



The Regional Transportation Advisory Committee meeting will be held on **Friday, August 16, 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 July 19, 2013, Minutes, Action
- II. 2016-2017 Project Evaluation and Prioritization, Action
- III. Port of Vancouver Freight Access Project - Update, Discussion\*
- IV. MTP Capital Facilities Review, Discussion
- V. Public Participation Plan Update, Discussion\*
- VI. Other Business
  - A. RTAC Members
    - Washington State Rail Plan, Regional Rail Workshop, Monday, September 30, 1 to 4 p.m. at Timberland Regional Library, 110 S Silver Street, Centralia WA
  - B. RTC Staff

*\*Materials available at meeting*

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

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An advisory committee to:

**Southwest Washington Regional Transportation Council**

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**Regional Transportation Advisory Committee (RTAC)  
Meeting Minutes  
July 19, 2013**

**I. Call to Order and Approval of Minutes**

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, July 19, 2013, at 9:00 a.m. in the Public Service Center 6<sup>th</sup> Floor Training Room, 1300 Franklin Street, Vancouver, Washington. Dean Lookingbill, RTC, Transportation Director, 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
Mike Clark	WSDOT
Tony Cooper	City of La Center
Michael Derleth	Clark County
Mark Harrington	RTC
Mark Herceg	City of Battle Ground
Todd Juhasz	ODOT
Bryan Kast	City of Ridgefield
Colleen Kuhn	Human Services Council
Paul Montague	Identity Clark County
Dean Lookingbill	RTC
Matt Ransom	City of Vancouver
Sandi Roberts	RTC
Dale Robins	RTC
Tom Shook	C-TRAN

Dean Lookingbill, RTC, asked for any changes or corrections to the June 21, 2013, meeting minutes.

MIKE CLARK, WSDOT, MOVED FOR APPROVAL OF THE JUNE 21, 2013, MEETING MINUTES, AND KATY BROOKS, PORT OF VANCOUVER, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

**II. 2013-2016 MTIP Amendment: WSDOT I-5/NE 39<sup>th</sup> Street to NE 99<sup>th</sup> Street Paving, Action**

Dale Robins, RTC, said WSDOT is requesting that the paving of I-5, from NE 39<sup>th</sup> Street vicinity to NE 99<sup>th</sup> Street, 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. He said preliminary engineering will begin this year with construction in 2015.

KATY BROOKS, PORT OF VANCOUVER, MADE A MOTION TO FORWARD THE MTIP AMENDMENT TO THE RTC BOARD OF DIRECTORS TO 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 39<sup>TH</sup> STREET TO NE 99<sup>TH</sup> STREET. ROB CHARLES, CITY OF WASHOUGAL, SECONDED THE MOTION AND IT WAS UNANIMOUSLY APPROVED.

### **III. Congestion Management Process: 2012 Monitoring Report, Action**

Dean Lookingbill, RTC, introduced this item and noted that copies of the full report and summary are provided. Today, RTC staff is asking for a recommendation from RTAC to forward the 2012 CMP Monitoring Report to the RTC Board of Directors for the Board's endorsement of the report's findings.

Dale Robins, RTC, said that the Congestion Management Process is a federal requirement. The Report includes a full overview 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 the early years of the Congestion Management Process, the findings focused on locations where the volume of traffic exceeded roadway capacity. Local and state agencies responded by adding additional capacity and bringing many of the urban arterials up to urban standards. In recent years, the Congestion Management Process has shown slower travel times along major arterials. In response, the region is focusing additional effort on management and operational solutions.

Dale highlighted the five corridors with the worst traffic volume to capacity ratios, the five lowest speed corridors, and the five lowest percentage of speed compared to speed limit corridors. He said the following strategies can help the region to improve travel reliability and address capacity needs: 1) preservation of the existing system, 2) improving roadway performance through traffic operational and management strategies, 3) where possible, provide mode choice options, and 4) add lane capacity at key bottlenecks.

Dale said agencies should give consideration to various strategies identified in the CMP toolbox. He said after project sponsors give consideration to the various strategies from the CMP Toolbox, projects move forward towards implementation. Priority projects are then submitted to RTC for prioritization through the Metropolitan Transportation Improvement Program (MTIP).

Committee members appreciated the "2012 Congestion Management Process Summary Report," and felt that it will help from a policy review stand point.

MICHAEL DERLETH, CLARK COUNTY, MADE A MOTION TO RECOMMEND ENDORSEMENT OF THE 2012 CMP MONITORING REPORT'S FINDINGS BY THE RTC BOARD OF DIRECTORS. MIKE CLARK, WSDOT, SECONDED THE MOTION AND IT WAS UNANIMOUSLY APPROVED.

#### **IV. Columbia Waterfront Renaissance District-Project Update, Discussion**

Matt Ransom, City of Vancouver, provided a slide presentation on the Columbia Waterfront Renaissance District Project. The Waterfront redevelopment is helping reconnect downtown to the Columbia River. He said work is now underway to reopen access previously blocked for 104 years. Next year, the Vancouver Waterfront Park breaks ground and the Columbia River Renaissance trail will be extended. He showed what the developer had envisioned with residential, office, retail, restaurants, hotels, and structured parking as well as underground parking. It is estimated to be \$1+ billion private investment project.

He highlighted the supporting infrastructure including: 1) railroad underpasses at Esther Street and Grant Street, 2) new local streets at Grant, Jefferson, and 6<sup>th</sup> / 7<sup>th</sup> Streets, and 3) closure of at-grade railroad crossings at 8<sup>th</sup> Street and Jefferson Street. Matt noted by closing 8<sup>th</sup> Street and Jefferson Street the trains will not use their horns. The project included the construction of a Rail Shoofly. The project took a lot of coordination between the City, Washington Department of Transportation, Port of Vancouver, and the BNSF railroad. The target is to finish street work by August.

The project will restore 2,300 feet of Columbia River waterfront, provide 7 acres of park space/plaza/overlooks and more. There may be expansion of the popular Waterfront Trail, and opportunities for “Feature” art/sculpture and related unique design elements. The developer is looking at expanding the marina that currently exists. Matt said the project is at 30% design, permit applications have been submitted, and the City is initiating marketing and working to raise funds for public elements of the project. He said if the funding goes well the waterfront could be open to the public by 2016.

#### **V. MTP Assessment/Amendment Process and 2014 MTP Update, Discussion**

Dean Lookingbill, RTC, noted that a Memorandum on the Metropolitan Transportation Plan (MTP) amendment was included in the July RTC Board packet. Because of time constraint, the item did not get presented at the July RTC Board meeting but was deferred until August. He said the purpose is to present to the Board a draft concept for an annual MTP assessment process that would provide the Board with regular opportunity to consider amendments to the Metropolitan Transportation Plan.

This assessment/amendment idea came from the RTC Board of Directors. Board members had questioned how to remove the Columbia River Crossing project from the MTP, particularly when the Senate failed to fund the project. Although RTC has a process for amending the MTP, it has never been formally written down. Dean reviewed previous MTP amendments.

This year’s MTP work efforts have focused on a slower growth forecast which will be helpful in conducting a preliminary transportation system analysis in preparation for formally launching the MTP update next year. The analysis shows I-5 bridge capacity issues. Clark County recently held a kick-off meeting to consider a 2016 update to the Comprehensive Growth Management Plan. The current Comprehensive Plan has a 2024 horizon year. The Comprehensive Plan update is also suggesting a slower growth forecast and not many changes from the 2024 Plan.

The preliminary transportation analysis, using a slower growth forecast, may be helpful to local jurisdictions and the County as the overall Comprehensive Land Use Plan moves forward.

