



The Regional Transportation Advisory Committee meeting will be held on **Friday, April 19, 2013**, from **9 a.m. to 11 a.m.**, in the **6th Floor Training Room 679**, Clark County Public Service Center, 1300 Franklin Street, Vancouver, Washington.

A G E N D A

- I. Call to Order and Approval of February 15, 2013, Minutes, Action
- II. 2013-2016 MTIP Amendment: C-TRAN Bus Replacement, Action
- III. Transportation Data Collection Consultant Selection, Action
- IV. 2013-2014 Vancouver Area Smart Trek Program, Discussion
- V. 2010 U.S. Census Urbanized Area (UZA) and Federal Aid Urban Area Boundary (UAB) Adjustments, Discussion
- VI. 2014-2017 Metropolitan Transportation Improvement Program (MTIP) Process, Discussion
- VII. Metropolitan Transportation Plan Regulation Process, Discussion
- VIII. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - MTIP Correction
 - o Hybrid Buses
 - o Dayton Bridge
 - o 78th Street Signal Optimization Project
 - o Highway 99 Traffic Signal Optimization
 - STIP Training: Thursday, May 9, 2013, 9:00AM @ WSDOT
 - Draft FY 2014 Unified Planning Work Program
 - Commute Trip Reduction Plan Updates

*Served by C-TRAN Route 3 or 25
If you have special needs, please contact RTC*

20130419_RTAC_Agenda.docx

An advisory committee to:

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Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
February 15, 2013

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, February 15, 2013, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington. Bob Hart, RTC, Project Manager, served as Chair for the meeting. Those in attendance follow:

Katy Brooks	Port of Vancouver
Jennifer Campos	City of Vancouver
Jim Carothers	City of Camas
Rob Charles	City of Washougal
Lynda David	RTC
Michael Derleth	Clark County
Mark Harrington	RTC
Bob Hart	RTC
Ken Hash	WSDOT
Mark Herceg	City of Battle Ground
Todd Juhasz	ODOT
Bryan Kast	City of Ridgefield
Mike Mabrey	Clark County
Scott Patterson	C-TRAN
Sandi Roberts	RTC
Dale Robins	RTC
Anne Sylvester	SCJ Alliance

Bob Hart, RTC, asked for any changes or corrections to the January 18, 2013, meeting minutes.

KATY BROOKS, PORT OF VANCOUVER, MOVED FOR APPROVAL OF THE JANUARY 18, 2013 RTAC MEETING MINUTES. MICHAEL DERLETH, CLARK COUNTY, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

II. Approval of MAP-21 Transportation Alternatives Program and Project Selection Process, Action

Bob Hart, RTC, said as RTAC members are aware, the Transportation Alternatives Program (TAP) is a new federal transportation funding program authorized in the current federal transportation act (MAP-21). The Transportation Alternatives Program builds upon the previous Transportation Enhancement Program.

Dale Robins, RTC, stated that the program remains the same as RTAC members reviewed last month. At today's meeting, RTC is looking for discussion and feedback on the evaluation criteria. Dale directed RTAC members to page three of the memorandum regarding the "Evaluation Criteria". The criteria would be defined and have points assigned and then used for ranking Transportation Alternatives Program projects. Dale said there are so many types of

projects that it is tough to come up with criteria that would fit all projects. RTAC reviewed the general criteria. RTAC recommended that 20 points should be allocated to each of the five overall criteria. RTC staff will develop detail criteria and send them out for RTAC input prior to the RTC Board meeting. There was some discussion on prioritizing construction-ready projects, but after some discussion RTAC decided that may not be the best choice. The committee did discuss the importance of delivering projects on time and having a reasonable delivery schedule.

MIKE MABREY, CLARK COUNTY, MADE A MOTION TO MOVE THE TRANSPORTATION ALTERNATIVES PROGRAM, (TAP) FORWARD AND REQUEST RTC BOARD APPROVAL. JIM CAROTHERS, CITY OF CAMAS, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

III. FY 2014 Unified Planning Work Program: Draft Review, Discussion

Lynda David, RTC, pointed out that there are copies of the “Draft Unified Planning Work Program for Fiscal Year 2014” on the counter. This is an informational item to review the first draft of the Unified Planning Work Program. Lynda noted FY 2014 runs from July 1, 2013 to June 30, 2014. The UPWP is a federally-required document prepared annually by RTC. It describes the transportation planning activities to be completed as part of the regional transportation planning process. The UPWP details funding sources available to carry out the program and addresses the major transportation policy issues of the upcoming year. Lynda reviewed the content of the draft FY 2014 UPWP. The document has four main sections: Regional Transportation Planning Program, Data Management, Travel Forecasting, Air Quality and Technical Services, Regional Transportation Program Coordination and Management, and Transportation Planning Activities of State and Local Agencies. Lynda thanked jurisdictions for providing her with information for the FY 2014 UPWP. The final page of the document has a summary of anticipated expenditures and revenues for each work element. With passage of MAP-21, RTC is set to receive slightly more FHWA PL funds than in previous years.

Lynda said RTC will be meeting with state and federal representatives to review the draft FY 2014 UPWP next Wednesday, February 20. Representatives from C-TRAN and WSDOT usually attend this review meeting. Lynda noted that following the receipt of state and federal comments on the draft UPWP, RTAC will have further opportunities to review the document. A recommendation to forward the UPWP for Board adoption will likely be asked of RTAC at the May 17, 2013 meeting prior to the Board’s June 4 meeting. Lynda asked RTAC members to read through the “Draft FY 2014 UPWP” and send her any comments and/or corrections.

IV. Local Agency Federal Obligation Authority (OA) Policy, Discussion

Dale Robins, RTC, noted the importance of obligating our region’s share of federal funds, given the new State policy. Dale said previously local agencies never had to worry about obligating projects. With WSDOT obligating any unused obligation authority and agreeing to pay back funds later. The situation has changes for WSDOT; they don’t have the resources to handle this process anymore. They have changed the process to “use it or lose it”. So, it is important for the region to develop policies on how to utilize our obligated authority (OA).

Dale highlighted the State's two tier Federal Obligation Policy. Tier I: By June 1st, each region must obligate at least 90 percent of their OA target. Funds below 90 percent target will be "sanctioned" and the respective lead agencies will be warned that funds may be lost if not obligated. Tier 2: By August 1st, the region must obligate 100 percent of the targeted OA level. Any remaining funds not obligated will be fully sanctioned and be made available for statewide programming. The regional OA target is a combination of OA from STP, CMAQ, and TAP.

