



The Regional Transportation Advisory Committee meeting will be held on **Friday, July 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 June 21, 2013, Minutes, Action
- II. 2013-2016 MTIP Amendment: WSDOT I-5/NE 39th St. to NE 99th St. Paving, Action
- III. Congestion Management Process: 2012 Monitoring Report, Action
- IV. Columbia Waterfront Renaissance District-Project Update, Discussion*
- V. MTP Assessment/Amendment Process and 2014 MTP Update, Discussion*
- VI. TIB Project Development, Discussion
- VII. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - Urban Boundary Update
 - Transportation Alternatives Program
 - MTIP Applications due July 26, 2013

**Materials available at meeting*

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

20130719_RTAC_Agenda.docx

An advisory committee to:

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Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
June 21, 2013

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, June 21, 2013, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington. Dean Lookingbill, RTC, Transportation Director, served as Chair for the meeting. Those in attendance follow:

Jennifer Campos	City of Vancouver
Jim Carothers	City of Camas
Mike Clark	WSDOT
Lynda David	RTC
Michael Derleth	Clark County
Jim Dunn	City of Washougal
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	City of Battle Ground
Bryan Kast	City of Ridgefield
Colleen Kuhn	Human Services Council
Dean Lookingbill	RTC
Chris Malone	City of Vancouver
Mike Mabrey	Clark County
Randy McCaleb	Port of Vancouver
Randy Mueller	Port of Ridgefield
Sandi Roberts	RTC
Dale Robins	RTC
Tom Shook	C-TRAN
Bill Wright	Clark County

Dean Lookingbill, RTC, asked for any changes or corrections to the May 17, 2013, meeting minutes.

MIKE CLARK, WSDOT, MOVED FOR APPROVAL OF THE MAY 17, 2013, MEETING MINUTES, AND MIKE MABREY, CLARK COUNTY, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

II. 2013-2016 MTIP Amendment: Clark County Traffic Signal Optimization Projects, Action

Dale Robins, RTC, said Clark County is requesting an MTIP amendment to increase CMAQ construction funding by 10% for both the Highway 99 and NE 78th Street Traffic Signal Optimization projects. Dale pointed out that this would provide an additional \$125,000 in CMAQ funds for the Highway 99 TSO project and \$65,000 in CMAQ funds for the NE 78th Street TSO Project. This amendment is needed because FHWA did not approve purchasing

equipment separate from the construction contract, resulting in higher equipment cost. This funding increase is allowable under current MTIP amendment procedures with approval from RTAC and the RTC Board.

MIKE CLARK, WSDOT, MADE A MOTION TO FORWARD TO THE RTC BOARD OF DIRECTORS FOR APPROVAL OF THIS AMENDMENT WHICH WILL PROVIDE \$190,000 IN CMAQ DOLLARS FOR THE CONSTRUCTION OF HIGHWAY 99 AND NE 78TH STREET TRAFFIC SIGNAL OPTIMIZATION PROJECTS. JIM DUNN, CITY OF WASHOUGAL, SECONDED THE MOTION, AND IT WAS UNANIMOUSLY APPROVED.

III. 2013-2016 MTIP Amendment: Port of Ridgefield Pioneer Street Railroad Overpass, Phase II, Action (*This Amendment was added to the Agenda*)

Dale Robins, RTC, said the Port of Ridgefield is requesting that the construction of Phase II of the Pioneer Street Railroad Overpass project be amended into the 2013-2016 Metropolitan Transportation Improvement Program. He said Phase II includes construction of approximately 850' approach road on the west side of the project. This amendment will use \$1,760,608 in Federal High Speed Rail funds for construction. The Port received the federal High Speed Rail grant in 2011.

BILL WRIGHT, CLARK COUNTY, MADE A MOTION TO FORWARD TO THE RTC BOARD OF DIRECTORS FOR APPROVAL OF THIS AMENDMENT WHICH WILL PROVIDE \$1,760,608 IN FEDERAL HIGH SPEED RAIL FUNDS FOR THE CONSTRUCTION OF PHASE II OF THE PIONEER STREET RAILROAD OVERPASS PROJECT. MIKE CLARK, WSDOT, SECONDED THE MOTION, AND IT WAS UNANIMOUSLY APPROVED.

