

Southwest Washington Regional Transportation Council

Unified Planning Work Program

for

State Fiscal Year 2025

July 1, 2024, to June 30, 2025

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

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Contents

Introduction	1
Southwest Washington Regional Transportation Council.....	1
A. RTC Board Of Directors	3
B. Regional Transportation Advisory Committee	3
C. Skamania County Transportation Policy Committee	4
D. Klickitat County Transportation Policy Committee.....	4
E. Bistate Coordination Committee	4
F. Tribal Participation	4
The Region's Key Emergent Issues.....	5
Maintenance and Preservation	5
Safety.....	5
Aging Readiness.....	5
Environmental Justice.....	5
Complete Streets	5
Climate Change.....	6
Carbon Reduction.....	6
Unified Planning Work Program	7
Planning Emphasis Areas	8
A. Federal Planning Emphasis Areas	8
B. Washington State Emphasis Areas	8

UPWP Adoption Process 9

UPWP Amendments 9

State Fiscal Year 2025 Work Elements 10

1. Regional Transportation Planning Program..... 10

A. Regional Transportation Plan.....10

B. Transportation Improvement Program.....13

C. Congestion Management Process15

D. Vancouver Area Smart Trek Program16

E. Skamania and Klickitat County RTPO.....18

F. Interstate Bridge Replacement Program.....20

G. Safe Streets and Roads for All – Clark County.....22

H. Regional Signal Timing Plans.....23

I. Strategic Regional Planning: Clark County Freight Mobility Study24

J. Safe Streets and Roads for All – Klickitat and Skamania Counties25

K. Regional Designated System Atlas26

2. Data Management, Travel Forecasting, and Technical Services..... 27

A. Regional Transportation Data and TECHNICAL SERVICES27

B. Regional Household Behavior Travel Study.....31

C. Transportation Data Study and Data Acquisition.....32

D. Vehicle Miles Traveled Target Setting Study34

3. Transportation Program Coordination and Management..... 35

A. Transportation Program Coordination and Management.....35

Consultant Assistance on RTC’s SFY 2025 Work Elements 40

SFY 2025 Summary of Expenditures by Funding Source 41

SFY 2025 Expenditures and Revenues by Fund Type 42

SFY 2025 UPWP Funding Agreements 43

Appendix A. Safe and Accessible Transportation Tasks..... 44

Appendix B. Unfunded Planning Activities 45

Appendix C. State, Regional, and Local Agencies Planning Studies..... 47

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 Washington State Department of Transportation, C-TRAN, and local jurisdictions.

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 2025 (SFY 2025) UPWP runs from July 1, 2024, through June 30, 2025.

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).

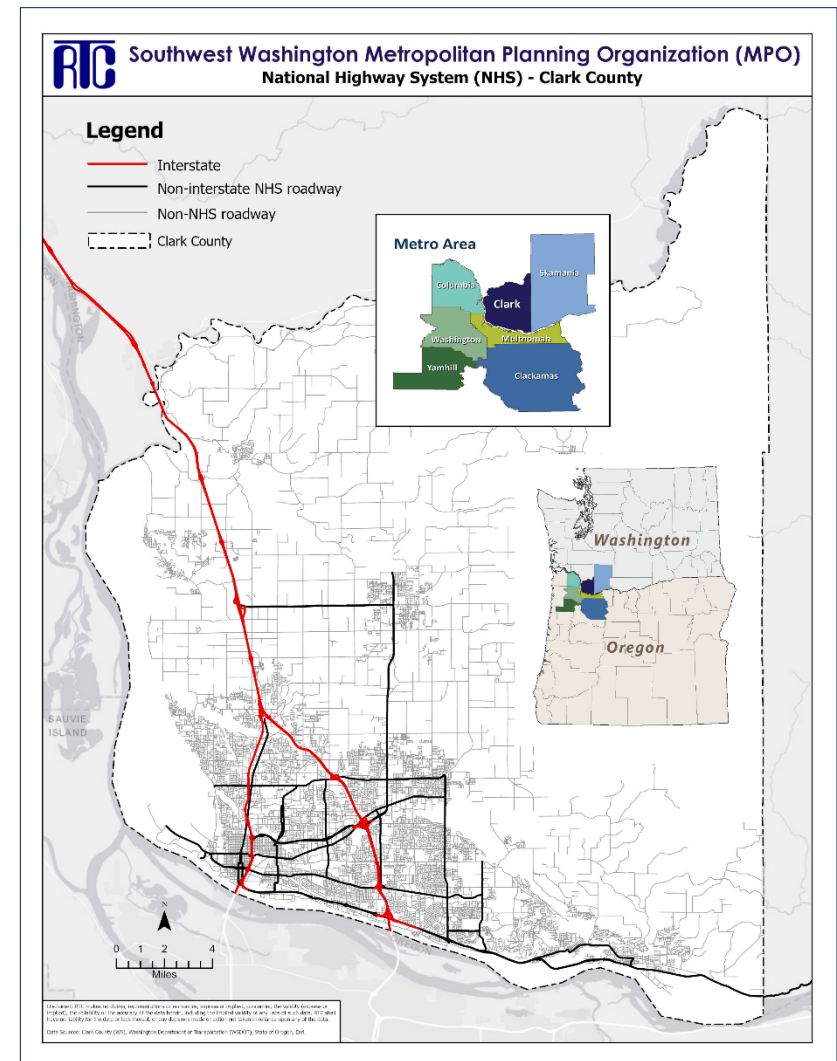


Figure 1. RTC, Metropolitan Planning Organization

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).

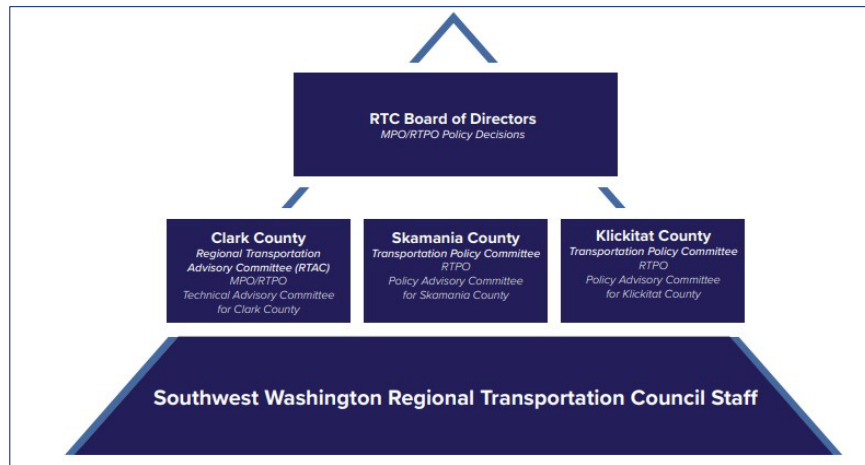


Figure 3. Southwest Washington Regional Transportation Council

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 quarterly reporting of fatality and serious injury collisions within the RTC region. The reports are 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' 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. The Federal Justice40 Initiative was established to address decades of under investments in disadvantaged communities and redress legacy pollution, climate change, and environmental hazards.

