SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2008

(July 1, 2007 to June 30, 2008)

April 3, 2007

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

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FY 2008 UPWP for Clark County: Index

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Agenda Item VI
Resolution 04-07-06

STAFF REPORT

TO: Southwest Washington Regional Transportation Council Board of Directors

FROM: Dean Lookingbill, Transportation Director

DATE: March 27, 2007

SUBJECT: **FY 2008 Unified Planning Work Program, Resolution 04-07-06**

BACKGROUND

The purpose of this resolution is to request RTC Board adoption of RTC's FY 2008 Unified Planning Work Program (UPWP), continuation of the Metropolitan Planning Organization (MPO) funding agreement, and endorsement of Metro's FY2008 UPWP. A description of the UPWP is provided below.

The Unified Planning Work Program is prepared annually to describe transportation planning activities to be completed as part of the regional transportation planning process. As MPO for the Clark County region, RTC is required by federal rules to develop and adopt the transportation planning work program. The UPWP is developed through RTC's Regional Transportation Advisory Committee (RTAC) and in coordination with Metro, State, and Federal officials.

The FY 2008 program includes four major sections: (1) Regional Transportation Planning Program, (2) Data Management, Travel Forecasting, Air Quality, and Technical Services, (3) Regional Transportation Program Coordination and Management, and (4) Transportation Planning Activities of State and Local Agencies. There are several individual work elements under each of these four sections. A description of each work element is included in the complete document (see attached copy).

POLICY IMPLICATION

The proposed FY 2008 UPWP has been recommended by the Regional Transportation Advisory Committee for adoption by the RTC Board and has been reviewed by the Federal Highway Administration, Federal Transit Administration, and Washington State Department of Transportation.

The UPWP is reflective of planning emphasis areas prescribed by Washington State Department of Transportation (WSDOT) and U.S. Department of Transportation. For FY 2008, there are no specific federal emphasis areas, but compliance with SAFETEA-LU continues to be a focus. The

first Washington State emphasis area is continued implementation of Regional Transportation Planning Organization duties as defined in RCW 47.80. The second state emphasis area focuses on conducting transportation planning consistent with the investment guidelines and key policy recommendations of the Washington Transportation Plan. The guiding principle is that transportation planning must be integrated at all levels. The region's Metropolitan Transportation Plan (MTP) is supported by and implements the statewide plan.

Bi-state work program elements were developed in coordination with Metro as part of the development of Metro and RTC's FY 2008 UPWP. Metro Council is scheduled to take action to adopt Metro's FY 2008 UPWP and endorse RTC's FY 2008 UPWP on April 26, 2007. A Memorandum of Understanding (MOU) between RTC and Metro is a federal requirement contained in the Intermodal Surface Transportation Efficiency Act (1991). The MOU defines roles, responsibilities, and coordination between RTC and Metro in the development of bi-state transportation plans and programs. The federally-required MOU was first adopted by the RTC Board (RTC Board Resolution 04-98-08) and by Metro Council in April 1998. The MOU is reviewed and renewed on a triennial basis and was last revised in 2006.

BUDGET IMPLICATION

Annual revenue sources included in the FY 2008 UPWP to sustain RTC's federal and state-required regional transportation planning program are $461,475 in anticipated Federal Highway Administration (FHWA) PL funds and $130,715 in anticipated Federal Transit Administration (FTA) funds. Federal funding is subject to change pending decisions on federal funding rescissions. $173,434 in state Regional Transportation Planning Organization (RTPO) funds are also anticipated. Consistent with the MPO local funding agreement, $104,500 of local funds are included. Local funds and state RTPO funds are used to provide match for the federal funds. During the course of the fiscal year, the Work Program is kept current through amendments.

The revenues/expenditures table at the back of the UPWP outlines additional funding sources for regional transportation planning work elements, and they include federal Congestion Mitigation/Air Quality (CM/AQ) funds for the Congestion Management Process and Vancouver Area Smart Trek (VAST) programs, federal Surface Transportation Program (STP) funds to support work program elements and the Clark County Transportation Corridors Visioning Plan, federal High Priority funding for completion of the SR-35 Columbia River Crossing Final Environmental Impact Statement (FEIS), federal Section 5309 funds for the Clark County High Capacity Transit System Study and funding that originates from the Centers for Disease Control and Prevention for work on the Active Living Communities Program.

RECOMMENDATIONS

Adopt the FY 2008 Unified Planning Work Program and authorize the Transportation Director to file applications for regional transportation funding, to execute grant agreements, and to file any assurances or required documentation relating to the FY 2008 UPWP.

ACTION REQUESTED

Adoption of Resolution 04-07-06, "FY 2008 Unified Planning Work Program".

ADOPTED this 3rd day of April 2007,

by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

Betty Sue Morris
Chair of the Board

ATTEST:

Dean Lookingbill
Transportation Director

ATTACHMENT

20070403RTCB_Resol040706_FY08UPWP.doc

FISCAL YEAR 2008 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

Purpose of UPWP

The Unified Planning Work Program (UPWP) is prepared annually by the Southwest Washington Regional Transportation Council (RTC). RTC is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area. An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. RTC was established in 1992 to carry out the regional transportation planning program. With passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the region became a federally designated Transportation Management Area (TMA) because it is a large urban area with a population of over 200,000. TMA status brings with it additional transportation planning requirements that the MPO must carry out. RTC is also the Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat as designated by Washington state. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP. The financial year covered in the FY 2008 UPWP runs from July 1, 2007 through June 30, 2008.

The UPWP focuses on transportation work tasks that are priorities for federal and/or state transportation agencies, and those tasks considered a priority by local elected officials. The planning activities relate to multiple modes of transportation and include planning issues significant to the Regional Transportation Plans (RTPs) for the two rural counties and the Metropolitan Transportation Plan (MTP) for the Clark County region. The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed in 2005, provides direction for regional transportation planning activities.

In FY 2008, RTC will continue to work closely with local jurisdictions on transportation plans, concurrency programs and congestion monitoring and with the Bi-State Coordination Committee to discuss recommendations on bi-state issues.

UPWP Objectives

The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues of the upcoming year. The UPWP is reflective of the national focus to encourage and promote the safe and efficient management, operation and development of surface transportation systems that will serve the mobility needs of people, freight and foster economic growth and development within and through urbanized areas. The UPWP is reflective of 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 (PEAs) to promote priority themes for consideration, as appropriate, in metropolitan and statewide transportation planning processes. The emphasis areas are intended to provide federal/state guidance for the development of local work programs. This year the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have issued no planning emphasis areas but expect the UPWPs to focus on compliance with the Federal Transportation Act, SAFETEA-LU. WSDOT guidance focuses on continued implementation of Regional Transportation Planning Organization duties as defined in RCW 47.80 and on conducting transportation planning consistent with the investment guidelines and key policy recommendations of the Washington Transportation Plan (update adopted November 2006). The guiding principle is that transportation planning must be integrated at all levels and that the region's Metropolitan Transportation Plan (MTP) is supported by and implements the statewide plan.

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

The FY 2008 UPWP provides for the continuation of baseline program activities such as the Metropolitan and Regional Transportation Plans, the Metropolitan Transportation Improvement Program, data collection and analysis, travel model forecasting, air quality conformity analysis, program and project coordination. Long-range decisions regarding high capacity transit, new transportation corridors, and Columbia River Crossing improvements are all staged to occur in FY 2008. RTC will continue to provide support to WSDOT as projects funded by the state "Nickel" and "Partnership" packages move though planning, design, and environmental phases. In addition, the work program will include implementation of the Washington State Transportation Plan update adopted in November 2006. RTC also continues to provide support to Clark County and local jurisdictions in developing local Comprehensive Growth Management Plans. In Klickitat and Skamania counties, work on the SR-35 Columbia River Bridge Environmental Impact Statement in Klickitat County is anticipated. RTC will continue the program management, coordination, outreach and education for the Intelligent Transportation System (ITS) project deployment as part of the VAST program.

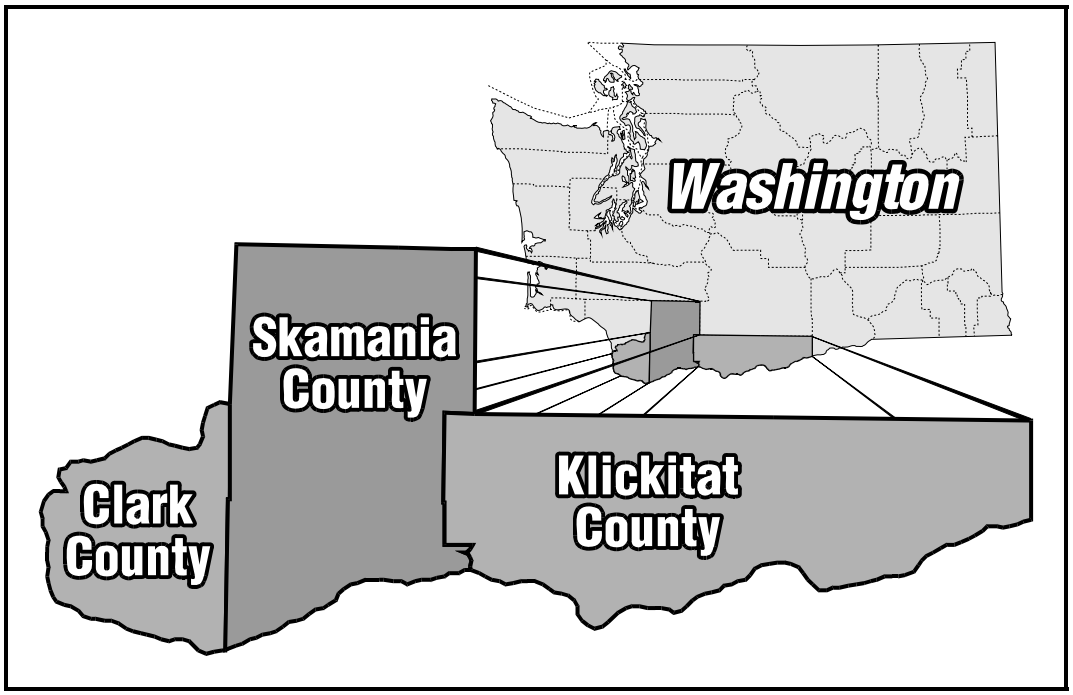
RTC will continue to work in partnership with local and state elected officials to bring needed transportation investments to this region.

Key Transportation Issues Facing The Region:

- Providing transportation system improvements to support economic development and growth in Clark County. Between 1990 and 2006, Clark County's population grew by 64.5% from 238,053 to 403,500.
- Investing in transportation infrastructure to support the economic and land use goals of our region.
- Maintaining funding for this region's projects funded through the 2003 Washington State Legislature's "Nickel Package" and 2005 Legislature's Partnership Package in the face of significant statewide inflationary cost increases and providing support to WSDOT through the project design and implementation phases. Through these packages, Clark County is set to receive nearly $500 million in transportation projects.
- Providing support to C-TRAN in planning for transit to serve the growing Clark County community. In FY 08 C-TRAN will implement service redesign identified in the analysis completed in FY 07. Transit planning will include a park and ride demand study for the I-5 and I-205 corridors in Clark County.
- Identifying future High Capacity Transit corridors in Clark County.
- Coordinating with the human services transportation providers such as the Human Services Council to address transportation needs for the aged, people with disabilities and low income.
- Maintaining Level of Service and concurrency standards consistent with the revenues available for transportation "mobility/capacity" projects.
- Moving projects through the required planning and environmental review phases to ensure that they are "ready to construct" if transportation funds become available.
- Continuing work on an EIS for the Columbia River Crossing Project and environmental review of I-205 corridor interchanges from Mill Plain to NE 28th Street.

- Completion of regional and local Commute Trip Reduction (CTR) plans that should guide the region to make the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) measures and strategies.
- Continuing deployment of Intelligent Transportation System (ITS) projects, measures and strategies through implementation of the cooperatively developed Vancouver Area Smart Trek (VAST) program.
- Addressing bi-state transportation needs in partnership with Metro (Portland), WSDOT, ODOT, C-TRAN and Tri-Met through the Bi-State Coordination Committee.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality and water quality and addressing environmental justice issues. SAFETEA-LU requires an increased level of coordination with resources agencies at an earlier stage of the planning process.
- Monitoring and seeking solutions to the growing transportation congestion in the region.
- Implementing projects to allow people to walk and bike to their destinations throughout the region and working with local partners to improve the health of the community.
- Involving the public in identifying transportation needs, issues and solutions in the region.

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)
EXTENT OF RTC REGIONAL TRANSPORTATION PLANNING ORGANIZATION REGION

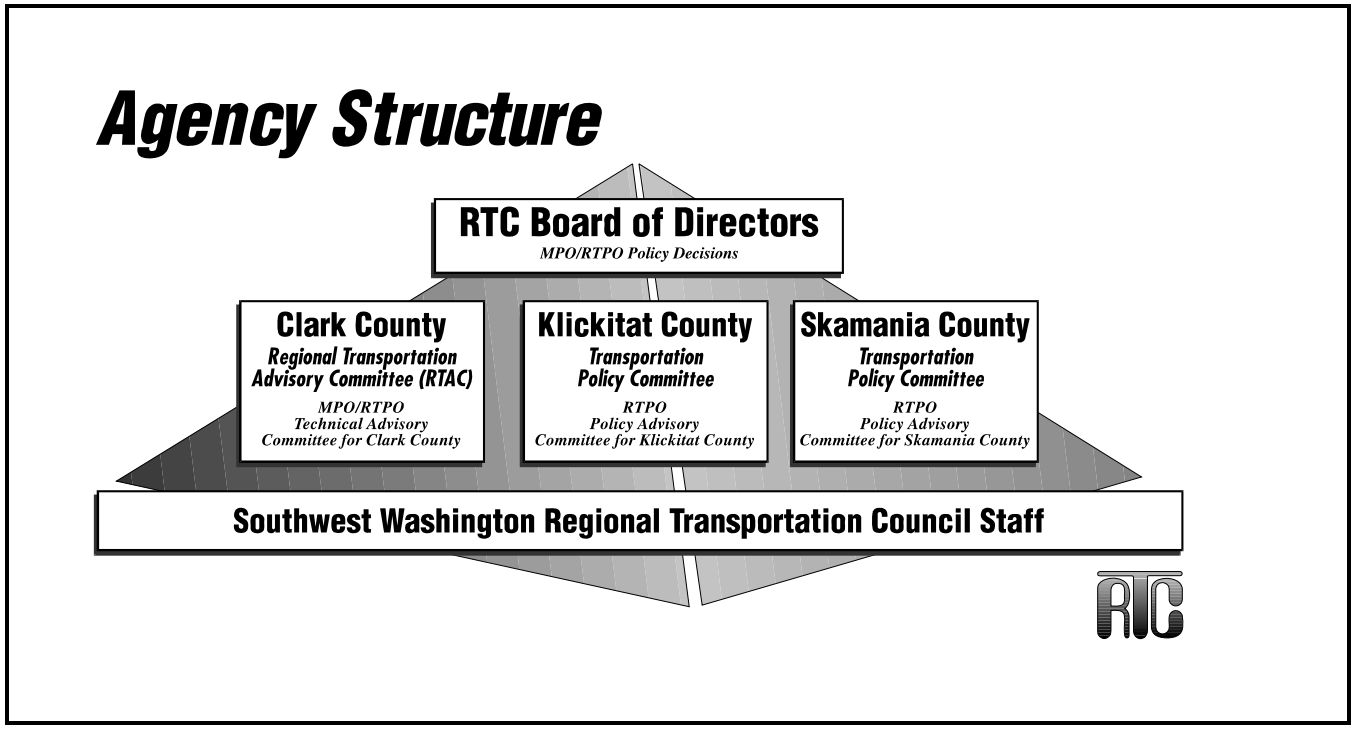


SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

MAP SHOWING EXTENT OF RTC METROPOLITAN PLANNING ORGANIZATION REGION
ALSO SHOWING INCORPORATED AREAS WITHIN CLARK COUNTY

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

RTC: AGENCY STRUCTURE



RTC: TABLE OF ORGANIZATION	
Position	**Duties**
Transportation Director	Overall MPO/RTPO Planning Activities, Coordination, and Management
Project Manager	Vancouver Area Smart Trek (VAST), Intelligent Transportation System (ITS), High Capacity Transportation (HCT)
Sr. Transportation Planner	MTP, UPWP, Corridor Studies
Sr. Transportation Planner	Metropolitan Transportation Improvement Program (MTIP), Project Programming, RTPO, Skamania and Klickitat Counties, Congestion Management Process, Traffic Counts
Sr. Transportation Planner	Regional Travel Forecast Model, Data
Sr. Transportation Planner	Geographic Information System (GIS), Mapping, Data, Graphics, Webmaster
Transportation Analyst	Regional Travel Forecast Model, Air Quality
Staff Assistant	RTC Board of Directors' Meetings, Bi-State Committee Meetings, Appointment Scheduling
Office Assistant	General Administration, Reception, Regional Transportation Advisory Committee (RTAC) Meetings
Accountant	Accounts Payable, Grant Billings