Dean reviewed the proposed MTP assessment/amendment process. He said the annual assessment would begin in January of each year and conclude at the March RTC Board meeting with a list of findings and a recommendation to pursue or not to pursue any amendments to the MTP. The assessment process could be initiated by the RTC Board and/or by the Regional Transportation Advisory Committee (RTAC), including all RTC member agencies. He also noted some ideas for involving the community suggesting the formation of a freight business advisory committee and a citizen leader committee to address their interests. We want to look at additional ideas to meet river crossing travel demand. Dean asked RTAC members to take the time to watch RTC Board meetings now available on CVTV to help RTAC understand what the RTC Board is wanting. There was discussion among agencies of Growth Management Plans and transportation projects.

Dean said there are a lot of interconnected and coordinated Federal and State requirements relating to the MTP update as well as need for consistency between local, regional and state plans. Dean reminded RTAC Members that MTP amendments can range from taking care of administrative process, adding projects/service to the regional system, or possibly a major policy or project shift. RTAC members noted that special needs populations should be represented in MTP amendment/update process. The WSDOT's draft statewide Human Services Transportation Plan suggests enhanced integration of human services transportation plans with regional and local plans.

The discussion concluded that annual MTP evaluation to see whether projects need to be amended, added or subtracted from the listed projects in the MTP, should be carried out. The assessment should be carried out between January and March and findings presented to the Board for decision on how to proceed.

Dean directed RTAC members to review the handout, "SWRTC Federal Planning Requirements and Federal Transportation Project Funding" that summarizes the Federal requirements. The handout describes RTC's Mission Statement and Role and summarizes the core metropolitan planning products; Metropolitan Transportation Plan (MTP), Metropolitan Transportation Improvement Program (MTIP), Congestion Management Process (CMP), and the Unified Planning Work Program (UPWP). The second page describes Federal transportation project funding programs that are allocated to the region and use a regional project selection process; Surface Transportation Program, (STP), Congestion Mitigation and Air Quality Program, (CMAQ), Transportation Alternatives Program (TAP). Federal Transit Administration (FTA) programs are also described, other Federal MAP-21 funding programs and other State transportation funding programs which come through RTC and C-TRAN to help make decisions on use of these funds for the highest priority projects.

Dean said hopefully this will be helpful for the RTC Board of Directors and provide them with information at a glance. Dean asked RTAC to e-mail him if they have changes or additional suggestions. It was suggested the addition of a flow chart may help.

## **VI. Transportation Improvement Board (TIB) Project Development, Discussion**

Dale Robins, RTC, said state Transportation Improvement Board Grants are due August 23, 2013. He wanted to begin to outline a set of projects from our region that will be submitted to the TIB. Dale said this year's program will be the first for TIB to implement its 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. Dale reviewed the programs and statewide funding levels.

The City of Vancouver will submit Columbia Way, Clark County intends to submit one project but will get back to Dale with the information, the City of Battle Ground will submit South Parkway and possibly SW 20<sup>th</sup> Avenue, the City of Ridgefield is looking at 65<sup>th</sup> Avenue, and the City of La Center will apply for funding a roundabout.

## **VII. Other Business**

### **A. RTAC Members**

Katy Brooks, Port of Vancouver, suggested a presentation on the West Access Freight Project at a future RTAC meeting.

### **B. RTC Staff**

Urban Boundary Update: Dale said RTC had been contacted by the Feds to notify RTC that a small area of Fern Prairie will be removed from the draft urban area boundary submitted by RTC.

Transportation Alternatives Program: The RTC Board approved the TAP projects list and the STIP amendment has been sent to the State. Projects should be in the STIP around the second week of August.

MTIP Applications: MTIP applications are due July 26, 2013. An error found in the MTIP application has been corrected.

The meeting was adjourned at 10:35 a.m. The next meeting will be Friday, August 16, 2013.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** August 9, 2013  
**SUBJECT:** 2016-2017 Project Evaluation and Prioritization

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### INTRODUCTION

The Metropolitan Transportation Improvement Program (TIP) identifies and prioritizes federally funded and regionally significant projects across all travel modes and jurisdictions. The Metropolitan TIP includes a priority list of projects to be carried out in each of the next four years and a financial plan that demonstrates how the projects are funded. The RTC Board of Directors is scheduled to adopt the 2014-2017 Metropolitan TIP this October, and projects can be implemented beginning in January 2014.

The current TIP project evaluation and prioritization process will be the basis for project selection and programming of 2016-2017 STP and CMAQ funds. Projects currently programmed in the 2013-2016 TIP can be carried into the 2014-2017 TIP.

The purpose of this memorandum is to seek concurrence with the evaluation and ranking of projects based on the evaluation of projects against the regional selection criteria. At the August meeting, RTAC will also be asked to recommend adoption of the evaluation and ranking of projects to the RTC Board of Directors. In addition, staff will begin discussion of the selection and programming of projects and review current obligation of funds.

The overall Metropolitan TIP development approach is consistent and meets the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) requirements. The RTC Board of Directors previously adopted the existing overall TIP selection process, including selection criteria (attached).

### TIP PROJECT SELECTION PROCESS

As adopted, the Metropolitan TIP project selection process includes the following three steps: 1) Project Screening, 2) Evaluation and Ranking by Selection Criteria, and 3) Project Selection and Programming.

**1. Project Screening:** Projects are reviewed for consistency with the Metropolitan Transportation Plan (MTP), land use plans, air quality goals, and regional screening criteria.

Based on needs identified in the MTP, individual public agencies submit an RTC Federal Project Summary Form for their priority projects. Projects are then screened by regional screening criteria to ensure eligibility. There were 16 project applications submitted to RTC.

Project applications were screened and all projects are considered eligible to compete for STP/CMAQ funding. Although, several projects raise issues on the application of TIP Procedures that will require additional guidance from RTAC. These issues will be discussed at the August RTAC meeting.

**2. Evaluation and Ranking by Selection Criteria:** Each project is evaluated and ranked against a set of selection criteria, which have been adopted by the RTC Board.

Projects have been evaluated by the adopted regional selection criteria: Mobility, Multimodal, Safety, Economic Development, Financial/Implementation, and Sustainability/Air Quality. In addition, there were two No Capital/Planning projects that do not fit into the evaluation process. RTC staff has also provided an opportunity for staff from applicant agencies to review the accuracy of the evaluation, prior to the RTAC meeting.

**STP-TMA:** Based on the evaluation by adopted regional criteria, STP-TMA projects are ranked in the following order:

**2016-2017 STP-TMA Projects**

Rank	Agency	Project	Mobility	Mmodal	Safety	ED	Finance	AQ	Total
1	Vancouver	18th Street, Four Season to 136th A	20	13	23	19	2	7	84
2	Clark County	NE 119th St., 72nd to 87th Av.	16	14	19	14	9	10	82
3	Multiple	VAST 14	20	13	14	16	8	10	81
4	Clark County	NE 94th Av., Padden to 99th St.	14	15	19	13	7	10	78
5	Camas	NW 38th Av./SE 20th St., Phase 2	5	12	18	20	7	10	72
6	Clark County	NE 78th St./NE 47th Av. Intersection	11	10	17	11	11	10	70
7	Clark County	NE 119th St., 50th Av. to 72nd Av.	4	10	16	15	1	10	56
8	Washougal	Evergreen Way/32nd St. Intersection	8	8	11	14	7	7	55
9	Camas	NW 6th/Norwood Traffic Signal	8	6	8	13	8	10	53
10	Battle Ground	SR-502/SR-503 Intersection	17	2	9	13	0	9	50
11	Battle Ground	SW 20th Avenue Improvement	4	8	15	13	0	9	49
12	Battle Ground	S. Parkway Avenue Improvements	8	6	16	6	0	9	45

