



The Regional Transportation Advisory Committee meeting will be held on **Friday, March 21, 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 February 21, 2014, Minutes, Action
- II. 2014-2017 TIP Amendment: Clark County NE 119th Street, Action
- III. 2014 Safety Management Assessment, Action
- IV. 2015-2018 Transportation Improvement Program Process – Discussion
- V. Regional Transportation Plan:
 - a) Policy Framework, and
 - b) Demographic Forecast
- VI. Other Business
 - A. RTAC Members
 - a. Project Delays Update
 - B. RTC Staff
 - a. Federal Obligation Status
 - b. MAP-21 Safety Performance Measures: NPRM Available for Comments

**Materials available at meeting*

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If you have special needs, please contact RTC

20140321_RTAC_Agenda.docx

An advisory committee to:

Southwest Washington Regional Transportation Council

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
February 21, 2014**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, February 21, 2014, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington by Chair, Matt Ransom, RTC Executive Director. Those in attendance follow:

Gary Albrecht	Clark County
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
Lynda David	RTC
Nick Ford	Human Service Council
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	City of Battle Ground
Bryan Kast	City of Ridgefield
Chris Malone	City of Vancouver
Chris Myers	METRO
Paul Montague	ICC
Randy Mueller	Port of Ridgefield
Katie Nelson	C-Tran
Matt Ransom	RTC
Dale Robins	RTC
Cathy Silins	WSDOT
Shann Weishaar	RTC
Bill Wright	Clark County
Susan Wilson	Clark County

Matt asked for any changes or corrections to the January 17, 2014, meeting minutes.

MIKE CLARK, WSDOT, MOVED FOR APPROVAL OF THE JANUARY 17, 2014, MEETING MINUTES, AND BILL WRIGHT, CLARK COUNTY, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED. KATY BROOKS, PORT OF VANCOUVER, ABSTAINED DUE ABSENCE AT THE JANUARY MEETING.

II. 2014-2017 TIP Amendment: Washougal Jemtegaard Trail, Action

Dale Robins said there are some Administrative Modifications to make in addition to the TIP Amendment though action is only needed on the TIP Amendment while the Administrative Modifications are brought to the meeting for RTAC's information.

Dale explained the City of Washougal received a Safe Routes to School Grant to provide a path from Jemtegaard School to the neighborhoods north of the school. Design is to start in 2014 and construction in 2017. The amendment will program \$599,305 in federal Safe Routes to School funds for the Washougal Jemtegaard Trail project.

JIM CAROTHERS, CITY OF CAMAS, MOVED TO APPROVE THE 2014-2017 TIP AMENDMENT: WASHOUGAL JEMTEGAARD TRAIL, AND SUSAN WILSON, CLARK COUNTY, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED

Administrative Modifications are minor changes to the TIP that can be approved by the RTC Executive Director. Recent Modifications include adding the Battle Ground Chelatchie Prairie Rail/Trail Project to provide \$50,000 TAP funding and \$50,000 local match for design. Clark County adding \$55,000 for a road overlay next to the Hazel Dell Area Sidewalk project. Clark County will add \$115,000 for rail work on the NE 47th Avenue and 78th Street intersection project. The Evergreen/32nd Street project in Washougal is moving \$55,000 from right-of-way to construction.

III. RTP Policy Framework/Vision

Lynda David, RTC, indicated RTAC needs to review the Policy Framework for the RTP before going to the RTC Board. Lynda went over Attachment 1: the matrix summarizes the Federal Planning Factors that have to be taken into consideration as well as the State Policy Goals and goals in the current Regional Transportation Plan adopted in December 2011. Lynda went over the common themes among these federal, state, regional and local policy goals. The common themes are: Economy, Safety, Security, Accessibility and Mobility, Management and Operations, Efficiencies, Environment, Vision and Values, Finance and Preservation. Lynda clarified that Preservation includes maintenance and preservation of the existing transportation system to ensure system investments are protected.

In preparation for the March RTC Board meeting RTAC members discussed how the Regional Transportation Plan will meet these policies and goals. Lynda added that the RTP update will need to capture the MAP-21 policy issues moving towards performance measurement of the transportation system that will influence project identification and project selection. RTAC discussed demographic and transportation trends. The Plan will need to address a lower 20-year population forecast in Clark County as well as a growing aging population. Generation Y appear to be less interested in driving than previous generations but more interested in communications technology which will result in changes in travel demand. In addition, we have seen a trend to households with less income which again will impact trip making. We need to pay attention to where the lower income households are located and to ensure the transportation needs of the “traditionally underserved” are met.