Participants, Coordination and Funding Sources

Consistent with the 1990 State Growth Management Act legislation, the Regional Transportation Council (RTC) Board of Directors has been established to deal with transportation policy issues in the three-county RTPO region. Transportation Policy Committees for Skamania and Klickitat Counties are in place and also a Regional Transportation Advisory Committee (RTAC) for Clark County. (Refer to *Agency Structure* graphic, Page v). Membership of RTC, the RTC Board, the Regional Transportation Advisory Committee (RTAC), Skamania County Transportation Policy Committee and Klickitat Transportation Policy Committee is listed on pages viii through x.

A. Clark County

The primary transportation planning participants in Clark County include the following: the Southwest Washington Regional Transportation Council (RTC), C-TRAN, Washington State Department of Transportation (WSDOT), Clark County, the cities of Vancouver, Camas, Washougal, Ridgefield, Battle Ground and La Center and the town of Yacolt, the ports of Vancouver, Camas-Washougal, and Ridgefield, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). In addition, the state Department of Ecology (DOE) is involved in the transportation program as it relates to the State Implementation Plan for carbon monoxide and ozone. The Human Services Council for the region coordinates with RTC on human services transportation issues. As the designated MPO for the Clark County Urban Area, RTC annually develops the transportation planning work program and endorses the work program for the entire metropolitan area that includes the Metro Portland region. RTC is also responsible for the development of the Metropolitan Transportation Plan, the Metropolitan Transportation Improvement Program, the Congestion Management program and other regional transportation studies.

C-TRAN regularly adopts a *Transit Development Plan* (TDP) that provides a comprehensive guide to C-TRAN's future development. The TDP provides information regarding capital and operating improvements over the next six years. The TDP, required by RCW 35.58.2795, outlines those projects of regional significance for inclusion in the Transportation Improvement Program within the region. As of June 1, 2005, C-TRAN's service boundary is limited to the city of Vancouver and it urban growth boundary, and the city limits only of Battle Ground, Camas, La Center, Ridgefield, Washougal, and the Town of Yacolt. In September 2005, voters approved an additional 0.2 percent sales tax for C TRAN, avoiding significant service reductions, preserving existing service, and restoring service to outlying cities. C-TRAN operates a fixed route bus system on urban and suburban routes as well as express commuter bus service to Portland, Oregon. C TRAN also provides general purpose dial-a-ride, deviated fixed route, and Americans with Disabilities Act (ADA)-compliant paratransit service.

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

Mechanisms for local, regional and state coordination are described in a series of Memoranda of Agreement and Memoranda of Understanding (MOU). These memoranda are intended to assist and complement the transportation planning process by addressing:

1. The organizational and procedural arrangement for coordinating activities such as procedures for joint reviews of projected activities and policies, information exchange, etc.

2. Cooperative arrangements for sharing planning resources (funds, personnel, facilities, and services).

3. Agreed upon base data, statistics, and projections (social, economic, demographic) as the basis on which planning in the area will proceed.

Memoranda of Understanding (MOUs) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA) renamed the Southwest Clean Air Agency (SWCAA), and RTC and C-TRAN, the local public transportation provider, were adopted by the RTC Board on January 4, 1995 (Resolutions 01-95-02 and 01-95-03, respectively). A Memorandum of Understanding between RTC and Washington State Department of Transportation was adopted by the RTC Board at the August 1, 1995 Board meeting (RTC and WSDOT MOU; RTC Board Resolution 08-95-15). An MOU between RTC and Metro was first adopted by the RTC Board on April 7, 1998 (RTC Board Resolution 04-98-08). The Metro/RTC MOU is reviewed triennially with adoption of the UPWP. It was last revised with adoption of the FY 2007 UPWP in April 2006 (RTC Board Resolution 04-06-13, April 4, 2006).

Southwest Washington Regional Transportation Council: Membership 2007

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

Washington State Legislators from the following Districts:
15th District
17th District
18th District
49th District

RTC Board of Directors

City of Vancouver	Mayor Royce Pollard (Vancouver) [Vice-Chair]
City of Vancouver	Pat McDonnell (City Manager)
Cities East	Council Member Helen Gerde (Camas)
Cities North	Council Member Bill Ganley (Battle Ground)
Clark County	Commissioner Marc Boldt
Clark County	Commissioner Steve Stuart
Clark County	Commissioner Betty Sue Morris [Chair]
C-TRAN	Jeff Hamm (Executive Director/CEO)
ODOT	Jason Tell (Region One Manager)
Ports	Commissioner Arch Miller (Port of Vancouver)
WSDOT	Donald Wagner (Southwest Regional Administrator)
Metro	Metro Councilor Rex Burkholder
Skamania County	Commissioner Paul Pearce
Klickitat County	Mayor Brian Prigel (City of Bingen)
Washington State Legislative Members:	
15th District Senator	Jim Honeyford
15th District Representative	Bruce Chandler
15th District Representative	Dan Newhouse
17th District Senator	Don Benton
17th District Representative	Jim Dunn
17th District Representative	Deb Wallace
18th District Senator	Joe Zarelli
18th District Representative	Richard Curtis
18th District Representative	Ed Orcutt
49th District Senator	Craig Pridemore
49th District Representative	Bill Fromhold
49th District Representative	Jim Moeller

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Jack Shambaugh
Clark County Public Works	Bill Wright
Clark County Planning	Mike Mabrey
City of Vancouver, Transportation	Matt Ransom
City of Vancouver, Planning	Bryan Snodgrass
City of Washougal/Port of Camas-Washougal	Scott Sawyer (City of Washougal)
City of Camas	Jim Carothers
City of Battle Ground/Town of Yacolt	Sam Adams (City of Battle Ground)
City of Ridgefield/City of La Center/Port of Ridgefield	Steve Wall (City of Ridgefield)
C-TRAN	Ed Pickering
Port of Vancouver	Katy Brooks
Human Services Transportation	Gail Bauhs (Human Services Council)
ODOT	Andrew Johnson
Metro	Mark Turpel
Regional Transportation Council	Dean Lookingbill

B. Skamania County

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

Skamania County Transportation Policy Committee

Skamania County	Commissioner Paul Pearce
City of Stevenson	Marc Thompson, Public Works Director
City of North Bonneville	Thomas Payton, Mayor
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Skamania County	Port Manager

C. Klickitat County

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

Klickitat County Transportation Policy Committee

Klickitat County	Commissioner Ray Thayer
City of White Salmon	Mayor Francis Gaddis
City of Bingen	Mayor Brian Prigel
City of Goldendale	Larry Bellamy, City Administrator
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Klickitat	Dianne Sherwood, Port Manager

D. Bi-State Coordination

Both RTC, the MPO for the Clark County, Washington portion of the Portland-Vancouver metropolitan region and Metro, MPO for the Oregon portion of the Portland-Vancouver region, recognize that bi-state travel is significant within the region. To address bi-state regional transportation system needs, RTC representatives participate on Metro's Transportation Policy Advisory Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT) committees. Metro is represented on RTC's Regional Transportation Advisory Committee (RTAC) and RTC Board of Directors. Currently, several locations on the I-5 and I-205 north corridors are at or near capacity during peak hours resulting in frequent traffic delays. The need to resolve increasing traffic congestion levels and to identify long-term solutions continues to be a priority issue. Also of bi-state significance is continued coordination on air quality issues.

The Bi-State Transportation Committee was established in 1999 to ensure that bi-state transportation issues are addressed. This Committee was reconstituted in 2004 to expand its scope to include both transportation and land use according to the Bi-State Coordination Charter. The Committee is now known as the Bi-State Coordination Committee. The Committee's discussions and recommendations continue to be advisory to the RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee advises the appropriate local and regional governments.

1 REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) serves as the Regional Transportation Plan (RTP) for the Clark County metropolitan region to promote and guide development of an integrated, multimodal and intermodal transportation system that facilitates the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the area encompassed by the Metropolitan Area Boundary, and, at a minimum, covers a 20-year planning horizon. The most recent update to the *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in December 2005 when the Plan's horizon year was extended to 2030. The MTP should be consistent with the Washington Transportation Plan (WTP) and state Highway System Plan (HSP). The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments. The next major MTP update is scheduled for 2007. The update will be consistent with local Comprehensive Growth Management Plans, will reflect the WTP updated in November 2006 and will be SAFETEA-LU compliant.

Work Element Objectives

1. Develop regular MTP updates or amendments to reflect changing comprehensive plan land uses, demographic trends, economic conditions, regulations and study results and to maintain consistency between state, local and regional plans. Regular update and amendment of the Metropolitan Transportation Plan (MTP) is a requirement of the state Growth Management Act (GMA) and Federal Transportation Act, currently SAFETEA-LU. The state requires that the Plan be reviewed for currency every two years and current federal law allows transition to required update at least every four years. Whenever possible, major update to the MTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' comprehensive growth management plans. Plan updates will also acknowledge federal transportation policy interests and reflect the latest version of Washington's Transportation Plan (WTP) and Highway System Plan (HSP). At each MTP amendment or update, the results of recent transportation planning studies are incorporated and identified and new or revised regional transportation system needs are documented. MTP development relies on analysis of results from the 20-year regional travel forecast model as well as results from a six-year highway capacity needs analysis. The Plan also reflects the transportation priorities of the region.

2. Comply with Washington's state law, the Revised Code of Washington (RCW), and guidance provided in Washington Administrative Code (WAC) and have the MTP include the following components:

    a. A statement of the goals and objectives of the Plan. (See WAC 468.86.160)

    b. A statement of land use assumptions upon which the Plan is based.

    c. A statement of the regional transportation strategy employed within the region.

    d. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans.

    e. A statement defining the least cost planning methodology employed within the region.

    f. Designation of the regional transportation system.

    g. A discussion of the needs, deficiencies, data requirements, and coordinated regional transportation and land use assumptions used in developing the Plan.

h. A description of the performance monitoring system used to evaluate the plan, including Level of Service (LOS) parameters consistent with federal management systems, where applicable, on all state highways at a minimum.

i. An assessment of regional development patterns and investments to ensure preservation and efficient operation of the regional transportation system.

j. A financial section describing resources for Plan development and implementation.

k. A discussion of the future transportation network and approach.

l. A discussion of high capacity transit and public transportation relationships, where appropriate.

3. Address the eight federal planning factors required of the metropolitan planning process. The planning process for a metropolitan area shall provide for consideration of projects and strategies that will:

   a. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

   b. Increase the safety of the transportation system for motorized and non-motorized users.

   c. Increase the security of the transportation system for motorized and non-motorized users.

   d. Increase the accessibility and mobility options available to people and for freight.

   e. Protect and enhance the environment, promote energy conservation, and improve quality of life.

   f. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

   g. Promote efficient system management and operation.

   h. Emphasize the preservation of the existing transportation system. These will be addressed in the MTP.

4. Solicit public participation and involve the public in MTP development.

5. Reflect updated results from the Congestion Management Process. The latest update to the Clark County region's *Congestion Management Report* was published in April 2006 and an update is anticipated in 2007.

6. Address bi-state travel needs and review major bi-state policy positions and issues.

7. Address regional corridors, associated intermodal connections and statewide intercity mobility services.

8. Identify measures to help maintain federal clean air standards and analyze the MTP for conformity with the Clean Air Act Amendments of 1990.

9. Reflect freight transportation issues and describe the State's Freight and Goods System.

10. Address bicycling and pedestrian modes.

11. Describe concurrency management and its influence on development of the regional transportation system as well as a tool to allow for the most effective use of the existing transportation systems.

12. Describe transportation system management and operations, Intelligent Transportation System (ITS) applications, as well as Transportation Demand Management (TDM) strategies and Commute Trip Reduction efforts.

13. Evaluate the environmental impacts and mitigation opportunities related to the developing regional transportation system as required by SAFETEA-LU, the Clean Air Act and State law. This evaluation includes Clean Air Act conformity analysis, as needed.

14. Coordinate with environmental resource agencies.

15. Carry out an environmental review process of the proposed MTP prior to its adoption.

16. Address the impacts of the Endangered Species Act as it relates to transportation system development.

17. Report on transportation system performance.

18. Develop an MTP that can be implemented through more detailed corridor planning processes and eventual programming of funds for project construction and implementation.

19. Address planning for the future transit system. This will include incorporating recommendations from C-TRAN's planning process.

Relationship To Other Work Elements

The MTP takes into account the reciprocal effects between land use, growth patterns and transportation system development. It also identifies the mix of transportation strategies needed to address future transportation system problems. The MTP for Clark County is interrelated with all other RTC work elements. In particular, the MTP provides planning support for the Metropolitan Transportation Improvement Program and relates to the congestion management system.