**CMAQ:** For CMAQ funding, air quality points are tripled to determine the rank order. Based on the evaluation, CMAQ projects are ranked in the following order:

**2016-2017 CMAQ Projects**

Rank	Agency	Project	Mobility	Mmodal	Safety	ED	Finance	AQ	Total
1	C-TRAN	Fourth Plain BRT	14	14	14	18	4	34	98
2	Multiple	VAST 14	21	13	14	16	8	24	96
3	Vancouver	Vancouver Bicycle Mobility Program	8	6	9	8	3	17	51

The following planning projects were not evaluated by the regional criteria, as they are planning or no-capital projects:

**2016-2017 No Capital - Planning Projects**

Agency	Project	Mobility	Mmodal	Safety	ED	Finance	AQ	Total	
RTC	UWPW Support	No Capital - Planning Project							
Vancouver	Destination Downtown Program	No Capital - Planning Project							

**STP-Rural:** For the STP-Rural program, RTC is conducting a separate process, and the STP Rural committee will make their recommendation on Thursday, August 15, 2013. The STP

Rural committee recommendation will then be brought to the August RTAC meeting for consideration.

This ranking of potential FY 2016-17 projects as listed completed the second of the three step TIP development process. The request before RTAC will be to concur with the evaluation and ranking of projects based on regional selection criteria. RTAC's recommendation of the evaluation and ranking of projects will be taken to the RTC Board of Directors.

**3. Project Selection and Programming:** Projects are programmed for funding utilizing the project information generated by the project evaluation and ranking.

RTC staff will be prepared at the August RTAC meeting with a proposed STP/CMAQ programming recommendation for RTAC discussion, which can be presented following the recommendation on ranking of 2015-16 projections and discussion of federal obligation. A recommendation on the selection and programming of projects will occur at the September RTAC meeting.

### **FEDERAL OBLIGATION**

In 2013, WSDOT implemented a new Local Agency Federal Obligation Authority Policy. This policy can be characterized as a "use it or lose it" policy. The new policy requires that by August 1<sup>st</sup> of each year the respective MPO must obligate 100 percent of their regional obligation authority target for all regionally allocated federal funds for that year. Any federal funds that are not obligated will be sanctioned and be made available for statewide programming. To ensure that our region met our target, several TIP strategies were implemented, including the following:

- Local agencies should notify RTC when projects are implemented (obligated) or closed with federal funds unused (de-obligated).
- Encourage early Implementation of projects.
- Revised project delay policy.
- Consider project implementation in project programming.

With this new policy in place, local agencies responded and the region has exceeded our overall 2013 obligation target. The only funding program for which the region did not exceed our obligation target is the Transportation Enhancement/Alternatives Programs (TE/TAP). The region is \$640,000 under our target for the TE/TAP programs. The region should catch up in 2014 as the recently selected Transportation Alternatives Program projects are implemented. The only 2013 project, that has not been implemented as of July 31, 2013 is the PE phase of the Main St-Columbia St. TSO project.

The following projects must be obligated by August 1, 2014. Of the projects listed, only the Evergreen Highway Trail has indicated that they cannot meet the deadline for construction. The City of Vancouver has agreed to submit a implementation plan that will need to be met, as a mitigation measure.

- Camas, NW 38<sup>th</sup> Avenue/SE 20<sup>th</sup> Street Phase 2-CN (\$1.1 million STP)
- Clark County, NE 119<sup>th</sup> Street, 72<sup>nd</sup> Av to 87<sup>th</sup> Av.-CN (\$2,000,000 STP)
- Clark County, Highway 99 Corridor, 99<sup>th</sup> St. to 129<sup>th</sup> St.-PE (\$1,000,000 STP)

2016-2017 Project Evaluation and Prioritization

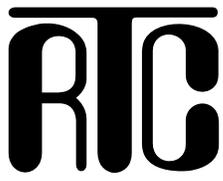
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- Clark County, Barberton TSO-CN (\$632,000 CMAQ)
- Vancouver, SE 1<sup>st</sup> Street, 162<sup>nd</sup> Av. to 192<sup>nd</sup> Av.-RW (\$1,000,000 STP)
- Vancouver, 162<sup>nd</sup> Av. Fiber and Communications-CN (282,000 CMAQ)
- Vancouver, Main St.-Columbia St. TSO-CN (\$855,000 CMAQ)
- Vancouver, Evergreen Highway Trail-RW/CN (\$786,000 TE)
- WSDOT, SR-503 Traveler Information-CN (\$699,000 CMAQ)
- Washougal, Evergreen/32<sup>nd</sup> St. Intersection-RW (\$55,000 STP)
- Fisher's Landing Transit Center Expansion (\$800,000)
- Multiple Agencies, PE Phases for all of the TAP projects

*Attachment*

20130816-RTAC-TIPEvaluation.docx



# RTC Selection Criteria

## Transportation Improvement Program

### Project Screening Criteria

1. Is the project consistent with Metropolitan Transportation Plan (MTP), Local Comprehensive Plans, and Congestion Management Process? (*Road and transit projects that add capacity must be listed in the MTP*)
2. If a road project, is the facility federally classified as an urban collector/rural minor arterial or above?
3. Is the project an improvement project, rather than a maintenance project?
4. Does the request for STP/CMAQ funds exceed the regional cost limitation of \$2,000,000 per mile?
5. Is the project ready to proceed and has a reasonable timeline for implementation?
6. If an operational improvement, does the project follow TSMO guidance?

### Summary of Needs Criteria

<u>Evaluation Criteria</u>	<u>Weight</u>
Mobility	20
Multimodal/Operations	15
Safety	25
Economic Development	25
Financial/Implementation	15
Sustainability/Air Quality	<u>10</u>
	110

### Mobility 20 Maximum

<b>Existing Peak Hour Condition</b>	<b>0-8</b>
<ul style="list-style-type: none"> <li>• V/C Ratio 0.9 or greater/Less than 60% of Posted Speed</li> <li>• V/C Ratio 0.8 to 0.89/60-64% of Posted Speed</li> <li>• V/C Ratio 0.7 to 0.79/65-69% of Posted Speed</li> <li>• V/C Ratio 0.5 to 0.69/70-74% of Posted Speed</li> <li>• Transit (Unless corridor can be identified)</li> </ul>	8 6 4 2 5
<b>Peak Hour Condition (6 yr. Model)</b>	<b>0-4</b>
<ul style="list-style-type: none"> <li>• V/C Ratio Reduced 0.2 or more</li> <li>• V/C Ratio Reduced 0.1</li> <li>• V/C Ratio Reduced 0.05</li> <li>• Modeled Speed Improvement</li> </ul>	4 2 1 1-4
<b>Congestion Management Process</b>	<b>0-4</b>
<ul style="list-style-type: none"> <li>• On CMP Network</li> <li>• Project Addresses CMP Concern</li> </ul>	1 3
<b>Network Development</b>	<b>0-4</b>
<ul style="list-style-type: none"> <li>• Extends Improvements</li> <li>• Completes Gap</li> <li>• Completes Corridor</li> <li>• New Network Connection</li> <li>• Improves Parallel Corridor</li> </ul>	1-2 2-3 3-4 0-4 0-2

<b>Truck Route</b>	<b>0-3</b>
• T3-T1	1-3
• Trucks 4% or Greater in Peak Hour	1

<b>Benefit Weighted by Existing Peak Hour Volume</b>	<b>0-3</b>
• 1,501+ Vehicles	3
• 901-1,500 Vehicles	2