Dale pointed out that RTC staff is proposing that in order to meet State OA policy, new MTIP management strategies should be implemented. RTC staff is proposing the following draft strategies for further discussion. Communication: Local agencies will need to communicate with RTC staff the status of their projects. RTC staff will develop a simple OA report that will be due by the second Friday of each month. RTC is also asking agencies to notify RTC when projects have been obligated. Obligate Projects Programmed in Out Year: Statewide policy allows all four years of the MTIP to be programmed and obligated on a first-come basis. If local agencies implement projects from out years, it will help cover projects that experience delays. RTC Project Delay Policy: RTC staff is proposing that the policy be changed to only allow a one year delay. Projects would have one year from the year provided in project applications to obligate funds. If a project is delayed beyond one year, the agency would need to reapply through the regional process. Change Selection Process: RTC would suggest selecting projects that can be implemented within a 3 year period even though there is four year selection process. This should increase likelihood that the region will meet obligation limits.

The regional 2013 target is \$10.8 million, with approximately \$ 8.9 million left to be obligated by target date. While it appears that the region can meet obligation target, there is always a chance with project delays that the region will not meet our obligation authority. Committee members recommended that the RTC Board should develop a policy to deal with the region not meeting obligation limits.

Ken Hash, WSDOT, spoke how WSDOT may need to redistribute unobligated funds, which could result in winners and losers. He also noted that other regions are developing contingency projects. Ken also spoke about how other programs managed by WSDOT Local Programs will need to meet obligation limits. This would include bridge, safety, safe routes to school, and bike and pedestrian programs.

Dale said OA information will be presented to the RTC Board of Directors in March and RTAC will be provided with updates each month.

V. Metropolitan Transportation Plan Capital Facilities Review

Lynda David, RTC, said RTC's Work Program, adopted by the RTC Board in December 2012, includes a work element to undertake a review of the MTP's twenty-year list of projects using a more conservative growth scenario than the existing Metropolitan Transportation Plan (MTP). Today Lynda said she is asking for RTAC feedback.

Lynda reviewed how the RTC Work Plan described the MTP Capital Facilities Review as being related to the plan monitoring and system performance work element. The MTP Capital

Facilities Review will look at the timing of future system capacity expansion projects and will identify the most needed projects in the 20-year timeframe. Given the 2035 population and employment projections in the existing MTP, the MTP's list of capacity expansion capital projects would be needed but given the current economic slowdown, the region's 2035 growth projection may not be reached until the year 2040 or 2045. Lynda distributed a summary of "Demographic Forecasts for Clark County WA" showing a 2022 forecast used last year in the "10-Year Project Priorities" work, the September 2007 Clark County GMA Comp Plan forecast for year 2024, the December 2011 MTP forecast for 2035 and the "new" Medium Range forecast for 2035 released by Washington Office of Financial Management (OFM) in 2012.

Lynda said monitoring of growth and system performance trends is key in preparing for the next MTP update due in late 2015. Since the December 2011 MTP adoption, OFM has released an updated "Medium" population forecast with a lower forecast population for Clark County than OFM's previous forecast. She noted RTC is considering using this new "Medium" forecast as a starting point in the 20-year capital facilities analysis. She noted RTC will look at the key differences between our adopted MTP and the middle range population and growth forecast. RTC will take a more detailed look at why the projects are in the Plan. Mark Harrington, RTC, said he had some discussion with Clark County and City of Vancouver and will be going out to talk to the small cities regarding forecasts, allocation, and land use projections. Lynda said they will be going to the RTC Board of Directors meeting with an introductory presentation on March 5, will present the preliminary forecast numbers and seek the RTC Board's feedback.

Lynda highlighted the timeline for the Metropolitan Transportation Plan Capital Facilities Review outlined in the RTAC Memo. It is hoped the work will conclude in September in preparation for scoping of the next MTP update due in late 2015 and in preparation for MAP-21 performance managed transportation system requirements.

VI. Other Business

A. RTAC Members

B. RTC Staff

Dale Robins, RTC, noted that the state recently selected Safe Routes to School Bike/Pedestrian and Quick Response Safety Projects that need to be amended into the MTIP and STIP. Safe Routes to School projects include Battle Ground School Zone Safety, Clark County Sacajawea Elementary School Pedestrian Safety, and Vancouver Endeavour Elementary School pedestrian project. Under Quick Response, Clark County received guard rail safety improvements; City of Vancouver received Fourth Plain Blvd Cross Walk upgrades and SE 136th to SE 7th traffic signal.

MICHEAL DERLETH, CLARK COUNTY, MADE THE MOTION TO AMEND THE METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM BY ADDING THE SIX PROJECTS STATED. JIM CAROTHERS, CITY OF CAMAS, SECONDED THE MOTION AND IT WAS UNANIMOUSLY APPROVED.

The meeting was adjourned at 10:05 a.m. The next meeting will be Friday, March 15, 2013. *(The March meeting was later cancelled.)*



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: April 12, 2013
SUBJECT: 2013-2016 MTIP Amendment: C-TRAN Bus Replacement

INTRODUCTION

All regionally significant projects must be listed in the Metropolitan Transportation Improvement Program (MTIP), which in turn become a part of the statewide State Transportation Improvement Program.

C-TRAN is requesting an MTIP amendment to add funds to increase the number of vehicles in their Bus Replacement project. C-TRAN has one year of Section 5307 formula funds that were not previously programmed in the 2013-2016 MTIP. This amendment would increase the number of replacement buses to 15-20 vehicles by adding Section 5307 federal funds along with local funds.

This amendment is also found to be consistent with all state and federal requirements. The C-TRAN correspondence requesting this change and STIP Record Report are attached.

POLICY IMPLICATION

This change will add unprogrammed Section 5307 funds and local funds for replacement of 15-20 buses. Action on this amendment includes agreement that this project is consistent with the Metropolitan Transportation Plan and funds are available to be programmed in the Metropolitan Transportation Improvement Program. This amendment is consistent with the Congestion Management Process, air quality requirements, and is financially constrained. This project is necessary for C-TRAN to maintain the public transit system.

BUDGET IMPLICATION

All regionally significant or federally funded projects must be programmed in the MTIP and STIP prior to obligating federal funds. Action on this amendment will add a total of \$4,720,000 in federal Section 5307 funds and \$1,180,000 in local funds for the bus replacement project.

Attachments

20130118_RTAC_TIPAmend_CTRANBus.doc

Robins, Dale

From: Julie Syring <JulieS@c-tran.org>
Sent: Monday, April 01, 2013 2:11 PM
To: Robins, Dale
Cc: Jim Quintana
Subject: C-TRAN STIP Amendments...

Dale,

C-TRAN is requesting the following STIP amendment.