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.

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 and prioritize environmental justice in order to avoid worsening environmental health disparities. The GHG emissions sub-element must include goals and policies to reduce emissions and VMT. Clark County and the jurisdictions within will develop GHG emissions 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 2025 (SFY 2025) UPWP runs from July 1, 2024, through June 30, 2025. 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 Appendix A, Statutory Requirements) 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 the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- 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;
- Enhance travel and tourism.

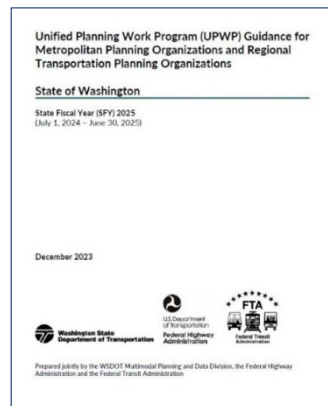
Planning Emphasis Areas

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. The UPWP implements federal, state and local transportation planning emphasis areas. The Federal Highway Administration, the Federal Transit Administration, and Washington State Department of Transportation identify transportation planning emphasis areas intended to guide the development of work programs for both metropolitan and statewide transportation planning processes.

A. FEDERAL PLANNING EMPHASIS AREAS

The Federal Highway Administration and Federal Transit Administration jointly issue updated Planning Emphasis Areas (PEAs) as deemed necessary. These PEAs can be found in this [guidance](#). In addition to continuing emphasis on the performance-based planning requirements, the federal emphasis areas that must be included in RTC's UPWP include:

- Tackling the Climate Crisis
- Equity and Justice in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network System/U.S. Department of Defense Coordination
- Federal Land Management Agency Coordination
- Planning and Environmental Linkages
- Data in Transportation Planning



B. 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](#))

- Post governing documents online
- Make planning processes more inclusive to members of historically underrepresented groups.

Planning Collaboration

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

- Multimodal Planning and Data Division Planning Activities:
 - Washington Transportation Plan, Phase II
 - Performance-based project evaluation model
 - Update vehicle miles of travel reduction, land use/housing, and multimodal level of service planning efforts
- Active Transportation Division Planning Activities:
 - Sandy Williams Connecting Communities program
 - Regional active transportation plans
 - Assist local agencies in the development of active transportation grants
- Public Transportation Division Planning Activities:
 - State Transportation Demand Management (TDM) Plan
 - State Commute Trip Reduction Plan
 - Local Commute Trip Reduction plans

- Rail, Freight, and Ports Division Planning Activities:
 - State Rail Plan and State Freight Plan
 - Freight and Goods Transportation System.
- Comprehensive Plan Updates:
 - Local agencies' comprehensive plans

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 by June 15, with FHWA and FTA approval by June 30 thus allowing the UPWP to take effect on July 1, 2024.

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 2025 Work Elements

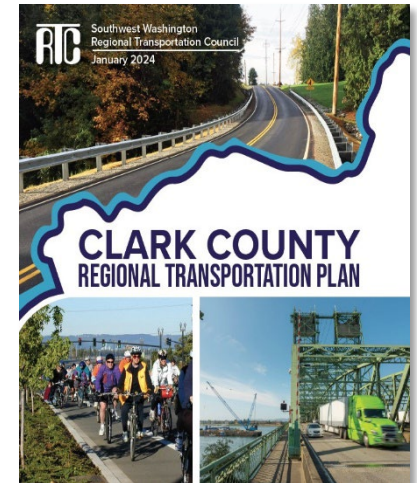
SFY 2025 UPWP Work Elements Deliverables	Due
Safety Action Plan (SS4A) – Clark County	March 2025
Freight Plan Update – Phase I	April 2025
Congestion Management Program - Update	May 2025
Vehicle Miles Traveled Target Setting Study	June 2025
Transportation Improvement Program	October 2025
Regional Timing Plans	December 2025
Regional Designated System Atlas	December 2025
Safety Action Plan (SS4A) – Skamania and Klickitat County	June 2026
Regional Transportation Plan - Amendment	December 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 for Clark County 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 Policies and Process. RTP amendments can be requested by member agencies and jurisdictions to maintain consistency between state, regional, and local plans.

RTP Tasks Pertaining to Federal Emphasis Areas

- Tackling the Climate Crisis
- Equity and Justice in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network System/U.S. Department of Defense Coordination
- Planning and Environmental Linkages
- Data in Transportation Planning

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 2025 Funding: RTP

Revenues		Expenses	
Federal PL	\$205,350	RTC	\$791,287
Federal STBG	\$438,450		
State RTPO	\$47,010		
Local MPO Funds	\$100,477		
	\$791,287		\$791,287

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

SFY 2025 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. (As needed)
- 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)

- 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)
- Safety – RTC will work with local agencies to implement Complete Streets/Safe Streets to ensure streets are designed for all users. Staff will develop quarterly collision data reports for the Clark County region, addressing safety as part of performance management, ensuring safety needs are programmed for funding in the TIP, and coordinating with local planning partners, WSDOT, and Washington Traffic Safety Commission in efforts to improve safety. (Ongoing)
- Transit – The RTP includes recommendations and guidance provided by the 20-Year Transit Development Plan, C-TRAN 2030. RTC participates in C-TRAN’s Highway 99 BRT Technical Advisory Committee and attends C-TRAN board meetings. (Ongoing)
- 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)
- Commute Trip Reduction – RTC works with local partners to implement transportation demand strategies outlined in local and regional Commute Trip Reduction (CTR) plans. Affected local jurisdictions, as currently determined by the State’s CTR law, are Vancouver, Camas, Washougal, and unincorporated Clark County. (As needed)

- Active Transportation – RTC will continue to work with federal, state and local partners to plan for active transportation policies and transportation needs to support transportation options, community quality and health. 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. RTC will work with local partners to review policies and suggest projects to improve



nonmotorized transportation modes in the region. (Ongoing)

- 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. RTC staff will continue to participate in the Accessible Transportation Coalition Initiative. (Ongoing)

