



The Regional Transportation Advisory Committee meeting will be held on **Friday, May 16, 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 April 18, 2014 Minutes, Action
- II. 2014-2017 TIP Amendments
 - a. WSDOT Pavement Repair, Action
 - b. City of Vancouver Main-Columbia Traffic Signal Integration, Action
- III. 2014 Regional Transportation Plan Update: Status Report and Request for Capital Facilities Plan (CFP) Information, Discussion
- IV. 2013 Congestion Management Process – Initial Data, Discussion
- V. 2015-2018 Transportation Improvement Program (TIP) Process, Discussion
- VI. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - a. Federal Obligation
 - b. WTP Meeting of April 23, 2014
 - c. STIP Training of May 15, 2014
 - d. TIB Training – June 12, 2014 in Vancouver

**Materials available at meeting*

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

20140516_RTAC_Agenda.docx

An advisory committee to:

Southwest Washington Regional Transportation Council

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
April 18, 2014**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, April 18, 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
Mike Clark	WSDOT
Tony Cooper	City of La Center
Lynda David	RTC
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	City of Battle Ground
Bryan Kast	City of Ridgefield
Chris Malone	City of Vancouver
Cyndie Meyer	Clark County Public Health
Tricia Mortell	Clark County Public Health
Matt Ransom	RTC
Ray Shank	WSDOT
Shann Weishaar	RTC
Bill Wright	Clark County

Matt Ransom, RTC, asked for any changes or corrections to the March 21, 2014, meeting minutes.

MIKE CLARK, WSDOT, MOVED FOR APPROVAL OF THE MARCH 21, 2014 MEETING MINUTES, AND JIM CAROTHERS, CITY OF CAMAS, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

II. FY 2015 Unified Planning Work Program, Action

Lynda David, RTC, handed out copies of the updated DRAFT of the FY 2015 Unified Planning Work Program (UPWP) as included in electronic RTAC packets. Lynda David, RTC, said the FY 2015 UPWP covers the year from July 1 2014 thru June 30, 2015. RTC had taken the DRAFT UPWP to the RTC Board meeting in March for initial Board comments. Also, RTC had reviewed the draft with staff of the Federal Highway Administration, Federal Transit Administration and WSDOT HQ at a meeting held at RTC on February 20. Metro is going to amend its 2-year, 2013-2015, UPWP adopted in 2013 and also met with the federal staffs. Lynda reported that, overall, there were few comments on the draft UPWP so not a lot of changes were made to what RTC presented to RTAC back in January 2014.

Lynda pointed out a few highlights of the program starting with the introductory section which includes an overall description of RTC and RTC's work as the Metropolitan Planning Organization (MPO) for Clark County and also Regional Transportation Planning Organization (RTPO) for

Clark, Klickitat and Skamania Counties. A description of Planning Emphasis Areas is included and this time around RTC will need to take into consideration how to deal with performance measurement monitoring and target setting to comply with the provisions of the Federal Transportation Act, MAP-21. Lynda went over the some of the highlights of the Region's Key Transportation Issues outlined in the UPWP.

UPWP elements include an update to the Regional Transportation Plan with an aggressive target of December 2014. Also included is an annual update to the Transportation Improvement Program and, as in the past, RTC will put together an annual Congestion Management Monitoring report in FY 2015. Bi-state travel demand and transportation project funding are additional key issues. Lynda went over the timeline for UPWP adoption and submittal. RTC is asking RTAC to make a recommendation to the RTC Board to adopt the FY 2015 UPWP at their May 2014 meeting leaving sufficient time for submittal to WSDOT before the deadline. In turn the UPWP will be forwarded to Federal Highway and Federal Transit Administration staff in preparation for the UPWP to take effect in July of this year. Lynda finally went over the UPWP's summary of expenditures and revenues for transportation planning purposes presented in a table at the back of the document.

KATY BROOKS, PORT OF VANCOUVER, MOVED THAT THE RTAC COMMITTEE RECOMMEND ADOPTION OF THE FY 2015 UPWP PROGRAM BY THE RTC BOARD AT THEIR MAY 6, 2014 MEETING, AND MIKE CLARK, WSDOT, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

III. Title VI Plan Update and Limited English Proficiency Plan, Action

Matt Ransom noted that RTC is audited by the FHWA and FTA every four years to verify that all criteria are being complied with under federal law for planning and one of these criteria that is being updated is Title VI report and plan and how RTC responds to people that might need to interact with RTC that have low English proficiency. Mark Harrington went over the Title VI update and some of the demographics. The objectives of the plan are to ensure the RTC's compliance with Title VI, that all persons are able to participate in RTC's programs and activities and that the limited English proficient (LEP) persons are provided meaningful access to RTC's programs and activities. Also to establish clear procedures for filing, investing and successfully resolving complaints in a timely manner. The most significant change included updated formatting of the document. Program Area 1 is on public involvement to the adopted Public Participation Plan (PPP). The Demographic Profile shows a number of locations protected by Title VI. The plan and its attachments are on the website. There was general discussion regarding what other agencies use to address their LEP groups.