Bus Replacement (WA-04810)

- C-TRAN has one year of Section 5307 formula funds that has not been captured in the current 2013-2016 STIP. As such, the agency is requesting a STIP amendment to add a line item for Section 5307 funds to be used for bus replacement. The total for the added line equals \$5,900,000 (Federal=\$4,720,000; Local=\$1,180,000). This amount is based on the first half of C-TRAN's FY2013 Section 5307 apportionment under MAP-21. With the addition of these funds, this project should be able to fund approximately 15-20 replacement vehicles.

Please let me know if you have any questions, or if you require additional information.

Thank you,



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Washington State S. T. I. P.
2013 to 2016
(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

April 9, 2013

County: Clark

Agency: C-TRAN

Func CIs	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00			WA-04810	23	0.000	CE	No	District Wide	District Wide	8,400,000	5

Bus Replacement

Purchase approximately 15-20 fixed route buses for replacement.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal Funds	State Fund Code			
ALL	2014		5309(Bus)	2,000,000		0	500,000	2,500,000
ALL	2014		5307	4,720,000		0	1,180,000	5,900,000
Project Totals				6,720,000		0	1,680,000	8,400,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	0	8,400,000	0	0	0
Totals	0	8,400,000	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for C-TRAN	6,720,000	0	1,680,000	8,400,000



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: April 12, 2013
SUBJECT: **Transportation Data Collection Consultant Selection**

INTRODUCTION

In February, the RTC Board of Directors approved the release of a Request for Proposals (RFP) for an on-call private firm to collect transportation data. Data collection would include vehicle volumes, turn movement volumes, vehicle occupancy, travel time, and any other transportation data collection for the congestion management process.

The Congestion Management Process (CMP) is required to be developed as an integral part of the metropolitan planning process in Transportation Management Areas (TMA), urbanized areas with a population over 200,000. As the TMA for the Vancouver Urban Area, RTC is required to develop and implement a Congestion Management Process. The Congestion Management Process began in 1995 and has been continued from that point forward and provides valuable information on the performance of the transportation system.

The purpose of this agenda item is to seek a recommendation from RTAC to request RTC Board authorization to enter into a 3-year agreement to provide on-call transportation data collection services for the Congestion Management Process.

CONSULTANT SELECTION PROCESS

At the February 5, 2013 RTC Board meeting, action was taken to initiate the process for selecting a firm to collect transportation data for the Congestion Management Process. At that meeting, the Transportation Director was authorized to issue a Request for Proposals.

A review team with representatives from Clark County, City of Vancouver, WSDOT, and RTC was formed. The Request for Proposals was issued on March 4, 2013 with responses due on March 22, 2013. In response to the Request for Proposals, submittals were received from two firms. The respective firms included Quality Counts and All Traffic Data Services. The review team individually evaluated the proposals based on the selection criteria adopted by the RTC Board. The review team felt interviews were not necessary and recommended that the Quality Counts firm be selected for the collection of transportation data.

POLICY IMPLICATION

As the TMA for the Vancouver Urban Area, RTC is required to develop and implement a Congestion Management Process. In order to monitor congestion, transportation data needs to be collected. The approval of a 3-year agreement with Quality Counts to provide on-call

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transportation data collection services for the Congestion Management Process will allow RTC to monitor transportation congestion and develop an annual monitoring report.

BUDGET IMPLICATION

This contract will be limited to a maximum of \$75,000 for the collection of transportation data, or approximately \$25,000 per year. Funding will come from the Congestion Management Process, which is funded through the CMAQ program.

ACTION REQUESTED

RTAC members are asked to recommend RTC Board authorization to enter into a 3-year agreement with Quality Counts to provide on-call transportation data collection services for the Congestion Management Process.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Bob Hart
DATE: April 12, 2013
SUBJECT: 2013-2014 Vancouver Area Smart Trek Program

INTRODUCTION

RTC has been responsible for the coordination and administration of the Vancouver Area Smart Trek (VAST) program since 2001. It has primarily addressed coordination, management, and deployment of intelligent transportation system (ITS) projects, infrastructure, and equipment to ensure integration and interoperability of projects. VAST program activities also include agency collaboration on transportation system management and operations (TSMO). The Regional TSMO Plan, adopted by the RTC Board in June 2011, sets the region-wide policy and performance guidelines for traffic operational strategies.

These strategies focus on lower cost operational projects that are regionally coordinated and better utilize existing transportation facilities without expanding roadway capacity. They can include a wide range of projects such as: traveler information, freeway management, arterial management, coordinated incident management, and transit signal priority. The TSMO Plan identified a set of transportation corridors where the application of operational strategies would be an effective tool to improve reliability and performance and is a road map to guide TSMO investment and solutions for the next 10 years and improve reliability, improve safety, and reduce travel delay.

The VAST Program recognizes the need for greater coordination between the ITS technology and transportation operations and presents an integrated transportation operations program. Funding for the program is contained in the MTIP and has been a continuing program for RTC since 2001.

The purpose of this memo is to summarize the accomplishments of the VAST Program in the last year and outline activities for an integrated traffic operations program for 2013-2014. RTAC members will be asked to recommend RTC Board support for RTC's management and coordination of the program and work elements at their meeting on May 7. The action requested will include approval to release a request for qualifications for consultant technical assistance, and support to fund the region's share to maintain and enhance the transportation data archive at Portland State University.

FEDERAL REQUIREMENTS

The ITS element meets federal requirements for planning, development, and implementation of ITS projects. Federal regulation 23 CFR 940 requires that regions develop and maintain a regional ITS architecture to ensure that ITS technology projects are interoperable and that it must include participation from transportation stakeholders so that projects are coordinated and integrated. The TSMO element directly supports the federal Congestion Management Process (CMP) by providing regional services to agency partners to improve transportation performance by collaborating on operational strategies. Federal regulation 23 CFR 450.320(c) for the CMP requires that agencies collaborate to utilize operational management, demand management, transit, and ITS technology to address travel demand before adding roadway capacity.

REGIONAL COOPERATION AND AGENCY PARTNERSHIPS

Over the last 10 years, the VAST Program has been a successful and beneficial collaboration for the VAST partner agencies. RTC implements the program through the VAST Steering Committee which includes the following partner agencies: City of Vancouver, Washington State Department of Transportation (WSDOT), Clark County, C-TRAN, City of Camas, and RTC. The Steering Committee partnership has been an effective way for the agencies to coordinate on: project delivery, joint funding, monitoring project development, and project integration. RTC also manages the VAST Communications Infrastructure Committee (CIC) which was formed in 2004. The CIC addresses the sharing, maintenance, and standards for communications infrastructure and equipment. It is represented by the same agencies but is made up of both transportation and communications technical staff.

