



The Regional Transportation Advisory Committee meeting will be held on **Friday, June 20, 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 May 16, 2014 Minutes, Action
- II. Congestion Management Process: 2013 Monitoring Report, Action
- III. 2015-2018 Transportation Improvement Program: Call For Projects, Discussion
- IV. Human Services Transportation Plan 2014 Update: Status Report
- V. Vancouver Area Smart Trek (VAST) Program Funding
- VI. Regional Transportation Plan Update: Status Report, Discussion
- VII. Washington State Freight Mobility Plan – Draft Issued for Comment, Discussion
- VIII. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - a. TIP Administrative Modification: Port Connector Bike/Ped Path
 - b. Federal Obligation
 - c. TIB Workshop – June 12, 2014

**Materials available at meeting*

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20140620_RTAC_Agenda.docx

An advisory committee to:

Southwest Washington Regional Transportation Council

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
May 16, 2014**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, May 16, 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
Jennifer Campos	City of Vancouver
Mike Clark	WSDOT
Tony Cooper	City of La Center
Lynda David	RTC
James Dunn	City of Washougal
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	City of Battle Ground
Chris Malone	City of Vancouver
Randy McCaleb	Port of Vancouver
Chris Meyers	Metro
Katie Nelson	C-TRAN
Matt Ransom	RTC
Dale Robins	RTC
Shann Weishaar	RTC
Bill Wright	Clark County

Matt Ransom, RTC, asked for any changes or corrections to the April 18, 2014, meeting minutes.

MIKE CLARK, WSDOT, MOVED FOR APPROVAL OF THE APRIL 18, 2014 MEETING MINUTES, AND BILL WRIGHT, CLARK COUNTY, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

II. 2014-2017 TIP Amendments

a. WSDOT Pavement Repair, Action

Dale Robins, RTC, went over the 2014-2017 TIP Amendment: WSDOT Pavement Repair. WSDOT is adding \$102,000 to the TIP that will be used for low cost pavement repairs; such as crack sealing and grind and inlay type work within Clark County. These are Federal STP funds and need to be added to the TIP as a new project. Mike Clark, WSDOT, added that this is just additional funds for maintenance.

BILL WRIGHT, CLARK COUNTY, MOVED THAT THE RTAC COMMITTEE RECOMMEND THE 2014-2017 TIP AMENDMENT: WSDOT PAVEMENT REPAIR

ADDING THE \$102,000 FOR PAVEMENT MAINTENANCE BE FORWARDED TO THE RTC BOARD FOR ADOPTION AT THEIR JUNE 3, 2014 MEETING, AND MIKE CLARK, WSDOT, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

b. City of Vancouver Main-Columbia Traffic Signal Integration (Scope Change), Action

Dale Robins, RTC, mentioned that this was a scope change for the City of Vancouver's Main-Columbia Street Traffic Signal Integration project. As part of this signal integration project, the City of Vancouver was going to remove existing parking and stripe bike lanes on Columbia Street. The City is now asking for approval of a scope change to maintain the existing parking and install Sharrows. Sharrows are intended to allow bikes to safely share the road with vehicles by improving the awareness of cyclist. RTAC action is needed for the City of Vancouver to change the project scope.

BILL WRIGHT, CLARK COUNTY, MOVED THAT THE RTAC COMMITTEE APPROVE THE 2014-2017 TIP SCOPE CHANGE FOR THE CITY OF VANCOUVER'S MAIN-COLUMBIA TRAFFIC SIGNAL PROJECT, AND TONY COOPER, CITY OF LA CENTER, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

III. 2014 Regional Transportation Plan Update: Status Report and Request for Capital Facilities Plan (CFP) Information, Discussion.

Lynda David, RTC, gave a status report bringing the group up to date on the Regional Transportation Plan (RTP) Update. Lynda went over the Policy and Vision for the RTP update at the RTAC meeting in February. At that time, RTAC suggested that Safety and Mobility are core transportation policies but Economy and Finance are key policies that affect transportation decision making and will be key policy issues in the 2014 update. Lynda said RTC staff will be taking the RTP key demographic issues information to the RTC Board in June.