MIKE CLARK, WSDOT, MOVED TO RECOMMEND ADOPTION OF THE 2014 TITLE VI PLAN AND THE NEW 2014 LIMITED ENGLISH PROFICIENCY PLAN TO THE RTC BOARD AT THE BOARD'S MAY 6, 2014 MEETING, AND BRIAN KAST, CITY OF RIDGEFIELD, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED

IV. Complete Streets; Connecting Transportation and Health, Discussion (Cyndie Meyer and Tricia Mortell, Clark County Public Health)

Cyndie Meyer and Tricia Mortell from Clark County Public Health (CCPH) gave a presentation to RTAC. Tricia spoke of CCPH history of working together to improve human health. A combination of unhealthy diets and physical inactivity is a leading cause of death in the United

States. Creating new opportunities to be active as part of daily life is a key strategy in reducing obesity. Active transportation modes, such as walking and cycling, offer countless opportunities to get exercise. Goals related to active transportation include maximizing the use of healthy and sustainable transportation modes through transportation and land use policies, build neighborhoods that support active transportation, enhance the safety and comfort of those using active transportation modes and ensure equal access to active transportation options.

CCPH is partnering with local schools, Bike Clark County, the Bicycle and Pedestrian Advisory Committee, and safe Kids Task Force on the walking school bus program and bike- and walk-to-school events to encourage kids to walk and bike to school. Tricia talked about scoring on Safe Routes to schools grants with more education and outreach to the student, parent and staff population before the grant application results in higher scores.

Complete Streets are streets designed and operated for all users of all abilities so they can safely and comfortably travel. CCPH completed assessments for Battle Ground, Clark County and City Vancouver to assess how close the jurisdictions were to meeting the 10-step framework for Complete Streets and be in line for funding should Washington's Complete Streets Bill be funded.

Cyndie Meyer went over the training and technical assistance provided in 2013. The National Complete Street Coalition (NCSC) will be bringing in trainers for another workshop this fall and asked for help in identifying the best date for this workshop and agenda ideas to make this something that will benefit all. There was general discussion about what would be good to have on the Agenda.

IV. I-205 Access and Operations Study, Preliminary Finding, Discussion

Bob Hart went over some of the preliminary findings for the I-205 Access and Operations study. He noted that there was information presented to the RTC Board in January on 2022 demographics and system performance in the I-205 corridor. The I-205 study is analyzing both short (2022) and long term (2035) performance in the corridor. The 2022 analysis is to examine how low cost improvements can manage mobility and improve operations without major capital investment. The 2035 analysis will address the capital investment component and associated benefits of infrastructure investment through the implementation of core projects.

Bob discussed/described the 2022 short term PM northbound and AM southbound operational strategies being analyzed. He also presented some graphs with travel time comparisons between no build conditions and the addition of operational strategies along the I-205 Corridor. It included information queue length and mainline speeds for no build and ramp metering/lane extension options at the southbound on-ramps at Mill Plain, SR-500 and Padden Parkway. There was also discussion of the potential benefit and issues associated with making the SR-14 Northbound an exit only Lane from I-205.

There will be an assessment conducted of bus on shoulder operations of potential benefits and issues. RTC staff with WSDOT will begin the analysis of 2035 core projects, which will include an assessment of which operational strategies may be negated by the addition of core projects. In addition, operational analysis will be conducted of slip ramp options from I-205 northbound to 72nd Avenue and at the west end of the future SR-14 widening project.

IV. Other Business

A. RTAC Members

Bill Wright, Clark County, let the group know that the 119th St project is close to Federal construction funding obligation. The STIP amendment for the increase to \$4.5 Million in funding went to the March RTAC meeting and to the RTC Board's April meeting. Now that costs are being refined, utility costs are coming in even higher than estimated in the TIP amendment. The cost difference puts the County into the region of having to obtain a STIP Administrative Correction but WSDOT has told the County to hold off on making any changes until after the bids come in which is similar to the way the Transportation Improvement Board does things.

