



The Regional Transportation Advisory Committee meeting will be held on **Friday, January 17, 2014**, 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 December 20, 2013, Minutes, Action
- II. FY 2015 Unified Planning Work Program: Overview and Timeline
- III. Safety Management Assessment: Collision Data
- IV. Human Services Transportation Plan 2014 Update: Introduction
- V. Regional Transportation Plan Update: Work Scope and Policy Framework
- VI. 2014 Legislative Transportation Update \*
- VII. Other Business
  - A. RTAC Members
  - B. RTC Staff
    - a. Federal Obligation

*\*Materials available at meeting*

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20140117\_RTAC\_Agenda.docx

An advisory committee to:

**Southwest Washington Regional Transportation Council**

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**Regional Transportation Advisory Committee (RTAC)**  
**Meeting Minutes**  
**December 20, 2013**

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

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, December 20, 2013, at 9:00 a.m. in the Public Service Center 6<sup>th</sup> Floor Training Room, 1300 Franklin Street, Vancouver, Washington. Dale Robins, RTC, served as Chair for the meeting. Dale went around the table for introductions. Those in attendance follow:

Jennifer Campos	City of Vancouver
Jim Carothers	City of Camas
Rob Charles	City of Washougal
Tony Cooper	City of La Center
Ken Burgstahler	WSDOT
Lynda David	RTC
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	City of Battle Ground
Todd Juhasz	ODOT
Bryan Kast	City of Ridgefield
Mike Mabrey	Clark County
Chris Malone	City of Vancouver
Randy McCaleb	Port of Vancouver
Randy Mueller	Port of Ridgefield
Dale Robins	RTC
Tom Shook	C-TRAN
Ann Sylvester	Citizen of Vancouver
Susan Wilson	Clark County
Bill Wright	Clark County

Dale Robins, RTC, asked for any changes or corrections to the November 15, 2013, meeting minutes.

BILL WRIGHT, CLARK COUNTY, MOVED FOR APPROVAL OF THE NOVEMBER 15, 2013, MEETING MINUTES, AND JIM CAROTHERS, CITY OF CAMAS, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

**II. 2014-2017 Transportation Improvement Program Administrative Modifications**

Dale Robins, RTC, handed out a Revised Memorandum and presented a brief overview. He explained the TIP is adopted in October and no amendments are allowed until January, so this is the first chance to discuss any TIP amendments or Administrative Modifications. These will include projects that were anticipated to be obligated late 2013 that won't make it so they need to be put back into the TIP while those projects that were expected to go in early 2014 but had moved forward and obligated in 2013 need to be taken out of the TIP. Dale said the list of

Administrative Modifications does not show the County's Hwy 99 Corridor Improvements project because funds have been obligated and the project is therefore removed from the list. Dale reminded that TIP Administrative Modifications need to be approved by RTC's Director and RTAC needs to be notified but no action is needed by the RTC Board. There were no additional comments from any RTAC members and no action required because this agenda item was for information purposes only.

### **III. Public Participation Plan, Update**

Lynda David gave a recap of the Public Participation Plan that RTAC reviewed at the October meeting prior to going to the RTC Board. It is requested that RTAC recommend to the RTC Board adopting the Updated Public Participation Plan at the January 2014 Board meeting. The RTAC Memo has the same framework as the Resolution that will go before the RTC Board which includes sections on Policy Implication and Budget Implication. In response to RTAC members' comments at the October meeting, the Final adopted version of the Public Participation Plan will provide links to information on RTC meeting locations and transit service to the locations. In response to another RTAC comment, the Public Participation Plan now has an Appendix that includes language covering the Americans with Disabilities Act (Pg. 50). At the November Board meeting, Board members commented it was important to keep up with Social Media and its potential use for Public Participation efforts so language has been added to the draft Plan and will be one of the strategies used to get word out on planning efforts.

BRYAN KAST, CITY OF RIDGEFIELD, MOVED TO RECOMMEND THE PUBLIC PARTICIPATION PLAN UPDATE BE FORWARDED TO THE RTC BOARD FOR ADOPTION, AND ROB CHARLES, CITY OF WASHOUGAL, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

### **IV. 2014 Federal Obligation**

All should be aware that last year WSDOT began putting more responsibility on the MPOs to make sure federal funds are being obligated. A "Use it or Lose it Policy" means we either obligate the funds or risk being sanctioned by the funds being moved to other parts of the State. A 4-year TIP is adopted; if every project in the TIP Program is implemented then obligation targets will have been reached. What can happen is a project can slip back but to meet funding obligation levels a project from the out-years can be moved forward. The region did a great job last year with very few changes. The federal fiscal year is October 1<sup>st</sup> to September 30<sup>th</sup> with an Aug 1<sup>st</sup> deadline for obligation of funds.

Dale mentioned RTC is asking for increased communications between RTC and agencies to ensure this region meets funding obligation levels. As you obligate money, Dale asked jurisdictions to send him an email because he explained he often doesn't receive notifications from WSDOT for 4-6 weeks. Last year an obligation spreadsheet was distributed to those with projects programmed, this will be repeated this year. By the 2<sup>nd</sup> week of each month, RTC will ask agencies to return the tracking spreadsheet so that RTAC can be updated on how things are going each month; early implementation of projects is encouraged. Dale said revision to the

project delay policy has also been suggested and yet another strategy to ensure funding obligation targets are met within this region is to consider a realistic project implementation and funding obligation timeline when the project is being programmed.