Allocation of the growth forecast to Transportation Analysis Zones (TAZs) should be completed by the end of June though RTC is awaiting numbers from Clark County's Comprehensive Plan Update process. The Board of County Commissioners did decide on a population forecast for 2035 of 562,207 and a 2035 employment forecast with 91,200 new jobs in Clark County. Mark Harrington, RTC, pointed out that Clark County is expecting to complete the 2035 forecast allocations by mid-June and RTC will await these numbers to ensure as much consistency as possible between State, regional and local plans as required by the state's Growth Management Act.

Lynda reported that RTC is moving into the next phase of the RTP update, and this is where RTC will need to have all agencies help in compiling all projects that they have in their Capital Facilities Plans (CFP), Transportation Improvement Programs (TIP) and/or Transportation Impact Fee (TIF) lists of projects. Lynda said RTC wanted to ensure all projects are compiled that might find a place in the RTP update. Although the RTP's main focus is on the regional transportation system, RTC needs to address the whole transportation system, including projects each agency has in their

Capital Facilities Plans and the total cost estimates for all of these projects. Lynda explained she sent an email to each RTAC member detailing what information she needs and why it is needed. Lynda explained she included an attached Excel spreadsheet with the e-mail. The spreadsheet includes all projects included in the December 2011 adopted Regional Transportation Plan. Lynda asked that all look through the Excel project list highlighting any changes (project deletions or additional project phasing) and noting whether any of the projects have been completed since the December 2011 RTP adoption. Lynda reminded that projects have to be identified in the RTP before they can qualify for competitive funding and eventual programming in the Transportation Improvement Program (TIP). Project information is also required so that RTC staff can ensure appropriate coding of capacities on segments of the transportation system coded in the Regional Travel Forecasting Model developed to help us analyze transportation performance in future years. Work is also beginning on an update to the RTP's financial plan chapter. Lynda asked that if agencies plan to apply for Bike & Pedestrian project funding, these projects should be included on the project list. Matt asked agencies if they knew what their top projects are for inclusion in the Plan.

IV. 2013 Congestion Management Process – Initial Data

Dale Robins informed RTAC members that RTC is getting ready to update the Congestion Management Process (CMP) and wanted to give the group initial 2013 data findings. Dale went over the worst locations for Corridor Capacity Ratio, Corridor Speed as Percent of Speed Limit and Intersection Delay. Dale reviewed the maps that identified capacity and speed areas of concern.

The CMP serves as the foundation for monitoring the regional transportation system. 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 program. 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. Dale indicated that this transit data and other data elements are still being analyzed. The DRAFT plan will be provided at the June 20th RTAC meeting for recommendation of approval to the Board at their July 1st meeting.

V. 2015-2018 Transportation Improvement Program (TIP) Process, Discussion

Dale Robins, RTC, noted that initial funding allocation has changed and he wanted to update the group. WSDOT recently provided updated STP allocations, resulting in an annual shift of approximately \$200,000 in STP funds from urban to rural areas. RTC will now have a 2014 call for Rural STP Projects. The Rural STP Committee will need to reconvene to determine the Rural STP project selection process. Dale will be contacting those involved (Clark County, La Center, Ridgefield and Yacolt) in early June. The Urban STP call for projects will be reduced by \$600,000 to \$5.0 million. Dale also sought committee input on RTC combining CMAQ funds with Transportation Alternative Program funds in the future. This would allow the region to have an

annual call for projects under the Transportation Alternative Program. Committee members were supportive. RTC will seek RTC Board support as part of the 2015 TIP process.

The same TIP process and criteria will be used as last year. The TIP Development schedule provides deadline dates with TIP adoption at the October 2014 RTC Board meeting.