The successful development of the Regional TSMO Plan in 2011 was facilitated through the active support and participation of the TSMO Steering Committee. The Committee includes operations and planning staff from the same agency partners and continues to support TSMO planning and implementation of operational strategies.

Agency cooperation through the VAST program has resulted in a successful partnership to develop and secure funding for ITS/operations projects with more \$18.1 million in federal funding for VAST projects programmed over the last 10 years.

2012 ACCOMPLISHMENTS

This section summarizes key 2012 activities including: joint funding applications, operational projects, sharing of fiber and communication assets, and a shared communications asset management system.

Agency Projects

RTC worked closely with the VAST agency partners to identify projects and develop funding applications for the partner agencies. The TSMO Plan contains an implementation strategy that connects the planning process with project implementation. RTC's role in regional collaboration on operations planning is intended to identify the best operational projects, while the partner agencies are responsible for project delivery. Operational projects programmed last year include the following:

- *Bi-state Freeway Travel Time Project (WSDOT, ODOT):* The project will provide travel time information to key destinations and route choice locations in the region. The project will serve commuters and travelers within, into and through the region. *\$952,000 total; \$669,000 CMAQ; \$253,000 local*
- *Orchards Traffic Signal Optimization Project (Clark County, WSDOT):* Improves mobility, travel reliability, and reduce congestion for regional corridors with the expansion and implementation of integrated and interconnected signal systems. *\$4,785 total; \$2,500 CMAQ, \$2,285 local*
- *Main Street Traffic Signal Optimization Project (City of Vancouver):* Like the previous project, it enhances mobility in a key north south corridor to downtown Vancouver. It also includes a new bike lane facility on Columbia Street. *\$1,060,000 total; \$917,000 CMAQ, \$143,000 local*
- *TSMO Pilot Project Phase One:* The pilot project supplements existing advanced traffic management system projects on Andresen Road and Mill Plain Boulevard by installing devices that monitor arterial performance including travel times, vehicle origin-destinations, volumes, and classification. Clark County, with support from the partner agencies, is leading the project implementation. RTC provided assistance on the development of project plans and requirements, drafting the request for proposals, the consultant selection process, and project initiation. Phase one construction began in late 2012. Phase two, to evaluate the new transportation technology and provide additional operational improvements, will begin in 2013.
- *Transportation Data Archive:* Portal, a regional transportation data archive operated/maintained by Portland State University (PSU), plays a key role in transportation performance measurement. Transportation agencies in Clark County began their participation in Portal during the development of the TSMO Plan. Portal changes in 2012 included a better user interface and enhanced reporting for highway data by day of week and time of day. In addition, sample data from Clark County incorporated into Portal was used to analyze approaches for reporting arterial traffic data and sample C-TRAN data was utilized to develop preliminary transit report concepts for data such as ridership, boardings, and alightings.

Intelligent Transportation Systems

In addition to the regular ITS activities carried out through the Steering Committee and Communications Committee, other key activities under the program include:

- **Shared Fiber and Communications Assets:** VAST agencies have had a Communications and Interoperability Agreement in place since July 2006 that authorizes agencies to enter into fiber asset sharing permits. The agreement has led to better use of existing fiber and communication equipment by sharing available capacity among agencies. In total, twenty five sharing permits affecting 94 miles of fiber have saved from \$14.1 to \$17.5 million as compared to the VAST agencies building these projects separately. The agreement was updated to reflect newly constructed fiber assets and clarify the use and maintenance for shared fiber assets.

- **Communications Asset Management Software:** The VAST agencies utilize shared mapping software that displays communications fiber and equipment as well as their detailed attributes. This asset management tool facilitates and supports fiber sharing among WSDOT, City of Vancouver, and Clark County. The agencies can easily review the fiber and communication network, fiber ownership, capacity, and availability. Effort now focuses on adding new projects and maintaining the database.

2013-2014 PROGRAM

The 2013-2014 VAST Program will continue the coordination and management of ITS and operational related activities. Emphasis areas include providing support to partner agencies on: transportation operations and planning; ITS projects, communications and integration; managing the TSMO/ITS committees; assisting in the development of funding applications for operational and ITS projects; coordinating on performance measurement of operational projects and ensuring that projects are interoperable. Key activities consist of:

Operations

Work activities include the following elements: TSMO Plan implementation, support for the TSMO Pilot Project, maintenance of the regional Intelligent Transportation System Architecture, and maintain and enhance the Portal transportation data archive.

Continued implementation of the Regional TSMO Plan will involve several elements. TSMO corridors will be monitored and updated as needed to reflect changing conditions. The 10-year TSMO Implementation Plan is used to identify projects and carry out operational improvements in the region. RTC will coordinate regularly with TSMO partners to develop guidelines and protocols for regional operations. Performance measures will be further developed for evaluating operations and identifying TSMO effective strategies.

The phase one construction element of the TSMO Pilot Project has just been completed. Stage two of the project evaluates the new transportation technology and provides additional operational improvements. Key elements of the phase two work 2013 will include:

- Before and after analysis to evaluate the blue tooth data collection technology implemented in phase, one as well as changes to the transportation performance of corridor.
- Upgrades to the central signal system software will allow traffic operations staff to better analyze and enhance signal timings.
- Creating the data and physical network connections and automatically push transportation data to the Portal data archive.

RTC will provide support to Clark County regarding the phase two technical activities and will also lead the before and after analysis for the Pilot Project including lessons learned.

RTC updated the Regional ITS Architecture in 2012 and will be responsible for its maintenance and ongoing updates. RTC will coordinate with partner agencies so that the regional architecture is included in project development. The ITS architecture benefits agencies to ensure cost efficiency and better effectiveness of operational projects.

RTC will manage further development of the transportation data archive and will assist partner agencies as they begin to utilize it. Portal updates will include retrieval of comprehensive arterial and transit data and enhancements to improve its usability and reporting capabilities. The data archive will support performance measurement, monitoring of system operations, and analysis of improvement strategies.

Intelligent Transportation Systems (ITS)

RTC will continue to manage the VAST Steering Committee and Communications Infrastructure Committee. Other ITS related activities anticipated in the next year include:

- Continue the execution of communications infrastructure sharing between VAST agencies
- Maintain and update the shared asset database management system
- Identify additional funding opportunities
- Continue development of and agreements on fiber, equipment, and infrastructure standards

Intelligent transportation system technical assistance to RTC and the VAST partner agencies has been provided by consultant services over the last several years. The 2013-2014 program will continue to utilize technical support in carrying out the activities described above.