FY 2008 Products

1. An update to the MTP will be developed in FY 2007 and adopted early in FY 2008. Land uses from the updated Comprehensive Growth Management Plan for Clark County, anticipated for adoption in 2007, will be used as the basis for the MTP update. The MTP update will reflect County demographic projections, updated land use allocations and urban area boundaries, the transportation planning process in the region and will address the requirements of SAFETEA-LU. In summary, the following list of items are anticipated to be addressed in the MTP update process:

    - Review of MTP Vision and Goals to ensure consistency with the Comprehensive Plan update.
    - Incorporation of the County's updated land uses and demographic forecasts and allocation to Transportation Analysis Zones (TAZs) for input to the regional travel forecast model to use in transportation system analysis.
    - Updated MTP base year.
    - Updated MTP horizon year to ensure MTP covers at least a 20-year planning horizon to comply with federal requirements.
    - Revision of federal functional classification of the highway/arterial system to be as consistent as possible with the Clark County Arterial Atlas and local street classifications.
    - Review of the designated regional transportation system and its consistency with local plans.

- Identification of transportation deficiencies in the 20-plus year horizon and listing of projects to improve the transportation system. The listing of projects will reflect the State's *Highway System Plan* and local Capital Facilities Plans.
- Re-assessment of financial plan assumptions and update to the financial plan chapter.
- Update of maintenance, preservation, safety improvement and operating cost data and information.
- Update to the list of priority transportation projects and strategies.
- Review, update, and analysis of system performance measures and level of service assumptions.
- Update of Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) strategies including incorporation of local and regional Commute Trip Reduction (CTR) plan recommendations. CTR plans are required under the state CTR Efficiency Act (2005).
- Results and recommendations from recent and ongoing transportation planning studies that affect the regional transportation system.
- Update of the transit and other non-auto modal mix in the Plan as well as acknowledgement of an updated Clark County Trails Plan (2006) and providing for more active communities.
- Update to the list of transportation improvements included in regional air quality conformity analysis.
- Public outreach, involvement and participation.
- Certification of updated transportation elements of local comprehensive growth management plans to ensure consistency between the state, local, and federal transportation plans.

2. The MTP update will reflect Washington's Transportation Plan (WTP) adopted in November 2006, the latest state Highway System Plan (HSP) and will address federal transportation policy interests, including safety and security of the transportation system, economic development, human services transportation, environmental justice, integration of environmental review into the planning process and consideration of management and operations in the planning process. Interstate and state transportation projects identified in the MTP are coordinated with WSDOT.

3. The MTP update will include further work to make the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) strategies. TDM planning takes a broader definition of TDM and identifies policies, programs and actions to include use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems.

4. Documentation of conformity with the requirements of the Clean Air Act Amendments (CAAA) will be provided with MTP update, as necessary. Transportation improvement projects proposed in the MTP and assumed in air quality conformity analysis will be clearly listed in the MTP appendix.

5. The Congestion Management Process serves as a tool for performance evaluation and support for transportation policy decisions, as well as identification of transportation strategies to relieve and/or manage congestion. The latest results from Congestion Management Monitoring (CMM) as part of the Congestion Management Process will be reflected in the MTP update. Results include highway and transit modes.

6. The status of High Capacity Transit Systems planning in Clark County will be reported in the MTP update.

7. The MTP update will reflect work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed in the MTP.

8. The MTP will incorporate plans for the interstate corridors. Transportation needs in the I-5 corridor are being addressed through the I-5 Columbia River Crossing (CRC) project and through the work of the Bi-State Coordination Committee.

FY 2008 Expenses:		**FY 2008 Revenues:**	
	$		$
RTC	213,850	• Federal FHWA	111,677
		• Federal FTA	31,633
		• Federal STP	5,000
		• State RTPO Planning	11,168
		• State RTPO (long range planning)	37,090
		• MPO Funds	17,282
Total	**213,850**		**213,850**
	Note:	Federal $ are matched by state and local MPO $.	
		Minimum required match:	$25,338

1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

The Metropolitan Transportation Improvement Program (MTIP) is a multi-year program of transportation projects having a federal funding component. In order for transportation projects to receive federal funds they must be included in the MTIP. Projects programmed in the MTIP should implement the Metropolitan Transportation Plan (MTP). The MTIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, C-TRAN and the Washington State Department of Transportation (WSDOT). Projects listed in the MTIP should have financial commitment and meet the requirements of the Clean Air Act.

Work Element Objectives

1. Develop and adopt the Metropolitan Transportation Improvement Program (MTIP) consistent with the requirements of the federal Transportation Act.

2. Review of the MTIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal highway and transit funding. Project selection criteria reflect the multiple policy objectives for the regional transportation system (e.g. safety, maintenance and operation of existing system, multimodal options, mobility, economic development and air quality improvement).

3. Coordinate the grant application process for federal, state and regionally-competitive fund programs such as federal Surface Transportation Program (STP), state Transportation Improvement Board (TIB) programs, corridor congestion relief and school safety.

4. Program Congestion Mitigation/Air Quality (CM/AQ) funds with consideration given to emissions reduction benefits provided by projects.

5. Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs. Participate in Clark County's Transportation Improvement Program Involvement Team (TIPIT) Committee, the City of Vancouver's TIP process and C-TRAN's Transit Development Plan (TDP) and 20-Year Plan process. The Clark County Committee is citizen-based and seeks public input on developing and funding of transportation projects.

6. Coordinate with transit and human service agencies to address human service transportation.

7. Develop a realistic financial plan for the MTIP that addresses costs for operation and maintenance of the transportation system. The MTIP is to be financially constrained by year.

8. Analysis of MTIP air quality impacts and documentation of MTIP Clean Air Act conformity.

9. Amendments to the MTIP, where necessary.

10. Monitoring of MTIP implementation and obligation of project funding.

11. Ensure MTIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the State Program and database.

Relationship To Other Work Elements

The MTIP provides the link between the MTP and project implementation. The process to prioritize MTIP projects uses data from the transportation database and regional travel forecasting model output. It relates to the Public Involvement element described in section 3 of the UPWP. The MTIP program requires significant coordination with local jurisdictions and implementing agencies in the Clark County region.

FY 2008 Products

1. The 2008-2011 Metropolitan Transportation Improvement Program will be adopted. The type of environmental review and analysis (Environmental Impact Statement or Environmental Assessment or Categorical Exclusion) anticipated for projects incorporated into the MTIP will be noted. The MTIP will be fiscally constrained by year to reflect the programming of federal funds and project selection criteria. The MTIP will also include an annual list of implemented projects since the last MTIP adoption as well as a listing of bicycle and pedestrian projects.
2. MTIP amendments, as necessary.
3. Prioritization of regional transportation projects for the statewide competitive programs e.g. programs administered by the Transportation Improvement Board (TIB). The prioritized projects will be presented to RTAC for recommendation and to the RTC Board for adoption and/or endorsement.
4. MTIP Clean Air Act conformity analysis and documentation, as required.
5. Reports on tracking of MTIP implementation and on obligation of funding of MTIP projects.
6. Provide input to update the State Transportation Improvement Program (STIP).
7. Public involvement in MTIP development.

FY 2008 Expenses:	$	**FY 2008 Revenues:**	$
RTC	60,329	• Federal FHWA	39,225
		• Federal FTA	11,111
		• State RTPO	3,923
		• MPO Funds	6,070
Total	**60,329**		**60,329**
	Note:	Federal $ are matched by state and local MPO $. Minimum required match:	$8,900

1C. CONGESTION MANAGEMENT PROCESS

A Congestion Management System (CMS) was adopted by the RTC Board in May of 1995, and now serves as the region's Congestion Management Process (CMP). SAFETEA-LU requires that the Clark County region, as a Transportation Management Area (TMA), continue to address congestion management by adopting and implementing a Congestion Management Process within the region. The federal Intermodal Surface Transportation Efficiency Act (ISTEA), passed in 1991, first required the development of a Congestion Management System (CMS) to be used as a tool for monitoring traffic congestion and for identifying improvement strategies to alleviate the congestion. The purpose of a CMS was to develop a tool to provide information on the performance of the transportation system as well as identify strategies to alleviate congestion and enhance mobility. Traffic congestion negatively impacts the region's natural environment, economy, and quality of life. Facilities proposed for federal funding for additional general-purpose lanes were to first be assessed through the CMS process. While regulations were modified in SAFETEA-LU, the Federal Transportation Act continues to recognize the value of congestion management by directing TMAs to continue providing for effective management and operation of the transportation system through a Congestion Management Process. The Congestion Management Process focuses on transportation performance within corridors through monitoring of vehicular travel, auto occupancy, transit, and TDM and implementation of solutions to address congestion. The congestion monitoring program provides valuable information to decision-makers in identifying the most cost-effective strategies to provide congestion relief.

Work Element Objectives

1. Implement a Congestion Management Process to provide effective management of existing and future transportation facilities and to evaluate potential strategies for managing congestion. Congestion monitoring should provide the region with a better understanding of how the region's transportation system operates. The Congestion Management Process is intended to be a continuing, systematic process that provides information on transportation system performance.

2. Update and enhance the transportation database including the traffic count database and other database elements, such as transit ridership and capacity, travel time and speed, auto occupancy information and vehicle classification data, for Congestion Management System (CMS) corridors through the congestion monitoring program. The transportation database can be referenced and queried to meet user-defined criteria.

3. Incorporate CMP data into the regional traffic count database that, in turn, allows for refined calibration of the regional travel forecast model and provides input to the corridor congestion index update.

4. Analyze traffic count data, turn movements, vehicle classification counts and travel delay data to get an up-to-date representation of system performance, including evaluation of congestion on the Columbia River Bridges between Clark County and Oregon. Assess expansion of data collection efforts to support other regional transportation analysis needs for items such as model calibration, monitoring fast growth locations, and new parallel facilities.

5. Coordinate with local jurisdictions and local agencies to ensure consistency of data collection, data factoring and ease of data storage/retrieval. Coordination is a key element to ensure the traffic count and turn movement data supports local and regional transportation planning studies and concurrency management programs.

6. Collection, validation, factoring and incorporation of traffic count data into the existing count program.

7. Measure and analyze performance of the transportation corridors in the CMS network. This system performance information is used to help identify system needs and solutions. The data is also used to support transportation concurrency analysis.

8. Publish results of the Congestion Management Monitoring program in a System Performance Report that is updated periodically. Each year the Report's content and structure is reviewed to enhance its use, access and level of analysis. Updates may include more explanatory text, modified or additional graphics and charts, additional analysis, or more detailed examination of the data.

9. Coordinate with Metro on development of the congestion management process.

Relationship To Other Work

Congestion monitoring is a key component of the regional transportation planning process. The Congestion Management Process for the Clark County region supports the long-term transportation goals and objectives defined in the Metropolitan Transportation Plan. It assists in identifying the most effective transportation projects to address congestion. The congestion management process also supports local jurisdictions in implementation of their concurrency management systems and transportation impact fee program. The Congestion Management System Monitoring element is closely related to the data management and travel forecasting model elements. It is also closely related with the ongoing VAST program and Commute Trip Reduction (CTR) efforts. Congestion solutions are implemented by programming of projects and strategies in the Metropolitan Transportation Improvement Program (MTIP). The congestion management process also supports work by the state to update the WTP and congestion relief strategies.

FY 2008 Products

1. Adoption of a Congestion Management Process including implementation plan and schedule.

2. Updated traffic counts, turning movements, vehicle classification counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data will be made available on RTC's web site (http://www.wa.gov/rtc). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. Scans of traffic counts are stored to help meet other needs and to help future regional travel forecast model enhancement and update.

3. New traffic count data will be used to update the corridor congestion ratio for each of the CMS corridors. The congestion ratio assesses the overall performance of a full corridor (which may include multiple intersections and parallel roads) instead of just a single intersection. The corridor congestion ratio is used to classify each corridor according to its relative level of congestion, to identify the need for further evaluation, and to determine the effectiveness of alternative strategies.

4. Review and collect data other than traffic counts for CMS corridors, including auto occupancy, roadway lane density, vehicle classification, transit ridership, transit capacity, travel time and speed. Data should support the CMP, concurrency and/or other regional transportation planning programs.

5. Comparison between most recent data with data from prior years back to 1999 to support identification of system needs and solutions and monitoring of impacts of implemented improvements. "Areas of Concern" are listed in the Congestion Management Report and RTC works with local jurisdictions to identify transportation solutions for the corridor segments of concern. The linkage between Congestion Management Monitoring and traffic operations will also be addressed.

6. The first Congestion Monitoring Report was adopted by the RTC Board in April 2000. In FY 2008, the Report will be reviewed and updated, as necessary, and will again include a comparison with system performance reported in previous reports. In addition to a comprehensive summary of transportation data, the Report includes analysis and presentation of data to provide a better understanding of regional transportation system capacity and operations and potential for its improvement. It also includes analysis of the potential for transportation demand management to offset infrastructure needs and to

improve transportation efficiency. The Report provides an update of performance information for the identified regionally-significant multimodal transportation corridors critical to the mobility needs of the region. Twenty-one transportation corridors were identified and monitored through the CMP at the outset. Additional corridors have been identified and added to the monitoring system over time. Thirty corridors are now monitored.

7. Assess transportation system impact of Transportation Demand Management strategies.

8. Develop capacity or operational solutions to address transportation deficiencies identified as part of the congestion management monitoring process and incorporate these solutions into the regional plan (MTP).

9. Provide CMP data and system performance indicators to inform state and local transportation plan updates.

10. Provide information to Federal Highway Administration to help in FHWA's assessment of the congestion management process.

11. Communicate with Metro on RTC's congestion management process and keep informed on development of Metro's Congestion Management Process.

FY 2008 Expenses:		**FY 2008 Revenues:**	
	$		$
RTC	66,705	CM/AQ	75,000
Consultant	20,000	Local	11,705
Total	**86,705**		**86,705**

Assumes use of 2007/08 CM/AQ funds; approximately $20,000 of which is used for data collection by contractor.

1D. VANCOUVER AREA SMART TREK (VAST)

Traditionally, our region has met demand for mobility by building more highways and bridges and/or by adding more lanes to roads. Today, the urban area's highway system can no longer support a strategy that continues lane-capacity expansion into the indefinite future. While there may be no single solution, Intelligent Transportation Systems (ITS), offers a promising technological strategy to improve the efficiency of the total transportation system. ITS uses advanced electronics, communications, information processing, computers and control technologies to help manage congestion, improve the safety, security and efficiency of our transportation system.

RTC will continue coordination and management of the Vancouver Area Smart Trek (VAST) program that will result in implementation of ITS technologies in our region. The planning and management of the program by RTC was initiated in FY2002. The goal of VAST is to use ITS technologies for integration of all transportation information systems, management systems and control systems for the urbanized area of Clark County. RTC will be responsible for program management, program coordination and outreach/education. Participating agencies will be jointly responsible for ITS program implementation through the VAST Steering Committee. The deployment of ITS projects includes the use of federal CMAQ funds for communications infrastructure, transit priority, freeway management (variable message signs, video cameras, data stations), arterial management (central signal system software, advanced controllers, signal timing/coordination), and traveler information.