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***Multimodal/Operations*** ***15 Maximum***

<b>Operational Improvements</b>	<b>0-8</b>
• Signal integration/upgrade	2
• Data Collection (Volume, speed, occupancy, classification)	2
• Traffic Surveillance	2
• Communication Infrastructure	2
• Variable message signage	2
• Traveler Information	2
• Access Management	2
• Smart Transit Management/Transit Signal Priority	2

<b>Multimodal</b>	<b>0-10</b>
• Transit Expansion	0-8
• Peak Hour Transit Buses (1 point per 2 Buses)	0-5
• Transit Replacement	0-3
• Exclusive Transit Lanes (Transit Only, BAT Lanes, etc.)	2-8
• Transit Amenities (Shelter, Bus-Pullout)	0-2
• Park and Ride Construction	5-8
• Carpool/Vanpool	1-3
• Improve Non-Motorized Access to Park and Ride/Transit	1-2
• Extends or Completes gap in Bicycle Route	1-3
• Construct 10-foot separated path or two 5-foot striped bicycle lanes	2
• Sidewalks (Both Sides)	1-2
• Sidewalks wider than 5' and/or Planter Strip (3' minimum)	1-3
• Improves Transit Speed/Reliability	1-3

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***Safety*** ***25 Maximum***

<b>Correctable Accident History</b>	<b>0-10</b>
• Sliding Scale	0-10

<b>Other Safety</b>	<b>0-6</b>
• Public Transit Safety	2
• Pedestrian Safety (Wider sidewalk/buffer)	2
• Bicycle Safety (striped lanes/separated path)	2
• Improves Intersection identified in Safety Management Assessment	2
• Other Safety Improvement consistent with State Target Zero	2

<b>Existing Conditions</b>	<b>0-6</b>
• Pavement Widths (Deviation from standards)	0-2
• Shoulder Widths (1 pt. per 2 feet less than 6')	0-3
• No Center Turn lane/Pocket (Project must correct)	1

<b>Provides Access Management</b>	<b>0-6</b>
• Add Non-Traversable Median greater than 50% of project length	3
• Add C-Curb at Intersections or less than 50% of project length	2
• Close Minor Intersections	1
• Reduce Access Points	2
• Eliminate Existing At-Grade Crossing	2

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***Economic Development*** **25 Maximum**

<b>Employment Growth</b>	<b>0-12</b>
• Retail Employment Growth (Regional Model-Select Link)	0-5
• Other Employment Growth (Regional Model-Select Link)	0-7
<b>Provide or Improves Access to Existing Employment and CTR Employers</b>	<b>0-8</b>
• Existing Employment (Regional Model-Select Link)	0-8
<b>Freight Generator</b>	<b>0-5</b>
• Improves Access	1-3
• Creates Access	4-5
<b>Private Partner Funds</b>	<b>0-5</b>
• 1 Point per 2%	

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***Financial/Implementation*** **15 Maximum**

<b>Lead Agency Funds</b>	<b>0-3</b>
• 1 Point per 5%	
<b>Overmatch Funding</b>	<b>0-6</b>
• 1 Point per 5% Above Minimum Local Match	
<b>Previously Completed Work (Prior to application deadline)</b>	<b>0-6</b>
• Environmental Permits Approved	2
• PS&E Package Complete	2
• Right of Way Acquisition Complete	2

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***Sustainability/Air Quality*** **10 Maximum**

<b>Air Quality Benefit</b>	<b>0-10</b>
• TCM Tools (Reduction of CO and VOC)	0-10
<b>Sustainability Measures</b>	<b>0-10</b>
• Adopted Agency Sustainability Policy	1
• Install LED Street Lights	1
• Install LED Traffic Signals	1
• Eliminate Water Detention Through Low Impact Development	1-2
• Hardscaping or Climate Appropriate Plantings	1
• Reuse of Pavement	1-2
• Reuse of other Materials	1-2



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Lynda David  
**DATE:** August 9, 2013  
**SUBJECT:** Metropolitan Transportation Plan Capital Facilities Review, Status

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### BACKGROUND

The purpose of this agenda item is to provide RTAC with a status report on review of the adopted Metropolitan Transportation Plan's list of identified capital facilities projects. RTAC was last briefed on this subject at the May meeting. This Memo provides RTAC with background information provided to the RTC Board at the Board's August 6 meeting. Transportation system performance results using a slower growth scenario for the 2035 horizon year will be presented at both a region-wide level as well as more detailed sub-area analyses. RTAC's feedback will be welcomed as RTC staff prepares for a September presentation to the RTC Board on the most-needed transportation projects in the 20-year timeframe.

### INTRODUCTION: CONCEPT, PURPOSE, SCOPE

The purpose of the MTP Capital Facilities Review is to review the adopted Metropolitan Transportation Plan's list of projects identified for the Designated Regional Transportation System in light of a slower growth projection for 2035. The work activity will review the adopted MTP's list of projects and analyze performance of the regional transportation system using a slower growth rate to determine which projects are the most critical to have in place by year 2035. Slower growth will mean reduced demand on the transportation system but it will also lower the revenues available to meet transportation needs. The work scope calls for looking at travel demand resulting from a slower growth scenario with trips assigned to a committed transportation network. The objective is to identify where key transportation projects are still needed.

This Memo addresses comparative demographic forecasts, regional transportation system performance, sub-area transportation system analysis, consideration of a changing transportation vision, preparation for MTP and Comprehensive Plan updates, and next steps. Additional detail will be provided at the August 16 presentation.

### DEMOGRAPHIC FORECAST: SLOWER GROWTH SCENARIO

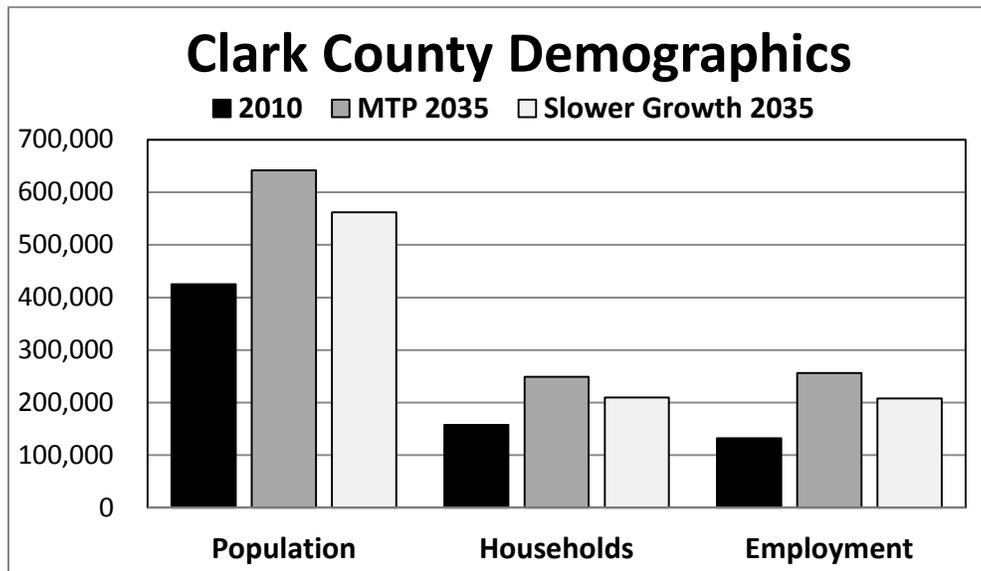
Year 2010 demographic data as well as comparative forecasts for year 2024 used in the current Clark County Comprehensive Growth Management Plan, year 2035 forecast used in the existing Metropolitan Transportation Plan (MTP) as well as the 2035 "slower growth" forecast are summarized in Table 1 and Figure 1 (below). The 2035 slower growth population aligns with

the latest Washington Office of Financial Management’s medium population forecast (made in August 2012). OFM’s forecast is updated periodically for local growth management planning purposes.