BUDGET

The budget for 2013-2014 VAST Program Coordination and Management is \$173,250 which is funded by \$150,000 in federal Surface Transportation Program funds and \$23,250 in local match. These STP funds are already programmed in the 2013-2016 Metropolitan Transportation Improvement Program adopted by the RTC Board on October 2, 2012. The program budget consists of \$73,250 in agency funds, \$60,000 in technical assistance, and \$40,000 for the PSU data archive.

NEXT STEPS

RTAC members will be asked to recommend RTC Board support to obligate STP funds for the RTC management and coordination of the VAST program, release a request for qualifications for ITS technical assistance, and enter into an agreement with PSU. RTC Board action on May 7 would authorize the Transportation Director to execute an agreement with WSDOT local programs for use of the STP funds.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: April 12, 2013
SUBJECT: 2010 U.S. Census Urbanized Area (UZA) and Federal Aid Urban Area Boundary (UAB) Adjustments

INTRODUCTION

Each decade, modifications to the Census-defined Urbanized Area (UZA) in areas of greater than 50,000 population result in the need to review and adjust the federal Urban Area Boundary (UAB). Urban Area Boundaries are established or revised by WSDOT in cooperation with the Metropolitan Planning Organization (MPO) in urbanized areas and must be approved by the Federal Highway Administration (FHWA). At the April RTAC meeting, the UAB adjustment process, criteria and requirements will be outlined. RTAC members will have the opportunity to review maps showing the new Census-defined urbanized area and to consider adjustments to the UAB.

WHAT IS THE FEDERAL URBAN AREA BOUNDARY?

The federal UAB must be established to meet the transportation requirements of Title 23 USC in places designated by the U.S. Bureau of the Census as urbanized. UABs are relevant in establishing the federal functional classification system because the Boundary defines the break between rural and urban functional classifications. The UAB also has implications for capital project funding such as distribution of federal Surface Transportation Program (STP) funds and eligibility for State Rural Arterial Program (RAP) and Transportation Improvement Board (TIB) programs. Roads, streets and highways are classified as rural or urban based on the transportation Urban Area Boundary (UAB). At a minimum, the UAB needs to cover the year 2010 Census defined urbanized area based on population densities, and also include the city limits of Vancouver, Battle Ground, Camas and Washougal.

The federal Urban Area Boundary should not be confused with the Urban Growth Boundaries (UGBs) and Urban Growth Areas (UGAs) required by the Washington State Growth Management Act (GMA) though there should be consideration given to the relationship between the state and federally-required boundaries. The UAB and MPO boundaries are also distinct from each other and are required under separate federal regulations for separate reasons. MPO boundaries are required under 23 CFR §134.

UAB ADJUSTMENT PROCESS

More information on the UAB adjustment process is available on the [WSDOT website](#). This information was shared with regional planning partners at a meeting held at WSDOT in Vancouver on March 28. On the WSDOT webpage, you will find detailed guidance on adjusting

the UAB. A list of criteria to consider when proposing adjustments to the UAB can be found on pages 5 and 6 of the *Guidance for Urban Area Boundary Adjustment* in Washington State. At a minimum, the UAB must include the Census-defined UZA as well as land within the city limits of municipalities included within the UZA which in Clark County include Vancouver, Battle Ground, Camas and Washougal. When considering UAB adjustment, consideration should be given to traffic generators, expanding areas of urbanization expected to be a part of the 2020 Census UZA and the boundary should be smoothed to ensure peripheral roads do not snake in and out of the boundary between urban and rural classification. In locations where the Census UZA uses the center line of a road to delineate its boundary, the UAB should assign the boundary road to either rural or urban classification.

A map showing the extent of the 2010 Census Urbanized Area (UZA) as well as the extent of municipal areas not included in the Census-defined UZA is attached with this Memo. The colored areas of this attached map must be included in the 2010 UAB. The WSDOT website provides a link to a detailed [interactive map](#) of the 2010 Census UZA. The interactive map allows for viewing the UZA with several different underlying base maps. It also allows for viewing the current (2000) UAB as well as municipal boundaries.

2010 UAB AND FUNCTIONAL CLASSIFICATION UPDATE SCHEDULE

URBAN AREA BOUNDARY ADJUSTMENTS SCHEDULE		
DATE	MEETING	ACTION
Fri. Apr. 19	RTAC	RTAC discusses UAB requirements and suggestions for UAB adjustment
Late Apr./early May		MPO coordinates UAB proposed adjustments with local jurisdictions
Fri. May 17	RTAC	RTAC review of final draft Adjusted UAB
By May 31		Adjusted draft UAB maps submitted by MPO to Boundary Review Team
June 4	RTC Board	Request for Board approval of the draft Adjusted UAB
By Jun. 14		Boundary Review Team finalizes draft Adjusted UAB proposals
By Jun. 21		Boundary Review Team submits draft Adjusted UAB proposals to FHWA
Later in 2013		WSDOT and MPO coordinate federal functional classification updates with local jurisdictions