Matt mentioned that if any agencies have a project or presentation they would like to bring to a RTAC future meetings to let him know and he will get it on the RTAC Agenda.

B. RTAC Staff

a. Federal Obligation

RTC did receive a letter that Camas had obligated \$2.2 Million for their 38th St. project. Matt reported we are on track to obligate the needed amounts of federal funding and urged all to keep up the good work so this region will not be in jeopardy of losing federal dollars to other regions.

b. NPRM Safety Performance

Lynda David, RTC, informed RTAC that the National Proposed Rule-Making on Safety is released and available for review and comment on the Federal Highway Administration's website. WSDOT has prepared some initial comments they shared with MPOs. RTC is supportive of the comments and has no additional comments beyond what WSDOT proposes to submit to FHWA.

c. WSDOT Call for Projects

Lynda David, RTC, mentioned that the deadline for Safe Routes to Schools funding applications is May 5 and the Pedestrian and Bicycle program deadline is May 11 for competitive funding at the statewide level. Clark County and WSDOT are looking at applying for funds.

d. 2014 Safety Management Assessment, adopted April 1, 2014

<http://www.rtc.wa.gov/reports/safety/SafetyMgmt2014.pdf>

The RTC Board approved the 2014 Safety Management Assessment at their April 1st meeting and is now available on RTC's website.

e. Bob Hart reported that Clark County Public Works received a Target Zero safety award for their Traffic Signal Operations (TSO) projects.

The meeting adjourned at 10:40 a.m. The next meeting will be Friday, May 16, 2014.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: May 9, 2014
SUBJECT: **2014-2017 TIP Amendment: WSDOT Pavement Repair**

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).

WSDOT is requesting a TIP amendment to add a new project for Southwest Region Low Cost Pavement Repair. This project will provide \$102,000 for low cost pavement repairs including crack sealing and grind and inlay to extend the pavement life at various locations along the state highway system within Clark County.

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

POLICY IMPLICATION

This change will add funds for low cost pavement repair projects along the state highway system to extend pavement life. This amendment is consistent with the Congestion Management Process, air quality requirements, and is financially constrained. This project will provide for needed highway maintenance within Clark County.

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 \$100,000 in federal STP funds and \$2,000 in local match for low cost pavement repair along the state highway system in Clark County.

Attachment

20140516-RTAC-TIPAmend-WSDOTPaveRepair.docx

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

May 8, 2014

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
00	2014(079)	400014D	400014D06	05		CE	No	Various	Various	102,000	14-06

Southwest Region Low Cost Pavement Repair - Roadway Preservation

Low cost pavement repair including crack sealing and grind and inlay to extend the pavement life. This work will take place in Clark County.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2014	STP	100,000		0	2,000	102,000
Project Totals			100,000		0	2,000	102,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	51,000	51,000	0	0	0
Totals	51,000	51,000	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	100,000	0	2,000	102,000



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: May 9, 2014
SUBJECT: 2014-2017 TIP Scope Change: Vancouver Main-Columbia Traffic Signal

INTRODUCTION

The City of Vancouver is requesting a change in scope for the Main-Columbia Street Traffic Signal Integration project. This project was awarded \$917,000 in federal CMAQ funds. The grant application description included adding bike lanes along Columbia Street. The City has decided to switch from bike lanes to Sharrows, using their Bike Mobility CMAQ grant. The primary reason for the change in scope is to maintain existing parking. The City of Vancouver letter requesting this change is attached.

This change in scope would have changed how the original grant application was evaluated, and will require approval from RTAC for the City of Vancouver to proceed with the change in scope. The project description in the STIP only included the traffic signal integration portion of the project and a STIP amendment is not required. However, to keep the integrity of the grant application process, RTAC action is requested. With approval from RTAC, the City of Vancouver can begin the design of the Main-Columbia Street Traffic Signal Integration project.

Attachment

20140516-RTAC-TIPChange-Vancouver Signals.docx



May 6, 2014

Dale Robbins
Southwest Washington Regional Transportation Council
PO Box 1366
Vancouver, WA 98666-1366

RE: Columbia, Main Traffic Signal Integration Scope Change

Dear Dale,

The City of Vancouver would like to request a change in the scope of the Columbia, Main Street Traffic Signal Integration CMAQ grant that was awarded to the City in 2012. The original project scope included the installation of bike lanes on Columbia Street from 8th Street to 45th Street. The City has chosen to not move forward with the installation of bike lanes and instead is opting for the installation of Sharrows on Columbia. The primary reason for the switch to Sharrows over bike lanes is the parking impacts that would occur with the installation of bike lanes.