**Table 1: Clark County Demographics; Base Year and Comparative Forecasts**

	Base Year Demographics	Clark County GMA Comp Plan (Sep. 2007)	RTC's MTP (Dec. 2011)	Slower Growth OFM Medium (Aug. 2012)
	2010	2024	2035	2035
Population	425,363	584,310	641,775	562,207
Households	157,826	225,602	248,750	209,779
Persons/Household	2.70	2.59	2.58	2.68
Population Annual Average Growth Rate from 2010	N/A	2.29%	1.66%	1.12%
Employment	131,954	231,705	256,200	207,681
Job/Household	0.84	1.03	1.03	0.99
Employment Annual Average Growth Rate from 2010	N/A	4.10%	2.69%	1.83%

Figure 1, below, summarizes base year 2010 demographics compared to the existing MTP 2035 demographic forecast and the “slower growth” forecast.



**Figure 1: Clark County Demographics, 2010, MTP 2035 and Slower Growth 2035**

In comparison with the MTP’s 2035 demographic forecast, the slower growth scenario has 15.7% less households and 18.9% less employment than the MTP 2035 forecast.

## **REGIONAL TRANSPORTATION SYSTEM PERFORMANCE**

RTC staff worked with local jurisdictions in February/March to develop the 2035 slower growth demographic forecast scenario. A regional travel forecast model scenario was developed to analyze the travel demand resulting from this slower demographic growth assigned to the “Committed” transportation network. The Committed network includes today’s transportation system together with state-funded Nickel/Partnership projects and improvements included in local six year Transportation Improvement Programs. Committed system projects are:

- SR-14, improvements through Camas (WSDOT)
- SR-502, widening from I-5 to Battle Ground (WSDOT)
- First phase of the I-5/Salmon Creek Interchange (WSDOT, Clark County)
- I-205, new interchange ramps at 18th St. and improvement to 18th Street to Four Seasons (WSDOT, Vancouver)
- 137th/138th Ave., from 28th to 49th St. (Vancouver)
- 88th Street, from Hwy 99 to St. John’s (Clark County)
- 119th St., 50th Ave. intersection and from 72nd to 87th Avenue (Clark County)

Measures used to analyze region-wide transportation system performance include:

- Lane miles of congestion in the evening peak hour
- Percentage of congested lane miles
- Vehicle hours of delay

Regional travel forecast model output allows for analysis regional transportation system performance given a slower growth projection assigned to the committed transportation network.

## **SUB-AREA TRANSPORTATION SYSTEM ANALYSES**

Sub-area analyses have also been conducted. Attached are information sheets documenting results for the following sub-areas: Camas/Washougal, the Discovery Corridor, Battle Ground, West Vancouver, and East Vancouver. Each of the 1 page sub-area summaries includes demographic data for 2010 and slower growth 2035 as well as key sub-area performance measures for the map areas shaded in green only. The map on each information page shows highway links with a volume to capacity ratio of 0.9 or greater for the travel demand resulting from the 2035 “Slower Growth” forecast assigned to the “Committed” transportation network. Initial suggestions for core transportation project needs are listed on each sub-area sheet. We are interested to learn of RTAC’s reaction to these.

## PREPARATION FOR THE SEPTEMBER RTC BOARD MEETING

### Transportation Analyses:

At the August RTC Board meeting, the focus of the presentation was on performance measures for the 2035 “Slower Growth” forecast assigned to the “Committed” transportation network. RTC Board members expressed interest in seeing comparative results for the 2035 “Slower Growth” forecast on “Committed” network with MTP growth forecast on the committed network and MTP growth forecast on the MTP 2035 transportation network. RTC staff will be conducting analyses to make these comparisons in preparation for the September Board meeting. Table 2, (below) provides a summary of the various growth and transportation network scenarios.

#	Description	Demographic Forecast	Network
1	2010 Base	2010 Demographics	2010 Transportation Network
2	2035 Slower Growth Committed	Slower Growth 2035 - based on OFM Medium population projection (Aug 2012)	6 year Transportation Improvement Program (TIP) network
3	MTP Growth Committed	RTC’s 2035 MTP (Dec. 2011)	6 year Transportation Improvement Program (TIP) network
4	Slower Growth 2035 MTP	Slower Growth 2035 - based on OFM Medium population projection (Aug 2012)	2035 MTP (projects listed in Dec. 2011 MTP, Appendix B; includes CRC + Fourth Plain BRT)
5	2035 MTP	RTC’s 2035 MTP (Dec. 2011)	2035 MTP (projects listed in Dec. 2011 MTP, Appendix B; includes CRC + Fourth Plain BRT)

### A Changing Transportation Vision

The regional transportation system analysis carried out to date has focused on “traditional” travel performance measures largely emphasizing mobility. At the May meeting, RTAC discussed how changes in demographic, lifestyle, and financial trends are resulting in a shift in the way transportation system performance is viewed and analyzed. Transportation policy changes by the RTC Board would need to go hand-in-hand. The transportation paradigm shift moves from a policy and investment vision focused on mobility and capital capacity expansion to consideration of safety, reliability, accessibility, and modal choices in addition to the traditional mobility approach. With reduced revenues available for transportation investments, we need to be focused on the top priorities of the region. Transportation analyses to be carried out will look to identify where critical bottlenecks occur that may still require a capacity solution versus where accessibility, reliability, safety, and improved modal choices may be options.

## **PREPARATION FOR MTP AND COMPREHENSIVE PLAN UPDATES**

The analysis carried out as part of the 2035 MTP Capital Facilities Review is preparing us for the MTP update due in 2015. Results of transportation system analysis using the slower growth scenario will not only have value in preparing for scoping the MTP update but will also be of value to local jurisdictions as the next round of updates to local Comprehensive Plans are addressed. The 2035 slower growth scenario matches well with the initial population forecast proposed for Clark County's next Comprehensive Growth Management Plan update. In comparison, at the July 17 Board of County Commissioners work session on the next Comprehensive Plan update, an initial employment forecast of 168,700 was suggested with a jobs per household ratio of 0.78. The 2035 "Slower Growth" scenario is based on 0.99 jobs per household and the existing Clark County Comprehensive Plan was based on 1.03 jobs per household. In the transportation analyses conducted for the next Metropolitan Transportation Plan (MTP) update, we will aim for consistency of demographic forecasts between County Comprehensive Plan and RTC's MTP.

The work element also provides opportunity to consider alternative policy approaches to transportation solutions as called for via "least cost" planning principles and WSDOT's Moving Washington principles "to operate efficiently, manage demand and add capacity strategically."

## **NEXT STEPS**

To recap, the purpose of this MTP Capital Facilities review is to re-look at the list of the MTP's transportation capital projects given a slower demographic growth forecast. The most critical projects with the highest benefit for transportation system performance and for transportation users are those that must be included in the next MTP update. This work element will result in an analysis of transportation system needs to feed the next MTP update as well as local jurisdictions' Comprehensive Plan and Capital Facilities Plan updates.