- Freight Transportation – RTC will orchestrate and facilitate the development of the Freight Plan update. Staff will work with partners and business interest groups, such as Identity Clark County and the Southwest Freight and Commerce Task Force Coalition, to focus attention on needed multimodal freight investments and critical economic corridors within the region. RTC will continue to work with local partners on opportunities to compete for freight grant funds. RTC will also coordinate with WSDOT to inform of freight needs in the region and with the Freight Mobility Strategic Investment Board. (Ongoing)
- 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. (Ongoing)
- Columbia Connects – RTC will continue to collaborate with Metro and CREDC to further develop recommended projects and strategies. (As needed)
- 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. (As needed)
- Emerging Transportation Technologies – RTC will continue to research emerging technologies and their use to serve transportation mobility, access, and equity 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. (As needed)
- Corridor Planning – RTC will coordinate with WSDOT in corridor planning and Transportation System Management and Operations implementation. (Ongoing)
- Consistency – RTC will continue work with planning partners to maintain consistency between state, local, and federal transportation plans. A [Certification Process Guide](#) and accompanying checklist guides this process. (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 Clark County, Washington region. The TIP includes a priority list of projects to be carried out in the next four years and a financial plan that demonstrates how it can be implemented. The projects programmed in the TIP originate from project recommendations made in the RTP or are developed into projects from a series of program recommendations, such as preservation, maintenance, and safety. The TIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, C-TRAN, and the Washington State Department of Transportation (WSDOT). The development process includes public outreach and participation.



TIP Tasks Pertaining to Federal Emphasis Areas

- Equity and Justice in Transportation Planning
- Complete Streets
- Public Involvement

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 Clark County region.

SFY 2025 Funding: TIP

Revenues	Expenses		
Federal PL	\$49,950	RTC	\$192,475
Federal STBG	\$106,650		
State RTPO	\$11,435		
Local MPO Funds	\$24,440		
	\$192,475		\$192,475

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

SFY 2025 Tasks and Products: TIP

- Review and update the Transportation Programming Guidebook: TIP Policies and Procedures. (As needed)
- Development of the RTC’s 2025-2028 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 2024)
- Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs. (Ongoing)
- TIP amendments as necessary. (Ongoing)
- 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. (Ongoing)
- Reports on tracking of TIP project implementation and obligation of funding of TIP-programmed projects. (Ongoing)
- Maintain a project database to help project tracking efforts. More information on development of a project database to help project tracking efforts is found in the Data/Forecast work element. (Ongoing)
- Ensure TIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the STIP. (Ongoing)
- Provide input to the STIP update. (Ongoing)
- 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.



CMP Tasks Pertaining to Federal Emphasis Areas

- Tackling the Climate Crisis
- Public Involvement
- Data in Transportation Planning

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 2025 Funding: CMP

Revenues		Expenses	
Federal PL	\$11,100	RTC	\$17,772
Federal STBG	\$23,700	Consultant*	\$25,000
State RTPO	\$2,541		
Local MPO Funds	\$5,431		
	\$42,772		\$42,772

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

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

SFY 2025 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. (Ongoing)
- 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 2024)
- 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 2024)
- 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. (Ongoing)
- Plan for regional freight and commercial needs, including data collection and reporting. (Ongoing)

D. 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.

VAST Tasks Pertaining to Federal Emphasis Areas

- Data in Transportation Planning

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 2025 Funding: VAST

Revenues		Expenses	
Federal PL	\$33,300	RTC/Consultant	\$128,317
Federal STBG	\$71,100		
State RTPO	\$7,623		
Local MPO Funds	\$16,294		
	\$128,317		\$128,317

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

SFY 2025 Tasks and Products: VAST

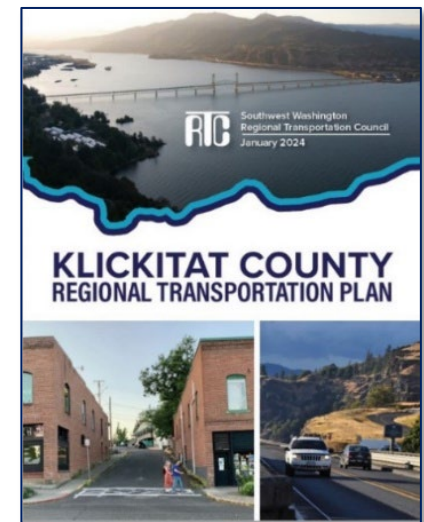
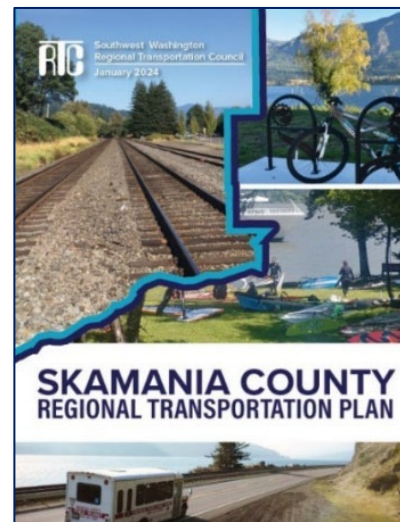
- Coordinate all VAST activities within Clark County and with Oregon. Provide a forum to host periodic VAST program events to promote regional discussion and education on TSMO and transportation technology issues. (Ongoing)
- Address regional ITS goals and policies for the Clark County region and for 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 2024 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)
- Implement the Clark County TSMO Plan, which provides a strategic framework to guide transportation system management objectives, informs future ITS technology investments and capital improvements necessary to support the Plan’s objectives. (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 PSU’s Portal database. Collaboration with partner agencies will also address ongoing refinement of Portal to improve data quality, visual interface, usability, and transmission of real-time data to the data archive. (Ongoing)
- Manage consultant technical support activities. (Ongoing)

E. SKAMANIA AND KLICKITAT COUNTY RTP

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 Skamania County and Klickitat County Regional Transportation Plans were adopted in February 2024.



RTPO Tasks Pertaining to Federal Emphasis Areas

- Tackling the Climate Crisis
- Equity and Justice in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network System/U.S. Department of Defense Coordination
- Planning and Environmental Linkages
- Data in Transportation Planning

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 bistate partners in Oregon.

SFY 2025 Funding: RTPO

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

SFY 2025 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.
- Ensure that Regional Transportation Plans are reviewed regularly.

- Assist counties in implementing the current federal transportation act. This will include continued assistance in development of federal and statewide grant applications and development of the Regional TIP.
- Development of the 2025-2028 Regional Transportation Improvement Program. (Fall 2024)
- Provide technical support needed for the Hood River-White Salmon Bridge Replacement Project.
- 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.