NEXT STEPS

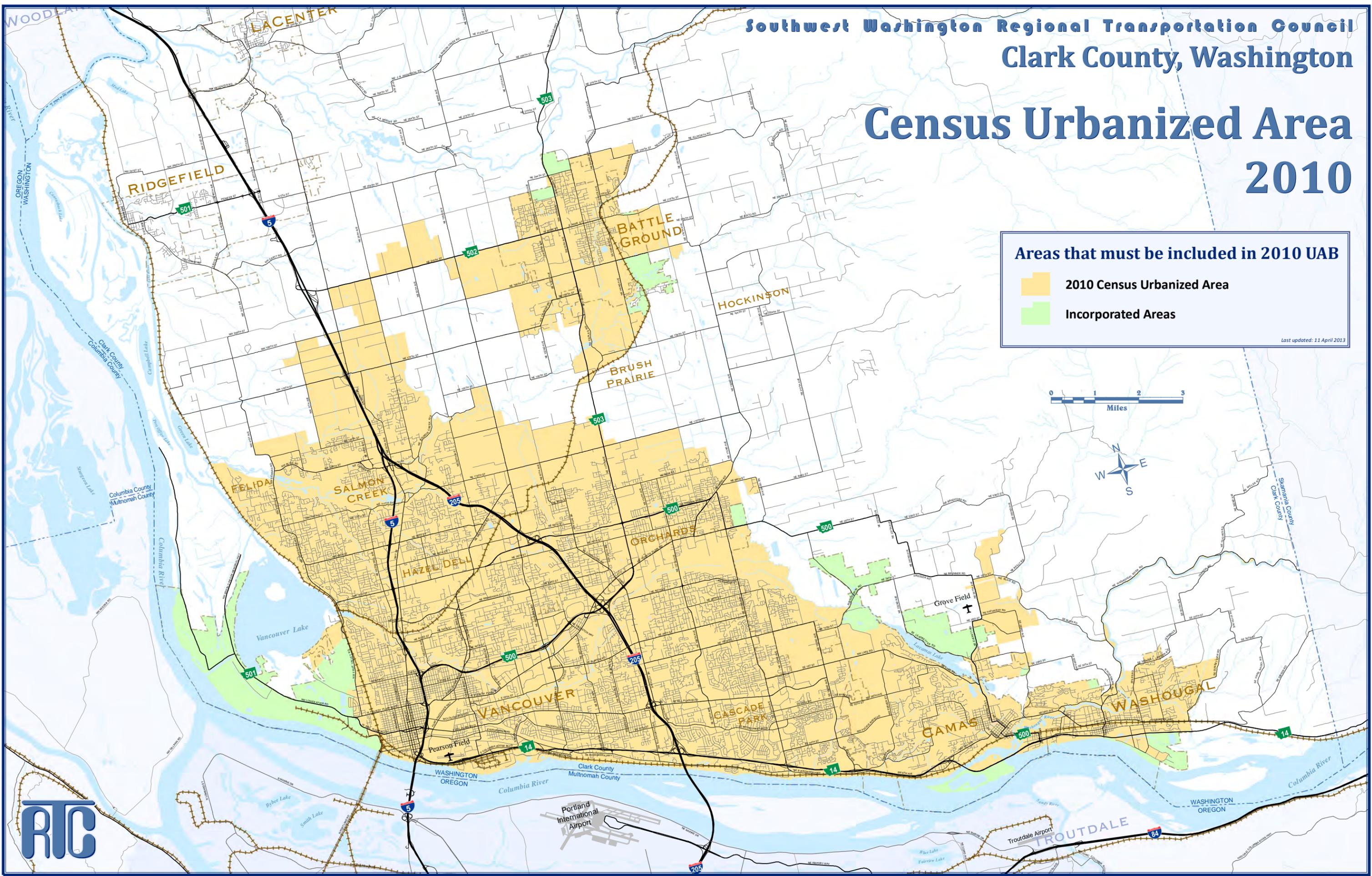
Following the April RTAC meeting, RTC staff will set up meetings with staff of local affected jurisdictions to work on completing a draft Adjusted Urban Area Boundary to submit to WSDOT. RTAC members will have an opportunity to view the final draft at the May 17 meeting. After the Adjusted UAB is approved by FHWA, work will begin on changes needed to the federal functional classification system. The functional classification system change process will run from June/July 2013 and needs to be finalized by FHWA before the end of 2013.

Census Urbanized Area 2010

Areas that must be included in 2010 UAB

-  2010 Census Urbanized Area
-  Incorporated Areas

Last updated: 11 April 2013





MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: April 12, 2013
SUBJECT: **2014-2017 Metropolitan Transportation Improvement Program (MTIP) Process**

INTRODUCTION

The process for the development of the 2014-2017 Metropolitan Transportation Improvement program (MTIP) will soon begin. The goal will be to build upon the MTIP process utilized in previous years and adopt a Metropolitan Transportation Improvement Program that helps the region meet transportation needs. The MTIP is a four-year priority list of all regionally significant transportation projects. Projects programmed in the MTIP are drawn either directly from specific project recommendations made in the Metropolitan Transportation Plan (MTP) or are developed from a more general series of MTP recommendations (e.g. preservation, maintenance, safety, etc.). Projects that add capacity must be drawn from the needs identified in the Congestion Management Process.

The 2014 MTIP development process will be influenced by greater understanding of the MAP-21 and a new Washington State obligation authority policy. Some funding uncertainty remains as the federal transportation authorization bill only provides funding for federal fiscal years 2013 and 2014.

The region will be selecting and programming STP, CMAQ, and transit dollars for year 2017. With years 2014-2016 having already been selected and programmed. The purpose of this memorandum is to describe the overall MTIP development process and where additional input is necessary. Please come to the April RTAC meeting prepared to discuss the MTIP development process.

MTIP DEVELOPMENT PROCESS

All projects are programmed in the MTIP through the regional decision making process and the overall process that is founded on the federal transportation reauthorization act. Since the revenue needed for transportation improvements exceeds the available funds, projects are reviewed, ranked, and selected for funding. The MTIP development process approach has been adopted by the RTC Board of Directors and includes the following steps:

1. Project screening for consistency with local and regional policies.
2. Evaluation and ranking of projects by adopted selection criteria.
3. Project selection and programming based on evaluation and ranking.

OBLIGATION AUTHORITY

The region is operating under a new Obligation Authority Policy that requires the region to obligate 90% of their obligation target by June 1st and 100% by August 1st. The obligation target is based on regional allocation of federal STP, CMAQ, and Transportation Alternatives funds. If funds are not obligated, funds will be lost. However, if the region exceeds our obligation target, additional federal transportation funds may be gained.

As a region, we are working to meet obligation targets through greater communication and obligating projects programmed in out years of the MTIP. Also, RTAC agreed that the project delay policy and selection process should be modified to help the region meet obligation targets.

RTC staff is cautiously confident that our region can meet our 2013 obligation target in 2013. However, if additional changes are not made, the region may not be able to meet obligation targets in future years.

MTIP PROGRAM POLICY

The RTC Board adopted MTIP Program Policies in 2009. These project policies address cost limitation, funding increases, project delays, and criteria. The selection criteria have been revised, with last revision in 2012.

RTC staff is recommending that a subcommittee be formed to review MTIP program policies and bring any proposed modification back to the May RTAC meeting. The subcommittee could meet Thursday May 9, 2013 at 2:00 p.m. in room 433 of the PSC to review MTIP Program policies.

FUNDING LEVELS

The existing federal transportation authorization act MAP-21 was signed by the President in July 2012 and provides transportation funding for fiscal years 2013 and 2014. RTC will continue forward based on the assumption that programs and funding levels will remain constant. When new federal reauthorization legislation is passed, there may be a need to shift our assumptions. For the current selection process, we will use the following funding levels:

- Urban Surface Transportation Program (STP-TMA) - \$5.3 million
- Rural Surface Transportation Program (STP-R) - \$2.2 million
- Congestion Mitigation and Air Quality (CMAQ) - \$4.9 million
- Transportation Alternatives - \$2.18 million (\$260,000 allocated to rural)

2012 MTIP DEVELOPMENT SCHEDULE

June	Call for Projects
July	Project Applications Due to RTC
August	Project Evaluation
August-September	Preparation of MTIP
October	RTC Board Adoption of MTIP



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dean Lookingbill
DATE: April 12, 2013
SUBJECT: Metropolitan Transportation Plan Regulation Process

INTRODUCTION

A range of questions arose regarding the current Metropolitan Transportation Plan development and amendment process at the March RTC Board meeting. There was interest on the part of the Board in seeing the state and federal authorizing regulations for the MTP, as well as how the MTP development process is interconnected and layered into the comprehensive GMA planning process. Lastly, there was interest in how the MTP is amended to not just add projects, but also amended to remove projects.