To date, regional performance measures and sub-area considerations have focused on 2035 "Slower Growth" assigned to the "Committed" transportation network. In preparation for the next RTC Board meeting, RTC staff will complete a comparison of transportation system performance and report on 2035's highest transportation needs. Following discussion at the August 16 RTAC meeting, staff will present an update to the RTC Board on September 3. At the November 5 RTC Board meeting, it is anticipated the Board will be asked to consider how the analysis of slower growth, transportation system performance and review of current MTP projects will help to feed the next MTP update due in 2015.

**Attachments:** Sub-area analysis information sheets.

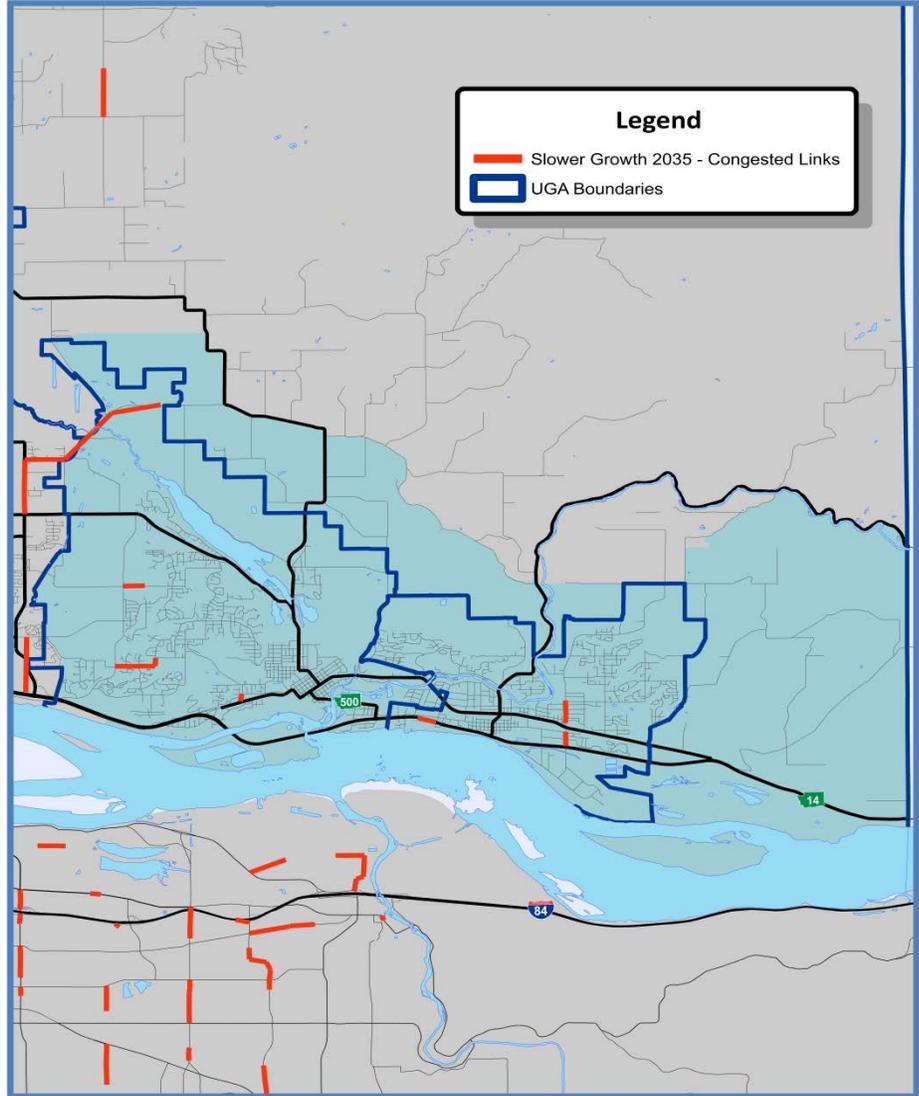
# Camas/Washougal Subarea

The Camas/Washougal subarea is comprised of the Camas and Washougal Urban Growth Areas and some of the surrounding vicinity. The slower growth forecast for 2035 shows the area growing by over 20,000 households and over 20,000 jobs. This represents 12.9% of the county’s household growth and 15.2% of the employment growth.

## Major Project Needs

- SR-14 – grade separation (safety)
- Camas Slough Bridge
- Goodwin Rd. – 18<sup>th</sup> St. to NE 242<sup>nd</sup> Ave. (bridge capacity)
- 192<sup>nd</sup> Ave. – 1<sup>st</sup> to 18<sup>th</sup> St.
- 27<sup>th</sup> St. rail overpass, Washougal (access)

Peak Hour Subarea Network Performance Measures			
	Vehicle Miles Traveled	Vehicle Hours of Delay	Lane Miles Congested
<b>2010</b>	33,299	2	0.2
<b>Slower 2035</b>	60,235	67	3.6



Camas/Washougal Subarea Household and Employment Growth, 2010 to 2035				
	2010	Slower 2035	2010 to 2035 Growth	% of Regional Growth
<b>Households</b>	13,686	20,364	6,678	12.9%
<b>Employment</b>	9,095	20,602	11,507	15.2%

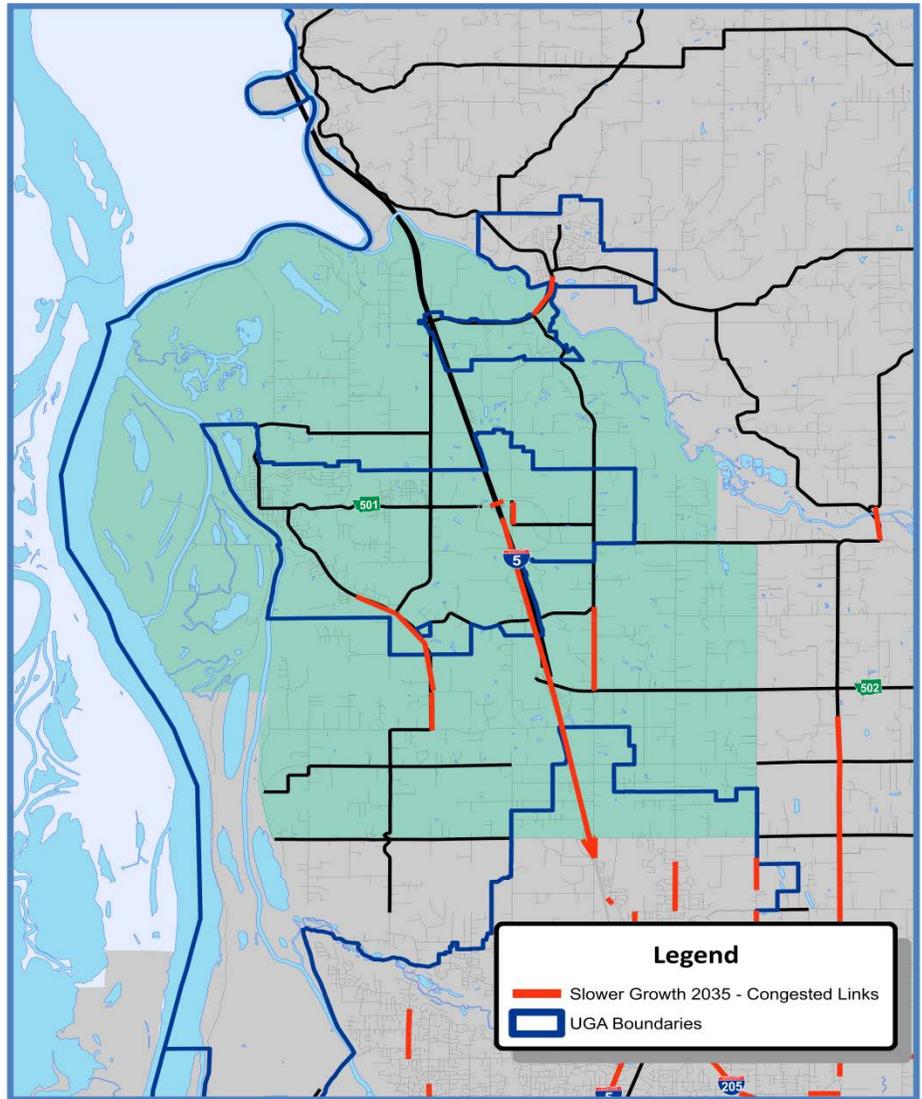
# Discovery Corridor Subarea

The Discovery Corridor subarea is comprised of the area north of 179<sup>th</sup>, west of NE 50<sup>th</sup> and south of the East Fork of the Lewis River. It includes the entire Ridgefield Urban Growth Area and La Center Junction. The slower growth forecast for 2035 shows the area growing by over 6,800 households and over 9,700 jobs. This represents 13.3% of the county’s household growth and 12.9% of the employment growth.

