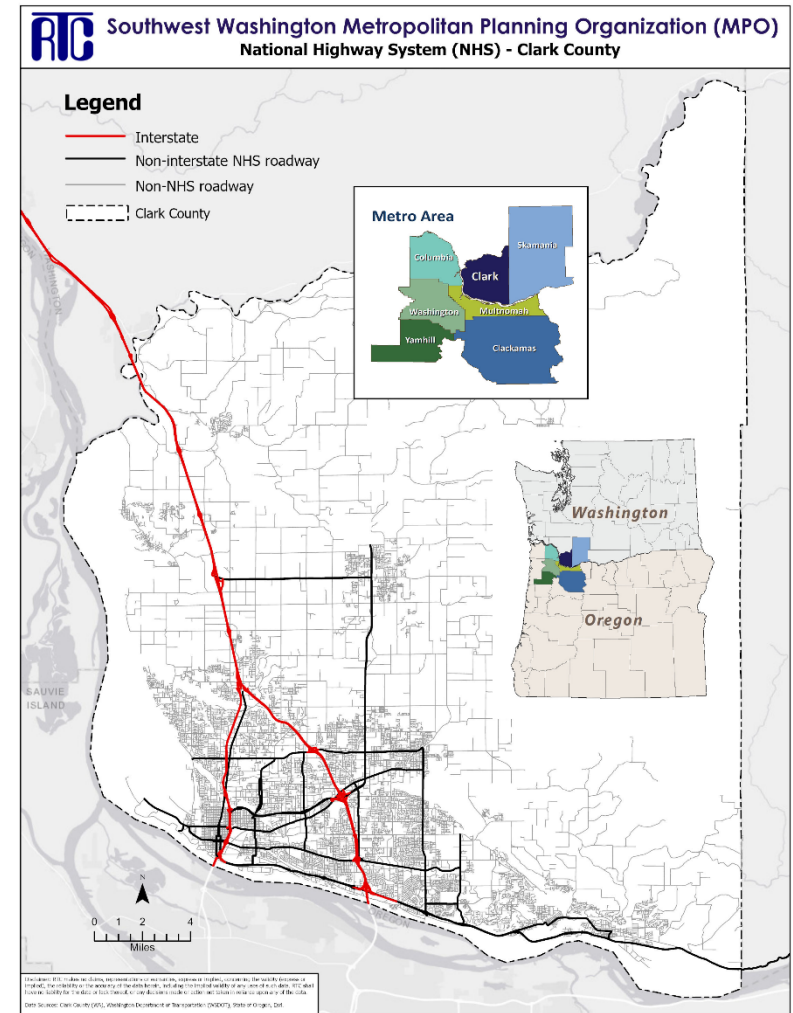


Figure 1. RTC, Metropolitan Planning Organization

As the [MPO](#), RTC conducts the federally required transportation planning process that is a condition for the receipt of federal transportation funds. The MPO carries out the following duties:

- Maintains a continuing, cooperative and comprehensive transportation planning process for developing plans and programs that consider all modes of transportation.
- Ensures that interstate transportation issues are coordinated between Washington and Oregon.
- Certifies the transportation elements of comprehensive plans adopted by counties, cities, and towns within the region to conform with the requirements of the Growth Management Act ([RCW 36.70A.070](#)).
- Provides citizens, affected public agencies, and other interested parties with opportunities to comment and participate in the regional transportation program.
- Develops a [Regional Transportation Plan](#) that serves as the region's long-range transportation planning document.
- Develops a [Transportation Improvement Program](#) that includes a four-year project list of all federally funded and regionally significant state and local transportation projects within Clark County.
- Conducts a continuing [Congestion Management Process](#) as defined in federal regulation and serves as a systematic process that provides for safe and effective integrated management and operation of the multimodal transportation system.
- Develops a [Unified Planning Work Program](#) that identifies the transportation planning activities in compliance with federal and state transportation planning requirements.
- Prepares a [Human Services Transportation Plan](#) to identify the special transportation needs of people with disabilities, vulnerable populations, the young and elderly, and those residing in rural locations.

RTC also serves as the Regional Transportation Organization ([RTPO](#)), as required by the state Growth Management Act, for our three-county area of Clark, Skamania and Klickitat (Figure 2).



Figure 2. RTC, Regional Transportation Organization

Transportation issues cross the boundaries and responsibilities of individual jurisdictions and organizations. Each member agency of RTC brings unique perspectives and jurisdictional responsibilities to the transportation planning process. However, when these members come together as RTC, they collectively pursue their shared vision for regional mobility and its relationship to future growth and development of the Clark County region. To carry their shared vision, the RTC has a decision-making board of directors that is assisted by a technical advisory committee.

A. RTC BOARD OF DIRECTORS

A three-county [RTC Board of Directors](#) provides a forum for local governments to work together on issues that affect residents on a regional level. The RTC Board is the governing body that acts to adopt the Regional Transportation Plan (RTP).

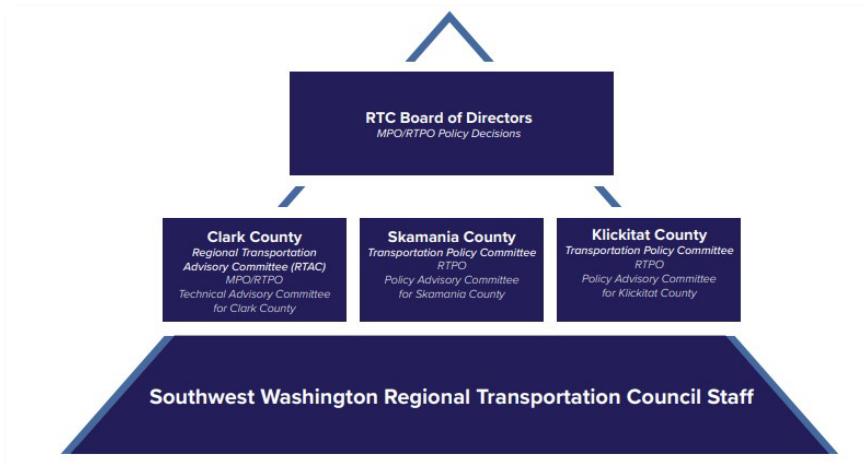


Figure 3. Southwest Washington Regional Transportation Council

The RTC Board currently includes three representatives from Clark County, one from Skamania County, one from Klickitat County, two from the City of Vancouver; one from the smaller cities in eastern Clark County (Camas and Washougal); one from the smaller cities in north Clark County; one from C-TRAN; one representative for the ports of Clark County; one from Washington State Department of Transportation; bistate representation from Oregon Department of Transportation and Metro; and state legislators from Washington’s 14th, 17th, 18th, 20th, and 49th districts.

B. REGIONAL TRANSPORTATION ADVISORY COMMITTEE

The Regional Transportation Advisory Committee ([RTAC](#)) provides technical advice and assistance to the RTC Board. RTAC coordinates and guides the regional transportation planning program in accordance with RTC Board policy.



Figure 4. Southwest Washington RTC Members

C. SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

The Skamania County Transportation Policy Committee (TPC) was set up to provide a nexus for Skamania County regional transportation issues and policies to inform the Regional Transportation Planning Organization's (RTPO's) policy decisions for the region. It is composed of representatives of Washington

State Department of Transportation, Skamania County, City Stevenson, City of North Bonneville, and the Port of Skamania.



D. KLICKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

The Klickitat County TPC was set up to provide a nexus for Klickitat County regional transportation issues and policies to inform the RTPO's policy decisions for the region. It is composed of representatives of WSDOT, Klickitat County, City of Goldendale, City of White Salmon, City of Bingen, and the Port of Klickitat. The Klickitat County TPC carries out the regional transportation planning activities within Klickitat County.

E. BISTATE COORDINATION COMMITTEE

The Bistate Transportation Committee provides RTC, the [Metro Council](#), and the Joint Policy Advisory Committee on Transportation ([JPACT](#)) a forum to facilitate regional dialogue, review bistate transportation issues, and collaborate with stakeholders from Washington and Oregon.

F. TRIBAL PARTICIPATION

House Bill 1584 requires RTPOs to provide an opportunity for tribes with reservation or trust lands within its planning area boundaries to participate as voting members of the RTPO. RTC reached out to tribes in the region, which resulted in the Cowlitz Indian Tribe joining RTC and participating as an RTC Board member and Regional Transportation Advisory Committee member. The Yakama Nation opted to participate in the Klickitat County Transportation Policy Committee.

The Region's Key Emergent Issues

The RTC Board recognizes that regional transportation system development is at an evolutionary point where emerging issues, and programs can impact transportation networks. RTC provides the multi-jurisdictional forum for the region's collaborative transportation decision making process.

MAINTENANCE AND PRESERVATION

Maintenance work ensures a safe, reliable, and efficient transportation system on a day-to-day basis. Maintenance activities include pothole filling, repairing damaged bridges, incident response, maximizing operational efficiency by signal timing, snow clearing, vegetation planting and clearing, drainage, fence maintenance, and litter removal. Preservation projects ensure that investment in the regional transportation system is protected. Specific projects include highway repaving, refurbishing rest areas, and bridge rehabilitation. Needs and projects are identified by local agencies and WSDOT through such programs as the Highway Performance Monitoring System, Washington State Pavement Management System, and Bridge Management System.

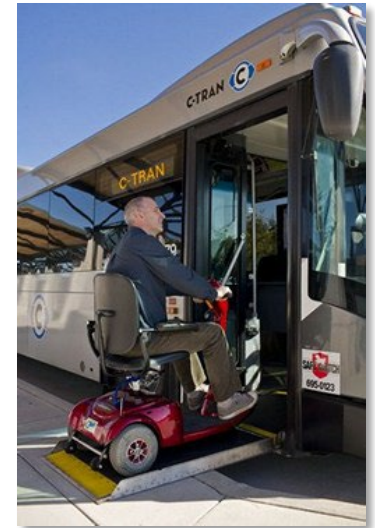
SAFETY

RTC instituted an annual reporting of fatality and serious injury collisions within the RTC region. The report is provided to the Board of Directors. In addition, RTC has begun prototyping the use of a web-dashboard tool designed to improve traffic safety data analysis and reporting. The dashboard will be maintained by RTC using state datasets. Member agencies can use the dashboard to further enhance the region's analytical capabilities and response strategies.