IV. 2014-2017 Metropolitan Transportation Improvement Program (MTIP) Call for Projects, Discussion

Dale Robins, RTC noted that RTC is inviting agencies to submit applications for federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. The STP funds can be used for a wide range of transportation improvements, while CMAQ funds are used for projects that improve air quality. Applications will be due to RTC on Friday, July 26, 2013.

These programs require a minimum 13.5% local match, all projects must be administered by a "Certification Acceptance" (CA) agency, and projects must meet regional screening criteria. The most significant changes from last year's call for projects include: 1) Projects cost limitations have been increased, 2) Project Delay policies have been modified, and 3) All projects will require a before and after analysis.

Dale explained that the region will use the same selection criteria as last year. The project application has been modified. Criteria, project applications, and additional details on the call for projects are available from the RTC web site.

RTC estimates the following funding levels for this year's call for projects:

- Urban Surface Transportation Program (STP-TMA) - \$7.3 million
- Rural Surface Transportation Program (STP-R) - \$2.2 million
- Congestion Mitigation and Air Quality (CMAQ) - \$4.5 million

Dale highlighted the 2014-2017 MTIP Development Schedule, including that project applications are due on Friday, July 26, 2013. Bill Wright, Clark County, asked if there could be a delay to STP Rural Applications submittal date for a couple of weeks. This STP Rural schedule will be discussed at the upcoming Rural STP meeting.

Dean brought RTAC's attention to the memorandum that was distributed "**Discussion of Policy and Procedures Changes to MTIP Projects**". Dean noted that this memorandum is intended to show how the new procedures affect projects currently programmed in the MTIP and future project applications.

Dale said that jurisdictions can request additional regional federal funds up to new cost limitations, but doing so does not change when the project must be implemented. To change the obligation date, a jurisdiction would need to remove funds from proposed project phases and reapply for funds.

Dale directed RTAC to the tables listed on page 2 that show which projects must be obligated by August 1, 2014. The City of Vancouver noted that they will not be able to meet the deadline for the Evergreen Highway Trail, which is funded through the Enhancement Program. Dean suggested one of the ways we can handle this, is by putting a mitigation plan in place with dates certain. The City of Vancouver will prepare a mitigation plan.

Beginning in 2014, projects will be required to complete a before and after analysis. The new project application will require setting project performance measures. Dale highlighted the four-page handout titled "Nickerson Street Rechannelization, Before and After Report." Dale noted that this handout represents an example of what would be expected.

Dale noted how the new MTIP procedures will impact future project applications. This included the 50% design requirement to request construction funding, selecting projects that can be implemented in the first three years of TIP, and project delay policy. RTC will need to balance the programming of projects while ensuring the region meets obligation targets.

V. 2013-2016 Transportation Alternatives Program Selection, Action

Dale Robins, RTC said the Transportation Alternatives Program (TAP) is a new federal transportation funding program authorized by Moving Ahead for Progress in the 21st Century (MAP-21). The TAP program is similar in project eligibility as the Transportation Enhancement Program. Since late 2012, RTC staff has worked with RTAC and RTC Board members to develop the process by which TAP projects would be selected.

Dale pointed out the qualifying activities and noted that bike/pedestrian have been the predominant projects that have submitted and funded. He noted that approximately \$2.2 million is available over the four-year period, and \$260,000 must be spent in the rural areas.

RTC did a call for projects and ten projects were submitted to RTC for a total Transportation Enhancement Project request of just over \$3 million. Eight of the projects were within Clark County, and two projects were outside of Clark County. RTC formed an evaluation team to evaluate and rank proposed Transportation Alternatives projects. The evaluation team included two citizens and staff from C-TRAN, WSDOT and RTC. The Evaluation Team evaluated projects based on regional TAP criteria as adopted by the RTC Board.

Dale reviewed the Evaluation Team's Transportation Alternatives evaluation and ranking of projects. Projects were ranked in the following order: 1) 6th Street Sidewalk - Klickitat Co., 2) Hazel Dell Area Sidewalk, 3) Port Multi-Modal Path, 4) NW 18th Avenue, Bike & Ped. Trail, 5) Aspen Avenue at 18th Street Crosswalk, 6) Chelatchie Prairie Rails-with Trails, 7) Bridging Byways Communities - Stevenson, 8) Port Connector Bike/Ped Path, 9) Salmon Creek Avenue Multi-Use Path, and 10) Evergreen Trail.