F. 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.

IBR Tasks Pertaining to Federal Emphasis Areas

- Tackling the Climate Crisis
- Equity and Justice in Transportation Planning
- Public Involvement
- Strategic Highway Network System/U.S. Department of Defense Coordination
- Planning and Environmental Linkages
- Data in Transportation Planning

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 2025 Funding: IBR

Revenues	Expenses		
WSDOT Funds	\$175,000	RTC	\$175,000
	\$175,000		\$175,000

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



SFY 2025 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, Community Advisory Group meetings, and Equity Advisory Group meetings. RTC staff will regularly brief RTC executives in preparation for Executive Steering Group meetings and will participate in IBR Working Groups. RTC staff will prepare meeting materials as needed and provide consolidated comments on documents and memos. (Ongoing)

- Project Controls: RTC will communicate key schedule, budget, and other issues to support Project Controls.
- 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 with the Travel Demand Model Coordination team to ensure that the transportation demand model is developed based on commonly agreed upon inputs (land use, transit and highway networks, and transportation system operational data) for the analysis of TDM, traffic operations, tolling, and transit operations. RTC will assist in the post-processing of model results as needed to support the IBR project team.
 - Participate and engage in climate target development, technical analysis through participation in the Climate Technical Work Group.
 - Participate in the transportation analysis by providing input into the existing and future transportation conditions. RTC will coordinate with IBR partners to analyze transit, nonmotorized, and auxiliary lane data.
 - Participate in the transit analysis by providing input into transit design and impacts. This will include assisting in the analysis of modeling results.
 - Coordinate with Metro on the development of documentation around potential impacts due to tolling and capacity expansion, utilizing analysis from CRC, and the ODOT Tolling Program work.
 - 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. RTC staff will assist in the development and/or review of the following activities:
 - Development and evaluation of options
 - Various technical studies
 - NEPA strategy, agency coordination, and tribal consultation
 - Endangered Species Act, including the biological assessments
 - National Historic Preservation Act
 - Permitting

G. SAFE STREETS AND ROADS FOR ALL – CLARK COUNTY

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

SS4A Tasks Pertaining to Federal Emphasis Areas

- Equity and Justice in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning

Relationship to Other Work Elements: SS4A Clark

Development of an SS4A Action Plan relates directly to metropolitan transportation planning in the region, with safety planning relating to the RTP implementation and the identification of safety improvement projects to be funded and programmed in the region’s Transportation Improvement Program.

SFY 2025 Funding: SS4A Clark

Revenues		Expenses	
Federal SS4A	\$130,000	RTC/ Consultant	\$150,289
Local MPO Funds	\$20,289		
	\$150,289		\$150,289

Federal Program Funds matched by local MPO Funds

SFY 2024 Tasks and Products: SS4A Clark

- Develop a Comprehensive Safety Action Plan for the Clark County MPO region. Completion of an action plan would also make the region and jurisdictions eligible to apply for SS4A implementation funds.
- RTC will work collaboratively with 11 different agencies to develop a regionwide approach for improving safety for all transportation system users. Coordination will be with local jurisdictions, as well as other planning partners, including C-TRAN, Metro, Clark County Public Health, and WSDOT.



H. REGIONAL SIGNAL TIMING PLANS

The Bipartisan Infrastructure Bill (BIL) 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. Projects such as developing or improving regional signal timing plans are designed to reduce transportation emissions.

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.

Signals Timing Plans Tasks Pertaining to Federal Emphasis Areas

- Tackling the Climate Crisis
- Complete Streets
- Public Involvement
- Data in Transportation Planning

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 2025 Funding: Signal Timing Plans

Revenues	Expenses		
Federal CRP	\$500,000	RTC/Consultant	\$500,000
	\$500,000		\$500,000

Federal Program Funds matched using Toll Credits.

SFY 2025 Tasks and Products: Signal Timing Plans

- Coordinate all project tasks with the consultant and the VAST Steering Committee. *(Ongoing)*
- Work with consultant to develop internal and an external communication plans throughout the project. *(Ongoing)*
- Work with consultant to develop a prioritization methodology. *(Ongoing)*
- Work with consultant to prioritize CMP corridors. *(Ongoing)*
- Work with consultants to develop signal timing plans. *(Ongoing)*



I. STRATEGIC REGIONAL PLANNING: CLARK COUNTY FREIGHT MOBILITY STUDY

Each year RTC commits STBG funds to provide for strategic regional planning to support RTC’s metropolitan transportation planning activities and RTC’s planning partners. In SFY2025 RTC will update Clark County’s Freight Mobility Study. The updated Freight Study for Clark County may also be informed by Metro’s Regional Freight Delay and Commodities Movement Study and will consider the influence of e-commerce on the transportation system and on land use.

Freight Plan Update Tasks Pertaining to Federal Emphasis Areas

- Equity and Justice in Transportation Planning
- Public Involvement
- Data in Transportation Planning

Relationship to Other Work Elements: Freight Plan update

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



SFY 2025 Funding: Freight Plan Update

Revenues		Expenses	
Federal STBG	\$100,000	RTC/Consultant	\$115,607
Local MPO Funds	\$15,607		
		\$115,607	\$115,607

Federal Program Funds matched by local MPO Funds.

SFY 2025 Tasks and Products: Freight Plan Update

- Update the Clark County Freight Mobility Study (Ongoing)
 - Include a review of existing conditions
 - Identify future priority project needs
 - Address performance measures
 - Incorporate a review of current local, state and federal policy and funding programs related to freight and commerce activities
- Update land use information and location of new warehousing relevant to freight movement. (Ongoing)
- Coordinate with the three Clark County ports on freight movement. (As needed)

J. 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 Bipartisan Infrastructure Bill (BIL) to prevent roadway deaths and serious injuries. SS4A funds the creation and implementation of safety plans related to engineering, education, and enforcement. RTC was awarded a grant 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.

SS4A Tasks Pertaining to Federal Emphasis Areas

- Equity and Justice in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning

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 2025 Funding: SS4A Klickitat and Skamania

Revenues	Expenses	
Federal SS4A	\$150,000	RTC/Consultant \$173,410
Local MPO Funds	\$23,410	
	\$173,410	\$173,410

Federal Program Funds matched by local MPO Funds

FY 2025 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.

RTC will work collaboratively with local agencies to develop a regionwide approach for improving safety for all transportation system users.



K. REGIONAL DESIGNATED SYSTEM ATLAS

RTC will work collaboratively with local agencies to develop a regionwide approach for improving safety for all transportation system users. The development of this guidance will consider the needs of all users of the regional transportation system and integrate complete streets policies and guidelines.

Regional Designated System Atlas Tasks Pertaining to Federal Emphasis Areas

- Equity and Justice in Transportation Planning
- Complete Streets
- Data in Transportation Planning

Relationship to Other Work Elements: Regional Designated System Atlas

Development of the Regional Designated System Atlas will support the RTP and TIP.

SFY 2025 Funding: Regional Designated System Atlas

Revenues	Expenses	
Federal STBG	\$100,000	RTC/Consultant \$115,607
Local MPO Funds	\$15,607	
	\$115,607	\$115,607

Federal Program Funds matched by local MPO Funds

FY 2025 Tasks and Products: Regional Designated System Atlas

- Develop a guiding document to establish regional principles and best practices for multimodal corridors.
 - Integrate Complete Street policies
 - Ensure consistency and system connectivity across jurisdictional boundaries.
 - Review the regional designated system to include the addition or deletion of transportation facilities and the identification alternative routes to corridor critical to commerce and emergency services



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.