This memorandum will be presented to the RTC Board at their May 7th meeting in an effort to address the RTC Board's questions. RTAC members are being asked to review the memo from the context of how RTAC members understand the MTP process and how it does or doesn't coordinate with the GMA planning process including the development of your Capital Transportation Facility Plans. Your feedback and questions will be discussed at the RTAC meeting.

BACKGROUND

The Metropolitan Transportation Plan for Clark County is the region's principal transportation planning document. The current [MTP](#) was adopted by the RTC Board, on December 6, 2011, Resolution 12-11-23. It represents a coordinated planning process between local and state jurisdictions to develop regional solutions to transportation needs. The 2011 update has 2035 as the Plan's horizon year and is compliant with the requirements of the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Since the last plan adoption, a new federal transportation act, Moving Ahead for Progress in the 21st Century (MAP-21) has been passed. To be in compliance with the new federal transportation bill, the MTP will need to be updated in 2015.

FEDERAL AND STATE TRANSPORTATION PLAN REGULATIONS

RTC is the federally designated Metropolitan Planning Organization (MPO) for all of Clark County and is the Vancouver portion of the bi-state Portland-Vancouver Transportation Management Area. As the MPO, RTC must meet a number of federal transportation planning requirements which result in a formal Certification of RTC's planning process. Compliance with the federal regulations is necessary in order for the region to be eligible for the receipt of federal transportation funds. One of the planning requirements is the adoption of a federally approved Metropolitan Transportation Plan.

Titles 23 and 49 United States Code (USC) and Code of Federal Regulations (CFR) are the primary transportation planning provisions that guide RTC's planning program and the development of a

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federally compliant MTP. RCW 47.80 provides the State Regional Transportation Planning Organization guidance. The source documents for these are listed below.

- Title 23 USC Section 134 Metropolitan Transportation Planning. Title 23 United States Code is the codification of the of the surface transportation portion of federal law (statute). Part (i) provides a listing of the requirements for developing the long range regional transportation plan.
 - <http://www.gpo.gov/fdsys/pkg/USCODE-2011-title23/html/USCODE-2011-title23-chap1-sec134.htm>
- Title 23 CFR 450.322 provides the federal regulations for the development and content of the metropolitan transportation plan. Title 23, Code of Federal Regulations is the codification of the rules published in the Federal Register by the US Department of Transportation (regulations) for the surface transportation system.
 - <http://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&rgn=div5&view=text&node=23:1.0.1.5.11&idno=23#23:1.0.1.5.11.3.1.12>
- Title 49 USC Section 5303 is the complimentary Title in United States Code to Title 23 and further provides federal guidance to the metropolitan transportation planning program
 - <http://uscode.house.gov/download/pls/49C53.txt>
- Chapter 47.80 RCW provides the state guidance for Regional Transportation Planning Organizations. RCW 47.80.030 is specific to the Regional Transportation Plan.
 - <http://apps.leg.wa.gov/rcw/default.aspx?cite=47.80>

Overall, RTC as the MPO is required to carry out a continuous, cooperative, and comprehensive transportation planning process that provides for the consideration and implementation of projects, strategies, and services that will address the following:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and nonmotorized users.
- Increase the accessibility and mobility of people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

FEDERAL TRANSPORTATION PLAN DEVELOPMENT

The federal transportation planning statutes and regulations call for the development of a Metropolitan Transportation Plan in cooperation with the State and public transportation operators. In addition, the MTP must be updated every four years and for nonattainment areas must be in compliance with section 107(d) of the Clean Air Act (42 USC 7505a). The Clark County region's

air quality status is “unclassifiable/attainment” for Ozone and “Maintenance Area” for Carbon Monoxide (CO).

As required, the transportation plan at a minimum must contain the following elements.

- Transportation Plan - An identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions.
- Mitigation Activities - A long-range transportation plan shall include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. The discussion shall be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.
- Financial Plan - A financial plan that demonstrates how the adopted transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available.
- Operational and Management Strategies - Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.
- Capital Investment and Other Strategies - Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Transportation and Transit Enhancement Strategies - Proposed transportation and transit enhancement activities.

STATE TRANSPORTATION PLAN DEVELOPMENT

RCW 47.80.010 states the following: “The legislature finds that while the transportation system in Washington is owned and operated by numerous public jurisdictions, it should function as one interconnected and coordinated system. Transportation planning, at all jurisdictional levels, should be coordinated with local comprehensive plans. Further, local jurisdictions and the state should cooperate to achieve both statewide and local transportation goals. To facilitate this coordination and cooperation among state and local jurisdictions, the legislature declares it to be in the state's interest to establish a coordinated planning program for regional transportation systems and facilities throughout the state.”

RCW 47.80.030 provides the guidance for the Regional Transportation Plan content, review and use. It requires that each Regional Transportation Planning Organization (RTPO) shall develop in cooperation with the department of transportation, providers of public transportation and high

capacity transportation, ports, and local governments within the region, adopt, and periodically update a regional transportation plan. The RCW requires that the plan do the following:

- Identifies the most cost-effective facilities, services and programs.
- Identifies existing or planned transportation facilities, services, and programs, including but not limited to major roadways including state highways and regional arterials, transit and nonmotorized services and facilities, multimodal and intermodal facilities, marine ports and airports, railroads, and noncapital programs including transportation demand management that should function as an integrated regional transportation system, giving emphasis to those facilities, services, and programs that exhibit one or more of the following characteristics.
- Establishes level of service standards for state highways and state ferry routes, with the exception of transportation facilities of statewide significance as defined in RCW 47.06.140. These regionally established levels of service standards for state highways and state ferries shall be developed jointly with the department of transportation, to encourage consistency across jurisdictions. In establishing level of service standards for state highways and state ferries, consideration shall be given for the necessary balance between providing for the free interjurisdictional movement of people and goods and the needs of local commuters using state facilities.
- Includes a financial plan demonstrating how the regional transportation plan can be implemented, indicating resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommending any innovative financing techniques to finance needed facilities, services, and programs.
- Assesses regional development patterns, capital investment and other measures.
- Sets forth a proposed regional transportation approach, including capital investments, service improvements, programs, and transportation demand management measures to guide the development of the integrated, multimodal regional transportation system.
- Where appropriate, sets forth the relationship of high capacity transportation providers and other public transit providers with regard to responsibility for, and the coordination between, services and facilities.