Dale pointed out that RTC staff is recommending that the top eight projects be selected for full funding. RTC is also recommending that the preliminary engineering phase of both the Salmon Creek Avenue (\$66,000) and Evergreen Trail (\$100,000) be funded. This would leave approximately \$500,000 of Transportation Alternatives Program funds that will be carried over to the next call for projects.

Bill Wright, Clark County, made a bid for the \$500,000 to be applied to the construction of Salmon Creek Avenue Multi-Use Path project. He felt it would be better to use the funds than waiting for two years. He stated that the Salmon Creek project could be built by next summer. Bill said this is a three-way partnership with the County, WSU and the Parks Department; the bridge is going to construction this year and will be completed by next summer. Dale said the committee did not know all of these details. RTAC members agreed to the County's proposal.

Dale requested and those present confirmed that all agencies can provide the local match for their projects.

MIKE CLARK, WSDOT, MADE THE RECOMMENDATION TO FORWARD TO THE RTC BOARD OF DIRECTORS FOR APPROVAL OF THE TOP NINE PROJECTS TO BE FUNDED AS DISCUSSED AND EVERGREEN TRAIL TO RECEIVE \$100,000 FOR DESIGN. JIM CAROTHERS, CITY OF CAMAS, SECONDED THE MOTION, AND IT WAS UNANIMOUSLY APPROVED.

VI. Congestion Management Process: 2012 Monitoring Report, Discussion

Dean said the RTC Board will also get copies of the draft report for their review in July and then will be asked for an endorsement of the report findings at their August Board meeting.

Dale Robins, RTC, presented this agenda item and the Congestion Management Process (CMP): 2012 Monitoring Report. Copies of the Draft report were distributed to committee members. The report has been reformatted to improve the look. This includes a look similar to that used for the MTP. RTC is looking for additional pictures for the CMP report.

Chapter one gives the background information. The only significant change to this chapter was to expand the description of how the CMP is connected to the regional planning process. Chapter two provides various performance measures. Dale highlighted some of the maps in Chapter 2 including Vehicle Volumes, Corridor Capacity Ratio, Corridor Travel Speed, Speed as Percent of Speed Limit, and Intersection Delay. Chapter three provides strategies. One of the components of RTC's Congestion Management Process is a toolbox of potential congestion reduction and mobility strategies. The intent of this toolbox is to encourage ways to deal with congestion and mobility issues prior to traditional roadway widening projects or as part of widening projects.

The report contains data that allows for the continuing development and updating of information to track the performance of the regional transportation system and implemented strategies. Dale asked RTAC members to review these chapters and notify him if they have any changes. At the July RTAC meeting, RTAC members will be asked to recommend endorsement of 2012 Monitoring Report findings to the RTC Board.

VII. Information Sharing: Member Agency Construction Projects and Planning Activities, Status

Dean said this agenda item will provide an opportunity for RTAC member jurisdictions to share information on transportation projects and transportation planning activities. We want to hear about construction projects underway or imminent projects likely to begin in 2013.

Bill Wright, Clark County, discussed the following projects that should be completed this year: Salmon Creek Interchange (County's portion), NE 88th Street (Highway 99 to St. Johns), Timmen Road, Healy Road Restoration, 2012 Safety (Intersections and Guardrail), and VAST projects. Contracts will soon be awarded for the following projects: 2013 Safety (Rural Guardrails), NE 119th St/50th Avenue Intersection, NE 10th Avenue (141st Street to 149th Street), Bridges – Dayton, PV Scour, TSO's – HD/Felida, Barberton, 78th/Hwy 99, and NE 119th Street (72nd Avenue to 87th Avenue).

Mike Clark, WSDOT provided a status report on current projects: Salmon Creek Interchange (2014), I-5 Paving, 179th St. to Lewis River (2013), SR-500/St. Johns Interchange-landscaping (2013), I-205 Pavement Rehab (2013), I-205 change drop lane north of SR-500 from left to right (2013), SR-14 Camas/Washougal Widening (2013), SR-503 Median, 65th St. to Padden, and projects in Skamania and Klickitat County. Mike stated WSDOT has the following projects coming up: I-5 North Fork Lewis River Bridge Painting, I-205 Mill Plain to 18th Street, SR-502 Widening, and projects in Skamania and Klickitat Counties. Committee members asked if right turn lanes would be added at SR-503/Padden. Mike Clark will check.