AGING READINESS

Clark County is anticipating rapid growth in its population of older residents. By 2040, 25 percent of county residents will be 65 and older, up from 16.4 percent in 2020.

Clark County developed an Aging Readiness Plan that recognizes that people are working to create communities that are good places to live, work, grow up, and age in. Recommendations within this plan focus on connectivity of missing public infrastructure, support for social services, and zoning and planning standards that encourage age-friendly communities that older adults can thrive in.



ENVIRONMENTAL JUSTICE

Environmental justice in Washington, as defined in the 2021 [Healthy Environment for All \(HEAL\) Act](#), addresses disproportionate environmental and health impacts in all laws, rules, and policies by prioritizing vulnerable populations, providing equitable distribution of resources and benefits, and eliminating harm.

COMPLETE STREETS

"Complete streets" describes an approach to transportation planning, design, and construction that considers the needs of all potential users. In practice, it is not always possible to accommodate all modes on a single street due to right-of-way constraints; so, a practical approach to Complete Streets also focuses broadly on building complete networks to provide

connectivity for different modes of travel. Local jurisdictions within Clark County are focusing on nonmotorized projects to provide a balanced transportation system that safely accommodates all users by developing Complete Streets Plans for their jurisdictions and implementing Complete Street projects. RTC will be developing and adopting a Regional Complete Streets Policy in 2025.

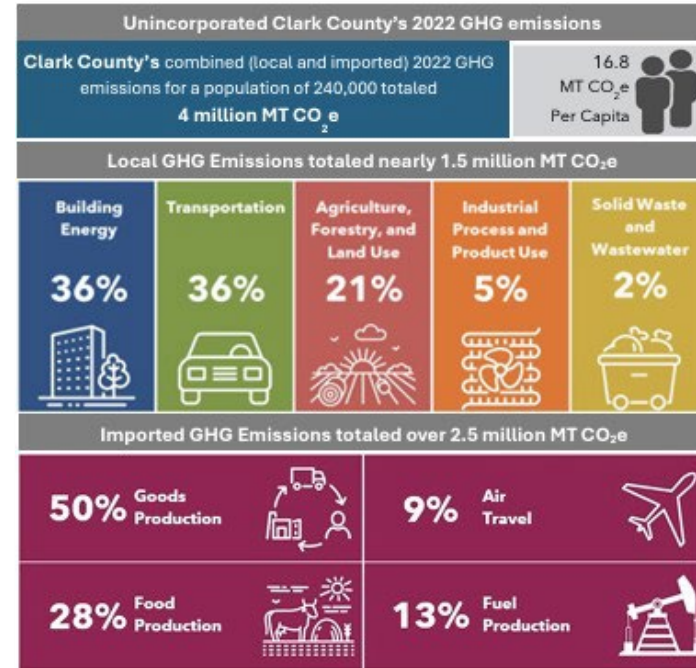
CLIMATE CHANGE

Climate-related severe weather events pose an immediate and long-term threat to the reliability and capacity of the transportation network. Continued and enhanced system maintenance, repairs, and preservation will increase the resiliency of regional infrastructure. [HB 1181](#) adds a climate goal to the GMA and requires local comprehensive plans to have a climate element with resilience and GHG mitigation sub-elements. Climate elements must maximize economic, environmental, and social co-benefits in order to avoid worsening environmental health disparities. The GHG sub-element must include goals and policies to reduce emissions and VMT. Clark County and the jurisdictions within will develop GHG goals and VMT reduction targets as part of their 2025 Comprehensive Plans.

CARBON REDUCTION

The [Washington State Transportation Carbon Reduction Strategy](#) (TCRS) describes the policy framework Washington State is using to reduce transportation emissions and identifies the types of strategic actions Washington is investing in to work toward achieving state statutory GHG emissions limits. The TCRS provides a roadmap for meeting the State's GHG emission limits. The law commits Washington to limits of 45 percent below 1990 levels by 2030 and 70 percent below 1990 levels by 2040. To achieve these statutory limits, the Washington State Legislature

has policies and programs to reduce GHG emissions across every aspect of Washington's economy.



Unified Planning Work Program

The UPWP delineates transportation planning activities for a fiscal year in sufficient detail to indicate who will perform the work, the schedule for completing it, expected results from the activity, and a proposed funding estimate for each task. Work tasks listed in the document are based on the policies and strategies set by the region through the Regional Transportation Plan (RTP), by guidelines established in federal (23 USC 134) and state (RCW 47.80) laws, and Washington Administrative Code (WAC) 486. The UPWP is prepared annually by RTC. The state fiscal year 2026 (SFY 2026) UPWP runs from July 1, 2025, through June 30, 2026. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN, and local jurisdictions.

The UPWP focuses on transportation tasks that are priorities for federal and state transportation agencies, as well as local jurisdictions. The planning activities relate to multiple modes of transportation and address planning issues significant to the Clark County RTP and the RTPs for Skamania and Klickitat counties.

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

Federal Planning Factors

The regulations guiding MPOs ([see RTP's Appendix A](#)) define the factors they must consider throughout the planning process. These factors orient transportation funding for projects towards community-based outcomes, ensuring that projects benefit the communities in which they are built and make the most effective use of limited funds. The federal planning factors are:

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

Planning Emphasis Areas

The UPWP describes the transportation planning activities and summarizes local, state, and federal funding sources required to meet the key transportation policy issues during the upcoming year.

WASHINGTON STATE EMPHASIS AREAS

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

Administrative

- Update RTPO duties ([RCW 47.80](#))
- Make public documents accessible
 - Post governing documents online
- Make planning processes more inclusive to members of historically underrepresented groups.
 - Conduct environmental justice assessment of regional transportation plans and regional transportation improvement programs

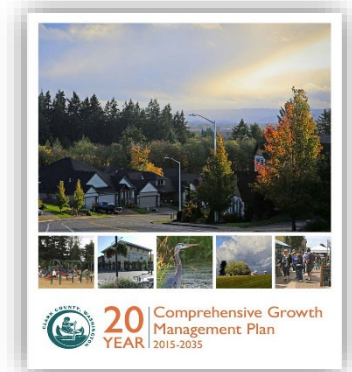
Planning Collaboration

MPOs and RTPOs are to collaborate with WSDOT in developing and reviewing statewide plans and the following planning efforts:

- Comprehensive Growth Management Plan Updates
 - RTC's role as the RTPO for the region includes the following responsibilities:
 - Establish guidelines and principles for development/evaluation of the transportation elements of comprehensive plans and ensure

that state, regional and local transportation system goals are met.

- Certify that the transportation elements of comprehensive plans are consistent with the RTP and specified GMA and RCW transportation planning requirements.
- Certify that Countywide Planning Policies (CPPs) are consistent with the Regional Transportation Plan.
- Document regional Multimodal Level of Service (MMLoS) standards for facilities in the designated regional transportation system.

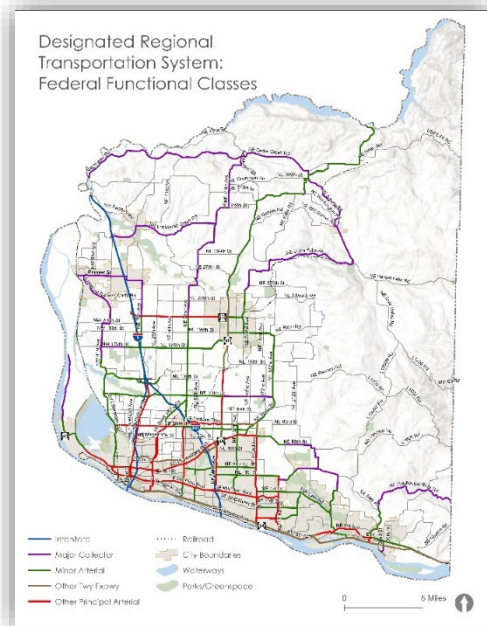


- Multimodal Planning and Data Division Planning Activities:
 - Statewide Multimodal Transportation Plan
 - Update vehicle miles of travel reduction, land use/housing, and multimodal level of service planning efforts
- Active Transportation Division Planning Activities:
 - Complete Streets
 - Cycle highways
 - Sandy Williams Connecting Communities program
 - Active transportation plans
 - Active transportation data collection
 - Resiliency and emergency response planning

- Public Transportation Division Planning Activities:
 - Statewide Public Transportation Plan
- Rail, Freight, and Ports Division Planning Activities:
 - Incorporate truck parking needs into Regional Transportation Plans
 - State Rail Plan and State Freight Plan

Federal Functional Classification Update

Collaborate with WSDOT in updating federal functional classification designations for qualifying roadways.



Transportation Asset Management Plan Reporting

Collaborate with local agencies to develop cost estimates (% by lane mile) for preservation and maintenance needs of roadway pavements and bridges on the locally managed National Highway System.

UPWP Adoption Process

The UPWP is the tool used to direct the continuous, cooperative, and comprehensive transportation planning efforts. In the UPWP, RTC describes tasks necessary to meet both MPO and RTPO transportation planning requirements. Created in cooperation with member entities, the tasks identified in the UPWP are consistent with the regional transportation goals and objectives identified in the [Regional Transportation Plan](#).

The RTC UPWP is usually adopted in May of the calendar year by the RTC Board of Directors. RTAC has the opportunity to review the document three times: scoping, draft document, and final document. Prior to the document adoption the draft UPWP is review by planning partners from FHWA, FTA, C-TRAN, Metro, and WSDOT HQ and SWR. Their suggested edits are discussed at a formal consultation meeting. The input from RTAC and the regional, state, and federal planning partners is incorporated into a final draft which is presented to the RTC Board in April of each calendar year.

This timeline meets the federal and WSDOT required timeline to have UPWPs submitted annually by June 13, with FHWA and FTA approval by June 30 thus allowing the UPWP to take effect on July 1, 2025.

UPWP Amendments

As staff availability fluctuates and regional priorities change, it may become necessary to amend the UPWP. As necessary, the UPWP is kept current during the course of the fiscal year by UPWP amendments carried through an RTC Board resolution adoption process.