RTC has worked with regional partners to define the VAST regional architecture for the Clark County region, including a 20-year plan of ITS projects and an operational concept by VAST program areas.

Work Element Objectives

1. Continuation of the VAST program.

2. Continue implementation of projects currently programmed for CMAQ funding in the MTIP which include: 1) a freeway operations and management program, 2) expansion of arterial transportation operational improvements, 3) identification and implementation of Phase II of the advanced traveler information system, 4) regional ITS network enhancement for improved data sharing, and 4) management of the VAST program led by RTC. The freeway operations management program will improve operations of the freeway and improved traveler information with infill of cameras and detectors. The arterial operational will provide addition detection and arterial cameras at key locations. The traveler information system will identify Phase II improvements and implement additional improvements. The improved ITS network will allow real-time exchange of information between VAST agencies.

3. Provide for ongoing planning, coordination and management of the VAST program by RTC. This will include ensuring the region is meeting federal requirements for ITS deployment for integration and interoperability. It will also provide for completion of the VAST project checklist to determine project compliance for current projects and new projects.

4. Manage and provide support for the VAST Steering Committee for oversight in the development and deployment of projects contained in the 20-year VAST Implementation Plan. Ensure that VAST integration initiatives and consistency with the ITS architecture are addressed. The RTC Board established a Steering Committee that has executed a memorandum of understanding that defines how our region will work together to develop, fund, and deploy ITS projects contained in the 20-year plan. The Committee is comprised of Vancouver, Camas, Clark County, the Washington State Department of Transportation Southwest Region, the Southwest Washington Regional Transportation Council, C-TRAN and the Oregon Department of Transportation. The Committee's oversight role includes project review and endorsement prior to funding, and monitoring and tracking of projects during

implementation. The Steering Committee also acts as liaison with other key ITS stakeholders and assists in regional ITS policy formulation.

5. Continue management of the VAST Communications Infrastructure Committee to establish procedures, protocols, and standards for the VAST communications network. Identify additional areas for coordination and improvement of the communications infrastructure, including coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.

6. Expand communications infrastructure sharing and integration authorized under the recently executed Regional Communication Interoperability and Fiber Interlocal Agreement. Including the development and execution of additional fiber sharing permits between the VAST agencies.

7. Continue the data conversion of a shared communications assets management database and mapping system for use by the VAST partner agencies. Utilize the database software (OSPInSight) to identify additional infrastructure sharing opportunities and improved communications assets management.

8. Manage and facilitate the development of strategies to secure funding for ITS projects contained in the VAST 20-year plan. Assist Steering Committee members on funding applications for individual ITS project funding. Continue process of Steering Committee partnership for joint project funding applications.

9. Utilizing the status report technical memorandum on the current VAST 20-year plan completed in FY07, initiate and complete and update to the 20-year Plan. In addition, review and update the VAST regional ITS architecture.

10. Continue to work with ITS stakeholders, including emergency service providers such as Clark Regional Emergency Services Agency (CRESA), police departments and fire departments, as part of the VAST process to assess how VAST/ITS can facilitate and benefit public safety needs.

11. Complete the planning of and sponsor the Phase II traveler information workshop, identify of Phase II improvements and develop a scope of work for implementation and deployment of Phase II recommendations.

12. Work to "institutionalize" the regional ITS program by incorporating ITS into the planning process and the Metropolitan Transportation Plan. Areas of mutual need, institutional issues, institutional opportunities, recommendations and strategies to reduce or eliminate barriers and optimize the success of strategic deployment opportunities and the Implementation Plan are to be identified and followed through.

13. Participate in the Oregon Transport Project and other bi-state committees and groups for bi-state coordination of ITS activities.

14. Technical assistance in ITS implementation.

Relationship To Other Work Elements

The Vancouver Area Smart Trek (VAST) work element relates to the MTP as one element to improve the efficiency of the existing transportation system and to the MTIP where ITS projects are programmed for funding and implementation.

FY 2008 Products

1. Coordination of ITS activities within Clark County and with Oregon.

2. New VAST 20-year Plan and Regional ITS Architecture.
3. Completed Phase II Traveler Information Workshop and recommendations for Phase II deployment.
4. Regional Data Archive Implementation Plan to include both local and regional data.
5. Management of the VAST program including coordination of the preparation of the memoranda of understanding, interlocal agreements, and operational and maintenance agreements that are needed to support the implementation of the VAST program and the deployment of ITS projects.
6. Executed communications and fiber sharing permits and other activities between VAST agencies.
7. Facilitation of the activities of the Steering Committee and the Communications Infrastructure Committee.
8. Management of consultant technical support activities as needed.
9. Regional ITS goals and policies for the Clark County region and for bi-state ITS issues.
10. Development and management of an ITS data warehouse and maintenance of the VAST web site.

FY 2008 Expenses:	$	**FY 2008 Revenues:**	$
RTC: VAST Program Coordination/Management	60,116	CM/AQ	52,000
		MPO Local Match (13.5%)	8,116
Total	**60,116**		**60,116**

Federal funds for project implementation by WSDOT and local agencies are programmed in the MTIP.

1E. I-5 COLUMBIA RIVER CROSSING PROJECT (CRCP)

The Transportation Equity Act for the 21st Century (TEA-21) recognized the importance of trade corridors to the national economy and designated I-5 within the Portland/Vancouver region as a Priority Corridor under the National Trade Corridors and Borders Program. The Portland-Vancouver I-5 Transportation and Trade Partnership strategic planning effort for the I-5 corridor between I-84 in Portland and I-205 in Vancouver was initiated in response to recommendations of a bi-state Leadership Committee, which met over a nine-month period in 1999. The Committee found that the I-5 corridor is a critical economic lifeline for the region and the state, serving the Ports of Portland and Vancouver, two transcontinental rail lines, providing critical access to industrial land in both states, and facilitating through movement of freight.

Following that effort, in 2001, a Task Force appointed by Governors Gary Locke of Washington and John Kitzhaber of Oregon met to guide development of the Partnership Study. On June 18, 2002, the Bi-State Governors' Task Force adopted its recommendations, which were incorporated into the Strategic element of the Metropolitan Transportation Plan for Clark County. Work on implementing the I-5 recommendations now continues with the I-5 Columbia River Crossing Project (CRCP) and the initiation of the Draft Environmental Impact Statement process.

Phase I of the Columbia River Crossing Project to develop a wide range of alternatives, conduct an analysis that will narrow the range of alternatives, and select a set of alternatives to be carried into the Draft Environmental Impact Statement (DEIS), is nearing completion. Phase II of the project will complete the DEIS. It will begin in March 2007 and is expected to continue through early 2008 with the selection of a locally preferred alternative. The Final Environmental Impact Statement is to be completed by the end of 2008.

The RTC Board will receive regular briefings on the CRC and have input into the project via project committees. In 2006, adoption of the problem definition, evaluation criteria, development and analysis of a wide range of alternative packages, and staff recommendations for alternatives to be carried into the DEIS phase of the project were complete. In early 2007, policy makers and the CRC Task Force will select build alternatives for detailed study in the DEIS. A separate but related issue to the Columbia River Crossing Project is the Delta Park widening project. In late 2006, ODOT selected the preferred alternative for public comment. Upon final approval the project moves to final design and construction.

RTC as the federally designated Metropolitan Transportation Planning Organization (MPO) for Clark County has a mandated role regarding the DEIS process. Ultimately, the RTC Board will be required to make a decision regarding the locally preferred highway and transit alternatives and to incorporate them into the region's adopted MTP. The DEIS process itself is a large, complex process that requires significant staff resources from a number of partnering agencies and consultant team.

Work Element Objectives

RTC's key staff involvement areas are expected to include the following: 1) local agency liaison, 2) day to day project development activities, provide input and analysis in the development of alternatives, 3) provide transportation data and analysis, and 4) conduct the travel demand model elements of the Clark County side of the project. In addition, RTC will act as lead CRC agency for the preparation, review, coding, and refinement of Phase II transit network alternatives within the travel demand model process. RTC's role in this element will enhance local oversight in the transit-modeling element of the CRC Project.

1. RTC will participate in the Project Development Team, a host of technical working groups including, Travel Demand Forecasting, Environmental, Transit, and the Regional Partners Group.

2. RTC will have key activities in the CRC transportation planning work element. This includes the development of study parameters, data collection, initial and secondary screening of alternatives, transportation analysis of baseline and build alternatives, and support for other tasks, including the

environmental and design tasks. RTC will act as the lead Clark County agency to review and assist in developing and conducting the transportation analyses for the No Build and recommended build alternatives and will work collaboratively with Metro on the travel forecasting process.

3. RTC will provide key assistance to the project team on the review and development of required New Starts submittals for the Federal Transit Administration. RTC will provide assistance in the definition of the No Build and Build alternatives in collaboration with C-TRAN and local jurisdictions. RTC will work actively with key partners and the project team to define the Federal Transit Administration required Baseline Alternative that provides the key comparison to the Build alternatives in measuring their cost effectiveness.
4. RTC will provide quality assurance and review of the FTA required SUMMIT analysis and will participate in equilibrating and refining the alternatives based on technical analysis and oversight by FTA.
5. RTC will work in partnership with ODOT, WSDOT, Metro, the cities of Vancouver and Portland, counties of Clark, Washington and Multnomah, Oregon, TriMet, C-TRAN, the Port of Vancouver and Port of Portland to initiate, then complete the DEIS, and select a locally preferred alternative.
6. RTC's specific role in FY 2007/08 is to work cooperatively with regional partners on all elements of the Draft Environmental Impact Statement (DEIS) and to specifically assist with the development of travel demand networks and analysis of model results, traffic analysis associated with tolling options, and development of multimodal Columbia River Crossing alternatives.
7. Participate in public involvement activities relating to the CRCP.

Relationship To Other Work

Implementation of a strategic plan for transportation improvements in the I-5 corridor is critical to the long-term development of the region's transportation system. The Columbia River Crossing project is addressed in the Strategic Plan section of RTC's adopted MTP (December 2005). As the CRC project progresses, this will be reflected in MTP updates.

This RTC work element relates to the "I-5 Columbia River Crossing Project (CRCP)" work element described in the Metro's FY 2007-08 Unified Work Program (UWP).

FY 2008 Funding: RTC

FY 2008 Expenses:		**FY 2008 Revenues:**	
RTC	$16,000	WSDOT	$16,000
Total	**$16,000**		**$16,000**

The work element is led by ODOT/WSDOT.
The numbers above represent the balance of funds estimated to be available to RTC as of July 1, 2008.

1F. CLARK COUNTY HIGH CAPACITY TRANSIT SYSTEM STUDY

Regional transportation policy direction surrounding the issue of high capacity transit, including corridors and alternative high capacity transit modes, has been an uncertain part of the regional transportation system for the last 10 years. In late November of 2004, the 2005 federal transportation Appropriations Bill included a $1.488 million earmark to RTC for the analysis of the I-5/I-205/SR-500 transit loop. RTC's Work Plan proposed to utilize this funding source to assist the RTC Board in facilitating a broad discussion with affected Clark County agencies on modal alternatives for future high capacity corridors within Clark County and how that system would connect to transit across the Columbia River. The anticipated products of this analysis would lead to a set of high capacity transit policies that would balance the land use policies, transit priorities, and regional transportation system priorities to help policy makers determine whether a high capacity transit component is needed in Clark County and to guide development of RTC's long-range regional transportation system plan. The technical analysis and policymaking process would require the support and participation of RTC member jurisdictions with land use, transportation, and transit authority who would be impacted by the HCT policies.

Work Element Objectives

1. Implement the Clark County High Capacity Transit System Study's scope of work.
2. Identify a set of high capacity transit policies that would balance the land use goals, transit priorities, and regional transportation system needs to guide the development of the region's high capacity transit element.
3. Provide information on the feasibility of a range of high capacity transit options within Clark County.
4. Identify the most promising high capacity transit corridors and modes in order to increase the level of transit service in Clark County.
5. Address connection to any high capacity transit solutions that may result from the Columbia River Crossing project.
6. Re-designate high capacity corridors in the Metropolitan Transportation Plan.
7. Provide preliminary financial information for HCT.

Relationship To Other Work Elements

Transit is an important component of the regional transportation system. Transit as a component of the regional transportation system provides mobility and accessibility to help support the region's growth and economic development goals. The Clark County High Capacity Transit System Study is included in the Strategic Plan section of the Metropolitan Transportation Plan for Clark County (December 2005). The recommendations of this study, including high capacity transit policies and goals for the Clark County region, will be incorporated into the MTP.

FY 2008 Products

1. Develop HCT Policy Recommendations and System Plan.

FY 2008 Expenses:	$	**FY 2008 Revenues:**	$
RTC	1,125,000	Section 5309	900,000
		Local Match (20%)	225,000
Total	**1,125,000**		**1,125,000**

Federal and local funds were programmed in the 2006-2008 MTIP for Clark County and STIP. The balance of funds will be carried forward from the FY 2007 into the FY 2008 UPWP.

IG. SKAMANIA COUNTY RTPO

Work by the RTPO on a transportation planning work program for Skamania County began in FY 1990. The Skamania County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The Skamania County Regional Transportation Plan was initially adopted in April 1995 with updates in April 1998, May 2003, and February 2006. In 2003, Skamania County completed a transit feasibility study and recommendations of this transit study continue to be implemented. Development and traffic trends are monitored and the regional transportation planning database for Skamania County kept up to date. RTC staff will continue to provide transportation planning technical assistance for Skamania County.

Work Element Objectives

1. Conduct a regional transportation planning process.
2. Ensure the Skamania County Transportation Plan is regularly reviewed and provide opportunity for regular update if needed.
3. Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
4. Further develop the transportation database for Skamania County, for use in the Regional Transportation Plan update.
5. Coordinate with WSDOT staff and review plans of local jurisdictions for consistency with RTP and WTP.
6. Continuation of transportation system performance monitoring program.
7. Assistance to Skamania County in implementing a new federal transportation reauthorization act. This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
8. Work with Skamania County to ensure that High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
9. Continue assessment of public transportation needs, including specialized human services transportation, in Skamania County. Recommendations of the 2003 Skamania County Transit Feasibility Study began implementation in 2004 when commuter service between Skamania County and Clark County (Fisher Landing Transit Center) was initiated. Work with Skamania County in its coordination with Gorge TransLink, an alliance of transportation providers offering public transportation services throughout the Mid-Columbia River Gorge area as well as to destinations, such as Portland and Vancouver. These transportation services are available to everyone regardless of age or income. Coordination with the state's Agency Council on Coordinated Transportation (ACCT) will also continue related to meeting special transportation needs.
10. Coordinate with Skamania County to implement the next steps of the SR-35 Columbia River Crossing Study. This would include obtaining funding to move forward with preliminary design and a Final Environmental Impact Statement (FEIS).
11. Assistance to Skamania County in conducting regional transportation planning studies.