The City has several other Sharrow projects that will be installed this Summer under a different grant, the Bike Mobility II CMAQ grant, the City was also awarded in 2012. The Sharrows on Columbia Street will be installed as a part of this grant to allow for better synergy with a planned Sharrow education and outreach campaign.

We understand this change affects the information that was originally used to score the grant application. We have outlined below how the installation of Sharrows still meets several of those elements initially considered in the project review process:

- 1) Improves multi-modal/reduces congestion: There are currently no bicycle facilities on Columbia Street from 8th Street to 45th Street. The installation of on-street Sharrow symbols as well as the accompanying "Bicycles May Use Full Lane" regulatory sign will designate Columbia as a primary bicycle corridor. The stencils and signs will improve awareness of bicyclists on the corridor and improve conditions for bicyclists, and it is the City's hope by making these improvements more bicyclists will then ride on Columbia Street.
- 2) Improves bike safety: Sharrows have been shown to improve the lane position of bicyclists by indicating where to ride (center of the lane), which is very important on a corridor like Columbia that has a high amount of on-street parking (keeping bicyclists out of the door zone). They also have been shown to increase the amount of space motorists pass bicyclists, leading to safer conditions for bicyclists.

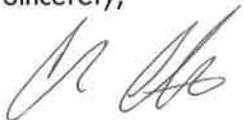
3) Consistency with city bike plan: The City's Transportation Plan that was adopted in 2004 identified Columbia Street as a future street for bike lanes. Similar to what can happen in other long range plans, when it comes to actual project implementation things may be discovered that prevent the original project from coming to fruition. The significance of the parking impacts that would occur with this project were not something that were originally scoped as part of the plan development, and by installing Sharrows the City feels we are meeting the needs for making this street a bicycle friendly facility.

4) Before/after study of performance: The City still intends to do a before and after evaluation after the entire project is complete.

The City feels that the installation of Sharrows will still meet all the original goals of the project identified in the grant application and we hope the change in scope will be approved so we can begin to move the project forward.

If you have questions regarding these items please give me a call at 360-487-7716.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chris Christofferson', written over a light blue horizontal line.

Chris Christofferson, PE, PTOE
Traffic Engineering and Operations Manager



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: May 9, 2014
SUBJECT: **2014 Regional Transportation Plan Update: Status Report and Request for Capital Facilities Plan (CFP) Information**

INTRODUCTION

At the May RTAC meeting, RTC staff will provide a status report on components of the 2014 Regional Transportation Plan (RTP) update. The status report will recap work completed to date but will focus on ongoing work activities; demographic considerations, and preparatory work for updating the RTP's list of identified transportation project needs as well as the financial plan element. To prepare for the work ahead, RTC will need the help of RTAC members to provide RTC with the most up-to-date Capital Facilities Plan and Transportation Improvement Program listing of projects for their respective jurisdictions.

RTP FRAMEWORK; VISION, PURPOSE AND GOALS

At the February meeting, RTAC members discussed transportation vision and 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. 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. RTAC members suggested, and Board members agreed, that Safety and Mobility are core transportation issues however the two policy issues needing most focus in the 2014 RTP update are Economy and Finance. These policy issues will need to be readdressed later in the RTP development process when the finance chapter is being drafted and when projects to include in the fiscally-constrained RTP are considered.

RTP DEMOGRAPHIC FORECASTS

Establishing the household and employment growth forecast and allocation is integral to development of an updated regional travel forecast model to support the RTP process. At the March RTAC meeting, RTC staff provided a review of the current draft 2035 GMA growth forecast for households and employment, as well as other key transportation-related demographic trends significant to the future for Clark County. RTC staff is still awaiting a time slot on the RTC Board agenda to present this demographic trend information to the Board.

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RTC and Clark County want to comply with Washington's Growth Management Act (GMA) to the fullest extent possible and use a consistent approach to RTP and Comprehensive Plan updates using a 2035 growth forecast horizon. Through the County's Comprehensive Plan update process, a 2035 population forecast of 562,207 and an employment forecast of up to 91,200 new jobs to add to the 137,000 current jobs, have recently been adopted by the Board of Clark County Commissioners (BOCC) to use as a basis for the County's 2016 Comp Plan update.