On the freight side there is information coming out from FHWA about mega-regions. We should be aware of not only the Clark County region but of how the region fits within the Cascadia mega-region ranging from Eugene to British Columbia. Freight supply chains needs are for “faster, better, cheaper” operations. A key factor for freight movement is reliability. There is a growing population with needs to be met. The business sector are paying attention to where customers are

located, are looking to technological advances, and are also looking at numbers in the workforce. There is need to train and educate the workforce. The population forecast indicates by 2050 there will be a 100 Million more people in the United States with 4 Billion more tons to move around.

Another policy issue to point out to the Board is Active Transportation opportunities within the region, looking at the multi-modal transportation system and opportunities for pedestrian and bicycle modes. This links to healthy communities and is a significant policy issue. Regarding transportation system finance there are an increasing number of fuel-efficient vehicles which is good for energy conservation but equates to lower gas tax revenue. This makes the need to find sustainable transportation funding solutions ever more pressing. Lynda asked if RTAC members had any additional policy issues or trends to offer to the Board for discussion and asked that if members thought of any within the upcoming week to please e-mail Lynda. Lynda reminded RTAC that there will be a need to maintain consistency between our regional transportation policies and goals and to maintain linkage with the local comprehensive plans as they are updated.

Lynda summarized the major steps to updating the RTP including addressing the demographic forecast with the Board in April, communicating with RTAC jurisdictions to make sure lists of projects from updated Capital Facilities Plan are compiled so they can be evaluated and described as needed projects in the RTP. Then there will be development of an updated regional travel forecast model as well as new revenue projections to make, to ultimately arrive at a fiscally-constrained list of projects. RTC is hopeful the RTP will be adopted by December 2014. The Public Participation Process (PPP) will be utilized to ensure the public is aware the RTP is being updated. The PPP includes providing opportunities to the public for participation and input. RTC's updated website will be the primary source to reach out to people letting them know what is happening as well as collect public comment. All RTC Board presentations and materials will be available on RTC's website.

There was general discussion with the RTAC group regarding some of the policy themes and some of the difficulties with funding. Bill Wright, Clark County, mentioned some difficulties with access management and the lack of funding. Lynda asked the group that if they have any facts and figures to get into the Plan for the Board's presentation in March to e-mail to her in the next week. Lynda noted that there will be the need to reach out to the Stakeholders and people who have an interest in the transportation system.

Matt asked the Committee to comment on whether there is a key policy issue which might be communicated to the RTC Board. RTAC members said they viewed Safety and Mobility as core transportation themes but said they had most concern for financing the transportation system into the future especially given that preservation of the existing system is a growing challenge. They also commented that Economic Development is a key theme for the community and among elected officials. There is growing interest in Management and Operations, particularly from the traffic signal side.

Chris Myers, Metro, questioned why RTC is planning to update the RTP in 2014. Lynda indicated an interest among a few Board members to amend the RTP, an updated, lower demographic forecast from Washington Office of Financial Management (OFM) plan and resulting lower revenue forecasts had spurred an RTP update a year ahead of the 4-year deadline. Chris said Metro is in the

midst of an RTP update and mitigated some of the amendment pressures by creating committees which come to the table to help during the RTP update process.

IV. WSDOT Public Transportation Plan – Cathy Silins, WSDOT

Matt introduced Cathy Silins, Deputy Director for WSDOT's Public Transit Division. Cathy presented a PowerPoint to explain the development of WSDOT's Statewide Public Transportation Plan. WSDOT is going around to MPO's providing information. Cathy said the focus is on integrated multi-modalism. Cathy explained that back in 1993 WSDOT had defined State-interest and State-owned transportation system elements. State-owned components include the state highway system and ferry system. Rail, public transportation, aviation, local streets and roads are of State interest. WSDOT is in the process of working on a new multi-modal plan that the Transportation Commission is currently involved with. Matt questioned if C-TRAN was represented on any Committees involved in the Plan's development. Cathy indicated that transit is represented by the Washington State Transit Association (WSTA). King County Metro and Sound Transit have representatives and from the Clark County region there is representation from Ride Connection and Human Services Council. Cathy encouraged RTAC members to visit the WSDOT website for additional and updated information: <http://www.wsdot.wa.gov/Transit/TransportationPlan>.