## Major Project Needs

- I-5 aux lanes – 179<sup>th</sup> to 269<sup>th</sup>
- I-5 Lewis River bridge replacement – both forks
- Hillhurst Rd.
- La Center bridge

Peak Hour Subarea Network Performance Measures			
	Vehicle Miles Traveled	Vehicle Hours of Delay	Lane Miles Congested
<b>2010</b>	71,209	6	0
<b>Slower 2035</b>	123,766	470	20.86



Discovery Corridor Subarea Household and Employment Growth, 2010 to 2035				
	2010	Slower 2035	2010 to 2035 Growth	% of Regional Growth
<b>Households</b>	4,324	11,218	6,894	13.3%
<b>Employment</b>	2,499	12,294	9,795	12.9%

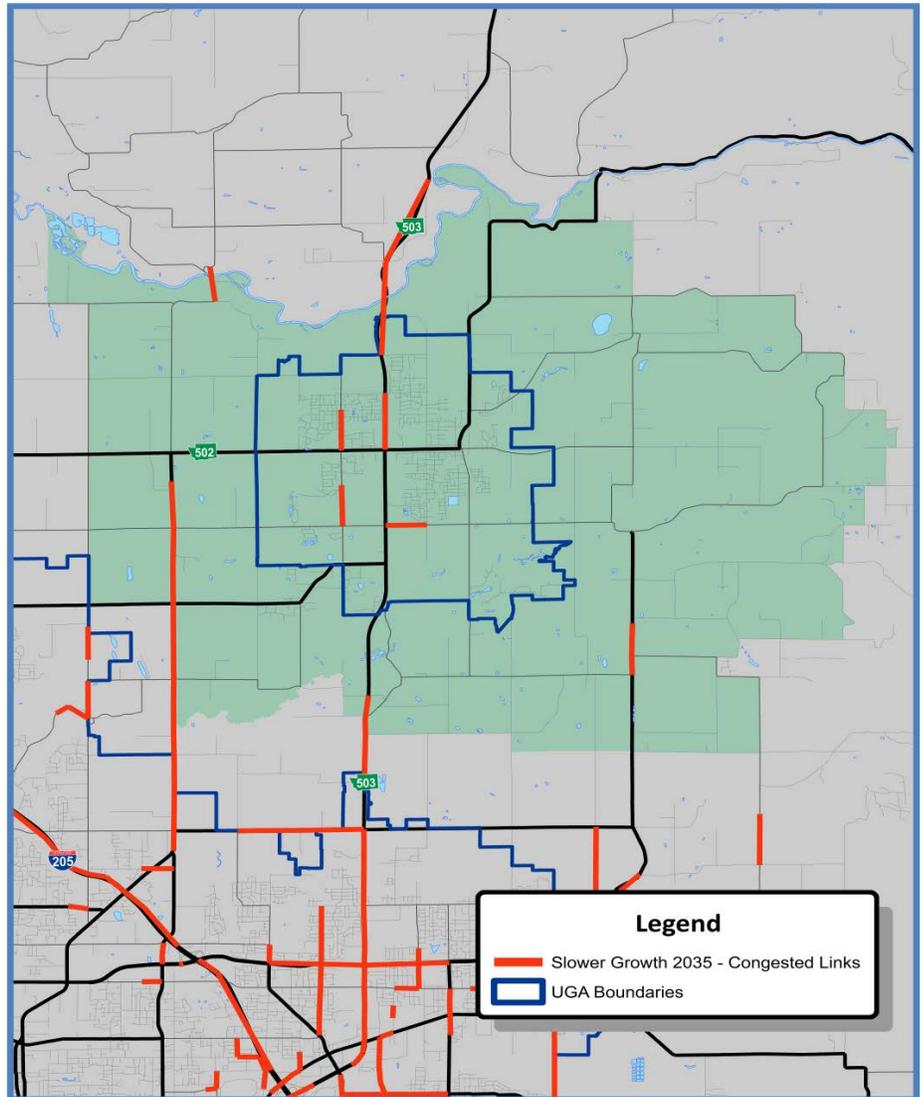
# Battle Ground Subarea

The Battle Ground subarea is comprised of the Battle Ground Urban Growth Area and its surrounding vicinity. The 2035 slower growth forecast shows the area growing by over 4,600 households and over 4,100 jobs. This represents 8.9% of the county’s household growth and 5.5% of the employment growth. The area serves as central hub for many of the rural areas of north county.

## Major Project Needs

- SR-503 – segments both north and south of Battle Ground.
- 72<sup>nd</sup> Ave., 119<sup>th</sup> Street to Dollars Corner
- Significant investment in developing the local street system and corridor completion, including:
  - Eaton Blvd.
  - 20<sup>th</sup> Ave.

Peak Hour Subarea Network Performance Measures			
	Vehicle Miles Traveled	Vehicle Hours of Delay	Lane Miles Congested
<b>2010</b>	40,562	2	0
<b>Slower 2035</b>	70,726	95	10.2



Battle Ground Subarea Household and Employment Growth, 2010 to 2035				
	2010	Slower 2035	2010 to 2035 Growth	% of Regional Growth
<b>Households</b>	10,931	15,558	4,627	8.9%
<b>Employment</b>	7,343	11,500	4,157	5.5%