RTP PROJECT IDENTIFICATION: CFP PROJECT COMPILATION AND RTC TRAVEL FORECAST MODEL DEVELOPMENT

Projects must be identified in the Regional Transportation Plan before they can be programmed for federal funding in the Transportation Improvement Program. The RTP process requires the Metropolitan Planning Organization (MPO) to work with local planning partners to identify transportation projects to be included in the "fiscally constrained" RTP. The Growth Management Act requires that there be consistency between state, regional and local plans. Therefore, a major task in this 2014 RTP update will be to ensure projects from the latest local Capital Facilities Plans, local Transportation Improvement Programs and local impact fee programs are included in the RTP. The RTP will also need to align with the state's plans, including the Washington Transportation Plan and Highway System Plan. RTC staff is just beginning the process to compile a preliminary list of RTP projects together with project cost estimates and will need help from local jurisdictions to complete this task.

Within the RTP, two lists of identified projects are included. The list in the RTP's financial plan chapter focuses on the Designated Regional Transportation System and provides estimated project costs for each project. The list in the RTP's Appendix provides a full listing of anticipated transportation projects, including local projects, which provide a transportation capacity increase. These projects are included in the Regional Travel Forecasting Model. After the preliminary list of projects is compiled for this RTP update, RTC staff will use the list to input transportation network assumptions in the RTP's regional travel forecast model. The regional travel forecast model will be used as a tool to analyze transportation system performance.

RTC staff will be contacting jurisdictions individually by e-mail to provide an electronic version of the current (2011) MTP list of projects together with instructions on how to help RTC put together the needed CFP information. RTC staff will review the information request at the May RTAC meeting.

FINANCIAL PLANNING ELEMENT

Preparations for updating the RTP's financial planning element are also about to get underway. RTC will again need help from local partners as we develop the component pieces of this element. The financial plan element includes: (1) financial assumptions, (2) revenue sources and projections, and (3) cost estimates for transportation projects, transportation system maintenance and operations.

Previous RTPs have relied on revenue projections built from historic trend data. However, there is now greater uncertainty about gas tax revenues and the future of the nation's Highway Trust Fund. Also, the effects of the Great Recession have made us question trends in sales tax and property tax revenues.

NEXT STEPS

RTC staff will continue to work with local jurisdictions and partner agencies to complete the 2035 allocation of population and employment before developing the Regional Travel Forecasting Model to use as a tool in RTP analysis. Partner agencies should also expect requests for information to support financial planning efforts, including project cost estimates. RTC's website has been updated to provide basic information on the 2014 RTP update but public participation efforts to support the RTP update will ramp up over the next few weeks.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: May 9, 2014
SUBJECT: 2013 Congestion Management Process – Initial Data

INTRODUCTION

The purpose of this memorandum is to summarize initial data for the 2013 congestion monitoring effort. The full 2013 Congestion Monitoring Report will be brought to the June RTAC meeting for committee action.

The Congestion Management Process (CMP) serves as the foundation for monitoring the regional transportation system. The monitoring element of the congestion management process is designed as an informational tool to be used within the decision-making process. Within the annual TIP process, prioritization is given to projects which address CMP identified deficiencies. Overall, the CMP Monitoring Report provides a consolidated assessment of the regional transportation system's operating conditions and deficiencies and corrective actions are implemented by local agencies in part through support provided by the regional TIP funding process.

INITIAL FINDINGS

Corridor Capacity Ratio

The capacity ratio provides an indication of how well the transportation facility carries the existing traffic volumes. The higher the ratio, the more traffic congestion a driver is likely to experience. The five highest volume to capacity ratio corridors include:

1. 18th Street, 112th Av. to 162nd Av. (PM) – 1.01
2. SR-14, I-205 to 164th Av. (PM) – 1.00
3. I-205, Airport Way to SR-500 (AM) – 0.93
4. Fourth Plain, SR-503 to 162nd Av. (PM) – 0.92
5. I-5, Jantzen Beach to Main St. (PM) – 0.89

Speed as Percent of Speed Limit

Speeds significantly lower than the posted speed limit is another measure of delay and congestion. Slow corridor travel speed will limit a facilities ability to carry regional traffic. The five lowest speed corridors compared to posted speed limit include:

1. I-5, Main St. to Jantzen Beach (AM) – 35%
2. Main St., Ross St. to Mill Plain (AM) – 48%

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3. Fourth Plain, SR-503 to 162nd Av. (PM) – 49%
4. Mill Plain, I-205 to 164th Av. (PM) – 50%
5. Andresen Rd., Mill Plain to SR-500 (PM) – 53%

Intersection Delay

Long average delay for the through movement at an intersection adds to the overall travel time and increases congestion at these locations. The five longest delays are at the following locations

1. Fourth Plain/SR-500/SR-503 (PM-NB) – 129 Seconds
2. Fourth Plain/Andresen (PM-NB) – 128 Seconds
3. Padden Parkway/Andresen (PM-NB) – 98 Seconds
4. Mill Plain/Ft. Vancouver (PM-SB) – 83 Seconds
5. Fourth Plain/162nd Av. (PM-EB) – 81 Seconds

Areas of Concern

Areas of concern are defined as segments within an individual corridor with a volume to capacity (V/C) ratio greater than 0.9 or a travel speed 60% or less of the posted speed limit. Often these segments identify bottlenecks in the regional transportation.