V. Other Business

A. RTAC Members

Chris Malone, City of Vancouver, indicated they are having trouble meeting this year's August 1st obligation timeline on a few projects. They are the Evergreen Highway Trail project, the Columbia/Main VAST project, the SE 1st Street right-of-way, and Fourth Plain Sidewalks. The City will need to provide a written letter stating what the issues are and come back to RTAC in March for discussion.

Tony Cooper, City of La Center, reviewed the letter provided to the RTAC Committee for the Aspen Avenue & 18th Street Pedestrian Crosswalk project. The low bid came in at \$8,330 over engineer's estimate. The City of La Center is asking that an additional \$8,000 in TAP funds be authorized to fund the construction. Dale noted that the region has approximately \$24,000 in unprogrammed rural TAP funds.

KATY BROOKS, PORT OF VANCOUVER, MOVED TO AMEND THE TIP TO PROGRAM \$8,000 IN ADDITIONAL TAP RURAL FUNDS FOR THE CONSTRUCTION OF THE CITY OF LA CENTER'S ASPEN AVENUE & 18TH STREET PEDESTRIAN CROSSWALK PROJECT, AND BILL WRIGHT, CLARK COUNTY, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

Chris Malone, City of Vancouver, stated that issues have arisen on the I-205/18th Street interchange project due to Practical Design. He requested there be a WSDOT presentation on Practical Design to RTAC. Mike Clark, WSDOT, offered to invite someone to make a presentation.

Randy Mueller, Port of Ridgefield, updated RTAC on the Pioneer Street Rail Overpass project. The Port needs to secure additional funding or STP Rural funds could be impacted. They are looking at additional funding sources including considering a TIGER grant submittal.

B. RTC Staff

a. Safety Management Assessment

The Safety Committee will meet on February 27 to recommend countermeasures at high collision intersections. Dale is hoping to wrap things up and bring a DRAFT report to the March RTAC Meeting.

b. Federal Obligation

All agencies have reported their project obligation status and if projects stay on schedule the region will exceed our federal obligation target. There are a number of projects that will be obligated just prior to the August 1 deadline. Dale stressed the importance of the monthly obligation reports to ensure all agencies stay on target.

c. Legislative Update

Dale noted the Washington State Senate has proposed an 11.5 cent transportation revenue package. The proposal includes a list of earmarks with \$46,400 (less than 1% of total) earmarked for Clark County. This is not a fair share for our region which has over 6% of the state's population. The revenue package does not seem likely to pass in this legislative session.

d. TIGER Grants

Dale noted there will be a call for TIGER grant applications this year. The Port of Ridgefield is the only agency that has indicated a possible application.

e. 10-Year Project Priority List

Lynda distributed a list of the region's 10-Year Project Priorities (RTC, 2012). At the February Board meeting there was discussion about three emergent projects that were on the 2014 Clark County Transportation Alliance Statement but not on RTC's 10-Year Project Priorities list put together in 2012. Since the RTC Board meeting, RTC staff had evaluated the three projects and results were reviewed by RTAC. Lynda asked if RTAC had any comments to take back to the Board.

f. New Website and Web Data

Mark Harrington, RTC, gave a brief overview of RTC's new website and how to navigate around and where to find data. Mark noted the old website is still available. Matt asked if RTAC had any suggestions for additional data to be made available on the website to contact Mark Harrington.

The meeting adjourned at 11:05 a.m. The next meeting will be Friday, March 21, 2014.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: March 14, 2014
SUBJECT: 2014-2017 TIP Amendment: Clark County NE 119th Street

INTRODUCTION

All regionally significant projects must be listed in the metropolitan Transportation Improvement Program (TIP), which in turn become a part of the State Transportation Improvement Program (STIP).

Clark County is requesting a TIP amendment to increase the construction cost on the NE 119th Street, NE 72nd Av. to NE 87th Av. project by approximately \$4.5 million due to increased mitigation cost and addition of utility work. Approximately \$3.4 million will be funded by the utility companies, with the remainder of the cost increase covered by County funds. This amendment is needed because the cost, including utility work, is increasing by more than \$3 million. Construction is scheduled to begin this year.

This amendment is found to be consistent with all state and federal requirements. The Clark County letter requesting this change and the STIP Record Report are attached.

POLICY IMPLICATION

This change will add additional local funds to the construction of the NE 119th Street, NE 72nd Av. to NE 87th Av. project to accommodate cost associated with mitigation and utility improvements. This amendment is consistent with the Congestion Management Process, air quality requirements, and is financially constrained. This project will provide the needed road improvements and infrastructure along this corridor.