State Fiscal Year 2026 Work Elements

SFY 2026 UPWP Work Elements Deliverables

Due

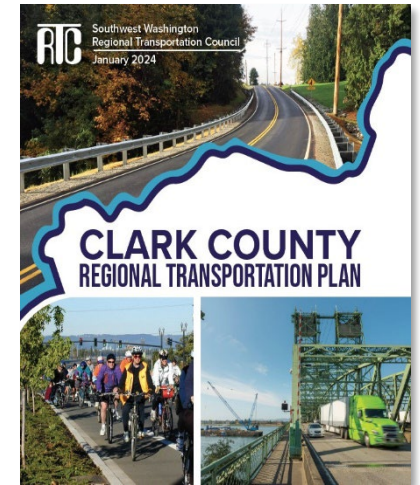
Transportation Improvement Program	October 2025
Regional Signal Timing Plans	December 2025
Performance Measures Dashboard	April 2026
Congestion Management Program - Update	May 2026
Regional Active Transportation Plan	June 2026
Regional Resiliency Plan	June 2026
Safety Action Plan (SS4A) – Skamania and Klickitat Counties	June 2026
Regional Transportation Plan - Amendment	September 2026

1. Regional Transportation Planning Program

A. REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan ([RTP](#)) for Clark County is the region’s long-range transportation plan. The Plan’s purpose is to promote and guide development of a multimodal transportation system for the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. To meet planning requirements, the RTP has a planning horizon of at least 20 years. The most recent update to the Regional Transportation Plan was adopted in February 2024, with a horizon year of 2045.

The RTP maintains consistency between federal, state, and local plans. The RTP is consistent with local land uses outlined in local Comprehensive Growth Management Plans and addresses performance-based planning and programming requirements, with listings of federal performance measures and targets established to date. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments.



Amendments to the RTP must be consistent with RTC’s [RTP Amendments Process Guidebook](#). RTP amendments can be requested by member agencies and jurisdictions to maintain consistency between state, regional, and local plans.

An amendment to the RTP will occur in 2026 in order to incorporate projects and policies developed as part of the Comprehensive Growth Management Plan Updates in 2025.

Relationship to Other Work Elements: RTP

The RTP considers the reciprocal connections between land use growth and multimodal transportation system needs and development. It also identifies the mix of transportation strategies to address future transportation system needs. The RTP for Clark County is interrelated with all other RTC transportation planning work elements.

SFY 2026 Funding: RTP

Revenues		Expenses	
Federal CPG	\$420,040	RTC	\$841,075
Federal STBG	\$306,805		
State RTPO	\$34,095		
Local Funds	\$80,135		
	\$841,075		\$841,075

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

SFY 2026 Tasks and Products: RTP

- Federal Functional Classification – work with local jurisdictions and WSDOT to update the federal functional classification system and reflect any changes in the next RTP update. (December 2025)
- Transportation Performance Measures Dashboard - RTC will develop a transportation performance measures dashboard to track metrics identified on the 2024 RTP. This dashboard will implement related RTP goals and objectives. The dashboard will have a presence online (on RTC’s webpage) and on the RTP. (April 2026)
- Regional Resiliency Plan – RTC will develop a plan to establish a baseline for RTC to assess, prepare, and respond to long-term risks to transportation infrastructure from natural and human-caused stressors. The plan will inform the 2029 RTP. (June 2026)
- System Performance – RTC staff will continue to work with WSDOT and regional and local planning partners to monitor transportation system performance and report on transportation system performance measures and updates to targets in compliance with the federal transportation act. (Ongoing)

- Transit – The RTP includes recommendations and guidance provided by the long range transportation plan. RTC attends C-TRAN board meetings. (Monthly)
- Human Services Transportation Planning – The *Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) for Clark, Skamania and Klickitat Counties* update was adopted in November 2022, supporting funding applications for WSDOT’s consolidated public transportation grant program. The plan must be updated every four years.
- RTC will begin to work to develop a 2026 update to the Coordinated Public Transit-Human Service Transportation for Clark, Skamania, and Klickitat Counties (Spring 2026)
- RTC will continue to be involved in the Accessible Transportation Coalition Initiative (ATCI) which brings together stakeholders with interest in and representative of communities with special transportation needs. (Monthly)





- Freight Transportation – RTC will continue to work with local partners on opportunities to compete for freight grant funds. (Ongoing)
- RTC will also coordinate with WSDOT to inform of freight needs in the region and with the Freight Mobility Strategic Investment Board. (Ongoing)
- Regional Freight Coordination: Strengthen collaboration between Clark County, cities, WSDOT, Metro, and private-sector freight stakeholders. Develop action strategies to be included the next Clark County Regional Transportation Plan update. (2026)
- Identify and address freight truck parking issues. (Fall 2026)
- Develop Phase 2 of the Freight Mobility Study (2027)
- Regional Emergency Transportation Routes (RETR) – RTC will coordinate with Metro on a second phase for RETRs to prioritize/tier the updated routes and develop operational guidance for route owners/operators. RTC will collaborate with Metro in the identification of opportunity to integrate

- active transportation in emergency response and disaster relief plans. (Winter 2026)
- Safety – RTC will work with local agencies to implement Complete Streets/Safe Streets Approach to ensure streets are designed for all users. Staff will develop an annual collision data reports for the Clark County region, addressing safety as part of performance management, ensuring safety needs are programmed for funding in the TIP, and coordinating with local planning partners, WSDOT, and Washington Traffic Safety Commission in efforts to improve safety. (Monthly)
- Efficiencies – RTC will continue to coordinate with planning partners in developing the Congestion Management Process, Transportation System Management (TSM) and Operations (TSMO) through RTC's VAST program and Commute Trip Reduction plans. The solutions identified in these TDM and TSMO Plans are an important part of RTP transportation strategies to meet travel demands. (Ongoing)
- Columbia Connects – RTC will continue to collaborate with Metro and CREDC to further develop recommended projects and strategies. (As needed)
- Economic Development – RTC will continue to work with the Columbia River Economic Development Council (CREDC) to support implementation of the Economic Development Plan and regional transportation needs. RTC will compile data relating to economic analysis, including employment by industry, unemployment rates, wages and salary changes, household income, and commuting patterns to inform the transportation planning process and to support transportation funding applications. (Monthly)
- Emerging Transportation Technologies – RTC will continue to research emerging technologies and their use to serve

transportation mobility and access for passenger, freight, and goods movement. (Ongoing)

- Air Quality and Climate Change – Staff will work with Metro, WSDOT, and local agencies to develop strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions to meet Washington State targets. (As needed)
- Corridor Planning – RTC will coordinate with WSDOT in corridor planning and Transportation System Management and Operations implementation. (As needed)
- Project Priorities – Criteria for project priority decision-making will be reviewed and revised as needed to ensure that project investments will help the region meet transportation system performance expectations and to support the RTP goals and objectives. (Ongoing)
- Stakeholder and Public Outreach – RTC involves the public in development of the transportation planning process and, in particular, in development of RTP elements. Opportunities for public participation are offered with website information, media releases, communication with neighborhood groups, and stakeholders. Consultation with interested resource agencies and tribes with interests in the transportation system in the Clark County region continues. At monthly Board meetings, time is set aside for citizen comments on transportation planning issues, and their input is considered in the development of our work products. (Ongoing)
- The RTP implementation process involves RTAC, whose members provide technical review and recommendations with RTC staff providing informational briefings. The RTC Board is also updated, as needed, on the RTP implementation. (Ongoing)

B. TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is a multi-year program of federally funded and regionally significant transportation projects within the region. The MPO TIP includes a priority list of projects to be carried out in the next four years and a financial plan that demonstrates how it can be implemented. The RTPO TIP includes projects to be carried out in the next six years. The projects programmed in the TIP originate from project recommendations made in the RTP or are developed into projects from a series of program recommendations, such as preservation, maintenance, and safety. The MPO TIP is developed in a cooperative and coordinated process involving local jurisdictions, C-TRAN, and the Washington State Department of Transportation (WSDOT). The development process includes public outreach and participation. The RTPO TIP is developed in cooperation with local agencies from Skamania and Klickitat counties.



Relationship to Other Work Elements: TIP

The TIP provides the link between the RTP and project implementation. The process to prioritize TIP projects uses data from the transportation database, guidance and criteria from the CMP, and regional travel forecasting model output. The TIP program requires coordination with local jurisdictions and implementing agencies in the region.

SFY 2026 Funding: TIP

Revenues	Expenses		
Federal CPG	\$240,025	RTC	\$382,815
Federal STBG	\$90,925		
State RTPO	\$19,140		
Local Funds	\$32,725		
	\$382,815		\$382,815

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

SFY 2026 Tasks and Products: TIP

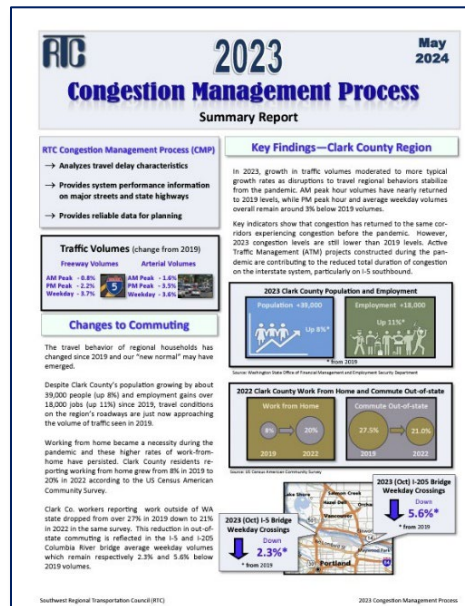
- Review and update the Transportation Programming Guidebook: TIP Policies and Procedures. (Winter 2026)
- Development of the RTC’s 2026-2029 Transportation Improvement Program will be coordinated with planning partners, and the public will be given an opportunity to comment on TIP process and projects. (Fall 2025)
- Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs. (Ongoing)
- TIP amendments as necessary. (Monthly)

- Coordinate the grant application process for federal, state, and regionally competitive funding programs, such as federal Surface Transportation Block Grant program, federal Transportation Alternatives, Congestion Mitigation and Air Quality, and Carbon Reduction Program funds, state Transportation Improvement Board programs, Safe Routes to School programs, etc. (As needed)
- Reports on tracking of TIP project implementation and obligation of funding of TIP-programmed projects. (Monthly)
- Maintain a project database to help project tracking efforts. More information on development of a project database to help project tracking efforts is found in the Data/Forecast work element. (Monthly)
- Ensure TIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the STIP. (Monthly)
- Provide input to the STIP update. (November 2025)
- Public participation in TIP development, including providing information and ability to comment online. (Ongoing)

C. CONGESTION MANAGEMENT PROCESS

The Congestion Management Process (CMP) focuses on transportation performance within transportation corridors through monitoring of vehicular travel, auto occupancy, truck traffic, transit, travel demand management strategies, system management strategies, and traffic operations in an effort to identify solutions to address congestion. The CMP is used to identify system improvements, to guide investments, and to track the effectiveness, over time, of system improvements that are made.