Relationship To Other Work Elements

The RTPO work program activities for Skamania County will be tailored to the County's specific needs and issues and, where applicable, coordinated across the RTPO region with Clark County to the west and with Klickitat County to the east.

FY 2008 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Skamania County.
2. Continued development of a technical transportation planning assistance program.
3. Development of the 2008-2011 Regional Transportation Improvement Program.
4. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2008 Expenses:		**FY 2008 Revenues:**	
	$		$
RTC	18,423	• State RTPO Planning	17,439
		• State RTPO (long range planning)	984
Total	**18,423**		**18,423**

1H. KLICKITAT COUNTY RTPO

Work by the RTPO on a transportation planning work program for Klickitat County began in FY 1990. The Klickitat County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The Klickitat County Regional Transportation Plan was initially adopted in April 1995 with updates in April 1998, May 2003 and February 2006. Development and traffic trends are monitored and the regional transportation planning database for Klickitat County is kept up to date. RTC staff will continue to provide transportation planning technical assistance for Klickitat County.

Work Element Objectives

1. Continue regional transportation planning process.
2. Ensure the Klickitat County Transportation Plan is regularly reviewed and provide opportunity for regular update if needed.
3. Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
4. Keep the transportation database for Klickitat County updated and current so that data and information can be used as input to the Regional Transportation Plan.
5. Coordinate with WSDOT staff and ensure that components of the WTP are integrated into the regional transportation planning process and incorporated into the RTP update.
6. Review plans of local jurisdictions for consistency with RTP and WTP.
7. Work with Klickitat County to ensure that High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
8. Continuation of transportation system performance monitoring program.
9. Assistance to Klickitat County in implementing the new six-year federal transportation reauthorization bill. This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
10. Continue assessment of public transportation needs, including specialized human services transportation, in Klickitat County. Currently, Klickitat County is fulfilling transit service needs through grant funding. Work with Klickitat County in its coordination with Gorge TransLink, an alliance of transportation providers offering public transportation services throughout the Mid-Columbia River Gorge area as well as to destinations, such as Portland and Vancouver. These transportation services are available to everyone regardless of age or income. Coordination with the state's Agency Council on Coordinated Transportation (ACCT) will also continue related to meeting special transportation needs.
11. Coordinate with Klickitat County to implement the next steps of the SR-35 Columbia River Crossing Study. This would include obtaining funding to move forward with preliminary design and a Final Environmental Impact Statement (FEIS).
12. Assistance to Klickitat County in conducting regional transportation planning studies.

Relationship To Other Work Elements

The RTPO work program activities for Klickitat County are tailored to the specific needs and issues of the Klickitat County region and, where applicable, coordinated across the RTPO.

FY 2008 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Klickitat County.
2. Continued development of a technical transportation planning assistance program.
3. Development of the 2008-2011 Regional Transportation Improvement Program.
4. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2008 Expenses:		**FY 2008 Revenues:**	
	$		$
RTC	21,396	• State RTPO Planning	19,557
		• State RTPO (long range planning)	1,839
Total	**21,396**		**21,396**

1I. STATE ROUTE 35 COLUMBIA RIVER CROSSING: FEIS

The SR-35 Columbia River Crossing Final Environmental Impact Statement (FEIS) work element results from a local grass roots effort by a wide range of individuals who are interested in the near-term and longer-term future of the White Salmon/Bingen, Washington and Hood River, Oregon region. A Draft Environmental Impact Statement (DEIS) was completed in January 2004 that assessed the environmental impacts of three action alternatives as well as a "no action" alternative. The SR-35 Columbia River Crossing FEIS will evaluate potential impacts of the preferred alternative as well as the other alternatives that were evaluated in the DEIS.

The existing Columbia River Bridge is referred to locally as the Hood River Bridge and was built in 1924. The bridge spans the Columbia River connecting the cities of Bingen and White Salmon in Washington to Hood River in Oregon. This bridge is the second oldest Columbia River crossing and one of only three crossings in the Columbia River Gorge National Scenic Area. It provides a vital economic link between Washington and Oregon communities and commerce. The existing structure is 4,418 feet long with two 9.5-foot wide travel lanes and no pedestrian or bicycle facilities. It has open grid steel decking, which is known to adversely affect vehicle tracking.

The Final Environmental Impact Statement and preliminary design is expected to begin in late 2007 and last approximately one year. The SR-35 Columbia River Crossing FEIS will be funded with $547,500 in federal funding and state/local matching funds. The FEIS will be managed by RTC in partnership with WSDOT and ODOT and will be carried out in close coordination with the Klickitat and Skamania County Transportation Policy Committees. The study supports the regional goals contained in the Klickitat County Regional Transportation Plan.

Work Element Objectives

1. Conduct an environmental evaluation of alternatives to meet NEPA requirements and produce a Final Environmental Impact Statement (FEIS).

2. Conduct a public and agency participation program including communication and outreach to tribes that builds a decision-making structure and local consensus for a long-term solution.

Relationship To Other Work Elements

The SR-35 Columbia River Crossing FEIS is most closely related to work under the Klickitat County RTPO work element and is also of significance to the Skamania County RTPO work element.

FY 2008 Products

1. Begin the Final Environmental Impact Statement (FEIS) and preliminary design.

FY 2008 Expenses:		**FY 2008 Revenues:**	
	$		$
RTC	20,000	Federal High Priority	273,500
Consultant	321,875	ODOT & WSDOT Match	64,102
		Other local Match	4,273
Total	**341,875**		**341,875**

$547,000 in federal High Priority funds was included in the federal Transportation Reauthorization Act, SAFETEA-LU (2005), after takedowns. The table above assumes 50% would be used in FY 2008 and 50% in FY 2009.
Local matching funds are required but sources have not been finalized.

1J. TRANSPORTATION CORRIDORS VISIONING PLAN

The Southwest Washington Regional Transportation Council Board of Directors acknowledged the need to plan for and evaluate future transportation and development patterns. The Board therefore initiated a long-range visioning process to study the need for new transportation corridors in Clark County. Currently adopted land use plans and regional transportation plans include a 20-year growth forecast and transportation needs for the next 20 years but do not look at a longer timeframe. Yet, new transportation corridors take a considerable time to plan for and construct. It was felt that now is the time to define a vision for where long-term growth may take place and the transportation facilities needed to serve it. The purpose of conducting the transportation corridor visioning process is to answer the question: ***"How would we get around within our own community when population reaches one million?"*** The study began in fall 2006 and is scheduled to conclude in fall 2007.

Work Element Objectives

1. Conduct demographic analysis, land use allocation of future growth and travel demand analysis to support the Transportation Corridors Visioning Study.
2. Focus on analyzing potential new transportation corridors that will connect places and nodes of growth in Clark County in the longer-term planning horizon.
3. Analyze the feasibility of a circumferential (beltway) corridor providing connections between the cities of Ridgefield, Battle Ground, and Camas/Washougal.
4. Address the need for and feasibility of future Columbia River crossings to connect with Clark County's highway network.
5. Complete conceptual engineering of identified potential, future corridors largely using Geographic Information System (GIS) tools.
6. Inform the public and solicit feedback from the public on the Corridors Visioning Plan.

Relationship To Other Work Elements

The Corridors Visioning Study relates to the MTP. It is acknowledged that new corridors take time to plan, therefore the study will look at potential new corridors and may recommend their addition to the MTP either into the fiscally constrained MTP or the strategic section of the MTP that includes illustrative projects.

FY 2008 Products

1. Final study report to include demographic analysis, land use allocation, traffic analysis and conceptual engineering of potential new corridors.

FY 2008 Expenses:	$	**FY 2008 Revenues:**	$
RTC	98,266	• Federal STP	85,000
		• MPO Funds	13,266
Total	**98,266**		**98,266**

Minimum required match: $13,266

RTC anticipates contributing additional STP funds to this project. These anticipated additional funds are reflected in the above table.

2A. REGIONAL TRANSPORTATION DATA, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES

This element includes the development, maintenance and management of the regional transportation database to support the regional transportation planning program. The database is used to assess transportation system performance, evaluate level of service standards, calibrate the regional travel forecasting model, and includes functional classification of roadways, routing of trucks, technical support for studies by local jurisdictions and air quality analysis. Work will continue on maintaining and developing a Geographic Information System (GIS) transportation database. Technical assistance will be provided to MPO/RTPO member agencies and other local jurisdictions as needed. RTC will continue to assist local jurisdictions in updating and implementing Growth Management Act (GMA) plans. The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs and its output is used to support development of the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program. EMME/2 software has been used to carry out travel demand and traffic assignment steps in this region. However, to enhance micro-simulation capabilities, RTC will transition to use of the PTV Vision suite of modeling software (including VISUM and VISSIM). RTC continues to coordinate with Metro on use of Metro's regional model and to ensure that model data input, including census demographic data and land uses, are current.

This work element also includes air quality planning. Mobile emissions are a significant source of the region's air quality problems. As a result, transportation planning and project programming cannot occur without consideration for air quality impacts. In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. Currently, under the new federal 8-hour Ozone standard, the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated as an "unclassifiable/attainment" area for Ozone and no longer needs to demonstrate conformity for Ozone. The Vancouver AQMA is currently designated as a CO maintenance area. Regional emissions analyses of the Plan (MTP) and Program (MTIP) were no longer required after June 15, 2005 when the new Ozone standard took effect. However, plan, program, and project conformity analysis for carbon monoxide is still currently required. The Southwest Clean Air Agency has recently submitted a Limited Maintenance Plan for CO to the Environmental Protection Agency. Upon approval by EPA, RTC will only be required to conduct CO conformity analysis for transportation projects and not for the plan or program. RTC assists the region's air quality planning program in providing demographic forecasts, develops a Vehicle Miles Traveled (VMT) grid, and monitors changes in VMT. RTC also analyzes air quality implications through the EPA Mobile Emissions model and analyses project-level air quality impacts for local jurisdictions and agencies.

Work Element Objectives

1. Maintain an up-to-date transportation database and map file for transportation planning and regional modeling that includes transit ridership and transit-related data, developed by C-TRAN. The database is used as support for development of regional plans, travel forecasting model and transportation maps.

2. Collect, analyze and report on regional transportation data from data sources such as the U.S. Census, Census Transportation Planning Package data, National Household Travel Survey (NHTS) data (http://nhts.ornl.gov/2001/index.shtml), travel behavior survey data, and County GIS information.

3. Continue to maintain and update a comprehensive traffic count program coordinated with local jurisdictions and agencies.

4. Compile accident data for use in development of plans and project priorities.

5. Analyze demographic forecasts for the region for use in regional travel forecast model development. RTC reviews the Clark County-produced region-wide growth totals for population, households and employment allocated to Clark County's transportation analysis zones (TAZs) and incorporates these

assumptions into the regional travel model. The TAZ allocation is used by RTC in the travel forecast modeling process.

6. Analyze growth trends and relate these to future year population and employment forecasts.

7. Coordinate with Metro on procedures for forecasting the region's population and employment data for future years as well as on Metroscope development, a process that integrates land use development and transportation system change in an integrated model. RTC staff will also research the use of models such as UrbanSim to enable integrated transportation and land use modeling.

8. Continue to incorporate transportation planning data elements into the ArcInfo system and work with Clark County's Assessment and GIS Department to support transportation data being incorporated in the County ArcGIS system.

9. Maintain GIS layers for the designated regional transportation system, federal functional classification system of highways and freight routes.

10. Assist local jurisdictions in analyzing data and information from the regional transportation data base and in updating and implementing GMA plans, including Concurrency Management programs.

11. Coordinate with the County's computer division to update computer equipment and software, as needed.

12. Continue to develop the regional travel forecast model and use it as a tool to help analyze the transportation system in the region and to use its output to identify deficiencies in the regional transportation system.

13. Develop and maintain the regional travel model to include: periodic update to provide updated base year and twenty year horizons together with necessary re-calibration, network changes, speed-flow relationships, link capacity review, turn penalty review, land use changes, and interchange/intersection refinements.

14. Document the regional travel forecast model development and procedures.

15. Update RTC travel demand model codes with WinMTX, which is developed by RTC staff. WinMTX is a matrix manipulation tool set written in Visual Basic. It will be upgraded and optimized continuously to run travel demand models more efficiently.

16. Work with local agencies to help them use the regional travel forecasting model and to expand model applications for use in regional plans, local plans, transportation demand management planning and transit planning. When local agencies and jurisdictions request assistance relating to use of the regional travel forecasting model for sub-area studies, the procedures outlined in the adopted Sub-Area Modeling guide (February, 1997) are followed.

17. Organize and hold meetings of the local Transportation Model Users' Group (TMUG) providing a forum for local model developers and users to meet and discuss model development and enhancement.

18. Participate in the Oregon Modeling Steering Committee (OMSC) meetings, organized as part of the Oregon Travel Model Improvement Program (OTMIP) to learn about model development in Oregon and the Portland region. A major travel activity survey has been planned by Metro in coordination with Oregon MPOs and RTC. However, the survey will not be conducted until work on the transit mall in downtown Portland is complete. The survey will likely include use of GPS units to collect data and beginnings of a longitudinal panel survey. The travel activity and behavior survey information is used to support development of the regional travel forecast model.

19. Increase the ability of the existing travel forecasting procedures to respond to information needs placed on the forecasting process. The model needs to be able to respond to emerging issues, including

concurrency, peak hour spreading, latent demand, design capacity, performance measures, air quality, growth management, and life-style, as well as the more traditional transportation issues.

20. Continue research into regional travel forecasting model enhancement.

21. The transition from use of EMME/2 to the PTV Vision suite of software as part of the regional travel model process will continue in FY 2008. The PTV Vision software includes VISUM for strategic transportation planning and VISSIM for traffic analysis and management. The transition will require staff training and development of a new framework for modeling analyses. The new software will provide better integration of transportation planning and transportation operational analysis through use of traffic simulation tools. Use of the new, integrated transportation planning and operational analysis software will necessitate the development of standard practices and travel modeling parameters to achieve consistency in transportation analysis.

22. Coordinate the utility, development and refinement of the Clark County regional travel forecasting model with Metro and other local agencies.

23. Continue to expand RTC's travel modeling scope through development of operational modeling applications and true dynamic assignment techniques that are increasingly important in evaluating new planning alternatives, such as HOV operations and impacts, ITS impact evaluation, congestion pricing analysis, and concurrency analysis.

24. Further develop procedures to carry out post-processing of results from traffic assignments.

25. Continue to develop data, including vehicle miles traveled (VMT) and vehicle occupancy measures, for use in air quality and Commute Trip Reduction (CTR) planning.

26. Assist WSDOT and local agencies by supplying regional travel model data for use in local planning studies, environmental analyses, development reviews, Capital Facilities Planning and Transportation Impact Fee program updates. In FY 2008, the implementation of projects funded through the state Nickel and Partnership funding packages will continue to move forward. RTC will provide WSDOT with transportation model data to support project design and implementation.

27. Assist local jurisdictions in conducting their Concurrency Management Programs by modifying the travel model so it can be used to analyze defined transportation concurrency corridors in order to determine available traffic capacity, development capacity and identify six-year transportation improvement needs.