BUDGET IMPLICATION

All regionally significant or federally funded projects must be programmed in the TIP and STIP prior to obligating federal funds. Action on this amendment will program approximately \$4.5 million additional local funds for the NE 119th Street improvement project.

Attachment

20140321-RTAC-TIPAmend-Jemtegaard.docx



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CLARK COUNTY
WASHINGTON

PUBLIC WORKS

March 11, 2014

Matt Ransom, Director
Regional Transportation Council
1300 Franklin Street
Vancouver, WA 98666

RE: STIP Amendment for NE 119th Street (NE 72nd Av. to NE 87th Av.)

Dear RTAC Members:

As you are aware, Clark County was awarded \$3,990,000 in STP funds for the NE 119th Street (NE 72nd Avenue to NE 87th Avenue) project. This project ranks high on the County's Transportation Improvement Program (TIP) due to safety, congestion, and economic development factors.

The cost to build this project has slightly increased above earlier estimates due to unforeseen mitigation. In addition, there will be approximately \$3.4 million worth of utility work within the contract, which requires a STIP amendment. The new utilities on the 119th Street corridor will be funded by the utility companies and present little to no cost to Clark County.

We appreciate your support with this request and look forward to answering any questions that RTAC or the RTC board might have. Thank you for your consideration.

Sincerely,

Bill Wright, PE
Transportation Programming Manager

c. Susan Wilson/file

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

March 13, 2014

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
16	4430(003)		WA-02810	03	1.780	CE	Yes	MP 2.08	MP 3.27	24,855,000	14-04

NE 119th Street

This project will improve the current roadway to a minor arterial with center turn lane/median, bike lanes, and sidewalks on NE 119th Street from NE 72nd Avenue to NE 87th Avenue. NE 72nd Avenue will be improved from NE 123rd Street to NE St. Johns Road. There will be drainage and stormwater treatment throughout the project area and required environmental mitigation will be addressed. Utilities will be installed.

NE 119th MP 2.08 to 3.27, NE 72nd Avenue MP 2.99 to 3.38, NE 87th Avenue MP 5.39 to 5.19

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Fund Code	State Fund Code			
CN	2014		STP(UL)	2,000,000	TIB	2,250,000	13,490,000	17,740,000
CN	2016		STP(UL)	1,500,000		0	0	1,500,000
Project Totals				3,500,000		2,250,000	13,490,000	19,240,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	5,883,000	8,883,000	4,474,000	0	0
Totals	5,883,000	8,883,000	4,474,000	0	0

Federal Funds				State Funds	Local Funds	Total
Agency Totals for Clark Co.				2,250,000	13,490,000	19,240,000



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: March 14, 2014
SUBJECT: **2014 Safety Management Assessment**

INTRODUCTION

Safety for all modes of travel is an important component of the metropolitan transportation planning process for the region. Federal Legislation designated safety as a stand-alone planning factor and mandated that MPO's develop a safety element as part of their long-range transportation plans. This safety element must be consistent with the State's Strategic Highway Safety Plan.

The attached Final Draft Safety Management Plan for Clark County, Washington is an important step for incorporating safety into the regional transportation planning process. Following concurrence by the RTC Board, the Safety Management Assessment will be incorporated into the next update to the Regional Transportation Plan (RTP). At the March 2014 RTAC meeting, an overview of the Final Draft 2014 Safety Management Assessment, for Clark County will be provided and RTAC members will be asked to recommend forwarding the Safety Management Assessment to the RTC Board of Directors. It will be important that RTAC members are supportive of the recommendation of this report, including the safety countermeasures identified for high collision locations.

WASHINGTON STATE SAFETY PLAN

The Washington State Department of Transportation (WSDOT) is the lead agency for developing the Strategic Safety Plan for the state. Washington State's Strategic Highway Safety Plan, Target Zero, was most recently updated in 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.

SAFETY MANAGEMENT ASSESSMENT FOR CLARK COUNTY

The purpose of the Clark County Safety Management Assessment is to establish a process that provides for effective management of the transportation system to improve safety. This safety assessment is data driven to identify trends in the region's collision data and recommend strategies to reduce fatalities and serious injuries for all modes on the region's roadways.

The goal of the Safety Management Assessment is the same as that of Washington State's Strategic Highway Safety Plan – Target Zero, which is to reduce traffic fatalities and serious injuries to zero by 2030.