Regional Transportation Data and Technical Services Tasks Pertaining to Federal Emphasis Areas

- Data in Transportation Planning



SFY 2025 Funding: Regional Transportation Data and Technical Services

Revenues		Expenses	
Federal PL	\$144,300	RTC	\$556,040
Federal STBG	\$308,100		
State RTPO	\$33,034		
Local MPO Funds	\$70,606		
	\$556,040		\$556,040

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

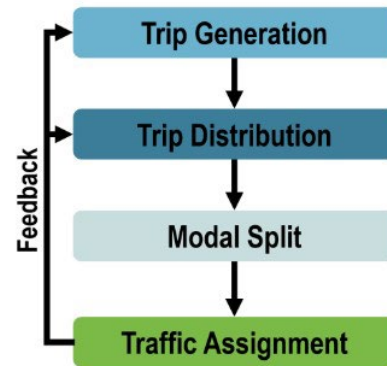
SFY 2025 Tasks and Products: Regional Transportation Data

- 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)
- A project database with completed and planned transportation projects is developed and will continue to be updated. The project database is designed to complement the TIP and RTP work elements. The database includes information on the STBG- and CMAQ-funded projects and is planned to include all proposed RTP projects to enable information and data retrieval for these projects. The intention is to make the project information easily accessible on RTC's website. (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. Clark County's Comprehensive Plan update is required by June 2025. (As needed)
- Continue to integrate transportation planning and GIS data and work with County GIS Department to incorporate and use GIS data in the County's ArcGIS system. Clark County's Maps Online is used as a resource by RTC to obtain layers of information such as zoning, comprehensive plan, service district boundaries, and geophysical and environmental elements, such as stream channels, floodplains, hydric soils, shoreline buffers, watersheds, groundwater protection areas, slopes, and geologic hazards. (Ongoing)
- Coordination with Clark County jurisdictions on maintenance and update of the highway network, local street system, and federal functional classification system in a GIS coverage. (As needed)
- Update the region's traffic count database. (Ongoing)
- Continue to work with regional 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. (Ongoing)

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 2025 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. (Ongoing)
- 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 subelement 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 2025 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 emissions 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 2025 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)
- Provide modeling and technical assistance to the Metro region's and ODOT's congestion pricing projects through the Regional Mobility Pricing Project (RMPP) meetings. (As needed or requested)
- Provide modeling support and technical assistance to WSDOT and ODOT as the IBR Project continues.

B. REGIONAL HOUSEHOLD BEHAVIOR TRAVEL STUDY

A regional household travel study is conducted roughly every 10 years, as household demographics and related travel behaviors change over time. Local, real-world travel behavior data improves the accuracy of and confidence in travel forecasts and other analyses, which often serve as the basis for many public policy and transportation investment decisions. Since 1994 RTC has collaborated with regional partners to periodically collect household travel study data.



The Clark County Travel study collects updated household travel data. Household travel data is an essential building block for the region’s travel forecast model and other analysis tools. The survey will provide data for the following travel modeling objectives:

- To improve the conventional 4-step travel models (trip generation, trip distribution, mode split, and assignment).
- To develop the tour-based travel models for estimating and predicting trip chaining behavior associated with congestion, fuel price increase, and mode choice.
- To respond to differences in the local urban environment, such as street and sidewalk design, land use types, housing types, etc.
- To measure the relationships between household characteristics and mode choices for transit planning and analysis.
- To estimate car ownership and car utilization associated with congestion, road and fuel pricing, and air quality control.

- To develop quantitative methods to respond to TDM actions, including issues of urban design effect, pedestrian, bike, and transit oriented environmental effect, and others.

Regional Household Travel Behavior Survey Tasks Pertaining to Federal Emphasis Areas

- Public Involvement
- Data in Transportation Planning

Relationship to Other Work Elements: Regional Household Travel Behavior Survey

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

SFY 2025 Funding: Regional Household Travel Behavior Survey

Revenue	Expenses		
Federal STBG	\$29,000	RTC	\$33,526
Local MPO Funds	\$4,526		
	\$33,526		\$33,526

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

SFY 2025 Tasks and Products: Regional Household Travel Behavior Survey

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

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

Transportation Data Study and Data Acquisition Tasks Pertaining to Federal Emphasis Areas

- Data in Transportation Planning

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

The metropolitan transportation planning process is designed to improve transportation policymaking and investment decisions across the metropolitan planning 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.

SFY 2025 Funding: Transportation Data Study and Data Acquisition

Revenues		Expenses	
Federal STBG	\$100,000	RTC/ Consultant*	\$100,000
\$100,000		\$100,000	

Federal Program Funds matched using Toll Credits

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

FY 2025 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. Traffic Stats data can be used for a variety of applications, including travel time, travel time reliability, speeds, congestion, and bottleneck identification, while O/D Analysis can be used for understanding travel patterns and origin-destination flows for autos.
- Cambridge Systematics' LOCUS is a web-based tool that provides behaviorally based multimodal origin and

destination flows. LOCUS contains trips made by all modes, which may be segmented by walk, bike, and motorized trips. This tool is valuable for understanding how people move within the region.

- Consultant staff will work with RTC and partner agencies to understand analysis needs and develop a plan for customizing results and reports to streamline work steps and visualize and interpret results in ways that are meaningful to our region. (Ongoing)
- Training will be provided on licensed tools and products to ensure partners can get the most out of these products. (As needed or requested).



D. VEHICLE MILES TRAVELED TARGET SETTING STUDY

Recent Washington State legislation has identified the importance of reducing of per capita vehicle miles traveled (VMT) as part of state and community goals related to climate, health, safety, and livability.

As the MPO for Clark County, RTC is uniquely positioned to support city, county, and regional efforts to develop strategies, policies, and plans to reduce per capita VMT and transportation greenhouse gases (GHG).

This project proposes to evaluate regional strategies and policies to reduce per capita VMT using VisionEval as a strategic analysis tool to assess the impacts and outcomes of a broad range of strategy and policy options. The results will provide RTC and its regional partners with broad understanding of GHG and VMT reduction strategies and policy options, including their effectiveness in helping the region support the State to reach its climate goals.