28. Continue technical model participation in the CRC Project including transportation data and analysis and the travel demand model elements of the Clark County side of the project. In addition, act as lead agency for the preparation, review, coding, and refinement of transit network alternatives within the travel demand model process

29. Provide technical support for analysis of High Capacity Transportation (HCT) needs in the Clark County High Capacity Transit Systems study.

Air Quality Planning

30. Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of the requirements. In FY 2008, this will include addressing any issues concerning the Limited Maintenance Plan for Carbon Monoxide (CO) for the Vancouver Air Quality Maintenance Area recently submitted to the EPA for approval. In addition, the Portland-Vancouver area is reclassified from maintenance to attainment status for ozone based on the Environmental Protection Agency's (EPA's) eight-hour ozone standard. However, monitored data still indicates potential ozone problems.

31. Because of the new eight-hour standard for ozone, an ozone emissions budget is no longer required for the MTP. In addition, the Limited Maintenance Plan for CO would eliminate the need for a CO mobile emissions budget in the MTP. RTC will coordinate with Southwest Clean Air Agency (SWCAA) and the other air agencies to ensure that the MTP reflects these changes and that Transportation Control Measures (TCMs), if needed to retain the current air quality status or prevent backsliding, will be identified in the MTP. Current regional conformity requirements under the 1996 Vancouver CO Maintenance Plan for the Plan and Program will be in effect until EPA determines that the conformity demonstration provisions in the second 10 year Vancouver CO maintenance plan are adequate or until the new CO maintenance plan is approved and adopted. RTC will continue to review project conformity and conduct project conformity analysis for agency members, when requested, for the Vancouver area.

32. Work with the air quality consultation agencies to comply with the new provisions under consideration under the proposed new standard for Particulate Matter of 2.5 mcg (PM 2.5). The Environmental Protection Agency (EPA) is evaluating monitored data to determine if the Vancouver Air Quality Maintenance Area (AQMA) is in violation of the new standard. If transportation is a significant contributor, new transportation conformity requirements may be required. RTC will coordinate with air agencies to determine the regulatory and technical impact of conformity.

33. Program any identified TCMs in the Metropolitan Transportation Improvement Program (MTIP), as necessary.

34. Cooperate and coordinate with State Department of Ecology in their research and work on air quality in Washington State.

35. Coordinate with Southwest Clean Air Agency (SWCAA) in carrying out the provisions established in the Memorandum of Understanding (MOU) between RTC and Southwest Clean Air Agency (SWCAA), adopted by the RTC Board in January, 1995 [RTC Board Resolutions 01-95-02]. RTC's responsibilities include conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and MTIP. In addition, the MOU seeks to ensure that inter-agency coordination requirements in the State Conformity Rule are followed.

36. Coordinate and cooperate with air quality consultation agencies (Washington State Department of Ecology, EPA, FHWA, FTA, WSDOT, and SWCAA) on air quality technical analysis protocol and mobile emissions estimation procedures. This consultation process includes support for the review, update, and testing of any new Mobile 6 emissions model, to ensure accuracy and validity of mobile model inputs for the Clark County region and ensure consistency with state and federal guidance.

37. Coordinate with Metro to ensure consistency of mobile emissions estimation procedures and air quality emissions methodology using the travel-forecasting model.

38. Tracking of mobile emission strategies required in Maintenance Plans. Strategies equate to emissions benefits. If a strategy cannot be implemented then alternatives have to be sought and substituted.

39. Provide assistance to SWCAA, as needed, to produce mobile emissions inventory estimates, vehicle miles traveled information and other transportation data in support of the Carbon Monoxide Limited Maintenance Plan requirements. In addition, determine and carry out any responsibilities that may be required under the region's status as an Ozone attainment area.

40. Analyze transportation data as required by federal and state Clean Air Acts.

41. Prepare and provide data for DOE in relation to the vehicle exhaust and maintenance (I/M) program implemented in the designated portion of the Clark County region.

42. Use TCM Tools, where applicable, to assess the comparative effectiveness of potential TCMs in terms of travel and emissions reductions. In addition, TCM Tools can be used to quantify the Carbon Monoxide air quality benefits of projects proposed for MTIP programming and to measure the impacts of air quality improvement strategies that cannot be assessed through the regional travel model.

43. Carry out project level conformity analysis for local jurisdictions to provide for regional consistency.

44. Work with local agencies in the summer to implement Clean Air Action Days, as necessary.

Transportation Technical Services

45. The provision of technical transportation planning and analysis services to member agencies is continued in recognition that a common and consistent regional basis for analysis of traffic issues is a key element in maintaining, planning for and building an efficient transportation system with adequate capacity. Technical service activities are intended to support micro traffic simulation models, the input of population, employment and household forecasts, and the translation of the land use and growth forecasts into the travel demand model. In FY 2008, RTC staff will continue to provide support to local agencies transitioning to use of PTV Vision software. In addition, RTC will continue providing requested technical services related to development and implementation of the cities' and County's Comprehensive Growth Management Plans, transportation elements and transportation capital facilities plans.

Relationship To Other Work Elements

This element is the key to interrelating all data activities. Output from the database is used by local jurisdictions and supports development of the MTP, MTIP, congestion management report and Transit Development Plan. Traffic counts are collected as part of the Congestion Management Monitoring program and are coordinated by RTC. This is an ongoing data activity that is valuable in understanding existing travel patterns and future travel growth. The program is also a source of county-wide historic traffic data, and is used to calibrate the regional travel forecast model. Development and maintenance of the regional travel forecasting model is vital as it is the most significant tool for long-range transportation planning.

FY 2008 Products

1. Update of the regional transportation database with data from the U.S. Census, including the US Census Long Form Census Transportation Planning Package (CTPP) data and the American Community Survey (ACS) as well as the National Household Travel Survey (NHTS).

2. Analysis of Clark County transportation information. The main elements include: transportation measures in the GMA update, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations will be used to address environmental justice issues.

3. Review of the regional travel forecast model 2005 base year and revised 2030. The MTP's long-range planning horizon is currently at 2030 but revisions are anticipated with the 2007 update to the Comprehensive Growth Management Plan. A six-year model may also be developed for nearer-term planning purposes such as concurrency program and Capital Facilities Plan (CFP) development.

4. Compilation and analysis of data relating to minority and low income populations to support transportation plans for the region and for specific corridors and for specific Title VI requirements.

5. Integration of transportation planning and GIS Arc/Info data.

6. Coordinate with Clark County on maintenance and update of the highway network and local street system in a GIS coverage. A comprehensive review and update of the federal functional classification system will be completed to be as consistent as possible with local comprehensive plans. This update will include an updated report on total road mileage in the region.

7. Work with regional bi-state partners on freight transportation planning including improving truck forecasting ability. Integrate freight traffic data into the regional transportation database as it is collected and analyzed. Metro leads the commodity flow modeling in the region.

8. Update of the traffic count database.

9. Technical assistance to local jurisdictions.

10. Transportation data analysis provided to assist C-TRAN in planning for future transit service provision.

11. Purchase of updated computer equipment using RTPO revenues.

12. Continue implementation of interlocal agreements relating to use of RTC's regional travel forecast model and implementation of sub-area modeling.

13. Host Transportation Model Users' Group (TMUG) meetings.

14. Update of travel demand codes in the WinMTX as Metro updates the regional travel forecast model structure.

15. Refine travel forecast methodology using the VISUM and VISSIM software.

16. Documentation of regional travel forecasting model procedures.

17. Re-calibration and validation of model as necessary.

18. Review and update of model transportation system networks, including highway and transit.

19. Analysis of Commute Trip Reduction (CTR), congestion pricing and Transportation System Management/Intelligent Transportation System (ITS) impacts.

20. Re-evaluate the peak one hour analysis and continue to consider adoption of multiple peak hour period in the regional travel model process.

21. Use regional travel forecasting model data for MTP and MTIP development, as well as for Clark County Comprehensive Plan analysis, state HSP updates and support for corridor planning studies and environmental analysis such as the I-205 Corridor environmental process and I-5 Columbia River Crossing Project.

Air Quality Planning

22. Participation in development of the transportation elements of air quality Maintenance Plan updates coordinated with Southwest Clean Air Agency.

23. Air quality conformity analysis and documentation for updates and/or amendments to the MTP and MTIP as required by the Clean Air Act Amendments of 1990.

24. Coordination with local agencies, Southwest Clean Air Agency (SWCAA), the Washington State Department of Ecology (DOE), Metro and Oregon Department of Environmental Quality (DEQ) relating to air quality activities.

25. Project level air quality conformity analysis as requested by local jurisdictions and agencies.

Transportation Technical Services

26. RTC will continue to serve local jurisdictions' needs for travel modeling and analysis.

27. Output from the regional travel forecast model is used in the analysis process for local transportation concurrency analyses and concurrency program development. A regular travel model update procedure for base year and six-year travel forecast is established that can be used in concurrency programs. As part of the process, the travel model is used and applied in the defined transportation concurrency corridors to determine available traffic capacity, development capacity and to identify six-year transportation improvements.

28. Travel Demand Forecast Model Workshops will be organized and held. Invitees will include staff of local agencies and jurisdictions. These will help to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region.

29. Use of model results for local development review purposes and air quality hotspot analysis.

30. Technical support for the comprehensive growth management planning process in the Clark County region. Local comprehensive plans were updated in 2004 and revisions for the Comprehensive Growth Management Plan for Clark County are anticipated in 2007.

FY 2008 Expenses:	$	**FY 2008 Revenues:**	$
RTC	315,182	• Federal FHWA	184,590
Computer Equipment (use of RTPO revenues)	6,000	• Federal FTA	52,285
		• Federal STP	8,000
		• State RTPO	18,460
		• State RTPO (long range planning)	29,282
		• MPO Funds	28,565
Total	**321,182**	**Total**	**321,182**
	Note:	Federal $ are matched by state and local MPO $. Minimum required match:	$41,880

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

This element provides for overall coordination and management required of the regional transportation planning program. Ongoing coordination includes holding regular RTC Board and Regional Transportation Advisory Committee (RTAC) meetings. It also provides for bi-state coordination including partnering with Metro to organize and participate in the Bi-State Coordination Committee that addresses both transportation and land use issues of bi-state significance. In addition, this Coordination and Management work element provides for public outreach and involvement activities as well as the fulfillment of federal and state requirements.

Work Element Objectives

Program Coordination and Management

1. Coordinate, manage and administer the regional transportation planning program.

2. Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Coordination Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.

3. Promote RTC Board interests through the participation on statewide transportation committees and advisory boards. Specific opportunities for this include participation on the Statewide MPO/RTPO Coordinating Committee.

4. Provide leadership and coordination as well as represent RTC Board positions on policy and technical committees within the Portland-Vancouver region that deal with bi-state, air quality, growth management, high capacity transit, and transportation demand management issues and programs. Specifically, the key committees include the following: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Advisory Committee (TPAC) and the Bi-State Coordination Committee.

5. Coordinate and promote regional and bi-state transportation issues with the Washington State legislative delegation and with the Washington State congressional delegation. The Washington State legislative delegation from this region are ex-officio, non-voting members of the RTC Board of Directors.

6. Represent RTC's interest when working with organizations such as the following: Greater Vancouver Chamber of Commerce, Columbia River Economic Development Council, and the Washington State Transit Association.

7. Coordinate with WSDOT on implementation of Washington's Transportation Plan (WTP). The WTP update was completed in 2006.

8. Address the transportation needs of the elderly, low income and people with disabilities as part of the transportation planning program. The Human Services Transportation Plan (HSTP) for the RTC region was adopted in January 2007 and will be reviewed in FY 2008. RTC will coordinate with the Human Services Council and other stakeholders on issues related to human services transportation needs. During FY 2008, it is anticipated that the Clark County Human Services Transportation Stakeholders Group first convened to develop the HSTP in 2006 will be re-convened to support Plan update and future project identification.

9. Coordinate with WSDOT and the state Department of Health on the Active Community Environments (ACE) program. RTC will work with local partners to organize and participate in ACE meetings. RTC

will continue to participate in the Walkability Team as part of the STEPS to a Healthier Clark County program. RTC will also work with local partners to complete community assessments regarding Active Community Environments, review policies and suggest projects to improve non-motorized transportation modes in the Clark County region. The State Growth Management Act now requires that two additional components relating to active communities be addressed in local growth management plans. The two components are: (1) a pedestrian and bicycle component, and (2) land use policies that promote greater physical activity. RTC will coordinate with local agencies to implement this requirement.

10. Coordinate regional transportation plans with local transportation plans and projects.

11. Coordinate with the Growth Management Act (GMA) planning process. The Clark County Comprehensive Growth Management Plan update was adopted in 2004 and revisions are anticipated in 2007. RTC is required under state law to review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the MTP.

12. Communicate and outreach to tribes in the region regarding transportation issues.

13. Facilitate early environmental decisions in the planning process through work with resource agencies and local partners. This may involve working with the Signatory Agency Committee (SAC) in Washington and the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) in Oregon as well as with the State Historic Preservation Office.

14. Work with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation.

15. Represent the MPO at EIS scoping meetings relating to transportation projects and plans.

16. Monitor new legislative activities as they relate to regional transportation planning requirements.

17. Participate in transportation seminars and training.

18. Prepare RTC's annual budget and indirect cost proposal.

19. Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to efficiently carry out the regional transportation planning program. Provide computer training opportunities for MPO/RTPO staff.

20. Continue the Bi-State Memorandum of Understanding between Metro and RTC.

21. Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.

22. Develop bi-state transportation strategies and participate in bi-state transportation studies. In FY 2008 this will include the I-5 Columbia River Crossing Project and implementation of the Delta Park Widening Project.

23. Liaison with Metro and Oregon Department of Environmental Quality regarding air quality planning issues.

Bi-State Coordination Committee

24. In 2004 a new charter was adopted for the Bi-State Coordination Committee. Since that time, the Bi-State Coordination Committee has been charged with addressing transportation issues of bi-state significance as well as transportation related land use issues of bi-state significance that impact economic development, environmental, and environmental justice issues. The Committee's discussions

and recommendations are advisory to RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee's advisory recommendations are to the appropriate local and regional governments. RTC and Metro coordinate the organization of meetings of the Bi-State Coordination Committee to serve as the communication forum to address transportation and land use issues of bi-state significance. The two interstates now serve business, commercial, freight and other personal travel needs including over 56,000 daily commuters who travel from Clark County to Portland to work. In 2007, the Bi-State Coordination Committee is expected to take up issues related to the Columbia River Crossing Project, other bi-state transportation issues such as the I-205 corridor, freight rail, and federal bi-state priorities. RTC and Metro would continue to serve as staff to the Committee.

Public Involvement

25. Increase public awareness of and provide information on regional and transportation issues. SAFETEA-LU requires that public outreach include visualization techniques including web site content, maps and graphics.