Dale read the projects that must be obligated in 2014 and wanted input from agencies. Vancouver will be late in implementing the construction phase of Evergreen Highway Trail. Dale reminded that Vancouver's Mitigation Implementation Plan needs to be submitted before Aug. 1<sup>st</sup>. Agencies needing to add projects to the 2014 TIP need to be sure to allow the six (6) weeks needed to make these TIP updates. Be sure to let RTC know if any of the listed projects will not be able to meet the deadlines listed.

Chris Malone, Vancouver, asked about documentation requirements and Dale noted just an email or letter indicating a commitment that funding is available would be sufficient. There was discussion regarding types of secure funding documentation. Between October and November the TIP cannot be amended but agencies have until September 30<sup>th</sup> to show that you have a reasonable expectation of receiving the money.

Dale asked if any agencies had projects not on the list that they plan on adding. Susan Wilson, Clark County, noted the NE 47<sup>th</sup> Avenue/NE 78<sup>th</sup> Street intersection with the PE phase obligated in January and the Construction phase around July; the Hazel Dell Sidewalks Construction with obligation of \$427,000 in May or June, and the Hwy 99 Traffic Response Incident Management in the amount of \$70,000 in January. Camas is planning to obligate \$1.1M additional on the NW 38<sup>th</sup> project. Vancouver has the Fourth Plain Infill Sidewalk project ROW phase to move forward in 2014. Dale will communicate with each agency in January asking in February that agencies report back on the above-mentioned projects with an update on how they are progressing.

Before and After Studies were discussed. RTC wants to let jurisdictions know that they will be required to indicate goals and measurements and report to RTC in a one to two page Word document demonstrating how the project has met its goals. The document should show this is the goal; this is how it will be measured and that goals have been accomplished. There is an 18-month timeframe to complete the Before and After Study to help obtain any data that could be used to show you have reached your goal. Keeping the established goal in mind and what is trying to be accomplished should help in project design. Dale gave some examples and indicated the Before and After Study should be a simple document that RTC can take to the Board to demonstrate we are accomplishing what was started out to do on transportation projects. These Studies will be required starting in 2014 on any projects that are obligating funds for the construction phase. RTC will email you once a project is complete letting you know a Before and After study will be due in 18 months.

## **V. MAP-21 Implementation, Update**

### **NOTICES OF PROPOSED RULE MAKING (NPRM):**

Lynda David, RTC, said the agenda item was included in hopes of taking account of where we stand regarding MAP-21 implementation at the conclusion of 2013. Lynda went over the Table

included in the memo which has a listing of when the anticipated Notices of Proposed Rulemaking for different aspects of MAP-21 are expected. A significant piece awaited by the MPO is the NPRM on the Metropolitan Planning Rule expected to be issued in early February. Also, the System Performance Measures NPRM is expected early May. These will affect the Regional Transportation Plan update as it moves forward in 2014. RTC staff will watch for these NPRMs and may discuss with RTAC and provide comments. Dale added that the transportation system performance measures will have some impact on the planning process. The state will issue goals and measures and set some targets. After the State sets goals, RTC has 90 days to respond with targets and performance measures for the metropolitan area.

#### **FREIGHT PRIMARY FREIGHT NETWORK:**

The Draft Primary Freight Network was issued a few weeks ago. The Federal Highway Administration (FHWA) came up with the Primary Freight Network which was to be restricted to 27,000 miles nationwide. FHWA also identified a more extensive 41,000 mile system. The Primary Freight Network in Clark County includes I-5 and I-205. The larger 41,000 mile system includes the intermodal connector SR-501 from I-5 to the Port of Vancouver.

#### **NATIONAL HIGHWAY SYSTEM:**

The National Highway System was discussed by RTAC back in January 2013. At the time, there were concerns about principal arterials now being included as part of the NHS. Bill Wright, Clark County, said there were some requirements that bring no value to County projects but just add costs. Dale pointed out that roads have to be built to federal standards. Some agencies are downgrading their principal arterials to minor arterials due to some of the National Highway System requirements. Dale also noted that if you want to downgrade your Federal Functional Classification you would fill out a form for each road and submit to RTAC. Chris Malone noted that you may have to also consider the possibility of changing your Road Design Standard Code and Ordinances if you change your classifications. Lynda mentioned we might want to review what the Federal Classification System looks like in early 2014 as part of the RTP update process. Once the DOT has completed classification updates required by the updated Urban Area Boundary by December 31, 2013, then there will be more time to devote to routine functional classification change requests.

## **VI. Other Business**

### **A. RTAC Members**

#### **a. TIB Project Selection: Lessons Learned**

Clark County had talked with the Transportation Improvement Board regarding the changes to TIB's process for grant applications; they started a new scoring method called banding. If you can score high within just one of the bands your project may get selected even if all other criteria score low. Bill Wright, CC, spoke of how impressive the TIB process is and how well it works. He noted that this process will probably expand to other agencies in the future. There is a Safety Band, a Mobility Band, Growth (Economic Development) Band, and a Physical Condition Band. Bill provided an example from Clark County. The County had anticipated the 119<sup>th</sup> Street/72<sup>nd</sup> Avenue project would be funded under the safety band and was actually funded under the physical condition band.

TIB goes through the projects and selects those that are the top of each band keeping within the allocation for each regional sub area. To max out your project's score you really need to know and use the Highway Safety Manual. TIB will look at your history for project delivery and will check that your project has a realistic timeline and a reliable funding package. Dale noted that there will need to be some discussions regarding the possibility of changing the regional TIP criteria to leverage TIB money and what direction should be taken.

**b. Clark County Acting Public Works Director**

Bill Wright announced that the Board of County Commissioners has appointed Heath Henderson as the acting Public Works Director/County Engineering for six (6) months, replacing Pete Capell.