Randy Mueller, Port of Ridgefield, projects includes Division Street and Pioneer Street west of Main Street.

Bryan Kast, City of Ridgefield, projects includes Overlook Park, Timmen Road, and South Main Street.

Jim Dunn, City of Washougal, projects includes Jemtegaard Safe Routes to School project.

Randy McCaleb, Port of Vancouver, discussed the West Vancouver Freight Access project.

Mark Hercog, City of Battle Ground, discussed the following construction projects: SE Grace Avenue Phase I, SW Scotton Way (SR-503 to 20th Avenue), and a Safe Routes to School project. Other projects that are under design include: S Parkway Avenue (Rasmussen to Eaton), SE Grace Avenue Phase II (Main to Rasmussen), and NW 5th Way connection to SR-503.

Jennifer Campos, City of Vancouver, reviewed the following projects: 137th Street improvements, Fourth Plain Infill Sidewalks, Mill Plain at 105th, 2013 Resurfacing Program, SE 1st Street, Waterfront Project, Evergreen Trail, NE 18th Street, Bicycle Mobility II Program, Main Street – Columbia Street Traffic Signal Interconnect, 162nd Avenue Fiber and Communications, Pedestrian Hybrid Signal Installation/Upgrades, and Yellow flashing left turn signal upgrades.

Tom Shook, C-TRAN, discussed the following projects: Fourth Plain Bus Rapid Transit, Mill Plain Transit signal priority, and downtown bus stop. He also noted that C-TRAN will have a service changes in September.

Jim Carothers, City of Camas, discussed the SE 20th Street project.

VIII. Other Business

A. RTAC Members

B. RTC Staff

Obligation Authority, Status: Dale said we have met this year's federal Obligation Authority.

MTP Assessment/Amendment Process: Dean noted there has been interest by the RTC Board of Directors to formalize the MTP amendment process. The proposed annual process would provide the Board a regular opportunity to consider amendments to the MTP. The annual assessment process would begin in January and conclude in March, with recommendation on amendments to pursue. If the Board decided to move forward with an amendment, the process would be scoped in terms of time, resources, and decision-making process.

Street Alive, August 18, 2013: Jennifer Campos, City of Vancouver, distributed a handout "Open Street Event, which is Sunday, August 18, 2013, from 11 a.m. to 4 p.m. This is the City of Vancouver's first Open Street Event. They will close down 1.2 miles of streets in downtown Vancouver and open it up to people that want to walk, bike, roller skate, roller blade, and even unicycle.

Urban Area Boundary Map: Lynda David, RTC, noted Urban Area Boundary maps were submitted to the boundary review team at the state and waiting for their feedback.

The meeting was adjourned at 10:40 a.m. The next meeting will be Friday, July 19, 2013.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: July 12, 2013
SUBJECT: **2013-2016 MTIP Amendment: WSDOT I-5/NE 39th St. to NE 99th St. Paving**

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.

WSDOT is requesting that the paving of I-5 from NE 39th Street vicinity to NE 99th Street project be amended into the 2013-2016 Metropolitan Transportation Improvement Program. This project will resurface deteriorating pavement with a hot mix asphalt grind and inlay to extend the life of the pavement. This amendment will provide \$2,921,800 for the project. Preliminary engineering will begin in 2013, with construction in 2015.

This amendment is found to be consistent with all state and federal requirements. The STIP Record Report is attached.

POLICY IMPLICATION

This change will add federal and local funds, which will allow this regionally significant preservation project to proceed. Action on this amendment includes agreement that this project is consistent with the long-range Metropolitan Transportation Plan. This amendment is consistent with the Congestion Management Process, air quality requirements, and is financially constrained. This project will help preserve the regional transportation 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 provide \$2,860,412 in National Highway Performance Program funds and \$61,388 in local matching funds for the preliminary engineering and construction of the paving of I-5, from the vicinity of NE 39th Street to NE 99th Street.

Attachment

20130719-RTAC-TIPAmend-WSDOTPaving.docx

Washington State S. T. I. P.