The Congestion Management Process includes all six CMP elements. These elements include multimodal transportation system performance monitoring and evaluation, data collection, coordination with planning partners, evaluation of future system performance, identifying an implementation schedule, responsibilities and funding, and assessment of the effectiveness of implemented strategies.



Relationship to Other Work Elements: CMP

The CMP assists in identifying the most effective transportation strategies and projects to address congestion. These identified strategies and projects are described and listed in the RTP and programmed for funding in the TIP. Data and information compiled for the CMP relates to the Regional Transportation Data and Travel Forecast work element and the region’s Transportation Data Study, which will include decision on data acquisition to support the regional transportation planning process.

SFY 2026 Funding: CMP

Revenues		Expenses	
Federal CPG	\$34,290	RTC	\$54,865
Federal STBG	\$34,090	Consultant*	\$25,000
State RTPO	\$2,395		
Local Funds	\$9,090		
	\$79,865		\$79,865

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

*Average annual cost for consultant assistance from Quality Counts for traffic data collection e.g. traffic counts, travel time and speed, auto occupancy and vehicle classification data.

SFY 2026 Tasks and Products: CMP

- Updated traffic counts, turning movement counts, vehicle classification (truck) counts, travel delay, and other key data for numerous locations of transportation corridors throughout Clark County. (Yearly)

- Coordinate with local agencies to ensure consistency of data collection, data factoring, and ease of data storage/retrieval. Traffic count data is collected, validated, factored, and incorporated into the existing count program. (Ongoing)
- Update other CMP corridor data including auto occupancy, roadway lane density, vehicle classification (truck counts), transit ridership, transit capacity, bike and pedestrian Level of Service Stress, travel time and speed. (Ongoing)
- Compare the most recent data with data from prior years (dating back to 1999) to support identifying system needs and transportation solutions, as well as monitoring of impacts of implemented improvements. (Summer 2025)
- Measure and analyze performance of the transportation corridors in the CMP network. This system performance information is used to help identify system needs and solutions. (Ongoing)
- Develop an updated annual CMP Report. (Summer 2025)
- Provide information to Federal Highway Administration to help in FHWA's assessment of the Congestion Management Process. (As needed)
- Communicate with bistate partners (Metro) on RTC's Congestion Management Process and keep informed on development of Metro's CMP. (As needed)
- Plan for regional freight and commercial needs, including data collection and reporting. (Ongoing)

D. ACTIVE TRANSPORTATION

IIJA requires MPOs to use at least 2.5 percent of funds apportioned for Metropolitan Planning on one or more activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.



Active Transportation is an important component of RTC's SFY 2026 transportation Planning portfolio. RTC staff will be integrating the Regional Complete Street Policy and the Regional Designated Transportation System Atlas into the Regional Active Transportation Plan, Phase 2. The goal is to develop a plan to guide us in the implementation of a safe, accessible, and cohesive regional active transportation network that provides access to the communities within Clark County and their local active transportation networks. The regional active transportation network will provide individuals with a choice of transportation options when moving from origin to destination, and will enhance a safe and convenient access for all users and foster healthy lifestyles and vibrant communities.

SFY 2026 Tasks and Products: Active Transportation

- During SFY2026 RTC will be working on the development of a Regional Active Transportation Plan. (December 2025)
- Integrate the regional designated system atlas into the Regional Active Transportation Plan. (August 2025)
- Integrate the Regional Complete Streets Policy into the 2026 Regional Active Transportation Plan. (August 2025)
- Integrate safety and accessibility in the development of the 2026 RTP amendment and 2029 RTP update.
- Coordinate and collaborate with regional, state and federal partners to achieve a more walkable, movable, bikeable Clark County through the development and implementation of Walkability Action Institute (WAI) Action Plan. (Monthly)
- RTC will continue to work with federal, state and local partners to plan for active transportation needs to support transportation options, community quality and health. (Monthly)
- To advance active transportation, RTC staff will continue to represent RTC at monthly meetings of the Clark communities’ bicycle and pedestrian advisory committee and will continue to participate in the Clark county walkability action institute team to maintain close working partnerships between transportation and public health staff at national, state, and local levels. (Monthly)
- RTC will work with local partners to collect data, review policies and suggest projects to improve nonmotorized transportation modes in the region. (As needed)

SFY 2026 Funding: Active Transportation

Revenues	Expenses		
Federal CPG	\$50,790	RTC	\$63,333
Federal STBG	\$9,549		
State RTPO	\$2,995		
	\$63,333		\$63,333

Relationship to Other Work Elements: Active Transportation

The Active Transportation work program sets the foundation for transportation options in Clark County. This is accomplished throughout all the different programs and deliverables that RTC staff is involved when engaged in active transportation activities. The Active Transportation Plan one of the main components of this work element will be integrated into the Regional Transportation Plan. The Active Transportation program requires coordination with local jurisdictions and implementing agencies in the Clark County region.



E. VANCOUVER AREA SMART TREK PROGRAM

The Vancouver Area Smart Trek (VAST) program encompasses the ongoing coordination and management of regional Transportation System Management and Operations (TSMO) and Intelligent Transportation System (ITS) activities. The VAST program is a coalition of state, regional, and local agencies working together to implement ITS active traffic management and operational solutions to address the region's transportation needs. Partners in the coalition include the City of Vancouver, Washington State Department of Transportation (WSDOT), Clark County, C-TRAN, and RTC.



The TSMO Plan guides the implementation of operational strategies and supporting ITS technologies in Clark County and presents a strategic framework for accomplishing transportation system management objectives. It also supports future ITS technology investments and capital improvements necessary to accomplish those objectives.

Currently TSMO efforts in the region include: (1) the continued implementation of the TSMO Plan, (2) ensuring ITS and TSMO project consistency with the Regional ITS Architecture, and (3) enhancement and utilization of Portland State University's Portal

data element that monitors congestion and supports the Congestion Management Process using TSMO performance metrics for recurring and nonrecurring congestion.

Relationship to Other Work Elements: VAST

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

SFY 2026 Funding: VAST

Revenues		Expenses	
Federal CPG	\$68,575	RTC	\$109,720
Federal STBG	\$141,600	Consultant	\$137,000
State RTPO	\$4,785		
Local Funds	\$31,760		
	\$246,720		\$246,720

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

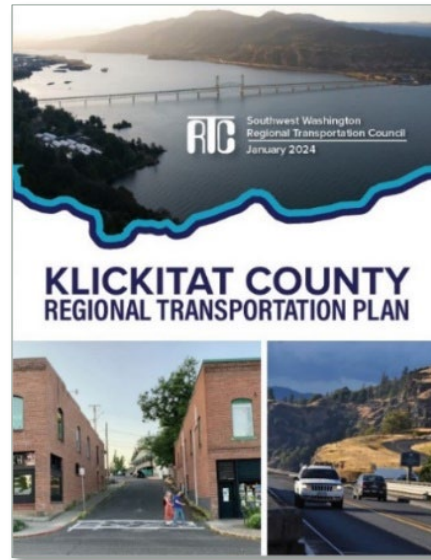
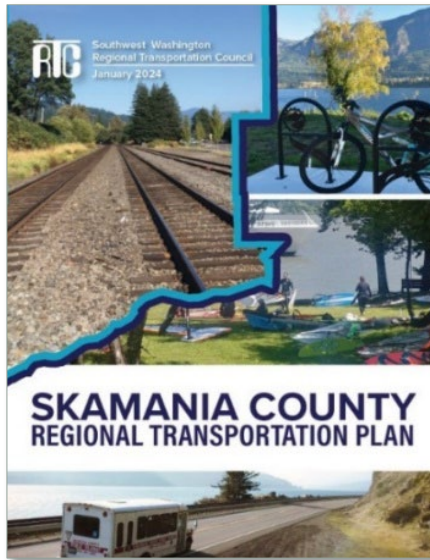
SFY 2026 Tasks and Products: VAST

- Coordinate all VAST activities within Clark County and with Oregon. Provide a forum to host periodic VAST program events to promote regional discussion and education on TSMO and transportation technology issues. (Ongoing)
- Address regional ITS goals and policies for the Clark County region and for bistate ITS issues, including continuing development of policies for operational requirements, acceptable use, security, and other policies for the shared ITS network. (Ongoing)
- Manage the ITS element of the work program, including preparation of memoranda of understanding for coordinated ITS implementation, interlocal agreements, and operational and maintenance agreements, fiber sharing permits, and other coordination needed between partner agencies to deploy ITS projects. Technical support for ITS, communications and network development will be provided by a consultant (DKS & Associates) procured thru the VAST team. (Ongoing)
- Prepare and publish the 2025 VAST Annual Report to summarize key accomplishments and recurring, recent, and upcoming activities of the program. (Ongoing)
- VAST Committee Meetings – RTC organizes and convenes meetings of the TSMO Steering Committee, the VAST Steering Committee, and the Communications Infrastructure Committee to support the VAST program. (Ongoing)
- Update the Clark County TSMO Plan, which provides a strategic framework to guide transportation system management objectives, informs future ITS technology investments and capital improvements necessary to support the Plan's objectives. (September 2026)
- Implement the TSMO Plan (ongoing)
- Maintain the Regional ITS Architecture for the VAST program. (Ongoing)
- Update, maintain, and utilize the database as new fiber projects are completed. (Ongoing)
- Adopt and implement standards for fiber optic communications, equipment, and infrastructure through the VAST Communications Infrastructure Committee. Maintain and continue expansion of the multi-agency shared asset management database and mapping system and facilitate the ongoing development of asset sharing and execution of permits between the VAST agency partners. (Ongoing)
- Update and expand the Portland State University's (PSU) Portal database. Collaboration with partner agencies will also address ongoing refinement of Portal to improve data quality, visual interface, usability, and transmission of real-time data to the data archive. (Ongoing)
- Manage consultant technical support activities. (Ongoing)



F. SKAMANIA AND KLICKITAT COUNTIES RTPO

The regional transportation planning work program for Skamania and Klickitat counties was established in FY 1990, when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Skamania County and Klickitat County Transportation Policy Committees meet regularly to discuss regional transportation issues. RTC provides transportation planning technical assistance for each county and monitors transportation system performance. The most recent updates of the Regional Transportation Plans were adopted in February 2024.