**B. RTC Staff**

**a. STIP Management**

The STIP process has changed with use of the new software. Dale Robins emphasized it is really important that any project previously in the STIP needs to retain the same STIP ID number for subsequent phases so that the project can be tracked. Do not delete a project from the list unless it is constructed. If there are any further project phases then roll the project over and leave it in your STIP software. This is a very complicated process but could cause a delay of a month or longer for the project if it has to be re-created as a local project. Do not send the project to the MPO if you do not have the money to program, just keep it in the STIP so that it can roll over to the next year. Send it to the MPO (RTC) once you have funding programmed. Dale said if anyone had questions about this, they should contact him.

**b. Safety Plan**

The region's Safety & Management Assessment Plan is being updated. The last update was three (3) years ago. By the end of January each agency will need to identify any intersections that have had 20 or more collisions/accidents over the three (3) year period of 2009, 2010 & 2011 and get this information to Dale as soon as possible. If a safety issue is identified in the Safety Plan then more points can be scored for projects evaluated under the TIP criteria and may also help in competing for State and Federal Grants.

**c. RTC Director**

Dean Lookingbill has retired and the new Executive Director is Matt Ransom. Matt's start date is January 6, 2014.

**d. Comp Plan Update**

Mark Harrington let RTAC members know that the County has begun the Comp Plan update according to the State GMA schedule. This affects RTC as RTC begins the RTP update because RTC will need land use forecasting data for input to the regional travel forecast model needed for RTC's long-range Transportation Plan update. RTC will work along with County Planning to keep RTC's update on schedule.

The meeting was adjourned at 9:56 a.m. The next meeting will be Friday, January 17, 2013.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Lynda David  
**DATE:** January 10, 2014  
**SUBJECT:** **FY 2015 Unified Planning Work Program: Overview and Timeline**

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### INTRODUCTION

The RTC Board of Directors adopted the 2014 Work Plan and accompanying 2014 Budget on December 3, 2013. We now need to move ahead to develop a draft FY 2015 Unified Planning Work Program (UPWP) to be reviewed by FHWA, FTA and WSDOT staff in February. FY 2015 runs from July 1, 2014 to June 30, 2015. The FY 2015 UPWP will use the last six months of RTC's 2014 Work Plan as the basis for the first six months of the FY 2015 Unified Planning Work Program. 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 also details the funding sources required to carry out the program and addresses the major transportation policy issues of the forthcoming year. The January agenda item is to provide information on the UPWP, confirm the timeline for FY 2015 UPWP development and obtain feedback from RTAC.

### CY 2014 WORK PROGRAM PRIORITIES

RTC's 2014 calendar year Work Plan, adopted by the RTC Board in December 2013, sets out a course for RTC's regional transportation planning, policy setting, and project programming activities. The Work Plan has two parts: Part I describes major planning projects and part II lists RTC's continuing set of underlying regional transportation planning program and activities. These are the activities that form the framework for RTC to meet the federally-mandated continuing regional transportation planning, programming, and prioritization requirements to maintain the region's eligibility for the receipt of federal transportation funds. A significant component of the Work Plan is development of an update to the Regional Transportation Plan. While the I-205 Corridor Access and Operational Study will likely be finalized in FY 2014, work to incorporate the findings into the RTP update will take place in FY 2014/FY 2015. An update to the region's Human Services Transportation Plan will begin in early in CY 2014 and extend into FY 2015. Implementation of MAP-21's performance based planning objectives will be a key feature of RTC's work in CY 2014 and continuing into FY 2015. Moving Ahead for Progress in the Twenty First Century (MAP-21) changes federal emphasis toward making performance-managed transportation system investments. RTC's project programming process will need to change accordingly if the region is to continue to maximize opportunities to compete for and effectively utilize federal transportation resources. The 2014 Work Plan includes

activities to reformulate the metropolitan transportation planning program to meet the performance based investment criteria. The Work Plan also continues to maintain the region's underlying regional transportation planning process led by the RTC Board, informed by accurate data/analysis, and provides for the multi-jurisdictional, multi-modal forum for the region's collaborative transportation decision making process.

### **FY 2015 PLANNING EMPHASIS AREAS**

The UPWP is expected to reflect federal, state and local transportation planning emphasis areas. The Federal Highway Administration, the Federal Transit Administration, and Washington State Department of Transportation identify transportation planning emphasis areas (PEAs) to promote priority themes to address in metropolitan and statewide transportation planning processes. The emphasis areas are intended to provide federal/state guidance for the development of local work programs. RTC has not yet been provided with PEA guidance for FY 2015 but federal emphasis is likely to be continued implementation of MAP-21 with its focused approach on objectives-driven, performance-based planning and for Washington State implementation of the Moving Washington and Least Cost Planning principles.

### **UPWP DEVELOPMENT AND FORMAT**

The process of developing the FY 2015 Unified Planning Work Program (UPWP) is underway. The FY 2015 UPWP begins on July 1, 2014 and runs through June 30, 2015. As in previous years, the proposed UPWP will have four major areas: (1) Regional Transportation Planning Program, (2) Data Management and Travel Forecasting Process, (3) Transportation Program Coordination and Management, and (4) Transportation Planning Activities of State and Local Agencies. In Transportation Management Areas (TMAs), such as Clark County, the UPWP must include a discussion of the planning priorities facing the metropolitan planning area and describe all metropolitan transportation and transportation-related air quality planning activities (including corridor and subarea studies) anticipated within the area during the next one or two year period, regardless of funding sources or agencies conducting the activities.