2013 to 2016

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

July 11, 2013

County:

Agency: WSDOT - SW

Func Cls	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.
11		400516P	400516P06	05	2.810	CE	No	2.55	5.36	2,921,800	8

I-5/NE 39th St Vic to NE 99th St - Paving

Resurfaces deteriorating pavement (due to normal wear) with a hot mix asphalt grind and inlay to extend the life of the pavement.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2013	NHPP		141,696		0	5,904	147,600
CN	2015	NHPP		2,718,716		0	55,484	2,774,200
Project Totals				2,860,412		0	61,388	2,921,800

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	20,583	107,492	19,525	0	0
CN	0	0	2,230,909	543,291	0
Totals	20,583	107,492	2,250,434	543,291	0

Agency Totals for WSDOT - SW	Federal Funds		State Funds	Local Funds	Total
		2,860,412	0	61,388	2,921,800



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: July 12, 2013
SUBJECT: Congestion Management Process: 2012 Monitoring Report

INTRODUCTION

The purpose of this memorandum is to present the final draft of the *Congestion Management Process: 2012 Monitoring Report* and recommend the endorsement of its findings to the RTC Board. The report includes a full discussion of the PM and AM peak period findings as well as additional system performance measures. The report also identifies a number of strategies that will help the region maintain sufficient travel speed and capacity.

In May, RTC staff highlighted a select number of the preliminary key PM peak period findings. In June, RTC staff provided a comprehensive overview of the early draft report. At the July RTAC meeting, RTC staff will review performance measures, strategies, and seek endorsement of the Congestion Management Process findings.

CONGESTION MANAGEMENT PROCESS REPORT

The 2012 Report represents the thirteenth consecutive year for the annual report. Prior to 2000, the transportation system performance focused on a single corridor congestion index, based on volume to capacity ratio, for each of the congestion management corridors. Over time, the report has been expanded to include travel time, speed, vehicle occupancy, transit ridership, bus capacity, intersection delay, areas of concern, multimodal data, and other transportation system related information. The *Congestion Management Process: 2012 Monitoring Report* is available online for your review. Copies of this report will also be available at the July RTAC meeting.

The *Congestion Management Process: 2012 Monitoring Report* provides a tool for monitoring the region's traffic congestion. The CMP provides information to help guide the investment of transportation funding toward improving the lowest capacity ratio and speed deficient roadways. The CMP data can also help direct investment to where capacity improvement versus traffic operation and management solutions would be the most effective.

Reducing congestion in the region will require accomplishing the following objectives:

- Preservation and maintenance of the existing system
- Improving system performance through operation and management strategies
- Where possible; shifting trips to other modes
- Addition of auto capacity at key bottlenecks

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RTC's Congestion Management Process provides a tool for monitoring congestion and identifying needs. Information developed through the Congestion Management Process will be applied through the regional transportation planning process. This effort is supported by regional studies, local capital facility plans, regional transportation model, and other planning efforts which all feed into the development of the Metropolitan Transportation Plan. Project sponsors then need to give consideration to the strategies identified in the CMP Toolbox as projects move forward to implementation.

CONCLUSION

At the July RTAC meeting, staff will present the final draft of the *Congestion Management Process: 2012 Monitoring Report* and recommend the endorsement of its findings to the RTC Board.

Attachment



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: July 12, 2013
SUBJECT: **TIB Project Development**

INTRODUCTION

The purpose of this memorandum is to begin to outline a set of projects for submittal to the Transportation Improvement Board (TIB) for statewide competitive funding. This year's program will be the first year that TIB has implemented their Banding Criteria. Banding removes the need to score well across all criteria and allows TIB to select projects that rank high in one of the following criteria: Safety, Growth & Development, Mobility, or Physical Condition. Please come to the July RTAC meeting prepared to discuss potential projects from your jurisdiction.

PROGRAMS AND FUNDING LEVELS

This year TIB will have the following programs and funding levels:

- Urban Arterial Program \$84.0 million
- Urban Sidewalk Program \$5.0 million
- Arterial Preservation Program \$7.0 million
- Small City Arterial Program \$10.0 million
- Small City Sidewalk Program \$3.0 million
- Small City Pavement Preservation Program \$2.5 million

Schedule

The schedule for TIB Grants:

June 2013	TIB Call for Projects
August 23, 2013	Grant Applications Due
November 22, 2013	TIB Selects Projects

20130719-RTAC-TIB.docx