26. Involve and inform all sectors of the public, including the traditionally under-served and under-represented, in development of regional transportation plans, programs and projects. Incorporate public involvement at every stage of the planning process and actively recruit public input and consider public comment during the development of the MTP and MTIP.

27. Periodically review the Public Participation Plan (PPP) to ensure its currency and update as necessary. When changes are made to the PPP, RTC will follow the procedures outlined in federal Metropolitan Planning guidelines.

28. Hold public outreach events, including meetings relating to the MTP and MTIP, in coordination with outreach events and activities hosted by local jurisdictions and WSDOT Southwest Region, WSDOT Headquarters and C-TRAN.

29. Conduct public participation process for any special projects and studies conducted by RTC.

30. Continue to update the RTC web site (http://www.rtc.wa.gov) which allows the public to gain information about planning studies being developed by RTC, allows access to RTC's traffic count database and provides links to other transportation agencies and local jurisdictions.

31. Participate in the public involvement programs for transportation projects of the local jurisdictions of Clark County such as the County's Transportation Improvement Program Involvement Team and the City of Vancouver's TIP Committee.

32. Communicate with local media.

33. Maintain a mailing list of interested citizens, agencies, and businesses.

34. Ensure that the general public is kept well informed of developments in transportation plans for the region. Outreach may be at venues such as the annual Clark County Fair held in August or at Westfield Shoppingtown (Van Mall) weekend events.

35. Respond to requests from various groups, agencies and organizations to provide information and give presentations on regional transportation topics. These requests provide an important opportunity to gain public input and discussion on a variety of transportation issues.

36. Support InterACT's efforts to raise awareness and solicit feedback from the public on transportation issues. InterACT is a subsidiary of Identity Clark County, a private, non-profit organization focused on community and economic development.

Federal Compliance

37. Comply with federal laws that require development of a Regional Transportation Plan, Transportation Improvement Program, and development of a Unified Planning Work Program. The current federal Transportation Act is SAFETEA-LU enacted in 2005.

38. Develop and adopt an annual UPWP that describes transportation planning activities to be carried out in the Washington portion of the Portland-Vancouver metropolitan area. The UPWP identifies the key policy decisions for the year and provides the framework for RTC planning, programming, and coordinating activities. A UPWP Annual Report is also produced.

39. Certify the transportation planning process as required by federal law.

40. Gather and analyze data to support C-TRAN and local jurisdictions' implementation of the Americans with Disabilities Act (ADA) enacted by the federal government in 1990. The Act requires that mobility needs of persons with disabilities be comprehensively addressed. C-TRAN published the C-TRAN ADA Paratransit Service Plan in January 1997 and in 1997 achieved full compliance with ADA requirements.

41. Report annually on Title VI activities. The Title VI Plan was adopted by the RTC Board of Directors in November 2002 (Resolution 11-02-21). FTA Circular 4702.1 outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. RTC and C-TRAN will work cooperatively to provide the necessary Title VI documentation, certification and updates to the information. C-TRAN Title VI documentation follows release of the most recent decennial Census data.

42. Compliance with Title VI and related regulations such as the President's 1994 Executive Order 12898 on Environmental Justice. RTC will work to ensure that Title VI and environmental justice issues are addressed throughout the transportation planning and project development phases of the regional transportation planning program. Beginning with the transportation planning process, consideration is given to identify and address where programs, policies and activities may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.

43. Continue to review Clean Air Act Amendments conformity regulations as they relate to regional transportation planning activities and the State Implementation Plan (SIP). Participate in SIP development process led by the Washington State Department of Ecology (DOE). Coordinate with Southwest Clean Air Agency (SWCAA) on maintenance plan update and seek to implement transportation strategies to promote mobile source emissions reductions that will help to maintain clean air standards.

44. Address environmental issues at the earliest opportunity in the transportation planning process. Participate in scoping meetings for National Environmental Policy Act (NEPA) process. RTC will address environmental mitigation, developed in consultation with Federal, State and Tribal wildlife, land management, and regulatory agencies, in Plan documents.

45. As part of the metropolitan transportation planning process, RTC will consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental Protection, conservation, and historic preservation. Consultation may address local and State conservation plans or maps, and inventories of natural or historic resources, if available.

Relationship To Other Work Elements

Regional transportation coordination activities are vital to the success of the regional transportation planning program and interrelate with all UPWP work elements. Program management is interrelated with all the administrative aspects of the regional transportation planning program and to all the program activities. The UPWP represents a coordinated program that responds to regional transportation planning needs.

FY 2008 Products

Program Coordination and Management

1. Meeting minutes and meeting presentation materials for transportation meetings organized by RTC.
2. Year 2008 Budget and Indirect Cost Proposal.
3. Participation in Metro's regional transportation planning process.

Bi-State Transportation Committee

4. Bi-State Coordination Committee meeting materials produced in partnership with Metro.

Public Involvement

5. Documentation of public involvement and public outreach activities carried out by RTC during FY 2008.
6. Participate in public outreach activities related to regional transportation planning program and projects.
7. Ensure that the significant issues and outcomes relating to the regional transportation planning process are effectively communicated to the media, including local newspapers, radio and television stations through press releases and press conferences as well as through regular update to RTC's website.
8. Continue to work with InterACT, which as a part of Identity Clark County leads a community-wide effort to create real solutions to Clark County's transportation issues.

Federal Compliance

9. Complete any required MPO certification documentation and include the certification statement in the MTIP.
10. An adopted FY 2009 UPWP, annual report on the FY2007 UPWP and, if needed, amendments to the FY 2008 UPWP.
11. Conduct data analysis and produce maps to support implementation of Title VI and environmental justice and documentation of the Title VI and Executive Order 12898 (Environmental Justice) program, as necessary. RTC completes a Title VI report annually.

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

FY 2008 Expenses:	$	**FY 2008 Revenues:**	$
RTC	219,858	• Federal FHWA	125,983
		• Federal FTA	35,686
		• Federal STP	2,000
		• State RTPO	12,599
		• State RTPO (long range planning)	21,094
		• MPO Funds	19,496
		• Federal – National Center for Disease Control (DOH)	3,000
Total	**219,858**		**219,858**
	Note:	Federal $ are matched by state and local MPO $.	
		Minimum required match:	$28,584

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

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

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

Washington State Department of Transportation, Southwest Region, publishes the *Washington State Department of Transportation, Southwest Region, FY 2008 Unified Planning Work Program* that provides details of each planning element outlined below.

Key issues and planning activities for the WSDOT Southwest Region within the RTC's region are:

1. Support the I-5 Columbia River Crossing (also known as the Portland-Vancouver I-5 Transportation and Trade Partnership). Specific activities include:
    a. Support the Draft Environmental Impact Statement Phase.
    b. Provide staff support for the Bi-State Coordination Committee and their Land Use, Rail and TDM Forums.
    c. Work with local and regional partners to develop and implement plans and activities related to TDM/TSM.
2. Coordinate with the RTPO's, MPO's, local jurisdictions, transit agencies, and tribes on updating the WTP, including an updated HSP. Specific activities include:
    a. Coordinate with MPO's, RTPO's, local jurisdictions, transit agencies and tribes in developing and refining solutions for highway deficiencies.
    b. Refine solutions and cost estimates for mobility improvements to update the HSP database.
    c. Conduct performance measurements and benefit-cost analyses of proposed improvements for project prioritization.
    d. Analyze and prioritize mobility and safety deficiencies on the state highway system.
    e. Update the travel delay program database.
    f. Transition traffic modeling analysis from EMME2 to Visum and Vissim software platforms.
3. Participate with bi-state partners on policies, issues, and coordination related to the bi-state regional transportation system.
4. Continue planning and coordination with the MPO's, transit agencies, local jurisdictions and tribes located in the region on multimodal and intermodal planning, air quality analysis, transportation system performance, congestion management, intelligent transportation systems (ITS), livable communities, and major investment studies.
5. Coordinate with local jurisdictions and tribes on implementing Washington Transportation Plan (WTP), Highway System Plan (HSP), Route Development Plans (RDPs), and other work plan elements.
6. Work with the Program Management section in supporting development of the Capital Improvement and Preservation Program (CIPP).
7. Provide public information and support opportunities for public involvement and communication in elements of regional and statewide activities.
8. Coordinate and provide input with counties and local jurisdictions on planning efforts to update comprehensive land use plans, transportation plans and capital facilities plans to comply with Growth Management Act requirements.

9. Work closely with RTC and Clark County on integration of local comprehensive plans in updating the Metropolitan Transportation Plan.
10. Participate in regional data collection, analysis and planning activities related to freight mobility issues.
11. Implement elements of the local Commute Trip Reduction program.
12. Coordinate with RTC, C-TRAN, Clark County and cities on development of transportation demand management strategies for inclusion in the Metropolitan Transportation Plan (MTP).
13. Work with RTC, ODOT and local governments on the SR-35 Columbia River Crossing Study.
14. Support the development of a long-term route development plan for routes consistent with the 2007-2026 Highway System Plan.
15. Support special studies on congestion relief issues or other topics and various Corridor, Route and special studies including such topics as Urban Area Access Management Implementation Strategic Plan Study, Regional Freight and Goods Movement, high Capacity Transit System Study.

WSDOT PLANNING GROUP WORK ELEMENTS:

Planning and Administration
Public Information/Communications/Community Involvement
MPO/RTPO Regional and Local Planning
- MPO/RTPO Coordination and Planning
- Bi-State Coordination
- Tribal Coordination
- Regional or Local Studies

Corridor Planning
- Route Development Planning
- Corridor and Special Studies
- Corridor Management Planning

State Highway System Plan
- Deficiency Analysis
- Benefit/Cost Analysis

Data and Research
- Data Collection/Analysis
- Travel Demand Forecasting

Transportation Planning and Coordination
- Public Transportation and Rail Planning/Coordination
- Multimodal/Intermodal Planning/Coordination
- Transportation Demand Management (TDM)
- High Occupancy Vehicle (HOV)/High Capacity Transportation (HCT) Coordination
- Non-Motorized (Bike & Pedestrian Planning/Coordination
- Freight Mobility Planning/Coordination

Growth Management and Development Review
- Coordinate Access Management/SEPA/NEPA reviews and mitigation
- Local Comprehensive Plans/County Planning Policies and Other Policy Review

Transportation Demand Management
- Congestion Relief
- Commute Trip Reduction

4B. C-TRAN

C-TRAN has identified the following planning elements for the Unified Planning Work Program (UPWP) FY 2008 (July 2007 through June 2008):

Regional Participation:

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

Regional Transportation Planning Studies:

C-TRAN will be involved in the following regional planning and engineering studies during FY 2007-08:

1. Columbia River Crossing Project: C-TRAN continues to work with regional partners in recommending multimodal and capacity improvements to the I-5 Trade Corridor, including:
    - Highway improvements to reduce bottlenecks and enhance express bus service
    - High capacity transit options supported with local bus service
    - Transportation demand management and system management to reduce congestion and improve transit performance.
2. High Capacity Transit Alternatives Analysis: C-TRAN will provide technical assistance and input to the Regional Transportation Council on an analysis of high capacity transit opportunities in Clark County
3. Transportation Visioning Study – C-TRAN is a regional partner on the Steering Committee that will take a longer-range look at Clark County growth with RTC, to identify additional transportation corridors for potential future development.
4. Metropolitan Transportation Plan and Transportation Improvement Program: C-TRAN will participate in developing revised and updated regional plans and programs.
5. Human Services Transportation Plan: C-TRAN will assist in updating the Clark County Human Services Transportation Plan.

Transit System Planning:

The comprehensive Service Redesign Analysis has been completed. Implementation of the approved service plan is scheduled for Fall 2007 in conjunction with the opening of the new 99th Street Transit Center/Park and Ride located at I-5 and 99th Street in Vancouver. When construction is completed and the new facility commissioned, transit service will be rerouted to serve the new transit center. At that time, the 7th Street Transit Center in downtown Vancouver will be closed. Major revisions to C-TRAN service standards and application of those standards in route analysis will occur following deployment of the service redesign.

The C-TRAN 20-Year Transit Development Plan will be completed and adopted by the Board of Directors. The Plan will include growth strategies for C-TRAN's future and allocation of resources among transit services. The

Plan will also include a long-range capital facilities plan, address development of a high capacity transit system in Clark County and will begin to implement the Board's 50-Year Vision Statement.

A park and ride demand study for the I-5 and I-205 corridors in Clark County will be conducted to update information last developed in the 1990's. The study will consider projected growth in Clark County and the cities within the county, and the resulting increase in travel demand. Information gathered will lay the needed foundation for planning C-TRAN capital projects.

Following public review and input, the published *2008-2013 Transit Development Plan* will identify capital and operational changes planned over the six-year period.

Capital Facilities:

99th Street Transit Center/Park and Ride: Complete construction and commission facility by Fall 2007.

Super Stop Facilities: C-TRAN will use a CM/AQ grant to develop super stop facilities at strategic locations within the redesigned fixed route system. The C-TRAN Bus Stop Guidelines will be revised to include super stop design and siting guidelines, prior to developing up to 15 super stop facilities.

Capital Facilities Master Plan: A system wide facilities master plan will be prepared that will consider the need for expanded facilities such as conducting a real estate market analysis and financial feasibility study to assess the potential for transit oriented development at Fisher's Landing Transit Center. The master plan will also consider the need for new facilities such as the Central County Park and Ride that requires a conceptual design, traffic analysis and environmental analysis to facilitate future development of this facility.

65th Street Administration, Operations and Maintenance campus: prepare a site master plan for potential expansion of the AOM facility.

Public Information and Feedback:

C-TRAN will inform and educate riders, businesses and the public through various means and will continue to work with the disabled and environmental justice communities to assure a broad level of public participation in the planning and delivery of regional and local transit services. Users of innovative transit services will be queried as to the effectiveness of the new service, with service revisions possible during 2007-08.

An annual Community Report Card and other means to communicate with Clark County residents and businesses will be instrumental in tailoring transit service to customer needs. On an annual basis, C-TRAN conducts market research and prepares a community report of public feedback, using the information to guide service planning decisions. Each of C-TRAN's major planning activities will include a public information and feedback process.

Intelligent Transportation System

VAST (Vancouver Area Smart Trek) is a cooperative Intelligent Transportation System (ITS) program that includes transportation agencies in Clark County. The VAST program partnership is coordinated with similar efforts underway in the Portland area to ensure ITS strategies throughout the region are integrated. ITS investments are made possible by significant federal grants and earmarks that C-TRAN has received.

Automatic Passenger Counting and Automatic Vehicle Location systems data will be applied as analytical planning tools to evaluate route performance, and target marketing activities that generate additional ridership.

ITS improvements will allow C-TRAN to more effectively operate and schedule fixed route and demand response service, as well as more efficiently gather data required by FTA.

Phase II: VAST improvements in phase II will allow for enhanced maintenance, provide dynamic schedule information to customers, and ensure ADA requirements are met. Implementation of Phase II is expected in the 2007-08 UPWP period and includes:

Automatic Fleet Maintenance system
Next bus signage at transit centers
ADA-compliant on-board announcements.