A request from RTC asking local jurisdictions and agencies to provide an update on anticipated transportation planning activities to include in Section 4 of the FY 2015 UPWP draft was e-mailed out on January 2. Thanks to all those who provided responses to the information request. Development of the UPWP must be coordinated with WSDOT with RTC's UPWP expected to include a summary of WSDOT's Regional UPWP.

### **FUNDING ESTIMATES**

RTC has been provided with estimates for federal PL, FTA and state Regional Transportation Planning Organization (RTPO) funding sources RTC may receive for FY 2015 to carry out the regional transportation planning program. PL funding is distributed among MPOs of Washington State per an agreed upon formula. FTA Section 5303 funding is distributed among Washington MPOs based on population. RTPO funding levels are subject to decision of the state legislature. The table overleaf shows the FY 2015 estimated funding levels.

<b>RTC's Estimated FY 2015 Funding Sources</b>		
<b>Source</b>	<b>Funding Program</b>	<b>Estimated FY 2015</b>
<i>Federal</i>	FHWA PL	\$558,815
<i>Federal</i>	FTA Section 5303	\$178,303
<i>State</i>	RTPO Planning	\$172,495

**UPWP DEVELOPMENT TIMELINE**

The FY 2015 UPWP will be reviewed at the Friday, January 17, 2014 RTAC meeting in preparation for Metro and RTC's federal and state review tentatively scheduled for Thursday, February 20, 2014. If the February 20 meeting date is confirmed, RTC's review will be held at 1:00 p.m. to about 3:30 p.m. in room 433 of the Public Service Center and Metro's review is tentatively scheduled for 9:00 a.m. to 11 a.m. at Metro. Staffs from WSDOT SW Region and C-TRAN are expected to participate at RTC's UPWP review. It is anticipated that RTC's FY 2015 UPWP will be forwarded to the RTC Board for adoption in May of 2014. Being part of a bi-state region, the RTC Board is usually asked to endorse Metro's UPWP at the same time as RTC's UPWP adoption. Last year, Metro adopted a 2-year UPWP so endorsement action will not be required for Metro's UPWP until 2015.

A summary of the draft timeline for FY 2015 UPWP development is provided below. RTC is awaiting confirmation of some due dates from WSDOT (Olympia).

<b>RTC's FY 2015 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT: Draft Timeline</b>		
<b>DATE</b>	<b>MEETING</b>	<b>ACTION</b>
Fri. Jan. 17	RTAC	FY 2015 UPWP development -- RTAC input on draft FY 2015 UPWP.
by Mon. Feb. 3		RTC FY 2015 draft to be submitted for federal and state review.
<i>Thu. Feb. 20 (tentative)</i>	<i>RTC at 1:00 p.m.</i>	<i>RTC meets state and federal representatives at RTC to review draft FY 2015 UPWP. Metro review begins at 8:00 a.m. at Metro</i>
Tue. Apr. 1	RTC Board	RTC Board's first review of draft FY 2015 UPWP.
Fri. Apr. 18	RTAC	Recommend RTC Board adoption of FY 2015 UPWP.
Tue. May 6	RTC Board	Adoption of FY2015 UPWP.
By May xx		Submit adopted FY 2015 UPWP electronically to WSDOT Planning.
by Jun. x		Adopted UPWPs sent by WSDOT to FHWA/FTA for federal approval.
Jun. xx, 2014		FHWA/FTA UPWP approval due to WSDOT Planning Office
Jul. 1, 2014		Approved FY 2015 UPWP takes effect

A preliminary draft FY 2015 UPWP will be available at the January RTAC meeting when input from RTAC members will be most welcome.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** January 10, 2014  
**SUBJECT:** Safety Management Assessment: Collision Data

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### BACKGROUND

Safety for all modes of travel is an important component of the metropolitan transportation planning process. The federal transportation act designates Safety as a stand-alone planning factor and mandated that Metropolitan Planning Organizations develop a Safety Element as part of their long-range transportation plans.

The attached information provides a first look at regional collision data that will be used to update the Safety Management Assessment for Clark County, Washington. The recommendations from the Safety Management Assessment will be incorporated into the next update to the Regional Transportation Plan.

At the January RTAC meeting staff will begin discussion of the Safety Management Assessment. In February, RTAC members will be asked to review a draft Safety Management Assessment. At the March RTAC meeting a Final Draft Safety Management Assessment will be provided and RTAC members will be asked to recommend forwarding it to the RTC Board of Directors for adoption.

### WASHINGTON STATE SAFETY PLAN

An update to the Washington State's Strategic Highway Safety Plan Target Zero was completed in late 2013. Target Zero, helps to assess the safety needs statewide, encouraging and promoting good safety practices in the design and operation of the transportation system, as well as promoting safety by system users. The vision and goal of Target Zero is to reduce traffic fatalities and serious injuries to zero by 2030.

### COLLISSION FACTORS

Target Zero contains three levels of priorities based on the percentage of traffic fatalities and serious injuries associated with each factor. Attached to this memorandum is a comparison of collision factors between Washington State and Clark County. Although similar to statewide factors, Clark County factors do differ. Most notable differences include a higher collision rate of young drivers and a lower collision rate associated with run off the road.

Clark County had fewer collisions involved with a vehicles leaving the roadway. This may impart be due to the urban nature of much of Clark County. Clark County had a significantly higher number of young drivers involved in serious injuries. This continues the trend identified in the 2011 Safety Management Assessment. The overall intersection related fatalities and

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## **Safety Management Assessment: Collision Data**

**January 9, 2014**

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serious injuries are nearly the same as the state average, but Clark County experienced a lower fatality rate and a higher serious injury rate. Under the priority two factors of unrestrained passenger vehicle occupant, opposite direction multi-vehicle collision, motorcyclist, and pedestrians Clark County experienced a slightly higher fatality rates. While priority three factors were all lower than the state-wide rates, except for that of bicyclist collisions which was approximately the same as the state averages.