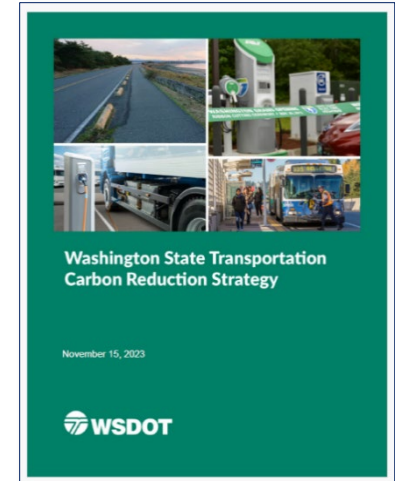
VMT Study Tasks Pertaining to Federal Emphasis Areas

- Tackling the Climate Crisis
- Data in Transportation Planning

Relationship to Other Work Elements: VMT Study

House Bill 1181 (2023) amended Washington State’s Growth Management Act to require local climate action in comprehensive plans. The Washington State Department of Commerce has published guidance for local governments to meet the new planning requirements, including per capita VMT reduction in land use, transportation, and climate elements.

Additionally, WSDOT’s 2023 [Transportation Carbon Reduction Technical Report](#) identifies the reduction of VMT through expanded telework, transit, active transportation, pricing, and land use changes as an important strategy to reduce the state’s transportation GHG emissions and meet state limits set to reduce overall state GHG emissions.



SFY 2025 Funding: VMT Study

Revenues	Expenses		
WSDOT Funds	\$138,000	RTC/Consultant	\$138,000
	\$138,000		\$138,000

FY 2025 Tasks and Products: VMT Study

- Develop regional per capita VMT reduction strategies with regional partners and evaluate them against the current baseline and trend of existing policies (Fall 2024)
- Update VisionEval model (As needed)
- Evaluate policies and strategic bundles using VisionEval to assess impacts and outcomes relative to the baseline for Clark County. (Winter 2025)

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.

Transportation Program Coordination and Management Tasks Pertaining to Federal Emphasis Areas

- Equity and Justice in Transportation Planning
- Public Involvement
- Strategic Highway Network System/U.S. Department of Defense Coordination
- Federal Land Management Agency Coordination



SFY 2025 Funding: Transportation Program Coordination and Management

Revenues		Expenses	
Federal PL	\$111,000	RTC	\$427,723
Federal STBG	\$237,000		
State RTPO	\$25,411		
Local MPO Funds	\$54,312		
	\$427,723		\$427,723

Federal Program Funds matched by State RTPO and/or local MPO 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 2025 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. (Ongoing)
- Report to the Board on key transportation issues. These may include Federal Transportation Act implementation, livability,

performance measures, legislation and planning regulations, and funding programs. (Ongoing)

- 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. (Ongoing)
- Complete Transportation Management Area Certification review process in collaboration with WSDOT, Tribal and Regional Integrated Planning, FHWA, and FTA. (Ongoing)
- Coordinate and support efforts for transportation entities, agencies, and jurisdictions. In SFY 2025, 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. (Ongoing)
- Consult with, communicate with, and outreach to tribes with interests in the three-county region regarding transportation issues. (Ongoing)
- Facilitate ranking process for local public transportation applications submitted to WSDOT's Consolidated Grant Program. (Fall 2024)
- Year 2025 Budget and Indirect Cost Proposal. (Fall 2024)
- Develop the Annual Performance and Expenditure Report. (Fall 2024)
- RTC staff will participate in training opportunities, including transportation webinars and workshops. (Ongoing)

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 2025 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, as well as ODOT's Regional Tolling Advisory Committee (RTAC). (Ongoing)

- 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)
- Clark County is part of the Portland–Vancouver–Hillsboro Metropolitan Statistical Area for the EPA's Climate Pollution Reduction Grant (CPRG) program. The CPRG program is designed to provide flexibility to update climate, energy, or sustainability plans. (Spring 2024)

A3. Public Participation

The tasks under this subelement 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 2025 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 that may include meetings, virtual meetings, and website updates relating to RTC's transportation planning activities, including the RTP and regional TIP, in coordination with outreach events and activities hosted by local jurisdictions, 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. (As needed)

- Support Identity Clark County's efforts to raise awareness and solicit feedback from the public on transportation issues. Identity Clark County is a private, non-profit organization focused on Clark County's community and economic development. RTC will collaborate with Identity Clark County to publish an annual Transportation Alliance Policy statement to publicize transportation priorities for the region. (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 subelement, 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 2025 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. (Ongoing)
- 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.
- Adopt the SFY 2025 UPWP; prepare an annual report on the FY 2024 UPWP; and, if needed, provide amendments to the SFY 2025 UPWP. Monthly UPWP progress reports with elements and subtasks described will be submitted to WSDOT together with monthly invoices. (As needed)
- Use updated demographic profile to report on Title VI, LEP, equity, and Environmental Justice (Executive Order 12898) as part of the regional transportation planning process. (Ongoing)
- RTC will periodically conduct an ADA self-evaluation to identify access barriers and method and timeline to remove any identified barriers. (Ongoing)

Consultant Assistance on RTC's SFY 2025 Work Elements

During SFY 2025 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 2025 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 2025 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	\$42,772	\$25,000	estimated base amount per year	Quality Counts
I D.	Vancouver Area Smart Trek	\$128,317	\$163,000	for 1 year	DKS Associates (approx. \$88K per year); Portland State University Portal (\$75K per year)
I G.	Safe Streets and Roads for All (Clark Co.)	\$150,289	\$130,000	Multi-year Contract	Kittelson & Associates, Inc.
I H.	Regional Signal Timing Plans	\$500,000	\$450,000	Multi-year Contract	DKS Associates
I I.	Strategic Regional Planning: Clark County Freight Mobility Study	\$115,607	\$80,000		On-Call Transportation Planning Consultant Roster
I G.	Safe Streets and Roads for All (Klickitat and Skamania Counties)	\$300,000	\$150,000	Multi-year Contract	TBD
I K.	Regional Designated System Atlas	\$115,607	\$50,000		On-Call Transportation Planning Consultant Roster
II B.	2020 Regional Household Travel Behavior Survey	\$33,871	\$30,000	Multi-year Contract	Resource Systems Group, Inc. (contract expires June 30, 2024. May supplement as needed to complete study)
II C.	Transportation Data Study and Data Acquisition	\$100,000	\$100,000	Multi-year Contract	Cambridge Systematics/TomTom
II D.	Vehicle Miles Traveled Target Setting Study	\$138,000	\$125,000		TBD
I A-C, I-E, 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 2025 Summary of Expenditures by Funding Source