As the region has brought many of the region's most important arterials to urban standards, the list of segments with volume to capacity ratio concerns continues to get shorter. While the segments with travel speed 60% or less of the posted speed limit continues to grow as intersection delays and other delays continue to slow travel speed. The attached maps show the areas of concern.

Attachments

Areas of Concern: V/C Ratio 2013 AM Peak

 Concern: AM Ratio - Volume/Capacity > 0.9
 CMP Corridors

Congestion Management Report
Regional Transportation Council, May 2014



Areas of Concern: V/C Ratio 2013 PM Peak

 Concern: PM Ratio - Volume/Capacity > 0.9
 CMP Corridors

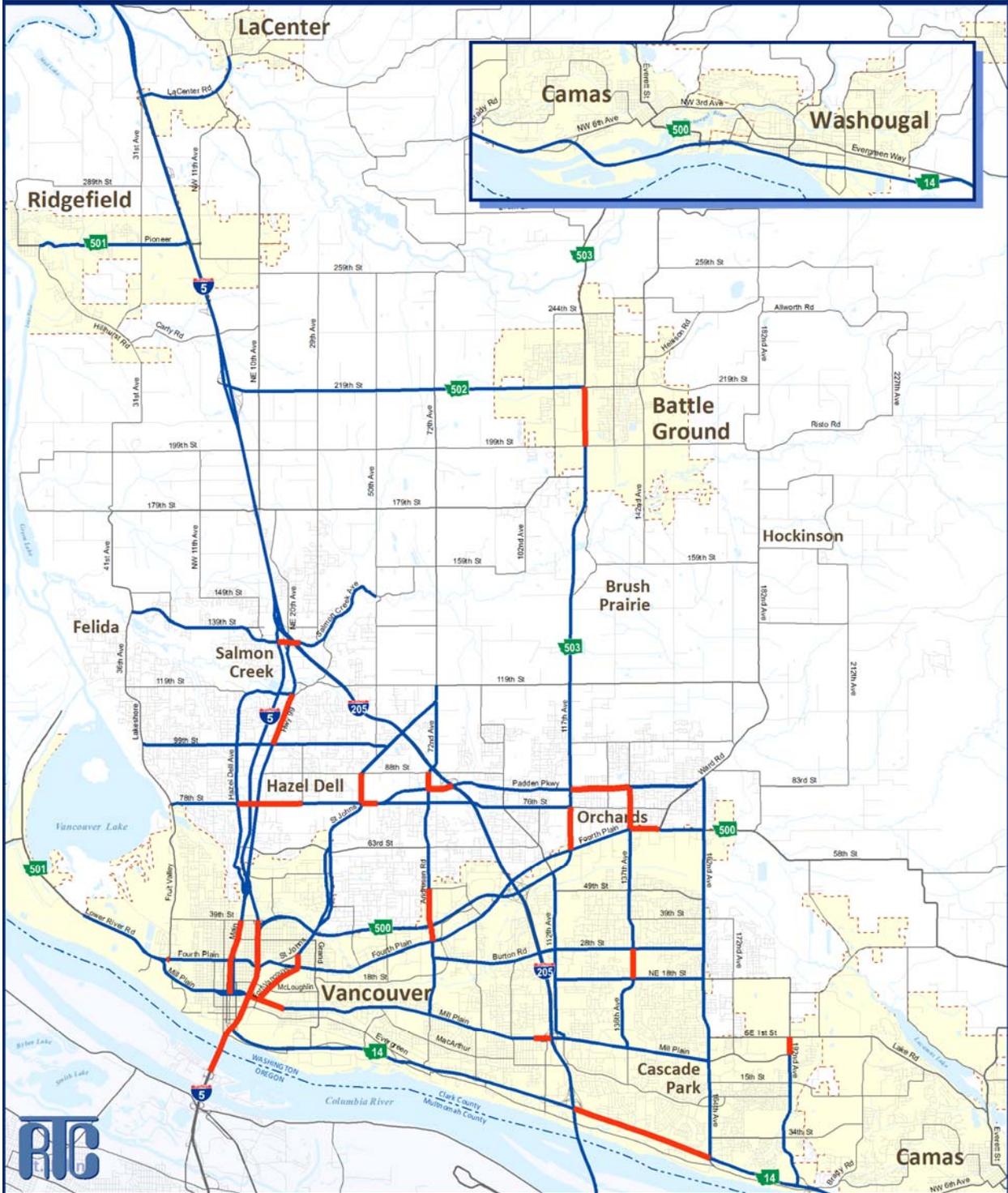
Congestion Management Report
Regional Transportation Council, May 2014