SAFETY MANAGEMENT ASSESSMENT RECOMMENDATIONS

In order to meet the regional goal and reduce traffic fatalities and serious injuries to zero by 2030, the region must take action to implement the recommendations of the Safety Management Assessment. These recommendations include the following:

- The State's Target Zero safety plan should be considered as the regional framework for building partnerships and resources to reduce traffic fatalities and serious injuries within the region. Partner organizations should take steps to follow the priorities and implement the strategies identified in the state's safety plan, Target Zero.
- Regional partner organizations should focus on addressing the most common factors for fatalities and serious injuries in Clark County. These factors include impairment, young drivers, speeding, run-off-the-road, distracted driving, and intersection safety. Points awarded under the Safety criteria in the regional project selection evaluation process should prioritize investments to address these same factors.
- Additional effort in public information, enforcement, and engineering should be focused on improving safety concerning distracted driving, pedestrians, and motorcyclists where an increasing trend is shown for fatalities and serious injuries.
- Local jurisdictions should consider the specific project recommendations of the Safety Committee and program appropriate improvements at high collision intersections.
- The regional transportation partners should work together to develop regional standards for traffic signal control and timing to reduce collisions at signalized intersections.
- National safety recommendations should be implemented to improve transportation safety. This includes the recommendations included in the Manual on Uniform Traffic Control Devices and the Federal Highway Administration's Proven Safety Countermeasures.

Attachment



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: March 14, 2014
SUBJECT: 2015-2018 Transportation Improvement Program (TIP) Process

INTRODUCTION

The process for the development of the 2015-2018 Transportation Improvement Program (TIP) will soon begin. The goal will be to build upon the TIP process utilized in previous years and adopt a Transportation Improvement Program that helps the region meet transportation needs. The TIP is a four-year priority list of all regionally significant transportation projects. Projects programmed in the TIP are drawn either directly from specific project recommendations made in the Regional Transportation Plan (RTP) or are developed from a more general series of RTP recommendations (e.g. preservation, maintenance, safety, etc.). Projects that add capacity must be drawn from the needs identified in the Congestion Management Process.

The region will be selecting and programming STP, CMAQ, and transit dollars for year 2018. With years 2015-2017 having already been selected and programmed. The purpose of this memorandum is to describe the overall TIP development process and where additional input is necessary. Please come to the March RTAC meeting prepared to discuss the TIP development process.

TIP DEVELOPMENT PROCESS

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

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

SCREENING AND SELECTION CRITERIA

The project screening and selection criteria have been adopted by the RTC Board, and are attached for RTAC's review.

PROCEDURES

The TIP procedures were amended by the RTC Board in July 2013 and include the following significant changes:

- Projects are limited to \$4 million per mile, with a \$4 million cap per project. A limit of \$750,000 for preliminary engineering per mile, \$1.25 million per mile for right of way, and remaining federal funds up to \$4 million per mile for construction. Intersections improvements are limited to \$1 million per intersection, with high volume intersections (20,000 entering vehicles per day) limited to \$2 million. Shorter high cost projects (bridges, interchanges, park and rides) are limited to \$4 million.
- Generally, the construction phase of a project cannot be programmed in the TIP until substantial process (approximately 50%) has been made in the design of the project.
- Project implementation date is based on the month and year provided on the RTC funding application. Preliminary engineering must be obligated in the federal fiscal year for which funds were requested. Right-of-way and construction project phases can be delayed to the next fiscal year.
- All regionally selected projects are required to submit a before and after analysis to RTC within 18 months of the project completion.
- The region is operating under a statewide Obligation Authority Policy that requires the region to obligate their target by August 1st of each year.

TIP DEVELOPMENT SCHEDULE

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

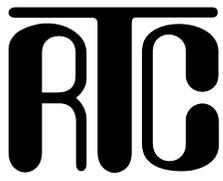
FUNDING LEVELS

The existing federal transportation authorization act MAP-21 was signed by the President in July 2012 and provides transportation funding for fiscal years 2013 and 2014. RTC will continue forward based on the assumption that programs and funding levels will remain constant.