Phase III: Planning for Phase III will occur in 2007-08 and will include:

Traveler information delivered electronically
Traffic signal corridor analysis and prioritization
Additional traveler information signage.

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following transportation planning studies:

- Development of Transportation Improvement Program (TIP).
- Concurrency Management System: includes maintenance of the Concurrency Management System. The work program includes monitoring of existing capacity, capacity reserved for recently approved development and LOS in response to new development proposals.
- Transportation analysis needed to respond to appeals to the recently-adopted Comprehensive Plan.
- Continuing work on the transportation system database that will integrate information contained in the state-required Mobility database, formerly known as the County Road Information System (CRIS), with other transportation-related information systems to improve long-range transportation improvement cost estimates.
- Working through the Vancouver Area Smart Trek (VAST) process to implement promising ITS strategies.
- A Bicycle Advisory Committee assisted Clark County in putting together the 1995-2001 Bikeways Program. Clark County will continue to carry out multi-modal transportation planning activities during FY 2008.
- To protect the classified arterials and to serve local trips on the local street system, Clark County will examine local (non-arterial) circulation planning in several unincorporated urban areas.
- Update of the county's Traffic Impact Fee.

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

Citywide Planning / Studies

- 2008-2013 Transportation Improvement Program.
- Year 2007 Transportation Impact Fee Program – annual inflation update to fees.

- City of Vancouver Transportation System Plan (TSP), ongoing development code updates and plan implementation
- 2007 Concurrency Program – Annual Report.
- High Capacity Transit Study – support to RTC initiative.
- Transportation Vision Corridor Study – support to RTC initiative.
- Transportation Codes (development and concurrency) updates (ongoing).
- ADA Program – Transition Plan.
- Citywide Annual Traffic Safety Monitoring Report and Evaluation – update.
- City Transportation Services Business Plan Update.
- Commute Trip Reduction Program – provide direct services to affected employers in support of the Commute Trip Reduction (CTR) program. Contract directly with WSDOT in the provision of those services.

Sub-Area Studies

- I-205 Interchanges Environmental Review – Mill Plain to NE 28th.
- Columbia River Crossing, City of Vancouver Coordination & Project Involvement.
- 192nd Avenue South Corridor Subarea Plan.
- Annexation Transition Planning & Implementation.
- East 39th Street Rail Yard Overpass Design (with WSDOT).
- Evergreen Highway and Columbia River Trail Plan.
- Vancouver Waterfront Access Improvement—Roads & Rail.
- Comprehensive Downtown Traffic Impact Study, Vancouver City Center Vision EIS and Planned Action Ordinance.
- Fourth Plain Corridor Subarea – streetscape.
- NE 137th Avenue (NE 28th Street to NE 59th Street) Corridor pre-design.
- SE 1st Street (SE 164th Avenue to SE 192nd Avenue) Corridor pre-design.
- NW 26th Avenue Extension/BNSF Rail Revision to Port of Vancouver, pre-design study, EIS.
- Section 30 Subarea – transportation plan update
- Develop GTEC Implementation Plan
- Local and Regional CTR Plans.
- Initiate Vanpool service expansion.
- Downtown Vancouver Streetcar feasibility study

Capital Improvement Program – Projects and Planning Support

- Year 2007 NTS REET Program – project planning and implementation.
- Vancouver Area Smart Trek (VAST) coordination.
- Mill Plain Traffic Safety Corridor – project planning and implementation, community outreach implementation.

Transportation Demand Management

- Administration of countywide Commute Trip Reduction Program and provision of direct services to affected CTR employers.

CITY OF CAMAS has identified the following planning studies:

- Transportation Comprehensive Plan/Capital Facilities Plan Update
- Growth Management Plan implementation will include redraft of the Concurrency Management Ordinance.
- Transportation Impact Study Guidelines, Update.
- Transportation Impact Fee Update

CITY OF WASHOUGAL has identified the following planning studies:

- Transportation Improvement Program (TIP) – Annual Update
- Transportation Impact Fee Program - Annual update to fees
- Coordinate with WSDOT and RTC on plans for SR 14 improvements east of Union. Roundabouts are being considered at 15th, 25th, and 32nd.
- Park Comprehensive Plan Adoption and Impact Fee Update
- Sewer Master Plan Adoption – System Development Fee Update
- Sewer Capital Facility Plan – Annual Update
- Water Capital Facility Plan – Annual Update

CITY OF BATTLE GROUND has identified the following planning studies:

- Implement an updated Transportation System Plan developed as part of the comprehensive growth management planning process. Elements of the Plan include the traffic impact fees program, access management, identification of truck routes and Capital Facilities Plan.
- Work with WSDOT on planning for access points onto SR-502 and SR-503 within Battle Ground.
- Establish traffic calming program.
- Implement the pathways element that is part of Battle Ground's Parks Plan Update.
- I-5 North Interchange. Battle Ground will participate in planning for a new interchange at I-5/219th Street and widening of SR-502. The new interchange was funded by the 2003 state "nickel package"

and preliminary engineering and right of way acquisition for SR-502 widening is also funded from the same source. Both projects are programmed in the MTIP.

CITY OF RIDGEFIELD:

- Complete revision of the City's Transportation Capital Facilities Plan
- Modify City's transportation impact fee for new development consistent with the revised Transportation Capital Facilities Plan
- Complete annual revision to the City's Six-Year Transportation Improvement Program
- Continue design, permitting and right-of-way acquisition activities currently underway associated with replacement of the Interstate 5 and State Route 501 (Pioneer Street) interchange.
- Complete a feasibility study for development of a Transportation Benefit District supporting construction of the Interstate 5 and Pioneer Street interchange that is compliant with RCW Chapter 36.73.

PORT OF VANCOUVER:

- The Port of Vancouver is working on the Economic Development and Conservation Plan (EDCP) that includes consideration of improvement to transportation access to and from the Port. The environmental review/NEPA process is underway for land development and transportation infrastructure.
- West Vancouver Freight Access projects include rail improvements to the following:
    - This project addresses necessary new freight rail access to and from the rail mainline and the Port, while at the same time providing considerable capacity and velocity improvement to a national system chokepoint at the Vancouver Wye.
    - The project also includes rail internal improvements within the existing port facilities to increase capacity and efficiency.

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AAWDT	Annual Average Weekday Traffic
ACCT	Agency Council on Coordinated Transportation
ACE	Active Community Environments
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIP	Urban Arterial Trust Account Improvement Program
APC	Automatic Passenger Counter
APTA	American Public Transportation Association
APTS	Advanced Public Transportation System
AQMA	Air Quality Maintenance Area
ATIS	Advanced Traveler Information System
ATMS	Advanced Transportation Management System
AVL	Automated Vehicle Location
AVO	Average Vehicle Occupancy
AWDT	Average Weekday Traffic
BEA	Bureau of Economic Analysis
BMS	Bridge Management System
BNSF	Burlington Northern Santa Fe
BRAC	Bridge Replacement Advisory Committee
BRCT	Blue Ribbon Commission on Transportation
BRRP	Bridge Replacement and Rehabilitation Program
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens' Advisory Committee
CAPP	County Arterial Preservation Program
CBD	Central Business District
CBI	Coordinated Border Infrastructure Program
CCI	Corridor Congestion Index
CCP	City and County Congested Corridor Program
CCRI	Corridor Congestion Ratio Index
CCRP	Corridor Congestion Relief Program
CDBG	Community Development Block Grant
CDMP	Corridor Development and Management Plan
CE	Categorical Exclusion
CERB	Community Economic Revitalization Board
CETAS	Collaborative Environmental and Transportation Agreement for Streamlining (Oregon)
CFP	Capital Facilities Plan
CFP	Community Framework Plan
CFP	Community Framework Plan
CHAP	City Hardship Assistance Program
CIT	Community Involvement Team

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
CM/AQ	Congestion Mitigation/Air Quality
CMP	Congestion Management Process
CMS	Congestion Management System
CO	Carbon Monoxide
CRC	I-5 Columbia River Crossing Project
CREDC	Columbia River Economic Development Council
CRESA	Clark Regional Emergency Services Agency
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
CVISN	Commercial Vehicle Information Systems and Networks
DCTED	Washington State Department of Community, Trade and Economic Development
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DS	Determination of Significance
EA	Environmental Assessment
EAC	Enhancement Advisory Committee
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME/2	EMME/2 is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETRP	Employer Trip Reduction Program
FEMA	Federal Emergency Management Agency
FEIS	Final Environmental Impact Statement
FFY	Federal Fiscal Year
FHWA	Federal Highways Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GMA	Growth Management Act
GTF	Governors' Task Force
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSTP	Human Services Transportation Plan
I/M	Inspection/Maintenance
IMS	Intermodal Management System
InterCEP	Interstate Collaborative Environmental Process

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
	(relates to Columbia River Crossing Project)
IPG	Intermodal Planning Group
IRC	Intergovernmental Resource Center
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JPACT	Joint Policy Advisory Committee on Transportation
LAC	Local Advisory Committee
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LMC	Lane Miles of Congestion
LMP	Limited Maintenance Plan (relating to air quality)
LOS	Level of Service
LPG	Long Range Planning Group
LRT	Light Rail Transit
MAB	Metropolitan Area Boundary
MIA	Major Investment Analysis
MOU	Memorandum of Understanding
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NCPD	National Corridor Planning and Development Program
NEPA	National Environmental Policy Act
NHS	National Highway System
NHTS	National Household Travel Survey
NOX	Nitrogen Oxides
O/D	Origin/Destination
ODOT	Oregon Department of Transportation
OFM	Washington Office of Financial Management
OTP	Oregon Transportation Plan
PAG	Project Advisory Group
PCE	Passenger Car Equivalents
PDT	Project Development Team (relates to Columbia River Crossing Project)
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PHF	Peak Hour Factor
PM10	Fine Particulates
PMG	Project Management Group
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
PPP	Public Participation Plan
Pre-AA	Preliminary Alternatives Analysis
PSC	Project Sponsors Council (relates to Columbia River Crossing Project)

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
PSMP	Pedestrian, Safety & Mobility Program
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PTSP	Public Transportation Systems Program
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
RACMs	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RID	Road Improvement District
ROD	Record of Decision
ROW	Right of Way
RPC	Regional Planning Council
RPG	Regional Partners Group (relates to the Columbia River Crossing Project)
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
SAC	Signatory Agency Committee Agreement (Washington)
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
SCP	Small City Program
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System
SOV	Single Occupant Vehicle
SPG	Strategic Planning Group
SPUI	Single Point Urban Interchange
SR-	State Route
SSAC	Special Services Advisory Committee
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWCAA	Southwest Clean Air Agency
TAZ	Transportation Analysis Zone
TCM's	Transportation Control Measures
TCSP	Transportation and Community and System Preservation Pilot Program
TDM	Transportation Demand Management
TDP	Transit Development Program
TDP	Travel Delay Program (WSDOT)
TEA-21	Transportation Equity Act for the 21st Century
TIB	Transportation Improvement Board
TIMACS	Transportation Information, Management, and Control System
TIP	Transportation Improvement Program
TIPIT	Transportation Improvement Program Involvement Team
TMA	Transportation Management Area

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
TMC	Traffic Management Center
TMIP	Transportation Model Improvement Program
TMS	Transportation Management Systems
TMZ	Transportation Management Zone
TMUG	Transportation Model Users' Group
TOD	Transit Oriented Development
TPAC	Transportation Policy Advisory Committee
TPEAC	Transportation Permit Efficiency and Accountability Committee
TPMS	Transportation Performance Measurement System (WSDOT)
TPP	Transportation Partnership Program
TPR	Transportation Planning Rule (Oregon)
Transims	Transportation Simulations
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSP	Transportation System Plan
UAB	Urban Area Boundary
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
V/C	Volume to Capacity
VAST	Vancouver Area Smart Trek
VHD	Vehicle Hours of Delay
VISSIM	Traffic/Transit Simulation Software (a product of PTV AG of Karlsruhe, Germany)
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

FY 2008 SUMMARY OF EXPENDITURES AND REVENUES: RTC

Note: Numbers may not add due to rounding

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2008 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element	1. FY 2008 Federal FHWA PL	2. FY 2008 Federal FTA	State RTPO	State RTPO (Long Range)	Federal STP	Federal CM/AQ	Federal Sec. 5309	Federal High Priority	3. Dept. of Health	State (WSDOT /ODOT)	MPO Funds	Local Funds	RTC TOTAL
I	**REGIONAL TRANSPORTATION PLANNING PROGRAM**														
	A	Metropolitan Transportation Plan	111,677	31,633	11,168	37,090	5,000						17,282		213,850
	B	Metropolitan Transportation Improvement Prog.	39,225	11,111	3,923								6,070		60,329
	C	Congestion Management Process 4.						75,000					11,705		86,705
	D	Vancouver Area Smart Trek						52,000					8,116		60,116
	E	I-5 Columbia River Crossing 5.										16,000			16,000
	F	Clark County High Capacity Transit System Study 6.							900,000					225,000	1,125,000
	G	Skamania County RTPO			17,439	984									18,423
	H	Klickitat County RTPO			19,557	1,839									21,396
	I	SR-35 Columbia River Crossing FEIS 7.								273,500		64,102		4,273	341,875
	J	Transportation Corridors Visioning Plan					85,000						13,266		98,266
		Sub-Total	150,902	42,744	52,087	39,913	90,000	127,000	900,000	273,500	0	80,102	56,439	229,273	2,041,960
II	**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**														
	A	Reg. Transp. Data, Forecast, AQ & Tech. Services	184,590	52,285	18,460	29,282	8,000						28,565		321,181
		Sub-Total	184,590	52,285	18,460	29,282	8,000	0	0	0	0	0	28,565	0	321,181
III	**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**														
	A	Reg. Transp. Program Coord. & Management	125,983	35,686	12,599	21,094	2,000	0			3,000		19,496		219,858
		TOTALS	**461,475**	**130,715**	**83,145**	**90,289**	**100,000**	**127,000**	**900,000**	**273,500**	**3,000**	**80,102**	**104,500**	**229,273**	**2,582,999**

3/27/07

NOTES: *Numbers may not add due to rounding*

1. Includes FY08 FHWA PL funds. Local match for FHWA PL funds is provided from State RTPO and MPO funds.
2. Local Match for federal FTA funds is provided from State RTPO and MPO funds.
3. FY08 funding unknown at this time. Funding originates with the National Center for Disease Control, is granted to the state Department of Health and comes to RTC from WSDOT.
4. Assumes use of $75,000 per year programmed in MTIP to support the CMP.
5. Estimated balance carried forward into FY 08 from $210,380 in WSDOT funds programmed in FY 2006.
6. Estimated balance carried forward into FY 08.
7. $547,000 in federal High Priority funds was included in the federal Transportation Reauthorization Bill (SAFETEA-LU, 2005). This assumes 50% would be used in FY 2008 and 50% in 2009. Local matching funds are required but sources have not been finalized.