Areas of Concern: Speed 2013 AM Peak

 Concern: AM Speed - 60% or less of posted speed
 CMP Corridors

Congestion Management Process
Regional Transportation Council, May 2014



Areas of Concern: Speed 2013 PM Peak

 Concern: PM Speed - 60% or less of posted speed
 CMP Corridors

Congestion Management Process
Regional Transportation Council, May 2014





MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: May 9, 2014
SUBJECT: 2015-2018 Transportation Improvement Program (TIP) Process

INTRODUCTION

At the March RTAC meeting the 2015-2018 Transportation Improvement Program (TIP) process was reviewed. The recommendation from RTAC was to proceed with the existing TIP process and criteria, but analyze a banding process. The existing and banding process analysis will be used to determine if the TIP process should be changed in future years. The purpose of this memorandum is to further clarify aspects of the TIP process.

FUNDING LEVELS

RTC received additional information from WSDOT on the allocation of federal funds within the Clark County region. The most significant change occurred with the split between urban and rural STP funding. RTC staff has revised estimated funding levels to the following:

- Urban Surface Transportation Program (STP-TMA) - \$5.0 million
- Rural Surface Transportation Program (STP-R) – \$1.6 million
- Congestion Mitigation and Air Quality (CMAQ) - \$3.1 million
- Transportation Alternatives Program- No Program

TIP DEVELOPMENT SCHEDULE

Friday, June 13, 2014	Call for Projects
Friday, July 25, 2014	Project Applications Due to RTC
July 25-August 7	Project Evaluations
Thursday, August 7, 2014	Agency Review of Evaluation
Friday, August 15, 2014	RTAC Recommendation on Prioritization
August-September	Public Involvement/Prepare Draft TIP
Tuesday, September 2, 2014	RTC Board Review of Prioritization
Friday, September 19, 2014	RTAC Recommends Adoption of TIP
Tuesday, October 7, 2014	RTC Board Adoption of TIP

TIP Procedures

Last year the RTC Board of Directors endorsed revised TIP Procedures, which are attached.

Attachment

20140516_RTAC_TIPProcess.doc

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RTC Transportation Improvement Program Procedures

Background

The Metropolitan Transportation Improvement Program (MTIP) is a list of all federally funded and regionally significant transportation projects within Clark County, Washington. The RTC Board as the Metropolitan Planning Organization for Clark County has selection and programming authority for regionally allocated federal transportation funds that include the following: the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) program, and the Transportation Alternatives Program (TAP). The purpose of this paper is to clarify and update RTC's federal transportation funding program procedures.

For the regionally allocated federal transportation funds, the RTC Board has adopted a three step development process:

- Project Screening: Projects are reviewed for consistency with the Metropolitan Transportation Plan, land use plans, air quality goals, and regional screening criteria.
- Evaluation and Ranking by Needs Criteria: Each project is evaluated and ranked against a set of needs criteria which have been adopted by the RTC Board.
- Project Selection and Programming: Projects are programmed for funding utilizing the project information from the evaluation and ranking step.

Call for Projects and Project Submittal

RTC will issue a call for projects for the three regionally allocated federal transportation programs. The call for projects will be conducted within the regional transportation planning process which includes technical review and recommendation by the Regional Transportation Advisory Committee (RTAC) and final RTC Board project selection. Formal notice about the process will be posted on RTC's web site. The call for projects will include information on submittal requirements and deadlines. Applications will only be accepted on projects that will be administered by a Certification Acceptance agency. Certification Acceptance is necessary for an agency to have authority to develop, advertise, award, and manage federal transportation projects.

Consistent with MTP

Only projects consistent with the adopted Metropolitan Transportation Plan (MTP) are eligible for federal transportation funding. Projects must be consistent with either project recommendation in the MTP (capital projects) or be consistent with project category recommendations such as safety, bicycle and pedestrian facilities, transit, and freight.