Relationship to Other Work Elements: RTPO

The RTPO work program for Skamania and Klickitat counties is tailored to the counties’ specific needs and issues and, where applicable, coordinated across the RTPO region and with bistrate partners in Oregon.

SFY 2026 Funding: RTPO

Revenues	Expenses		
State RTPO	\$50,000	RTC	\$50,000
	\$50,000		\$50,000

SFY 2026 Tasks and Products: RTPO

- Continued development of a coordinated, technically sound regional transportation planning process. (Ongoing)
- Review plans of local jurisdictions for consistency with the Regional Transportation Plans and Washington’s Transportation Plan. (As needed)
- Ensure that Regional Transportation Plans are reviewed regularly. (Yearly)
- Development of the 2026-2029 Regional Transportation Improvement Program. (Fall 2025)
- Provide technical support needed for the Hood River-White Salmon Bridge Replacement Project. (Monthly)
- Gather data and update the regional transportation database. (Ongoing)
- Continue coordination with the Gorge TransLink Alliance partners and work toward the further identification of public transportation needs. (Bi-Monthly)

G. INTERSTATE BRIDGE REPLACEMENT PROGRAM

In its role as the MPO, RTC provides project support services and assists in key tasks for the Interstate Bridge Replacement (IBR) program. RTC staff serves on advisory committees and provides general input to the IBR project. RTC was invited by the federal lead agencies (Federal Highway Administration and Federal Transit Administration) to remain a Sponsor Agency to the IBR program Supplemental Environmental Impact Study. WSDOT (through the IBR program) has entered into an intergovernmental agreement with participant government agencies to recompense the agencies for staff time committed to project activities. RTC is committed to providing staff time and resources to the IBR program-led planning, financing, and related preliminary engineering studies.

Relationship to Other Work Elements: IBR

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

SFY 2026 Funding: IBR

Revenues		Expenses	
WSDOT Funds	\$100,000	RTC	\$100,000
	\$100,000		\$100,000

RTC and WSDOT entered into a Special Transportation Planning Study Agreement (GCB 3482) in April 2021. The Agreement was amended in December 2022 to extend the Agreement through June 2025, with a total reimbursement budget of up to \$620,000. RTC assumes an extension of \$100k through June 2026.



SFY 2026 Tasks and Products: IBR

- **Project Management/Administration:** This task includes budget, scope and schedule. It also includes RTC’s participation in IBR meetings, including Staff Level Group meetings, Executive Steering Group meetings and Community Advisory Group meetings. RTC staff will regularly brief RTC executives in preparation for Executive Steering Group meetings and will participate in IBR Working Groups. RTC staff will prepare meeting materials as needed and provide consolidated comments on documents and memos. (Monthly)
- **Financial Structures:** RTC will assist in developing project methodologies, analysis approaches, and criteria in the discussion and resolution of policy issues, which could include Finance Plan updates, Tolling; Funding and Financing Opportunities, Bistate Ownership Structures and Agreement, Construction Economic Impact Analysis, and Toll Traffic & Revenue Studies. RTC staff will research and provide

comments on technical reports and participate in working group meetings. (Ongoing)

- Communications: RTC staff will coordinate with communications staff to align on program activities and milestones. RTC staff will provide support and staffing for public meetings and public outreach activities as applicable, including meetings with neighborhoods and interest groups as needed and appropriate. RTC staff will lead communications efforts with RTC boards and committees and promote IBR program communications through existing RTC communications channels such as its website and RTC-sponsored meetings. (Ongoing)
- Transportation Planning: RTC staff will be a key participant in the transportation planning process. RTC will assist in developing project methodologies, analysis approach, and criteria in the discussion and resolution of policy issues with emphasis in the following areas-(Ongoing):
 - Participate in the transit analysis by providing input into transit design and impacts. This will include assisting in the analysis of modeling results.
 - Coordinate the review of the transportation planning element with the RTC Board and RTAC as appropriate.
 - Assist as needed on transportation analyses to support design engineering, financial structures, environmental, and other tasks.
- Environmental (NEPA): RTC will coordinate in the IBR environmental process, including meetings, and the review of materials.

H. REGIONAL SIGNAL TIMING PLANS

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

The scope of work includes tasks to develop regional signal timing plans for major multimodal corridors in urban Clark County. Corridors will be evaluated and prioritized to develop the list of locations to be included in the final project limits.

Relationship to Other Work Elements: Signal Timing Plans

Signal timing plans support the CMP and the VAST work program. The project is consistent with the CMP and air quality requirements. The project meets the goals of the RTP by improving the regional transportation system.

SFY 2026 Funding: Signal Timing Plans

Revenues	Expenses		
Federal CRP	\$275,000	Consultant	\$225,000
		RTC	\$50,000
	\$275,000		\$275,000

Federal Program Funds matched using Toll Credits.

SFY 2026 Tasks and Products: Signal Timing Plans

- Coordinate all project tasks with the consultant and the VAST Steering Committee. *(Monthly)*
- Work with consultant to develop internal and an external communication plans throughout the project. *(Ongoing)*
- Work with consultants to develop signal timing plans and before/after reports. *(December 2025)*



I. SAFE STREETS AND ROADS FOR ALL – KLICKITAT AND SKAMANIA COUNTIES

Safe Streets and Roads for All (SS4A) is a federal discretionary grant program established under the Infrastructure Investment and Jobs Act (IIJA) to prevent roadway deaths and serious injuries. SS4A funds the creation and implementation of safety plans related to engineering, education, and enforcement. RTC was awarded a grant to develop safety action plans for Klickitat and Skamania counties. Once action plans are developed, SS4A funding can be used for the planning, design, development, and construction of projects and strategies.

Relationship to Other Work Elements: SS4A Klickitat and Skamania Counties

Development of SS4A Action Plans for Klickitat and Skamania counties relates directly to regional transportation planning in the region, with safety planning relating to the development of the RTPs; and once safety improvement projects are identified, then projects can be funded and programmed in the region’s TIP.

SFY 2026 Funding: SS4A Klickitat and Skamania

Revenues		Expenses	
Federal SS4A	\$225,000	Consultant	\$175,000
Local Funds	\$35,120	RTC	\$85,120
	\$260,120		\$260,120

Federal Program Funds matched by local funds

FY 2026 Tasks and Products: SS4A Klickitat and Skamania Counties

- Develop a Comprehensive Safety Action Plan for the Klickitat and Skamania Counties' RTPO region. Completion of an Action Plan would also make the region and jurisdictions eligible to apply for SS4A implementation funds. (June 2026)
- RTC will work collaboratively with local agencies to develop a regionwide approach for improving safety for all transportation system users. (Spring-Fall 2026)



J. REGIONAL ACTIVE TRANSPORTATION PLAN – CLARK COUNTY

RTC will work with local agencies to develop a regional active transportation plan to establish a framework to better understand active transportation in the MPO region. The proposed plan will:

- Promote and improve bicycling and walking as viable transportation options and as a means to improve public health and maintain environmental quality by identifying and addressing multimodal system gaps, such as sidewalks, bicycle facilities, or trails.
- Implement Level of Traffic Stress guidelines for active transportation
- Ensure consistency and system connectivity across jurisdictional boundaries.

Relationship to Other Work Elements: Regional Active Transportation Plan

Development of the Regional Active Transportation Plan will support the RTP and TIP.

SFY 2026 Funding: Regional Active Transportation Plan

Revenues		Expenses	
Federal STBG	\$100,000	Consultant	\$75,000
		RTC	\$25,000
	\$100,000		\$100,000

Federal Program Funds matched using Toll Credits

FY 2026 Tasks and Products: Regional Active Transportation Plan

- Develop a guiding document to establish regional principles and best practices for active transportation.
 - Identify designated regional active transportation network
 - Integrate local agencies active transportation networks (December 2025)
 - Develop strategic actions and recommendations (June 2026)



2. Data Management, Travel Forecasting, and Technical Services

A. REGIONAL TRANSPORTATION DATA AND TECHNICAL SERVICES

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



SFY 2026 Funding: Regional Transportation Data and Technical Services

Revenues		Expenses	
Federal CPG	\$411,465	RTC	\$744,590
Federal STBG	\$243,370		
State RTPO	\$31,100		
Local Funds	\$58,655		
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	\$744,590		\$744,590

Federal Program Funds matched by State RTPO and/or local funds

A1. Regional Transportation Data

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

SFY 2026 Tasks and Products: Regional Transportation Data

- Update the regional transportation database and mapping with data from sources such as the U.S. Census, including Census Transportation Planning Products and the American Community Survey, as well as the National Household Travel Survey. (Ongoing)
- Compile crash data for use in development of safety management plans and project priorities. (Ongoing)
- Analysis of Clark County transportation data. The main elements include transportation performance measures, use of highway by travel length, peak spread, transit related data

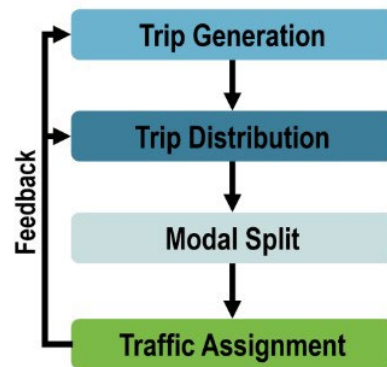
and information, and work trip analysis. Trip analysis and travel time calculations are used to address environmental justice issues. (Ongoing)

- Assist local jurisdictions in analyzing data and information from the regional transportation database in updating and implementing comprehensive plans required under the State’s Growth Management Act, capital facilities plan development, and transportation concurrency. (December 2025)
- Continue to coordinate with Clark County jurisdictions on the creation, updating, and implementation of GIS data layers (i.e. zoning, land use, service district boundaries, and geophysical and environmental elements) in the RTP planning process. (Ongoing)
- Continue to work with regional bistate partners on freight transportation planning, including ongoing work to improve truck forecasting ability. Continue to integrate freight traffic data into the regional transportation database. (Ongoing)
- Regularly update the content of RTC’s website as the region’s primary public participation, information, and outreach platform, allowing public access to the regional transportation planning program. The RTC website is a valuable tool for both disseminating information and receiving feedback from the public, as well as the RTC Board and its member jurisdictions. RTC will continue to maintain the RTC website, providing current data and information in order to inform and engage the public in the transportation planning process. (Ongoing)
- Maintain and update RTC’s computer equipment and software. Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to allow for the regional transportation planning

program to be carried out efficiently. Provide computer training opportunities for MPO/RTPO staff. (As needed)

A2. Regional Travel Forecasting Model

Coordinate with local jurisdictions, state agencies and Metro to continue developing and improving the regional travel forecast model. The travel forecast model is used as a tool to help analyze the transportation system in the region; its output is used to identify deficiencies in the regional transportation system, to develop performance measures and standards, and to assess transportation demand management and transit planning applications. RTC will provide a forum for local model developers and users to meet and discuss model development and enhancement.