RTC staff is recommending that the region skip a call for projects under the STP-Rural and Transportation Alternatives Program, giving these programs a chance to increase in size. If projects are deobligated, additional funds will be added to the funding levels, prior to project selection. For the current selection process, RTC anticipates the following funding levels:

- Urban Surface Transportation Program (STP-TMA) - \$5.7 million
- Rural Surface Transportation Program (STP-R) – No Program
- Congestion Mitigation and Air Quality (CMAQ) - \$3.1 million
- Transportation Alternatives Program- No Program

Attachment



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

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

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

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

Multimodal/Operations ***15 Maximum***

Operational Improvements	0-8
• 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

Multimodal	0-10
• 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

Safety ***25 Maximum***

Correctable Accident History	0-10
• Sliding Scale	0-10

Other Safety	0-6
• 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

Existing Conditions	0-6
• 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

Provides Access Management	0-6
• 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

Economic Development **25 Maximum**

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

Financial/Implementation **15 Maximum**

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

Sustainability/Air Quality **10 Maximum**

Air Quality Benefit	0-10
• TCM Tools (Reduction of CO and VOC)	0-10
Sustainability Measures	0-10
• 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: February 14, 2014
SUBJECT: **Agenda Item V.a) Regional Transportation Plan: Policy Framework**

INTRODUCTION

At the February RTAC meeting, members discussed transportation policies which provide the framework for Clark County's long-range Regional Transportation Plan (RTP). RTC staff subsequently engaged the RTC Board in an RTP policy discussion at the March Board meeting. This agenda item is to report back to RTAC members on the status of RTP policy considerations.

RTP FRAMEWORK; VISION, PURPOSE AND GOALS: DISCUSSION POINTS

At the last RTAC meeting, RTAC discussed the Regional Transportation Plan's Vision, Purpose and Policy Goals as the critical elements framing the Plan update. The consistent transportation policy themes found in federal, state, regional and local plans were reviewed. These policy themes are: Safety and Security, Accessibility and Mobility, Management and Operations, Efficiencies, Environment, Community Vision and Values, Finance and Preservation. February RTAC discussion suggested that Safety and Mobility are core transportation issues but the two policy issues needing most focus in the 2014 RTP update are Economy and Finance. RTAC discussion points were communicated to the RTC Board both in the Board's March packet Memo and in the March Board presentation.

Unfortunately, time did not allow for completion of the Board's discussion at the March 4 meeting. Following the Board meeting, RTC staff prepared a Memo (attached) to re-cap the Board's discussion and also pose follow-up questions Board members will consider before completing the RTP policy discussion at the April 1 Board meeting. RTC is sharing the attached RTC Board Memo with you to allow for your review and to give RTAC members opportunity to weigh-in on additional discussion points we may want to raise with the Board at the April 1 meeting.

Attachment RTP Update Policy Questions Memo

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MEMORANDUM

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director
DATE: March 11, 2014
SUBJECT: **Regional Transportation Plan – Vision and Goals**

At the March 4 RTC Board meeting, there was limited time to discuss the Regional Transportation Plan policy background. The Board Chair requested that I distribute a memorandum describing the remaining policy questions for Board members to think about prior to the April meeting, when preliminary RTP policy discussion is set to conclude.

Board Meeting Discussion Recap:

The Board received a broad overview of the transportation policy themes: Economy, Safety and Security, Accessibility and Mobility, Management and Operations, Efficiencies, Environment, Community Vision and Values, Finance and Preservation. These are consistent transportation policy themes found in federal, state, regional and local plans.

Regional Transportation Advisory Committee (RTAC) members suggested that safety and mobility are core transportation issues but proposed that the two policy issues needing most focus in the 2014 RTP update are Economy and Finance.

1) **ECONOMY**

Context: The eight federal transportation planning factors lead off with the significant goal of having the transportation system contribute to the economic development and vitality of the region as well as competitiveness and productivity of the nation. In this region, we are keenly interested in retaining the range of businesses, industry and jobs we currently have as well as attracting new jobs to the region. The broader region's advantage and dependence on trade and export related industry further serves to emphasize the significance of transport infrastructure systems. RTAC members noted that being able to attract employers and jobs relates not only to efficient transportation systems, but also the quality of place in a diverse and healthy community

Current RTP Policy: The RTP should “support economic development and community vitality.

Refinement Questions / Thoughts:

- 1) *How Can Transportation Policies Guide Investments To Best Support Economic Vitality?*
 - o Should economic development be a priority for regional transportation system investments?