# West Vancouver Subarea

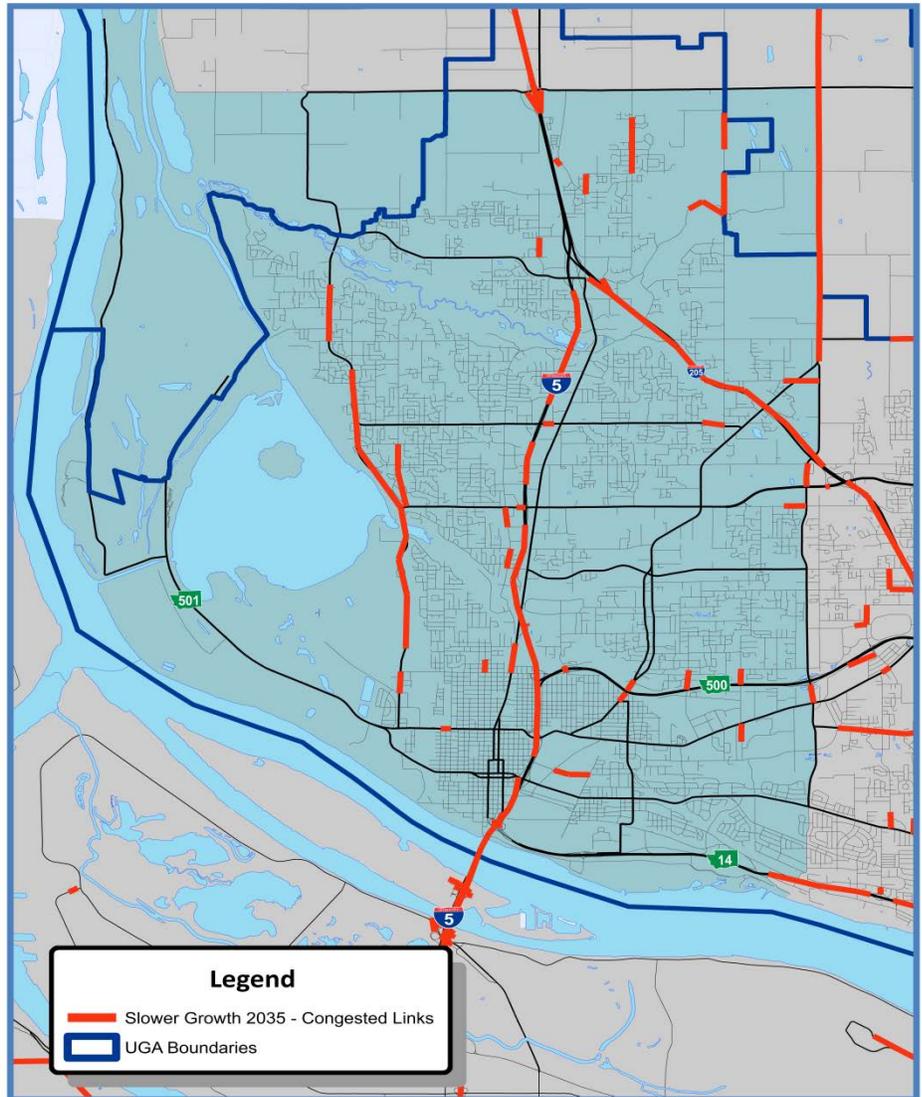
The West Vancouver subarea is comprised of the area bounded by the Columbia River, 179th St. and 72<sup>nd</sup> Ave. The slower growth 2035 forecast shows the area growing by over 17,000 households and 21,700 jobs. This represents 32.8% of the county’s household growth and 28.8% of the employment growth.

## Major Project Needs

- I-5 Bridge (capacity)\*
- SR-500 – 42<sup>nd</sup> & 54<sup>th</sup> interchange and grade separation (safety)
- Hwy 99 improvements (urban standards)
- NE 50<sup>th</sup> Ave., north of WSU (capacity)

\* I-5 Columbia River Crossing Project is not included in this Committed Transportation Improvement Program network

Peak Hour Subarea Network Performance Measures			
	Vehicle Miles Traveled	Vehicle Hours of Delay	Lane Miles Congested
<b>2010</b>	200,187	304	4.17
<b>Slower 2035</b>	315,549	1,856	47.79



West Vancouver Subarea Household and Employment Growth, 2010 to 2035				
	2010	Slower 2035	2010 to 2035 Growth	% of Regional Growth
<b>Households</b>	53,409	70,430	17,021	32.8%
<b>Employment</b>	56,218	78,012	21,794	28.8%

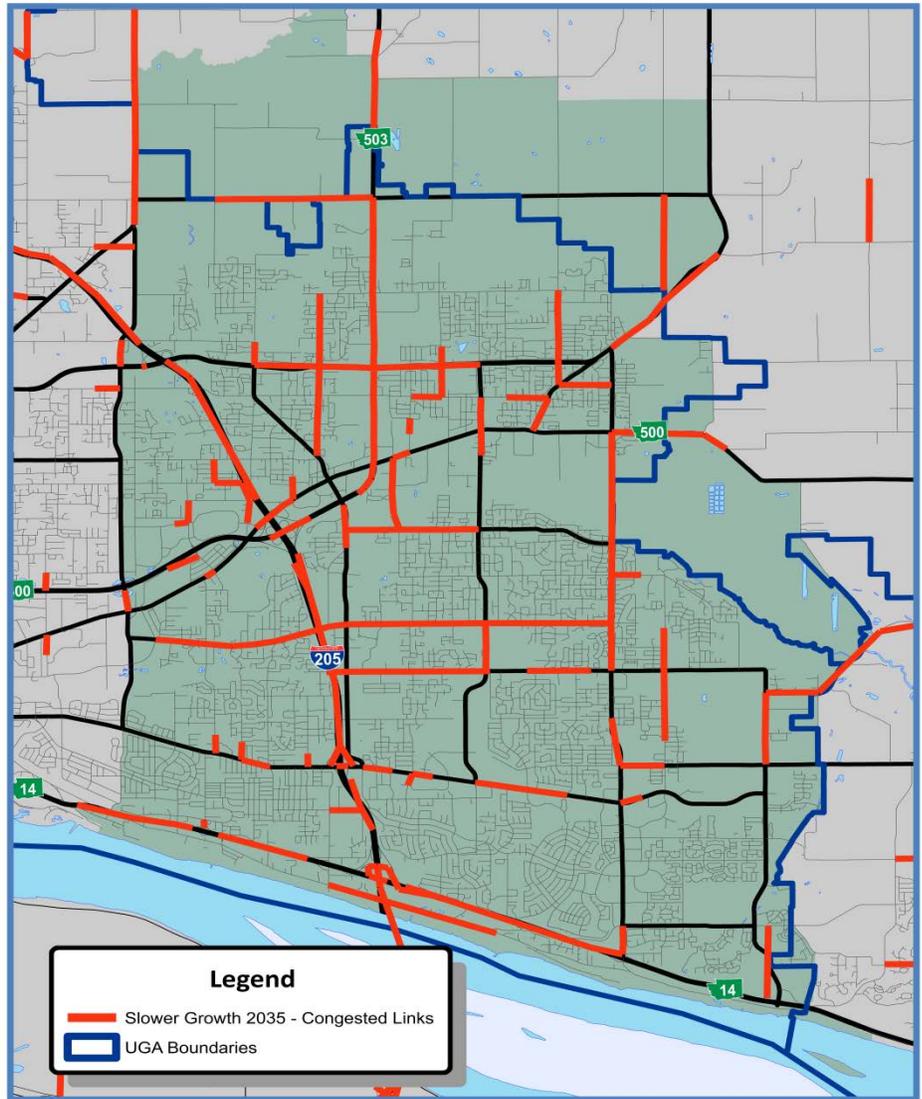
# East Vancouver Subarea

The East Vancouver subarea is comprised of the area north to 119<sup>th</sup> St. and between NE 72<sup>nd</sup> Ave. and 192<sup>nd</sup> Ave. The slower growth forecast for 2035 shows the area growing by over 13,500 households and over 28,100 jobs. This represents 26.1% of the county’s household growth and 37% of the employment growth.

## Major Project Needs

- NE 18<sup>th</sup> St. (capacity)
- I-205 Core Projects (capacity)
- Padden @ SR-503 interchange
- Ward Road improvements
- 192<sup>nd</sup> Ave.

Peak Hour Subarea Network Performance Measures			
	Vehicle Miles Traveled	Vehicle Hours of Delay	Lane Miles Congested
<b>2010</b>	240,639	280	12.6
<b>Slower 2035</b>	356,567	2,442	109.9



East Vancouver Subarea Household and Employment Growth, 2010 to 2035				
	2010	Slower 2035	2010 to 2035 Growth	% of Regional Growth
<b>Households</b>	63,061	76,601	13,540	26.1%
<b>Employment</b>	53,304	81,492	28,188	37.2%