### **High Collision Locations**

The analysis of Clark County collision data identified 23 intersections with 20 or more collisions for the three year period of 2009 to 2011. This list only includes the number of collision and is not a comparison of collision rates based on traffic volumes. The list of high collision locations includes fewer intersections than the 2007-2009 high collision list. This may be due to a number of factors, such as the continual shift from police-reported to self-reported collisions and transportation improvements.

The attached table includes a list of these intersections with the total number of collisions. When RTC analyzed collision data it became apparent that collision reports only attributed accidents in an intersection directly to an intersection. Along SR-500 it was apparent that many of the collision along the corridor were related to rear-end collisions associated with traffic slowing for an intersection. These collisions were added to intersections along SR-500. RTC was unable to make the same correlation at other intersections, due to driveways and turn lanes near those intersections.

Analysis of collision data also identified the SR-500/SR-503 corridor from Fourth Plain to NE 99<sup>th</sup> Street as a corridor with a collision rate significantly higher than average. The SR-500/SR-503 corridor has several major intersections and numerous driveways and other conflict points. WSDOT has identified the safety needs along this corridor and is in the process of installing center curbs to reduce the collision rate. This corridor should be monitored to see if safety improvements are reducing the collision rate in the corridor.

Comparison of Factors Involved in Traffic Fatalities and Serious Injuries  
Washington State and Clark County

Factors	Fatalities				Serious Injuries			
	2009-2011 State		2009-2011 Clark County		2009-2011 State		2009-2011 Clark County	
	Death	Percent	Death	Percent	Death	Percent	Death	Percent
<b>Priority One</b>								
Impaired Driver Involved	704	50.1%	28	51.9%	1519	21.0%	96	22.0%
Run off the Road	615	43.7%	20	37.0%	2156	29.7%	125	28.7%
Speeding Involved	555	39.5%	21	38.9%	2126	29.3%	116	26.6%
Young Driver 16-25 Involved	487	34.6%	19	35.2%	2763	38.0%	195	44.7%
Distracted Driver Involved	426	30.3%	17	31.5%	868	11.9%	56	12.8%
Intersection Related	290	20.6%	9	16.7%	2474	34.1%	166	38.1%
Traffic Data System	NA	NA	NA	NA	NA	NA	NA	NA
<b>Priority Two</b>								
Unrestrained Passenger Vehicle Occupant	348	24.8%	15	27.8%	764	10.5%	50	11.5%
Unlicensed Driver Involved	253	18.0%	NA	NA	NA	NA	NA	NA
Opposite Direction Multi-Vehicle Collisions	221	15.7%	11	20.4%	702	9.7%	40	9.2%
Motorcyclist	206	14.7%	9	16.7%	1230	17.0%	66	15.1%
Pedestrians	193	13.7%	11	20.4%	869	12.0%	58	13.3%
EMS and Trauma Care Systems	NA	NA	NA	NA	NA	NA	NA	NA
<b>Priority Three</b>								
Older Driver 75+ Involved	126	9.0%	3	5.6%	378	5.2%	21	4.8%
Heavy Truck Involved	115	8.2%	4	7.4%	341	4.7%	10	2.3%
Drowsy Driver Involved	45	3.2%	0	0.0%	258	3.6%	10	2.3%
Bicyclist	26	1.8%	1	1.9%	339	4.7%	25	5.7%
Work Zone	9	0.6%	0	0.0%	132	1.8%	9	2.1%
Wildlife	8	0.6%	0	0.0%	78	1.1%	7	1.6%
School Bus Involved	3	0.2%	0	0.0%	18	0.2%	1	0.2%
Vehicle-Train	2	0.6%	0	0.0%	3	0.0%	0	0.0%
<b>Total</b>	1406		54		7247		436	

## 2009-2011 High Collision Intersections

Intersection	Total Collisions
SR-500 @ 54th Avenue	94
SR-500/SR-503 @ Padden Parkway	67
SR-500 @ Fourth Plain	64
SR-500 @ 42nd Avenue	62
SR-503 @ SR-502	46
Highway 99 @ 78th Street	40
Padden Parkway @ 94th Avenue	39
Mill Plain @ 136th Avenue	31
SR-500 @ 76th Street	30
Andresen Road @ Padden Parkway	29
NE 119th Street @ NE 72nd Avenue	29
SR-503 @ NE 99th Street	29
Mill Plain @ 164th Avenue	28
Mill Plain @ Chkalov Drive	27
Fourth Plain @ Andresen Road	26
NE 18th Street @ NE 112th Avenue	25
SR-500 @ NE 152nd Avenue	23
SR-502 @ SW 12th Avenue	22
Highway 99 @ NE 99th Street	22
NE 78th Street @ NE St. Johns Road	21
SR-500 @ NE 65th Street	21
SR-503 @ NE 199th Street	20
SE 164th Avenue @ SE 34th Steet	20



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Lynda David  
**DATE:** January 10, 2014  
**SUBJECT:** **Human Services Transportation Plan 2014 Update: Introduction**

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### INTRODUCTION

Federal transportation regulations require the development of a Coordinated Human Services Transportation Plan (HSTP). The HSTP addresses the transportation needs of the elderly, people with disabilities, low income populations, and rural residents unable to provide transportation for themselves. The first Human Services Transportation Plan for Clark, Skamania and Klickitat Counties was adopted by the RTC Board of Directors on January 2, 2007. In 2010, the Human Services Transportation Plan was updated to support grant requests submitted by this region for state and federal funding for human services transportation needs through the Washington State Department of Transportation's statewide competitive Consolidated Public Transportation Grant program. A Plan update is required at least every four years, and work is beginning for the next update with completion of a draft update targeted for September 2014.