CURRENT MTP DEVELOPMENT AND ADOPTION

The Metropolitan Transportation Plan for Clark County is the long-range, regional transportation plan. The [MTP](#) was adopted by the RTC Board at their December 6, 2011 meeting, Resolution 12-11-23.

The 2011 MTP has a horizon year of 2035. In addition to the RTC Board's adoption, the MTP was approved by FHWA and FTA on January 12, 2012 and thereby represents the collective strategy for developing a regional transportation system to provide mobility and accessibility for person trips as well as freight and goods movement throughout Clark County and to the Portland metropolitan area. The transportation plan is based on the Comprehensive Growth Management Plan for Clark County and supports local land uses and the region's economic development. The MTP identifies future travel needs, recommends policies and transportation strategies, and identifies implementation programs to meet future transportation needs.

The elements of the MTP update were presented to the RTC Board for review and discussion throughout the course of 2011. The update included compliance with the federal transportation act, and focused on consistency between state, regional, and local plans with projects from state and local plans incorporated into the MTP.

The major elements of the MTP that were reviewed during 2011 are listed below:

- MTP Framework, Purpose and Goals (Chapter 1)
- 2035 Horizon Year and Demographic Forecast (Chapter 2)
- 2035 Travel Demand Forecast (Chapter 3)
- Designated Regional Transportation System (Chapter 3)
- Regional Transportation System Needs, Projects & Strategies (Chapters 3, 5 and Appendix B)
- Financial Plan (Chapter 4)
- Safety Assessment (Chapter 5)
- Modal Elements, including freight, transit, pedestrian and bicycle (Chapter 5)
- Determination of Conformity with Air Quality State Implementation Plan (SIP) (Appendix C)

The MTP was developed with technical review and input provided by the Regional Transportation Advisory Committee (RTAC) and policy review provided by the RTC Board of Directors. The Regional Transportation Advisory Committee (RTAC) reviewed the final draft 2011 Metropolitan Transportation Plan and recommended adoption by the RTC Board of Directors. The RTC Board's adoption completed the federally-required MTP update process. The adopted plan was subsequently forwarded to WSDOT, the Federal Highway Administration, and Federal Transit Administration who approved the plan on January 12, 2012.

Throughout the MTP update process, opportunities for public participation were available. Public participation in regional transportation planning were built from local efforts. During 2011, public participation has included transportation meetings hosted by C-TRAN, the Columbia River Crossing project and by WSDOT on specific projects such as the SR-14 and SR-500 corridor projects. Local jurisdictions have included meetings on transportation concurrency and on Aging Readiness.

The monthly meetings of the RTC Board of Directors allowed the public to comment on regional transportation issues in a formal setting. All comments at these meetings became a part of the meeting record. The MTP update was a regular agenda item at many of the RTC Board meetings during 2011. MTP information and RTC Board materials on the MTP were made available through RTC's website at www.rtc.wa.gov. The public was also able to provide MTP comments to RTC via e-mail, phone or mail. RTC staff sent regular updates on the MTP's development to Clark County and Vancouver neighborhood coordinators and kept small cities informed through their Regional Transportation Advisory Committee representatives. Public participation opportunities included five open houses held throughout the year and a November 16 public meeting held at the Vancouver Community Library.

MTP UPDATE AND AMENDMENT PROCESS

The RTC Board of Directors adopted the initial Metropolitan Transportation Plan (MTP) for Clark County in December 1994, and since then the MTP has been subject to annual review. From 1994 up to today, the MTP has had five major updates and seven amendments. Appendix J of the current MTP provides a history of the updates and amendments, <http://www.rtc.wa.gov/programs/mtp/>. A summary is listed below.

MTP Updates

- December 1994: First RTC Board MTP to meet requirements of federal Intermodal Surface Transportation Equity Act.
- December 1996: MTP update extended horizon year from 2015 to 2017 to be consistent with Clark County 20 Year Comprehensive Growth Management Plan.
- October 1999: MTP update to move horizon year and demographic forecast to 2020 and included several arterial improvements.
- December 2002: MTP update to extended horizon year to 2023, revised Chapter 4 Finance Plan, updated list of projects, and incorporated I-5 Partnership Governor's Task Force recommendations into the Strategic Plan element.
- December 2005: MTP update extended horizon year to 2030, goals/policies, designated regional transportation system, finance plan and list of projects.
- December 2007: MTP update to the transit system as a part of the designated regional transportation system, finance plan, incorporation of technical papers on security and environmental mitigation, and Strategic Plan element.

MTP Amendments

- December 1997: MTP amendment to include changes to the designated regional transportation system, transportation performance measures, and list of projects.
- December 1998: MTP amendment to incorporate the results of the MTP project prioritization process, a matrix of potential TDM strategies, and finance plan to show balance between estimated revenues and expenditures.
- April 1999: MTP amendment to add Phase I of the I-5/N.E. 219th Street interchange project.
- December 2000: MTP amendment to add I-5 morning peak period HOV lane project and updated base year from 1996 to 1999.
- December 2003: MTP amendment to add Port of Ridgefield rail overpass project, change Strategic Plan recommendations, and acknowledge funding for WSDOT Nickel Package projects.
- July 2008: MTP amendment to add the I-5 Columbia River Crossing project Locally Approved Alternative to the designated Regional Transportation system.
- December 2010: MTP amendment to add policy recommendations of the Clark County High Capacity Transit System Study, incorporate C-TRAN's 20 Year Transit Development Program, delete reference to Washougal SR-14 roundabouts and updated Strategic Plan element to include New Transportation Corridors Visioning Study map.

As seen by the list above, the MTP updates and amendments have varied in scope from narrative changes/clarifications, to demographic changes, to horizon year changes, and from minor to major project changes. The process, length of time and level of policy change have also differed

considerably. Any major amendment or update typically required a year or more to work through all of the analysis, impacts and provide opportunity for comment. The updates and amendments were also consistent with the comprehensive GMA land use plans, related transportation capital facility plans, as well as C-TRAN and WSDOT long range transportation plans. To date, RTC has not established a formal MTP amendment process other than to provide proper attention, time, process, and input depending on the level of the update or amendment. The sequence of MTP updates have typically been done to be consistent with changing GMA plans or federal transportation planning requirements.