SFY 2026 Tasks and Products: Regional Travel Forecasting Model

- Continue to coordinate with Metro in updating the regional travel forecast model. RTC will work with Metro to refine travel forecast methodology using EMME and will continue to work with Metro to assess the most useful modeling tools for use in the region. (Ongoing)
- Assist WSDOT, C-TRAN, and local agencies by supplying regional travel model data for use in planning studies, environmental analyses, development reviews, sub-area plans, capital facilities planning, and transportation impact fee program updates. (Ongoing)
- Analysis of Commute Trip Reduction (CTR), congestion pricing, and Transportation System Management/Intelligent Transportation System (ITS) impacts. (As needed)
- Participate in the Oregon Modeling Steering Committee to keep informed about model development in Oregon and the Portland region. (As needed)
- Review and update future model transportation system networks, including highway and transit. (Ongoing)
- Document regional travel forecasting model procedures. (Ongoing)
- Continue implementation of interlocal agreements relating to use of RTC's model and implementation of sub-area modeling. (As needed)
- Host Transportation Model Users' Group (TMUG) meetings. (As needed)

A3. Air Quality Planning

The tasks under this sub element will address air quality and greenhouse gases to meet state and federal policy directives. RTC's region is now in attainment status for both ozone and carbon monoxide. Under the Ozone National Ambient Air Quality Standards (NAAQS), the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated as in "attainment" for ozone. As of October 2016, the Vancouver AQMA successfully completed the 20-year "maintenance" period and is no longer required to make a conformity determination.



SFY 2026 Tasks and Products: Air Quality Planning

- Monitor federal guidance on the federal Clean Air Act and state Clean Air Act legislation and implementation of requirements. (Ongoing)
- Consult with local agencies, WSDOT, DOE, EPA, SWCAA, Metro, and Oregon Department of Environmental Quality on emerging air quality and transportation issues. (Ongoing)
- Work to support RCW 80.80 relating to greenhouse gas reduction, including Vehicle Miles Traveled (VMT) and VMT per capita in the region. (Ongoing)
- Coordinate with Metro to ensure collaboration on possible future conformity requirements and consistency of mobile emissions estimation procedures and air quality methodology that uses the travel forecasting model in the bistate region. (As needed)

A4. Transportation Technical Services

RTC will provide technical transportation planning and analysis services for member agencies and provide a common and consistent regional basis for traffic analysis. Technical service activities are intended to support micro traffic simulation models, the input of population, employment and household forecasts, and the translation of land use and growth forecasts into the travel demand model.

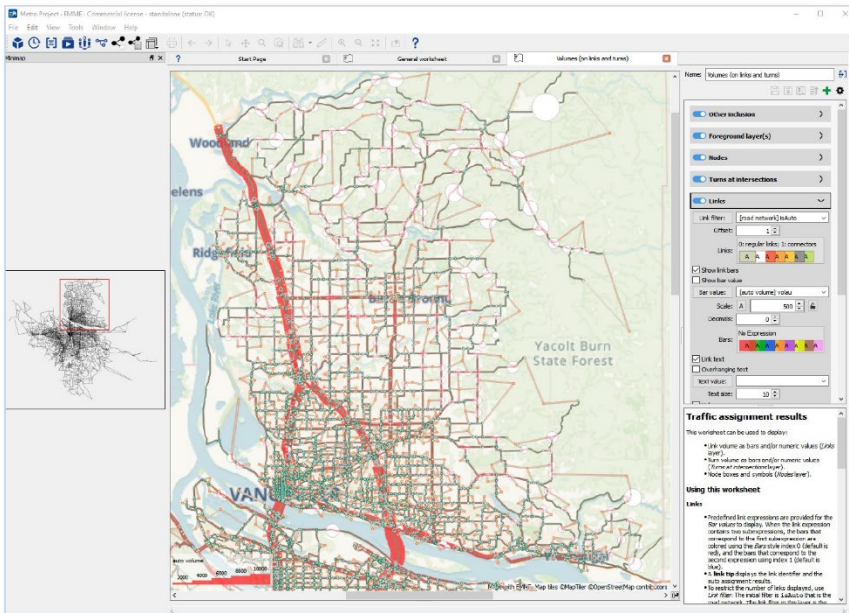


SFY 2026 Tasks and Products: Transportation Technical Services

- Fulfill local jurisdictions' needs for travel modeling and analysis. (Ongoing)
- Use output from the regional travel forecast model in local transportation GMA/development concurrency analyses. As part of the process, the travel model is used and applied in the defined transportation concurrency corridors to determine available traffic capacity and development capacity and to identify six-year transportation improvements. (As needed)
- Travel Demand Forecast Model Workshops will be organized and held as needed. Invitees will include staff of local agencies and jurisdictions. These workshops help to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region. (As needed or requested)

- Use of model results for local development review purposes. (Ongoing)
- RTC staff will continue to provide requested transportation technical services for the cities' and County's Comprehensive Growth Management Plans, transportation elements, and transportation capital facilities plans. (As needed or requested)

transportation data that is collected from connected vehicles, cell phones, fleet GPS units, and other mobile sources. With this new wave of data-rich transportation data, RTC initiated a pilot project to test and evaluate probe data to better understand transportation system performance and trip-making behavior in the region.



Relationship to Other Work Elements: Transportation Data Study and Data Acquisition

The MPO process is designed to improve transportation policymaking and investment decisions across the MPO region. RTC and member agencies use performance analysis to inform decision-making and monitor progress toward meeting policy goals, which is informed by regional transportation data. The data will support development of the Congestion Management Process and other metropolitan transportation planning uses.

B. TRANSPORTATION DATA STUDY AND DATA ACQUISITION

RTC collects and maintains transportation datasets to assist in transportation analysis of the regional transportation system. Traditionally this data was based on limited manual or stationary data collection methods. Data vendors can now provide



FY 2026 Tasks and Products: Transportation Data Study and Data Acquisition

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

- TomTom Traffic Stats and O/D Analysis products are web-based tools utilizing vehicle travel patterns. They provide insights into traffic situations on the road network for select time periods.
- Cambridge Systematics' LOCUS is a web-based tool that provides behaviorally based multimodal origin and destination flows. This tool is valuable for understanding how people move within the region.
- Training will be provided on licensed tools and products to ensure partners can get the most out of these products. (As needed or requested).

3. Transportation Program Coordination and Management

A. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

This element provides for overall coordination and management required of the regional transportation planning program. Ongoing coordination includes holding regular RTC Board and RTAC meetings. It also provides for bistate coordination with Metro and ODOT to address both transportation and land use issues of bistate significance. In addition, this coordination and

management work element provides for public participation activities, as well as federal and state transportation planning compliance.



SFY 2026 Funding: Transportation Program Coordination and Management

Revenues		Expenses	
Federal CPG	\$308,600	RTC	\$504,205
Federal STBG	\$116,905		
State RTPO	\$33,810		
Local Funds	\$44,885		
	\$504,205		\$504,205

Federal Program Funds matched by State RTPO and/or local funds

A1. Coordination and Management

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

SFY 2026 Tasks and Products: Coordination and Management

- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, RTAC, Skamania County Transportation Policy Committee, and Klickitat County Transportation Policy Committee. (Monthly)
- Report to the Board on key transportation issues. These may include Federal Transportation Act implementation, livability, performance measures, legislation and planning regulations, and funding programs. (Monthly)
- Participate on regional and statewide transportation committees and advisory boards, such as the Statewide MPO/RTPO Coordinating Committee, and specific modal plan studies as commissioned by WSDOT and other state agency partners. (Quarterly)
- Coordinate and support efforts for transportation entities, agencies, and jurisdictions. In SFY 2026, RTC anticipates continued coordination with the Washington State Joint Transportation Committee, with the Washington State Transportation Commission, and with WSDOT on statewide transportation plans as listed on page xii of this document. RTC staff will also represent RTC's interests when working with organizations such as the Greater Vancouver Chamber

of Commerce and the Columbia River Economic Development Council. (Monthly)

- Consult with, communicate with, and outreach to tribes with interests in the three-county region regarding transportation issues. (Ongoing)
- Year 2026 Budget and Indirect Cost Proposal. (Fall 2025)
- Develop the Annual Performance and Expenditure Report. (Fall 2025)
- Work with planning partners in the development of SFY2027 UPWP
- RTC staff will participate in training opportunities, including transportation webinars and workshops. (As needed)

A2. Bistate Coordination

Coordination with bistate transportation planning partners, including Metro and ODOT. Metro and RTC will continue to implement the bistate Memorandum of Understanding between Metro and RTC, both acting as Metropolitan Planning Organizations in the Portland metropolitan region but in two separate states: Oregon and Washington.

RTC and Metro jointly staff the Bi-State Coordination Committee, which at times has served as the communication forum to address transportation and land use issues of bistate significance. The committee will meet as needed for topical discussions relevant to the committee's charter.