At the January 17 Regional Transportation Advisory Committee (RTAC) meeting, we will begin discussion of the 2014 Human Services Transportation Plan update process and content.

### HUMAN SERVICES TRANSPORTATION PLAN AND FUNDING PROGRAM

Development of an HSTP is a condition for receiving funding through WSDOT's statewide competitive Consolidated Public Transportation Grant program. WSDOT created a consolidated grant application process in 2003 to combine the applications for state and federal public transportation grants. Applicants for WSDOT's public transportation grant program are required to participate in the HSTP planning process with their local Regional Transportation Planning Organization (RTPO). Through the consolidated program, WSDOT distributes a variety of state and federal grants to support public transportation programs.

### HUMAN SERVICES TRANSPORTATION PLAN: OUTLINE

- Convene Stakeholder Groups
- Gather Data and Information
- Identify Unmet Transportation Needs
- Develop Strategies to Meet Public Transportation Needs

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## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Lynda David  
**DATE:** January 10, 2014  
**SUBJECT:** **Regional Transportation Plan Update: Work Scope and Policy Framework**

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### INTRODUCTION

This agenda item will kick-off the update process for the Regional Transportation Plan (RTP) for Clark County. RTAC is asked to consider the list of issues, ideas, and expected outcomes regarding the RTP update as well as provide input to begin to address the RTP's policy framework.

The long-range Regional Transportation Plan is a part of the required federal and state transportation planning process and represents the collective strategy for developing a regional transportation system to provide both mobility and accessibility for person trips and freight. The RTP includes all transportation modes and presents the framework plan to guide the longer-term development of the regional transportation system. The Plan supports the Comprehensive Growth Management Plan for Clark County and supports existing and future economic development. Regular update of the RTP is a federal requirement to ensure continuation of federal transportation funding to the region. Update to the RTP is needed not only to fulfill federal requirements but also to maintain consistency between state, regional, and local plans. The purpose of this agenda item is to provide an overview of key RTP elements and decision points for the 2014 RTP update. An initial RTP scoping and decision making process is presented in this Memo for RTAC feedback and input.

### THE CURRENT MTP

The current Metropolitan Transportation Plan, with a horizon year of 2035, was adopted by the RTC Board in December 2011 with a Plan amendment to incorporate the C-TRAN Fourth Plain Transit Improvement Project's Locally Preferred Alternative adopted in August 2012. The current Plan's 2035 population forecast is 641,800 and employment forecast is 256,200. The land use allocation is based on the Comprehensive Growth Management Plan for Clark County (update adopted September 2007). Identification of projects in the long-range Regional Transportation Plan, also known as the MTP, allows for the programming of projects for federal and state funding in the Metropolitan Transportation Improvement Program.

**2014 RTP UPDATE**

The 2014 RTP update is driven by federal requirements that a Plan update must be adopted at least every four years. An RTP update must be in place before the end of 2015 to ensure uninterrupted receipt of federal funds for transportation projects programmed in the Transportation Improvement Program (TIP). The RTP update must address prescribed federal planning factors including support for economic vitality, transportation safety, security, accessibility and mobility options for people and freight, environmental protection and enhancement, energy conservation, quality of life, transportation system connectivity, efficient system management and operation and preservation of the existing system. The adopted plan must also maintain consistency between federal, state and local plans. These plans include local comprehensive and capital facilities plans, C-TRAN’s 20-year Transit Development Plan, WSDOT’s Highway System Plan, WSDOT’s Strategic Highway Safety Plan, and the Washington Transportation Plan with policy goals of economic vitality, preservation, safety, mobility, environment and stewardship,