SFY 2025 UPWP - SUMMARY OF PROGRAMS and EXPENDITURE ESTIMATES BY FUNDING SOURCE											
Work Element and Agreement #	N O T E S	SFY 2025 Federal FHWA PL	SFY 2025 Federal FTA PL	Federal FHWA STBG	SS4A (FHWA)	Carbon Reduction Program CRP	State RTPO	State WSDOT GCB	Other Local Funds	1. Local Match	RTC TOTAL Estimated Expenditures
I REGIONAL TRANSPORTATION PLANNING PROGRAM											
A	Regional Transportation Plan (GCB 3864)	123,210	82,140	438,450			47,010			100,477	791,287
B	Transportation Improvement Program (GCB 3864)	29,970	19,980	106,650			11,435			24,440	192,475
C	Congestion Management Process (GCB 3864)	6,660	4,440	23,700			2,541			5,431	42,772
D	Vancouver Area Smart Trek Program (GCB 3864)	19,980	13,320	71,100			7,623			16,294	128,317
E	Skamania and Klickitat RTPO (GCB 3864)						50,000			0	50,000
F	Interstate Bridge Replacement Project (GCB 3482)							175,000		0	175,000
G	Safe Streets and Roads For All (SS4A) (FHWA)				130,000					20,289	150,289
H	Regional Signal Timing Plans (GCB 3851)	2.				500,000				0	500,000
I	Strategic Regional Planning - Freight (GCB 4051)			100,000						15,607	115,607
J	Safe Streets and Roads for All (SS4A - Skamania and Klickitat) (New FHWA)				150,000					23,410	173,410
K	Regional Designated System Atlas (GCB 3864)			100,000						15,607	115,607
	Subtotal	179,820	119,880	839,900	280,000	500,000	118,609	175,000		221,556	2,434,765
II DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES											
A	Regional Data, Travel Forecasting & Technical Services (GCB 3864)	86,580	57,720	308,100			33,034			70,606	556,040
B	2020 Regional Household Travel Behavior Survey (GCB 3864)			29,298					4,573		33,871
C	Transportation Data Study and Data Acquisition (GCB 3760)	2.		100,000						0	100,000
D	Vehicle Miles Traveled Target Setting Study (New GCB 1)							138,000		0	138,000
	Subtotal	86,580	57,720	437,398			33,034	138,000	4,573	70,606	827,910
III TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT											
A	Transportation Program Coordination & Management (GCB 3864)	66,600	44,400	237,000			25,411			54,312	427,723
	Subtotal	66,600	44,400	237,000			25,411			54,312	427,723
TOTALS		333,000	222,000	1,514,298	280,000	500,000	177,053	313,000	4,573	346,474	3,690,398

4/8/2024

NOTES:

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

SFY 2025 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 2025 Expenditures	New Grant Revenue for SFY 2025	Estimated Carry-Forward from SFY 2024 /1	Total Grant Revenue Available	Est. Carry Forward to SFY 2026
FHWA PL SFY 2025	\$179,820.00	\$86,580.00	\$66,600.00	\$333,000	\$721,063	\$823,000	\$1,544,063	\$1,211,063
Local Match 13.5%	\$28,064	\$13,512	\$10,394	\$51,971				
FTA 5303 SFY 2025	\$119,880.00	\$57,720.00	\$44,400.00	\$222,000	\$273,576	\$100,000	\$373,576	\$151,576
Local Match 13.5%	\$18,710	\$9,008	\$6,929	\$34,647				
FHWA STBG Planning	\$639,900	\$308,100	\$237,000	\$1,185,000	\$885,000	\$300,000	\$1,185,000	\$0
Local Match 13.5%	\$99,869	\$48,085	\$36,988	\$184,942				
FHWA SS4A - Clark (I-G)	\$130,000			\$130,000	\$0	\$130,000	\$130,000	\$0
Local Match 13.5%	\$20,289			\$20,289				
FHWA CRP (I-H)	\$500,000			\$500,000	\$0	\$500,000	\$500,000	\$0
Local Match: Toll Credits				\$0				
FHWA STBG Planning (I-I)	\$100,000			\$100,000	\$100,000		\$100,000	\$0
Local Match 13.5%	\$15,607			\$15,607				
FHWA SS4A - S/K (I-J)	\$150,000			\$150,000	\$300,000		\$300,000	\$150,000
Local Match 13.5%	\$23,410			\$23,410				
FHWA STBG Planning (I-K)	\$100,000			\$100,000	\$100,000		\$100,000	\$0
Local Match 13.5%	\$15,607			\$15,607				
FHWA STBG Planning (II-B)		\$29,298		\$29,298	\$0	\$29,298	\$29,298	\$0
Local Match 13.5%		\$4,573		\$4,573				
FHWA STBG Planning (II-C)		\$100,000		\$100,000	\$0	\$200,000	\$200,000	\$100,000
Local Match: Toll Credits				\$0				

STATE FUNDS

Funding Source	Regional Transportation Planning Program	Data Management, Travel Model Forecasting & Technical Services	Transportation Program Coordination & Management	Total Estimated SFY 2025 Expenditures	Estimated New Revenue for SFY 2025	Carry-Forward from SFY 2024	Total Revenue Available	Est. Carry Forward to SFY 2026
RTPO	\$118,609	\$33,034	\$25,411	\$177,053	\$0	\$177,053	\$177,053	\$0
WSDOT IBR	\$175,000	\$0	\$0	\$175,000	\$0	\$425,000	\$425,000	\$250,000
WSDOT VMT	\$0	\$138,000	\$0	\$138,000	\$138,000	\$0	\$138,000	\$0

NOTE:

1. Carry Forward Estimates are as of March 2024. Final carry-forward from SFY 2024 will be reconciled as of July 1, 2024 (after June 30, 2024 grant billings).

SFY 2025 UPWP Funding Agreements

Existing Agreements for SFY 2025

Agreement #	Work Element(s)
GCB 3864	I-A-E, I-K, II-A, II-B, III-A
GCB 3760	II-C
GCB 3482	I-F
FHWA 693JJ32340330	I-G
GCB 3851	I-H
GCB 4051	I-I

New GCB for SFY 2025

Agreement #	Work Element(s)
(GCB 1)	II-D

New FHWA Direct for FY 2025

Agreement #	Work Element(s)
(FHWA TBD)	I-J

Appendix A. Safe and Accessible Transportation Tasks

IJA 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.

Safe and accessible transportation tasks to be performed by RTC staff:

- Assist local agencies in completing safety plans for Battle Ground, Bingen, Camas, Clark County, Goldendale, Klickitat County, La Center, North Bonneville, Ridgefield, Skamania County, Stevenson, Vancouver, Washougal, and White Salmon.
 - Review existing policies and show how these policies can be changed/improved/updated to meet the targets for reducing fatalities and serious injuries and show how they will adapt and change over time.
 - Prioritized list of projects/strategies with associated timelines for implementation that will likely support significant reduction of elimination of roadway fatalities and serious injuries and that ensure equitable investment in underserved communities.
 - Complete a regional safety plan and implementation plan
 - Evaluate each project submitted through RTC grant process for safety.
 - Provide quarterly collision report to RTC Board.
 - Collaborate with C-TRAN and other regional stakeholders on the TAC committees for Highway 99 and Fourth Plain BRT lines.
 - Assist with transit modeling.
 - Develop a regional designated system atlas to include complete streets standards.
- Integrate safety and accessibility in the development of the 2026 RTP amendment and 2029 RTP update.
 - Incorporate safety into all elements of the RTC work program.
 - 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.
 - Integrate equity elements into regional plans, grant administration, and analytical processes: continue development of RTC's equity policy by updating related census data and review and evaluation of current practices.