SFY 2026 Tasks and Products: Bistate Coordination

- Provide leadership and coordination and represent RTC on policy and technical issues at committee meetings within the Portland-Vancouver region, specifically participate in Metro's regional transportation planning process and ODOT's transportation planning activities, including participation at Metro's and ODOT's transportation committees; JPACT, TPAC, and joint MTAC/TPAC meetings (Monthly)
- Continue to address bistate transportation strategies and participate in any bistate transportation studies, such as the Interstate Bridge Replacement (IBR), Columbia Connects study to unlock the potential for equitable development and programs made more difficult by infrastructure barriers, and

state and jurisdictional separation in a subdistrict of the region near the Columbia River. (Ongoing)

- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement. There is bistate interest in Portland/Vancouver population and employment forecasts, transportation plans, freight mobility, and priority projects for federal consideration. RTC has particular interest in Metro/ODOT's update to regional mobility corridor policy, tolling, and congestion pricing efforts. There is also bistate interest in rail and marine modes: BNSF rail lines cross the Columbia River between the two states, and there has been expressed interest in establishing a ferry service on the Columbia and Willamette rivers between Portland and Vancouver. (Ongoing)

A3. Public Participation

The tasks under this sub element include the involvement with and provision of information to all sectors of the public, including the traditionally underserved and underrepresented populations, in development of regional transportation plans, programs, and projects; to incorporate public participation at every stage of the planning process and actively recruit public input and consider public comment during the development of the RTP and TIP. In addition, RTC will conduct public outreach and solicit public participation in the regional transportation planning process,

allowing for the earliest public involvement in the transportation planning program.



SFY 2026 Tasks and Products: Public Participation

- Participate in public outreach activities related to regional transportation planning programs and projects to increase public awareness of and provide information on regional and transportation issues. (Ongoing)
- Hold public outreach activities relating to RTC's transportation planning activities, including the RTP and regional TIP, in coordination with outreach events and activities hosted by local jurisdictions, WSDOT Southwest Region, WSDOT Headquarters, and C-TRAN. Also, conduct public participation efforts for special projects and planning studies

led by RTC, with outreach tailored to the specific plan or project. (As needed)

- Regularly update RTC's website <http://www.rtc.wa.gov>, providing public access to monthly RTC Board agenda materials, the Board's CVTV coverage, as well as information on planning studies being developed by RTC. The website allows public access to RTC's regularly updated traffic count database, as well as RTC published reports. (Ongoing)
- Review the Public Participation Process for effectiveness and Public Participation Plan to determine when it should be updated. (As needed)
- Media communication through press releases and interviews, as well as through regular updates to RTC's website on significant issues and outcomes relating to the regional transportation planning process. (As needed)
- Respond to requests from various groups, agencies, and organizations to provide information and give presentations on regional transportation topics. Such groups include the C-TRAN Citizens' Advisory Committee, Vancouver's Neighborhood Traffic Safety Alliance, Clark County's Commission on Aging, the Accessible Transportation Coalition Initiative and Clark Communities Bicycle and Pedestrian Advisory Committee. (Monthly)
- Support Identity Clark County's efforts to raise awareness and solicit feedback from the public on transportation issues. development. RTC will collaborate with Identity Clark County to publish an annual Transportation Alliance Policy statement to publicize transportation priorities for the region. (Ongoing)
- Maintain a mailing list of interested citizens, stakeholders, agencies, and businesses. (Ongoing)
- Respond to public records requests. (As needed)

A4. Federal Compliance

Tasks under this sub-element include conducting consultation, coordination, and collaboration with resource agencies to address environmental considerations in regional transportation planning documents. Consultation may address local and state conservation plans or maps and inventories of natural or historic resources, as available. In addition, through the tasks under this sub element, RTC will comply with federal laws that require development of an RTP, a TIP, an UPWP, a CMP, and certification of the regional transportation planning program.



SFY 2026 Tasks and Products: Federal Compliance

- Implement the current federal transportation act and monitor new legislative activities as they relate to regional transportation planning requirements. (Ongoing)
- Ensure that required governing documents, Memoranda of Understanding, or Memorandum of Agreement are in place and are regularly reviewed for currency. Currently MOAs/MOUs are in place among RTC, WSDOT, and C-TRAN (314 Agreement) and between RTC and Metro. (As needed)
- Update MPO self-certification documentation, including a certification statement in the regional TIP to self-certify that the regional transportation planning process meets federal laws.(Yearly)
- Adopt the SFY 2026 UPWP; prepare an annual report on the FY 2025 UPWP; and, if needed, provide amendments to the SFY 2026 UPWP. Monthly UPWP progress reports with elements and subtasks described will be submitted to WSDOT together with monthly invoices. (As needed)
- RTC will periodically conduct an ADA self-evaluation to identify access barriers and method and timeline to remove any identified barriers. (As needed)
- Incorporate recommendations from the 2025 Certification Review into 2026 Metropolitan Transportation Plan Amendment. (June 2026)
- Incorporate recommendations from the 2025 Certification Review into Public Participation Plan (Fall 2026)
- Establish internal/external Title VI review process per the 2025 Certification Review (Fall 2026)
- Per 2025 Certification Review RTC to include language access statement on its webpage and ensure all public facing documents are accessible. (Fall 2026)

Appendix A. Financial Tables

Consultant Assistance on RTC's SFY 2026 Work Elements

During SFY 2026 RTC will engage with qualified, competitively selected consultant(s) to support implementation of RTC's regional transportation planning programs and planned activities. Agreements expected between RTC and other parties related to SFY 2026 UPWP work task are included in the following tables. Descriptions of the work tasks are included in their respective UPWP elements. Estimated costs are for SFY 2026 only.

	Work Element	Total RTC Budget for Work Element	Consultant Assistance <i>(estimate)</i>	Consultant Assistance - Notes	Consultant(s) Identified or Project Status
I.C.	Congestion Management Process	\$79,865	\$25,000	estimated base amount per year	Quality Counts
I.E.	Vancouver Area Smart Trek	\$246,720	\$137,000	for 1 year	<i>TBD</i>
I.H.	Regional Signal Timing Plans	\$275,000	\$225,000	Multi-year Contract	DKS Associates
I.G.	Safe Streets and Roads for All (Klickitat and Skamania Counties)	\$260,120	\$175,000	Multi-year Contract	DKS Associates
I.J.	Regional Active Transportation Plan	\$100,000	\$75,000	for 1 year	<i>TBD</i>
II.B.	Transportation Data Study and Data Acquisition	\$87,500	\$87,500	Multi-year Contract	Cambridge Systematics/TomTom
I A-B, I-I, I-L, II-A, III-A	On-call consultant assistance - planning assistance to RTC on UPWP work elements may be provided by selected consultants from the On-Call Consultant agreement(s)	Amount not to exceed \$100,000 annually for each on-call consultant for the next three years			On-Call Transportation Planning Consultant Roster

SFY 2026 Summary of Expenditures by Funding Source

SFY 2026 UPWP - SUMMARY OF PROGRAMS and EXPENDITURE ESTIMATES BY FUNDING SOURCE									
Work Element and Agreement #		SFY 2026 Federal CPG	Federal FHWA STBG	Federal SS4A (FHWA)	Federal Carbon Reduction Program (CRP)	State RTPO	State WSDOT IBR	Local Match	RTC TOTAL <i>Estimated</i> Expenditures
I	REGIONAL TRANSPORTATION PLANNING PROGRAM								
	A	\$420,040	\$306,805			\$34,095		\$80,135	\$841,075
	B	\$240,025	\$90,925			\$19,140		\$32,725	\$382,815
	C	\$34,290	\$34,090			\$2,395		\$9,090	\$79,865
	D	\$50,790	\$9,549			\$2,995		\$0	\$63,333
	E	\$68,575	\$141,600			\$4,785		\$31,760	\$246,720
	F					\$50,000		\$0	\$50,000
	G						\$100,000	\$0	\$100,000
	H				\$275,000			\$0	\$275,000
	I			\$225,000				\$35,120	\$260,120
	J		\$100,000					\$0	\$100,000
	Subtotal	\$813,720	\$582,969	\$225,000	\$275,000	\$113,410	\$100,000	\$188,829	\$2,398,933
II	DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES								
	A	\$411,465	\$155,870			\$31,100		\$58,655	\$657,090
	B		\$87,500					\$0	\$87,500
	Subtotal	\$411,465	\$243,370			\$31,100	\$0	\$58,655	\$744,590
III	TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT								
	A	\$308,600	\$116,905			\$33,810		\$44,885	\$504,205
	Subtotal	\$308,600	\$116,905			\$33,810		\$44,885	\$504,205
	TOTALS	\$1,533,785	\$943,248	\$225,000	\$275,000	\$178,320	\$100,000	\$292,370	\$3,647,728

Notes:

- Minimum local match for federal CPG and STBG funds is provided from state RTPO and local funds except where otherwise noted.
- Work elements IH and IIB show use of 100% federal funds; toll credits are used as the match.
- Transportation planning assistance to RTC on UPWP work elements may be provided by on-call consultant(s).

SFY 2026 Expenditures and Revenues by Fund Type

FEDERAL FUNDS

Funding Source	Regional Transportation Planning Program	Data Management, Travel Model Forecasting & Technical Services	Transportation Program Coordination & Management	Total Estimated SFY 2026 Expenditures	New Grant Revenue for SFY 2026	Estimated Carry-Forward from SFY 2025	Total Grant Revenue Available	Est. Carry Forward to SFY 2027
<i>FHWA CPG SFY 2026</i>	\$813,720	\$411,465	\$308,600	\$1,533,785	\$1,031,520	\$1,000,000	\$2,031,520	\$497,735
<i>Local Match 13.5%</i>	\$141,110	\$76,100	\$57,075	\$274,285				
FHWA STBG Planning	\$582,974	\$155,870	\$116,905	\$855,753	\$942,500	\$0	\$942,500	\$86,747
<i>Local Match 13.5%</i>	\$107,807	\$28,825	\$21,620	\$158,251				
FHWA CRP (I-G)	\$275,000			\$275,000	\$0	\$275,000	\$275,000	\$0
<i>Local Match: Toll Credits</i>	\$0			\$0				
FHWA SS4A - S/K (I-H)	\$260,120			\$260,120	\$0	\$260,120	\$260,120	\$0
<i>Local Match 13.5%</i>	\$35,120			\$35,120				
FHWA STBG Planning (I-J)	\$100,000			\$100,000	\$100,000	\$0	\$100,000	\$0
<i>Local Match: Toll Credits</i>	\$0			\$0				
FHWA STBG Planning (II-B)		\$87,500		\$87,500	\$0	\$87,500	\$87,500	\$0
<i>Local Match: Toll Credits</i>				\$0				

STATE FUNDS

Funding Source	Regional Transportation Planning Program	Data Management, Travel Model Forecasting & Technical Services	Transportation Program Coordination & Management	Total Estimated SFY 2026 Expenditures	Estimated New Revenue for SFY 2026	Carry-Forward from SFY 2025	Total Revenue Available	Est. Carry Forward to SFY 2027
RTPO	\$113,090	\$31,100	\$33,810	\$178,000	\$178,000		\$178,000	\$0
WSDOT IBR	\$100,000	\$0	\$0	\$100,000	\$100,000		\$100,000	\$0

SFY 2026 UPWP Funding Agreements

Agreements expected between RTC and other parties are depicted on this table by work element.