**2014 RTP UPDATE: DEVELOPMENT PROCESS**

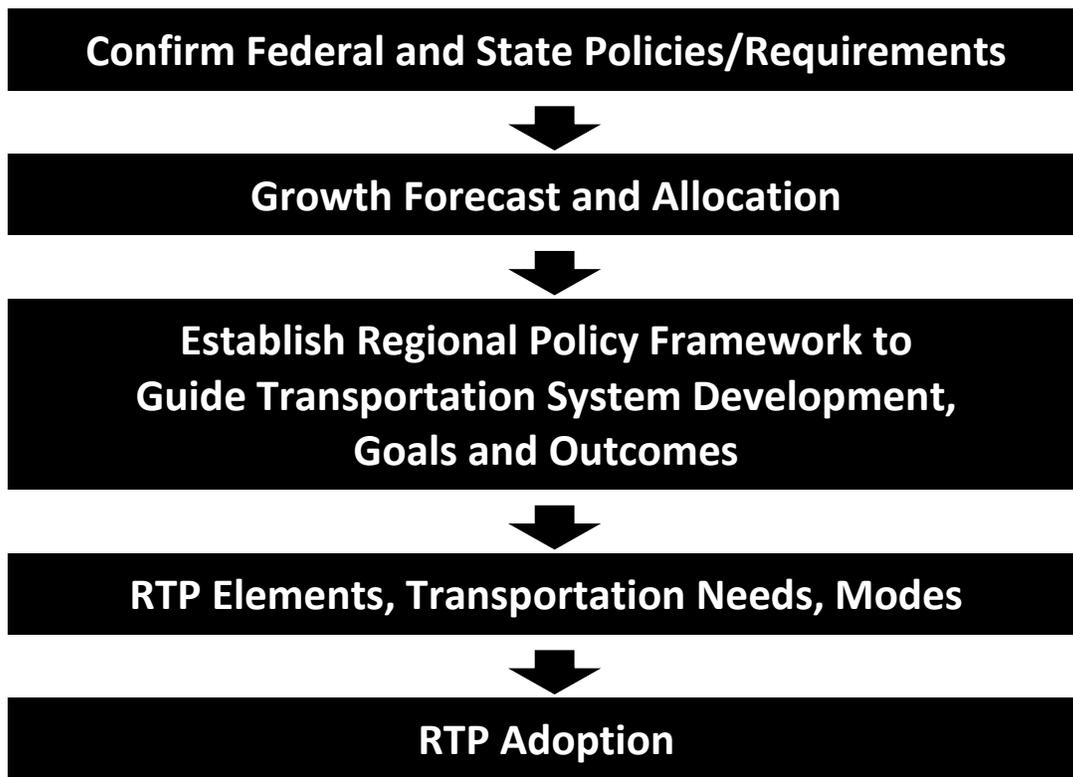
The update process begins with articulation of the vision and policies for regional transportation development and concludes with an updated set of regional transportation project priorities. The RTP update process begins early in 2014 and is likely to take about a year to develop to ensure all Plan elements are adequately addressed and that the public and stakeholders are provided opportunities for engagement in the process. RTAC will ultimately be asked to forward the draft RTP update to the RTC Board for Board adoption. The updated RTP will incorporate an updated set of regional project priorities and provide consistency between state, regional and local plans. The table below provides a summary of the RTP development process with key elements to address during the next few months as progress is made toward adoption of the updated Plan.

<b>2014 RTP UPDATE: PROCESS and KEY ELEMENTS</b>		
<b>Steps in Process</b>	<b>Key 2014 RTP Update Elements</b>	<b>RTC Board Decision Points</b>
Confirm state and federal policies and requirements	<ul style="list-style-type: none"> <li>• Federal policies and requirements (MAP-21)</li> <li>• State policies and requirements</li> </ul>	
Growth forecast and allocation	<ul style="list-style-type: none"> <li>• Develop updated population and employment forecast for 2035                             <ul style="list-style-type: none"> <li>○ Synchronize with Local Comprehensive Plan</li> </ul> </li> <li>• Address land use/transportation interactions and integration</li> <li>• Update Regional Travel Forecast Model for 2035</li> </ul>	RTC Board: 2035 growth forecast decision

<b>2014 RTP UPDATE: PROCESS and KEY ELEMENTS</b>		
<b>Steps in Process</b>	<b>Key 2014 RTP Update Elements</b>	<b>RTC Board Decision Points</b>
Establish regional policy framework to guide transportation system development, goals and outcomes	<ul style="list-style-type: none"> <li>• Review RTP vision and goals, regional transportation strategy</li> <li>• Review federal functional Classification of Roads</li> <li>• Review Designated Regional Transportation System (including highway, transit, rail, pedestrian and bicycle networks)</li> <li>• Determine transportation system performance measures</li> </ul>	RTC Board: discussion on policy direction
Plan development: elements, modes, project priorities, community communication	<ul style="list-style-type: none"> <li>• Revisit RTP vision and goals and regional transportation strategy, including system performance targets</li> <li>• Focus elements:                             <ul style="list-style-type: none"> <li>○ System preservation and maintenance</li> <li>○ Safety and security</li> <li>○ Transportation system management and operations</li> <li>○ Transportation demand management</li> <li>○ Active transportation (pedestrian, bicycle, safe routes to school, access to transit)</li> <li>○ Changing demographics and lifestyles</li> <li>○ Freight mobility</li> </ul> </li> <li>• Address existing transportation system performance and forecast future performance to identify transportation system deficiencies with linkage between the Congestion Management Process and RTP</li> <li>• Estimate revenues/expenditures (year of expenditure). How to meet travel demand with limited revenues?</li> <li>• Identify RTP transportation system improvements and priorities</li> <li>• Consistency between federal, state, regional and local plans and policies (e.g. Washington Transportation Plan, Highway System Plan, local comprehensive and capital facilities plans)</li> <li>• Identify transportation revenue sources, estimate transportation project costs and fiscally constrain list of RTP projects (as required by federal law)</li> <li>• Refine travel forecast model networks based on fiscally constrained project list</li> <li>• Public participation and outreach to resource agencies and tribes</li> <li>• Air quality conformity determination</li> </ul>	RTC Board: decision on transportation priorities

<b>2014 RTP UPDATE: PROCESS and KEY ELEMENTS</b>		
<b>Steps in Process</b>	<b>Key 2014 RTP Update Elements</b>	<b>RTC Board Decision Points</b>
Recommendation for Plan implementation	<ul style="list-style-type: none"> <li>• Resource agency review and public comment period</li> <li>• Adoption of RTP Update</li> </ul>	RTC Board: action to adopt RTP update

The information provided on the first 3 pages of this Memo was shared with RTC Board members at the January 7, 2014 Board meeting. Board comment resulted in an edit to the table to make clear RTC will address existing transportation system conditions as a starting point for the 20-year plan outlook. In addition, the graphic provided below was part of the RTC Board Power Point presentation to acknowledge the sequential steps for the RTP update.



At the January RTAC meeting, we want to move beyond the initial scoping of RTP update elements to begin to address the growth forecast and allocation as well as policy issues for the Plan update.