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:

REGIONAL ACTIVE TRANSPORTATION PLAN

RTC will work with local agencies to develop a regional transportation plan to establish a framework to better understand active transportation in the RTPPO 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 sidewalk, bicycle facilities, or trail
- Implement Level of Traffic Stress guidelines for active transportation
- Ensure consistency and system connectivity across jurisdictional boundaries.
- Cost Estimate: \$250,000 - \$300,000 (scope dependent).

INTEGRATE EQUITY INTO TRANSPORTATION PLANNING PROCESS

- Prioritize investments that ensure marginalized and underserved populations have equitable access to safe, reliable, affordable, and convenient travel choices to key destinations
- Update the TIP project evaluation criteria to support projects that benefit underserved populations
- Cost Estimate: \$50,000 - \$75,000 (scope dependent).

TRANSPORTATION CORRIDOR VISIONING STUDY, PHASE II

- 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).

REGIONAL TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGY

Research study for a comprehensive TDM strategy for an update to the regional Commute Trip Reduction Plan, which implements RCW 70.94.527.

- Study strategies would be evaluated and paired with corridor operations strategies and capital investment plans to promote corridor specific management strategies.
 - The intent of the TDM strategy is to optimize existing and future transportation corridor network performance and multimodal systems. Study findings would support regional implementation of Commute Trip Reduction plan(s).
- Cost Estimate: \$50,000 - \$100,000 (scope dependent).

REGIONAL TRAVEL DEMAND MODEL TOOLS

Research and application development for the regional travel demand modeling process.

- The purpose of this research and application development is to enhance RTC travel demand model tool application for use in countywide and subarea model applications, particularly in the application of dynamic traffic assignment tools.
- Cost estimate: \$50,000 - \$75,000 (scope dependent).

TRANSPORTATION PERFORMANCE MEASURES IMPLEMENTATION ACTIONS

RTC provides technical and policy support to the statewide implementation of federal transportation performance measures.

- On occasion, RTC may advance special studies and implementation activities that advance progress toward the region's implementation of Safety and Congestion Management targets. Scopes of work for implementation actions are defined through the multi-agency planning consultation process.
- Cost estimate: \$25,000-\$75,000 (scope dependent).

RESEARCH PARTNERSHIP

Partner with University Transportation Research and Education Center—for example, Portal Data Archive, University of Washington, Washington State University—for utilization academic researchers to study specific topics or provide data analysis of regional interest.

- Cost estimate: \$15,000 to \$25,000 (scope dependent)

CITY OF CAMAS DOWNTOWN SUBAREA PLAN

- Study 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 NW 219TH ST EXTENSION/ RIDGEFIELD SOUTH CONNECTION DESIGN STUDY

Study of potential connection south of Ridgefield between I-5 and Hillhurst Rd.

- The I-5 South Connection project will improve regional mobility and accommodate existing and planned population and employment growth in the project area. The proposed study will include:
 - Completion of alternatives analysis
 - Preliminary design of top alternatives for further assessment
- Cost Estimate: \$1,500,000 - \$2,000,000 (scope dependent).

CITY OF RIDGEFIELD S 35TH AVENUE EXTENSION ALTERNATIVES ANALYSIS

- Conduct an alternative analysis study to connect S 35th Avenue between Pioneer Street and S. 10th Way vicinity.
 - This study intends to evaluate multiple concepts to improve local travel reliability and connectivity within the study area and connect the local roadway network between S 10th Way (formerly NW 259th Street) to Pioneer Street, connecting with the existing 35th Avenue on the north with the Gee Creek Plateau on the south. The only existing connection to the study is Bertsinger Road, which is functionally obsolete.
- Cost Estimate: \$100,000 - \$150,000 (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.
- Old Town Master Plan - Create master plan for Old Town including analyzing transportation network.

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

LA CENTER

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.
- Timmen's Landing Area Planned Action - Subarea plan to create framework for future development.

RIDGEFIELD

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements
- NW 219th St Extension/Ridgefield South Connection Design Study - Study of potential connection south of Ridgefield between I-5 and Hillhurst Road.
- S 35th Avenue extension alternatives analysis - Conduct an alternative analysis study to connect S 35th Avenue between Pioneer Street and S. 10th Way vicinity

VANCOUVER

- Comprehensive Plan update, including Transportation Element - Update of the 20-year vision for the community and the plan's corresponding elements.
- 112th Safety and Mobility - Complete Streets planning project exploring safety and mobility improvements on 112th from NE 51st Street south to McGillivray Boulevard.
- McGillivray Safety and Mobility - Complete streets planning project exploring safety and mobility improvements on McGillivray Boulevard between Chkalov and 164th.
- Upper Main Street Safety and Mobility - Complete Streets planning project exploring ways to improve safety and mobility for people using Main Street from Fourth Plain Boulevard to the northern city limits (just south of NE 63rd Street / Minnehaha Street).
- NE Burton Road - Complete Streets planning project exploring safety and mobility improvements on NE Burton Road between NE Andresen Road and NE 112th Street
- NE 28th Street - Complete Streets planning project exploring safety and mobility improvements on NE 28th Street between 112th and 124th for potential safety and mobility improvements.
- 29th and 33rd Street Safety and Mobility - Complete Streets planning project exploring ways to improve safety and mobility for people using 29th and 33rd. Project extents are 29th Street from Kauffman Avenue to Neals Lane and 33rd Street from Kauffman Avenue to Grand Boulevard.
- St. Johns/St. James Safety and Mobility - Complete Streets planning project studying the opportunity to create

safety and mobility improvements between Fourth Plain Blvd and NE 68th St.

WASHOUGAL

- Comprehensive Plan update, including Transportation Capital Facilities Plan - Periodic update of comprehensive plan and corresponding elements.
 - The CFP combines current and future land use patterns, existing and planned transportation systems and alternatives to vehicular transportation

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

- Cascadia: High-Speed Rail and I-5 Program – Develop master plan for high speed rail in Washington and for the I-5 Corridor.
- SR 500/NE Fourth Plain Blvd to NE 76th St - Complete Streets predesign phase.
- SR 502/NW 29th Avenue Vicinity to SR 503 - Complete Streets predesign phase.
- SR 141/Bingen to White Salmon - Complete Streets predesign phase.
- SR 141/White Salmon to Skamania County Line - Complete Streets predesign phase.
- SR 14/E of Bingen Vicinity to US 97 - Complete Streets predesign phase.