RTC Staff generated comments:

Implementation strategies could include:

- Refinement to project prioritization and selection criteria for regional federal funds to optimize economic development in areas defined in local comprehensive plans such as:
 - ♦ Existing GMA growth centers
 - ♦ Access to Port districts
 - ♦ Targeted development sites designated as priority job growth centers by local government
- Evaluating regional revenue sources (local options) that could be focused on targeted investment areas for economic development.
- Strengthening partnerships with local economic development associations and chambers to build a cohesive regional strategy for regional roadway infrastructure investments to priority shovel-ready development sites.
- Developing regionally focused grant strategies (e.g. the TIGER program) where jurisdictions could collaborate on specific regional system projects for funding.

2) FINANCE

Context: Agency representatives at RTAC were highly concerned about how to meet the growing challenges of transportation system maintenance and preservation as well as funding transportation capital needs into the future. RTAC felt that efficiencies and transportation system management are key related issues.

Current RTP Policy: The RTP should “Provide for a financially-viable and sustainable transportation system.”

Refinement Questions / Thoughts:

1) *How do we afford to maintain and preserve the existing system?*

2) *How do we meet transportation revenue needs into the future?*

- How should highway programs be funded into the future because gas tax revenues funding the Highway Trust Fund are not keeping pace with need?

RTC Staff generated comments:

Methods to address regional transportation system revenue and investment shortfalls could include:

- **Regional:** Development of a regional funding strategy for local option revenues such as a regional gas tax and/or regional license tab fees. These tools are currently being evaluated in other regions of the state, e.g. King County’s Transportation Benefit District proposal to deal with localized needs and to ensure “retainage” of the locally-generated fees/taxes. Many other regions across the nation have developed regionally focused investment / levy strategies for infrastructure.

- State: Any new Statewide transportation revenue bill should provide a fair share distribution to the RTC region as well as local revenue distribution and enhanced local options. In order to advance the region's needs, a unified coalition of public and private sector representatives should coalesce around a discrete set of regional project priorities and advocate for the collective interest of the region with the State Legislature and Governor.
- Federal: MAP-21 re-authorization discussions are already underway with President Obama releasing a February 26, 2014 proposal to Congress which includes fixing the Highway Trust Fund shortfalls and major increases in investment to stem the decline of aged infrastructure. Advancing a regional position relative to federal reauthorization, and working with our state and local congressional delegation may serve to advance the region's interests at the federal level.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Mark Harrington
DATE: March 14, 2014
SUBJECT: **Agenda Item V.b) RTP – Demographic Forecast**

INTRODUCTION

Establishing the household and employment growth forecast and allocation is an important step in the RTP update process. The number and location of future households and jobs is an integral part of defining the future the plan will address. Currently, Clark County is in the process of updating the county's Comprehensive Growth Plan in accordance with state Growth Management Act (GMA). Through the county's process a new 2035 population forecast has been adopted by the Board of Clark County Commissioners (BOCC); a draft employment forecast will be discussed at a public hearing on April 8, 2014; and a final allocation of growth is expected to be completed during the early-summer.

RTC staff anticipates using the growth forecast and allocation developed through the county's GMA update process as the 2035 household and employment growth scenario as the basis for the RTP update. However, further regulatory review is underway and the RTC may extend the forecast horizon to year 2040 to ensure consistency with federal transportation planning regulations and to maintain validity of the regional Transportation Improvement Program.

CURRENT RTP DEMOGRAPHIC FORECAST

The current RTP has a horizon year of 2035 and was adopted by the RTC Board in December of 2011. The forecast and allocation was developed in early 2011 in partnership with RTC's member jurisdictions. The principles guiding the forecast and allocation process included the following:

- Maintain consistency with adopted GMA plans and current land use designations
- Incorporate official state population forecasts from OFM
- Consider long-term industry employment projections from ESD
- Account for the impacts of the recent economic recession
- Consider region-wide econometric assumptions developed by Metro
- Use the adopted MTP 2030 forecast and allocation as the starting point

That effort resulted in the current Plan's 2035 household forecast of 248,750 (representing 641,800 people) with and an employment forecast of 256,200 jobs. The household and employment allocation was based on the Comprehensive Growth Management Plan for Clark County (update adopted September 2007).