## **GROWTH FORECAST AND ALLOCATION**

In 2013, as part of the existing Metropolitan Transportation Plan's Capital Facilities Plan review, a 2035 slower growth scenario was considered. The 2035 growth forecast for the 2014 RTP update will need to be decided upon early in the RTP update planning process. For consistency purposes, RTC hopes to work in sync with Clark County as the County considers the 2035 growth forecast for use in the Comp Plan update process.

## **RTP VISION AND POLICY FRAMEWORK**

The beginning point of a planning process should assess the key policies and goals to guide the Plan. Is there a need to refine the RTP's vision and guiding policies at the outset of the 2014 RTP development process? Factors influencing this question may include: implementation results of the current Plan, recent growth trends and updated long-term forecasts, and recent changes to federal transportation goals and focus established in MAP-21. We may also want to consider how policies and principles from other transportation agencies and jurisdictions need to be reflected in the RTP update, examples being WSDOT's Moving Washington principles and Least Cost Planning policy, Clark County's Comprehensive Growth Management Plan transportation policies, and specific concurrency and Plan policies of other jurisdictions in the region.

To stimulate RTAC discussion, some points regarding visions for the RTP update are listed below and excerpts from the current Metropolitan Transportation Plan (MTP) are provided overleaf. Excerpts include the current MTP's Vision Statement, Goals and Purpose.

### **What are the Visions for the RTP Update?**

- **Growth Vision:**

Consistency with Clark County Comprehensive Plan update. Washington Office of Financial Management (OFM) medium population forecast range.

- **Modal Vision:**

What is the modal mix between autos, transit and active transportation? To what extent is High Capacity Transit a part of the mix?

- **Performance Vision:**

MAP-21 performance driven transportation system planning and programming. What performance is acceptable to residents of Clark County? Issues of Mobility versus Reliability and Access. What is the level of tolerance for congestion? Time of day issues.

- **Financial Vision:**

How will the transportation system be funded? Is there a need for a regional funding strategy should the proposed State transportation revenue package be approved without sufficient resources for this region.

- **Sustainability Vision:**

Preservation and maintenance of existing transportation systems. Consideration of implementation of state environmental regulations (Low Impact Development) and the impacts to system size and development. Development of sustainable systems and consideration of how the changes in vehicle propulsion and automation technologies will affect system performance and development long term.

## **NEXT STEPS**

RTC will rely on the technical expertise of local planning partners and on input and assistance provided by members of the Regional Transportation Advisory Committee throughout the RTP update process. RTAC members should expect regular RTP agenda items in the upcoming year.

## **Attachment**

## **Excerpts from Chapter 1 Metropolitan Transportation Plan for Clark County (RTC, Dec. 2011)**

### **MTP Vision Statement (December 2011)**

In 2035, the Clark County region is a vibrant community with centers of commerce, business and industrial activity and safe neighborhoods that promotes livability and helps to achieve broad community goals for its residents. The region is served by an integrated transportation system that balances modal needs while providing mobility and access to support the region's growing prosperity and protecting the environment. The transportation system is funded with sustainable levels of revenue.

### **MTP Goals (December 2011)**

There needs to be consistency between federal, state, regional and local transportation plans so they are not at odds. The consistency requirement also applies to goals and policies. In determining policy goals for the MTP update, a review of key themes and issues in federal, state, regional and local laws, codes and plans was carried out. The basic transportation policy framework at all four levels of governance (federal, state, region and local) focuses on these key policy themes: Economy, Safety and Security, Accessibility and Mobility, Environment, Efficiencies, Management and Operations, Preservation, Finance, Vision and Values. These key policy themes are reflected in the Goals established for this region's MTP (see below).

#### ***Economy (outcome)***

Support economic development and community vitality.

#### ***Safety and Security (outcome)***

Ensure safety and security of the transportation system.

#### ***Accessibility and Mobility (outcome)***

Provide reliable mobility for personal travel and freight movement as well as access to locations throughout the region and integrity of neighborhoods accomplished through development of an efficient, balanced, multi-modal regional transportation system.

#### ***Management and Operations (strategy)***

Maximize efficient management and operation of the transportation system through transportation demand management and transportation system management strategies.

#### ***Environment (outcome)***

Protect environmental quality and natural resources and promote energy efficiency

#### ***Vision and Values (outcome)***

Ensure the MTP reflects community values to help build and sustain a healthy, livable, and prosperous community

***Finance (strategy)***

Provide a financially-viable and sustainable transportation system

***Preservation (strategy)***

Maintain and preserve the regional transportation system to ensure system investments are protected

**MTP Framework**

Development of the transportation system is one component required to support the land uses defined in local Comprehensive Growth Management Plans. The MTP is a collective effort to address the development of a regional transportation system that will help to achieve the land use vision presented in the local comprehensive plans, to facilitate planned economic growth and help sustain the region's quality of life.

**Purpose**

The MTP identifies future regional transportation system needs and outlines transportation plans and improvements necessary to maintain mobility within and through the region as well as access to land uses within the region. The MTP is one of the reports needed to fulfill federal requirements to ensure the continued receipt of federal transportation funding to this region. The region has to plan for a future regional transportation system that can adequately support the population and employment growth projected for Clark County. The transportation system is multi-modal and includes the region's highway system for transportation of people and freight, the transit system, pedestrian and bicycle system, as well as ports, airports and rail facilities of regional significance. Intermodal connecting points are a vital part of the system. The MTP's goals, objectives and policies help to guide jurisdictions and agencies involved in planning and programming of transportation projects throughout Clark County.