Project Completion

By submitting a project for regional federal funds, the respective entity is making the commitment to complete the project for which federal funding has been applied. If the project is not completed the local agency may be required to return the federal funds.

Screening Criteria, Needs Criteria, and Project Application

The screening criteria, needs criteria, and project applications will be developed for regional federal programs and clearly identified in the call for projects. The criteria and project applications will be used to evaluate and rank the project requests.

Cost Limitation

Each STP and CMAQ projects, regardless of length cannot exceed \$4 million per project. Project can reach the cap based on one of the follow methods:

- STP and CMAQ projects are limited to regional federal funds of \$4 million per mile, with a \$750,000 maximum per mile for preliminary engineering, \$1.25 million per mile for right of way, and remaining federal funds up to \$4 million per mile for construction.
- Intersection improvements are limited to \$1 million per intersection, with high volume intersections limited to \$2 million. High volume intersections are intersection with 20,000 entering vehicles per day.
- Shorter high cost projects (bridges, interchanges, park and ride) are limited to \$4 million per project.

Funding increases are not allowed for the preliminary engineering phase. Funds cannot be moved from later phases to preliminary engineering. If a project becomes divided into multiple segments, none of the project segments are eligible for additional preliminary engineering and design funds will be split based on mileage and applied toward the total funding limit.

Project funds up to the maximum per mile, can be moved back to later phases through MTIP amendment or correction process. For example, unused preliminary engineering funds could be moved to right of way or construction phases up to funding limits and within project delay limits.

Project funding increases or exceeding the funding limits will only be allowed with approval of RTAC and RTC Board on special circumstances.

Construction Programming

Except for low cost projects or projects that do not require right of way, the construction phase of a project cannot be programmed in the MTIP using regionally allocated federal funds until substantial progress (approximately 50%) has been made in the design of the project. Typically, each phase of a project will be programmed in a separate calendar year.

Obligation Authority

In 2013, WSDOT implemented a new Local Agency Federal Obligation Authority Policy. This policy can be characterized as a “use it or lose it” policy. The new policy requires that by August 1st of each year the respective MPO must obligate 100 percent of their regional obligation authority target for all regionally allocated federal funds for that year. Any federal funds that are not obligated will be sanctioned and be made available for statewide programming. The region will lose those funds for that year. In order to meet and ensure that our region meets its obligation target, RTC will institute the following strategies: more frequent project status communication, early obligation, minimize project delay, and selecting projects that can be implemented within three years. Project delays need to be communicated to RTC staff as soon as possible to reduce any risk.

Local agencies should not close or cancel a project (de-obligate funds) without first notifying RTC staff. De-obligated funds count against the region’s total obligation target and must be communicated to RTC staff as early as possible.

Project Delay

The date for project implementation of regionally allocated federal projects will be tied to the month and year provided in the RTC funding application. Although the state approval process for the MTIP begins on the calendar year, project implementation will be tied to the federal fiscal year to meet obligation authority. The federal fiscal year begins October 1st and ends on the following September 30th.

The preliminary engineering project phase 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. If a project doesn't meet the delay deadline, the project can be removed from the MTIP and the applicant will need to reapply for regional federal funds.

By January of each year, RTC staff will notify agencies of all projects that must be obligated by August 1st of that year or project will be removed from MTIP. If a project cannot make the August 1st deadline the agency should reapply for funding as part of the upcoming MTIP funding cycle.

Applicants must notify RTC staff of project delay by March of each year. If the applicant does not communicate the delay in adequate time to allow the region to meet obligation targets and federal funds are lost to the region, the RTC Board will decide an appropriate action regarding the funding for that particular project.

MTIP Administration

Occasionally changes and amendments are needed to projects programmed in the MTIP. All changes will be administered according to the MTIP Administration policies.

The project scope and local match should remain the same as identified in the project application all the way through project implementation. Only minor modifications to project termini, addition or removal of project elements, or other minor changes associated with original project scope are allowed. Changes in project scope will not be allowed that move project funding to a different project. Changes in project scope that would significantly alter the original project and thereby its evaluation and ranking are not allowed. The local match should never decrease from that identified in the project application.

If a project is divided into phases or its length is reduced, the regional federal funds will be adjusted to match the mileage cost limitation.

Before and After Analysis

All projects will be required to complete a before and after analysis that is submitted to RTC. The before and after analysis is intended to provide a summary of project accomplishments. The intent is not to make this onerous but should include a listing of project goals prior to obligating regionally allocated funds and then a description of how the goals were attained within 18 months of project completion.