Existing Agreements for SFY 2026

Agreement #	Work Element(s)
GCB 3482	I-G: IBR Project
GCB 3851	I-H: Regional Signal Timing Plans
FHWA 693JJ32440278	I-I: SS4A (Klickitat and Skamania)
GCB 3760	II-B: Transportation Data Study and Data Acquisition

New GCB for SFY 2026

Agreement #	Work Element(s)
GCB XXXX	I-A: Regional Transportation
	I-B: Transportation Improvement Program
	I-C: Congestion Management Process
	I-D: Active Transportation
	I-E: Vancouver Area Smart Trek Program
	I-F: Skamania and Klickitat RTPO
	II-A: Regional Data, Travel Forecasting & Technical Services
III-A: Transportation Program Coordination & Management	
CBG XXXX	I-J: Regional Active Transportation Plan

Appendix B. Unfunded Planning Activities

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

SAFETY ACTION PLAN IMPLEMENTATION – CLARK COUNTY

Safe Streets and Roads for All is a federal discretionary grant program established under the Infrastructure Investment and Jobs Act (IIJA) to prevent roadway deaths and serious injuries. Safety Action Plans were developed for the Clark County region. The next step is for RTC to prepare an application for a SS4A implementation grant and to implement top priorities identified on the Safety Action Plan.

- Cost Estimate: \$5,000,000 (scope dependent).

STRATEGIC REGIONAL PLANNING: CLARK COUNTY FREIGHT PLAN UPDATE

The purpose of to update is to integrate the efforts of the Freight [Freight Mobility Study Update](#) and set the foundation for the update of the 2009 Regional Freight Plan for Clark County region.

- Cost Estimate: \$150,000 (scope dependent).

REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGY

Develop a comprehensive TDM strategy to optimize existing and future transportation corridor network performance and multimodal systems. Study strategies would be evaluated and paired with corridor operations strategies and capital investment plans to promote corridor specific management strategies.

- Cost Estimate: \$100,000 (scope dependent).

REGIONAL TRAVEL DEMAND MODEL TOOLS

Research and application development for the regional travel demand modeling process. The purpose of this research and application development is to enhance RTC travel demand model tool application for use in countywide and subarea model applications, particularly in the application of dynamic traffic assignment tools.

- Cost estimate: \$75,000 (scope dependent).

REGIONAL SMART MOBILITY PLAN

Research the impacts of emerging technologies in the region and develop action strategies to advance transportation innovation to inform the 2029 RTP.

- Cost estimate: \$75,000 (scope dependent).

RESEARCH PARTNERSHIP

Partner with the University Transportation Research and Education Center to study specific topics or provide data analysis of regional interest.

- Cost estimate: \$25,000 (scope dependent)

TRANSPORTATION CORRIDOR VISIONING STUDY, PHASE II

The purpose of this study is to identify and assess potential new regional transportation corridors in Clark County to address congestion, safety and mobility concerns, optimizing regional mobility.

- Cost Estimate: \$1,000,000 - \$1,500,000 (scope dependent)

C-TRAN FISHER'S LANDING TRANSIT CENTER TOD MASTER PLAN UPDATE

Fisher's Landing Transit Center Transit-Oriented Development Master Plan Update - The study will update and refresh the FLTC TOD Master Plan to current market conditions and prepare the project to proceed into development phases.

- Cost Estimate: \$150,000 (scope dependent)

C-TRAN ACCESSIBLE WAYFINDING DESIGN STUDY

The study will engage community stakeholders and incorporate best practices to design and implement Braille, raised lettering, and other assistive wayfinding techniques to improve accessibility of bus stops and stations for blind and low-vision users.

- Cost Estimate: \$200,000 (scope dependent)

CITY OF CAMAS DOWNTOWN SUBAREA PLAN

Develop subarea plan to establish a more detailed vision and action plan for downtown Camas. Scope includes an evaluation

of bike/ped safety and traffic analysis of future land use and development scenarios for some specific sites downtown.

- Cost Estimate: \$300,000 - \$400,000 (scope dependent)

CITY OF RIDGEFIELD I-5 SOUTH CONNECTION STUDY

Stage 2 of a planning study and alternatives analysis of a potential new connection south of Ridgefield between I-5 and Hillhurst Road. Stage 2 involves a Tier I environmental study and identification of a preferred alternative.

The I-5 South Connection project will improve regional mobility and accommodate existing and planned population and employment growth in the project area.

- Cost Estimate: \$310,000 (scope dependent)

Appendix C. State, Regional, and Local Agencies Planning Studies

Federal legislation requires that all regionally significant transportation planning studies to be undertaken in the region are included in the MPO's UPWP regardless of the funding source or agencies conducting the activities. Appendix C provides a description of identified planning studies provided by local, regional and state agencies in Clark County.

BATTLE GROUND

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.

CAMAS

- Comprehensive Plan update, including Transportation Element (Transportation System Plan, Transportation Impact Fee & Capital Improvement Plan) - Update of the 20-year vision for the community and the plan's corresponding elements.
- Downtown Subarea Plan - Study to establish a more detailed vision and action plan for downtown. Scope includes an evaluation of bike/ped safety and traffic analysis of future land use and development scenarios for some specific sites downtown.

CLARK COUNTY

- Comprehensive plan update, including: Transportation Element (Transportation Systems Plan), Capital Facilities Plan, and Arterial Atlas - Update of the 20-year vision for the community and the plan's corresponding elements
- ADA Plan and incorporation into Transportation System Plan

C-TRAN

- C-TRAN 2045: Long Range Transit Plan - C-TRAN will complete a comprehensive update to its long-range plan in collaboration with the public and regional partners. The

update will include and update to agency Service Performance and Design Standards and prioritized phasing of service and capital improvement project delivery through 2045.

- Transit Development Plan - Annual update to C-TRAN's 6-year mid-term planning document, identifying upcoming capital projects and service improvements
- Service Performance and Design Standards - Analysis and update of C-TRAN's existing standards for service design and performance management of Fixed-Route, Micro transit, and Paratransit. The study will Update and identify new metrics and best practices for how C-TRAN designs and changes new services, measures effectiveness of existing services, and analyzes Title VI and environmental justice impacts.
- Bus Stop Guidelines Update - Analyses, engagement, and update to C-TRAN Bus Stop Design Guidelines, last updated in 2007. The study will identify and incorporate best practice transit station, stop, and amenity design into a standardized format.
- Fisher's Landing Transit Center Transit-Oriented Development Master Plan Update - The study will update and refresh the TOD Master Plan to current market conditions and prepare the project to proceed into development phases.
- Accessible Wayfinding Design Study - The study will engage community stakeholders and incorporate best practices to design and implement Braille, raised lettering, and other assistive wayfinding techniques to improve accessibility of bus stops and stations for blind and low-vision users.

LA CENTER

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.

RIDGEFIELD

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements
- Ridgefield I-5 South Connection Study - Stage 2 of a planning study and alternatives analysis of a potential new connection south of Ridgefield between I-5 and Hillhurst Road. Stage 2 involves a Tier I environmental study and identification of a preferred alternative. S 35th Avenue extension project Environmental Impact Statement and Preliminary Engineering – Based on build alternatives approved by Council to carry into an EIS, conduct environmental analysis and preliminary engineering to connect S 35th Avenue between Pioneer Street and S. 10th Way vicinity in the Gee Creek Plateau.
- Hillhurst Safety Corridor: study of measures to improve pedestrian and bicyclist safety along the Hillhurst Corridor between Pioneer Street and the south City Limits at NW 229th Street. Identify a program of projects and funding strategies.

VANCOUVER

- Comprehensive Plan Update - Update of the 20-year vision for the community and the plan's corresponding elements. Include any needed refinements to the Transportation

Element (the City of Vancouver 2024-2044 Transportation System Plan) to align with Comprehensive Plan updates.

- NE 86th/ 87th Safety and Mobility Project. Evaluate corridors for potential complete streets investments and improvement in alignment with planned pavement work between Fourth Plain Blvd and Mill Plain Blvd.
- NE 72nd Avenue Safety and Mobility. Evaluate corridors for potential complete streets investments and improvement in alignment with planned pavement work between NE 78th Street and NE 40th Street.
- NE 97th/ 98th Safety and Mobility. Evaluate corridors for potential complete streets investments and improvement in alignment with planned pavement work between Mill Plain and Burton Road.
- Citywide Electrification Strategy. Study the ownership models and feasibility of building out a public charging network. Develop a 3-year Planning Strategy for advancing electric charging for public use in Vancouver.

WASHOUGAL

- Comprehensive Plan update, including the Transportation Capital Facilities Plan, the Transportation Element, and the plan's corresponding elements.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

- Cascadia: High-Speed Rail and I-5 Program – Develop master plan for high speed rail in Washington and for the I-5 Corridor.
- Updates to the Statewide Public Transportation Plan, Statewide Multimodal Transportation Plan, State Rail Plan, and State Freight Plan.

Appendix D. Metro's 2025-2026 Unified Planning Work Program

As the Metropolitan Planning Organization for the Oregon portion of the Portland-Vancouver Metropolitan Area , Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The UPWP is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30).

Metro's UPWP includes:

- planning priorities for the region
- projects of regional significance: description, objectives, previous work, methodology, products expected, responsible entities, costs, funding sources and schedules
- transportation planning, programs, projects, research and modeling: participating entities, tasks and products for the coming year along with costs, funding sources and schedules.

Metro's 2025-2026 Unified Planning Work Program can be found [here](#).