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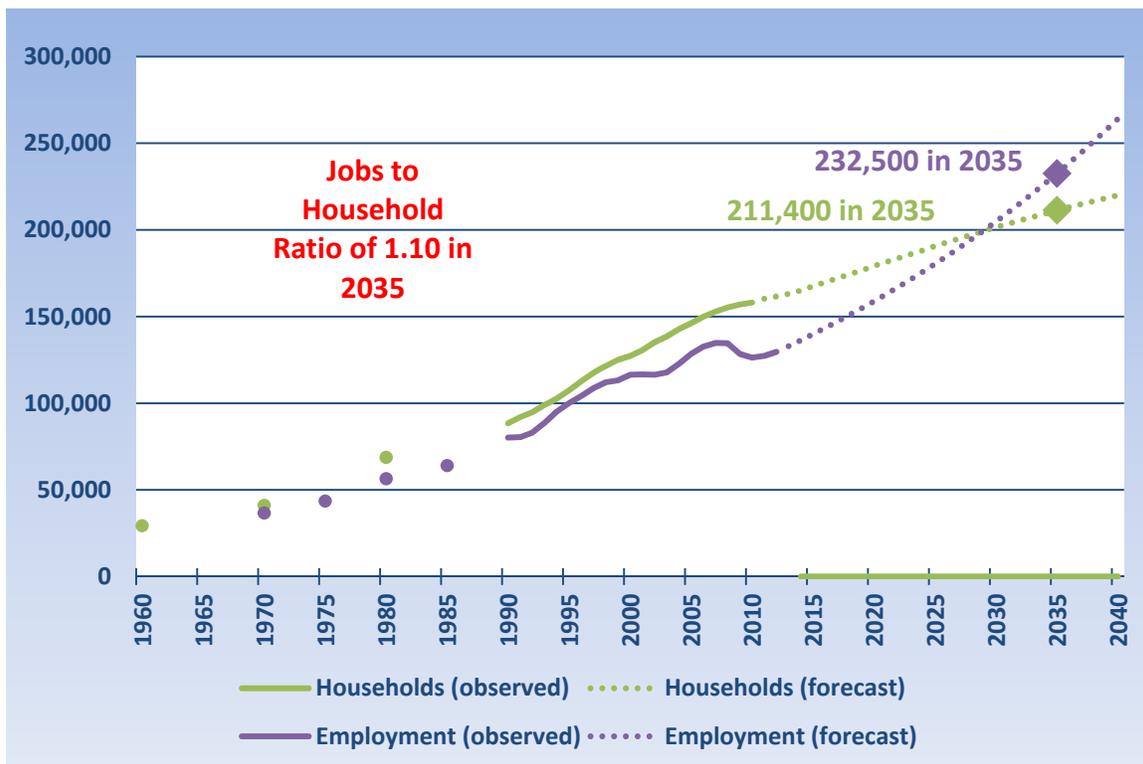
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DRAFT GMA DEMOGRAPHIC FORECAST

The current county GMA Update process has produced a BOCC adopted population forecast and a staff recommended employment forecast that will go to public hearing in April. In January, the BOCC adopted the Washington State Office of Financial Management’s (OFM) most recent medium-range 2035 population projection for Clark County, 562,207 persons, as the county’s official population projection for the GMA update. This represents an average annual growth rate of about 1.1%. Using the county staff assumption of 2.66 persons per household in 2035, there would be an estimated 211,400 households residing in the county in 2035.

Clark County staff has worked with Scott Bailey, the Regional Economist for the Washington State Employment Department (ESD), to develop a recommended employment forecast using the adopted OFM population forecast; the forecasted age distribution; expected future workforce participation rates; and range of possible jobs to household ratios for the county. County staff has recommended an employment forecast of 232,500 total non-farm jobs in 2035. This would result in a 1.1 jobs to household ratio in 2035 and represents an average annual growth rate of about 2.58%. Figure 1, below, shows observed Clark County household and employment growth from 1960 to the present and includes OFM’s “medium” population projection and county staff recommended employment forecast out to 2040.

Figure 1: Clark County Household and Employment 1960 to 2040 – Observed and Draft GMA Forecast
 (Sources: US Census, Washington State OFM, US Bureau of Economic Analysis and Washington ESD)



ADDITIONAL NATIONAL, STATE, AND COUNTY DEMOGRAPHIC TRENDS

The number and location of households and employment are not the only demographic factors that need to be considered in the RTP update process. At the March RTAC meeting, RTC staff will also be reviewing additional national, state and county demographic trends and other socioeconomic factors that influence regional travel patterns and behavior. These will include the following: age, driver licensing, race and ethnicity, immigration, auto ownership/availability, employment sectors, commuting patterns, freight trends and others.

NEXT STEPS

RTC staff will be reviewing the current draft GMA growth forecasts of households and employment with the RTC Board at the April Board meeting. Staff will also be presenting key transportation-related demographic trends to provide the Board a more detailed picture of the demographic future of Clark County.