VI. MAP-21 and Highway Trust Fund – Status Update

Matt Ransom, RTC, went over the MAP-21 reauthorization highway trust fund status. The federal transportation funding program is facing two major issues in 2014. The expiration of funding for MAP-21 and the insolvency of the Highway Trust Fund. Matt provided and explained a memo that will go to the RTC Board at their June meeting explaining the issues.

Dale provided a list of FY 2015 region projects that could be impacted if the highway trust fund runs out of money and explained potential local impacts. Projects that are already obligated would most likely get reimbursement, but reimbursement may occur at a slower rate. The projects that are not obligated may have potential for delay.

VII. Other Business

A. RTAC Members

Chris with Metro, shared with the group that Metro is currently working on a Climate Smart Communities mandate. They will be coming to RTAC this fall to make a presentation. Matt mentioned to the group if any agencies have projects or updates they would like to bring before RTAC to let RTC know and the item will be put on the Agenda.

B. RTAC Staff

a. Federal Obligation

Dale Robins, RTC, updated that Obligation is at \$3.67 Million of the \$6.1 Million target. That's a little over half way. August 1st is the deadline to reach those limits, and it seems there will be no issues with meeting that deadline. Dale encouraged all to get obligations in as quick as possible.

b. WTP Meeting of April 23, 2014

Lynda David, RTC, mentioned that the Washington Transportation Plan update is underway. There was a roundtable meeting on April 23rd in Vancouver with a group of people representative of different aspects of transportation in attendance. There were four of these roundtables throughout the State and consistent themes were heard at each such as financial sustainability is a top priority and more outreach is needed to make citizens aware of the struggles to fund the transportation system.

Maintenance and Preservation are key issues along with the state supporting a Multi-Modal system and a lot of emphasis on linkage between transportation and public health. The Washington Transportation Commission has put a lot of background information together on its website, including a Transportation 101 PowerPoint, which is quite useful.

c. STIP Training of May 15, 2014

Dale went over the STIP training of May 15th and noted one of the most critical items brought up were the need to keep the same STIP ID number throughout the whole project. Also complete funding must be obtained for a project phase. Also, project description is very critical; need to be specific enough to be understandable, but not so specific that you are limiting your project.

TIB Training – June 12, 2014 in Vancouver

Being held in Vancouver at the Department of Licensing.

10:00 AM for Urban; 1:30 PM for Small Cities

Go to TIB's website to register.

- d.** Matt mentioned that RTC will start profiling agency events and projects on RTC's website. If anyone in the group has any project completions or major milestones to let RTC know.

The meeting adjourned at 10:22 a.m. The next meeting will be Friday, June 20, 2014.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: June 13, 2014
SUBJECT: Congestion Management Process: 2013 Monitoring Report

INTRODUCTION

The purpose of this memorandum is to present the DRAFT *Congestion Management Process: 2013 Monitoring Report*. The report includes a full discussion of the PM and AM peak period findings as well as additional system performance measures.

The Congestion Management Process (CMP) is a federal planning requirement for all metropolitan transportation planning organizations with a population of over 200,000. The 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 transportation decision-making process.

The information and data contained in the monitoring report is to be used to identify transportation needs. Local agencies then develop strategies to address the specific congestion needs, which feed into the development of the Regional Transportation Plan. Local priority projects are then submitted to RTC and prioritized through the region's Transportation Improvement Program.

At the May RTAC Meeting, RTC staff highlighted a select number of the preliminary key PM peak period findings. At the June RTAC meeting, RTC staff will provide a comprehensive overview of the Draft report. This presentation will provide key AM and PM period findings, other transportation measures, areas of concern, and findings.

At the June RTAC meeting, staff will highlight the 2013 Congestion Monitoring Report including a full discussion of system performance measures. RTAC members will then be asked to review the draft report and recommend endorsement of its findings to the RTC Board.

Attachment

20140620-RTAC-CMP.docx



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: June 13, 2014
SUBJECT: **2015-2018 Transportation Improvement Program: Call For Projects**

INTRODUCTION

Over the last several RTAC meetings, the 2015-2018 Transportation Improvement Program (TIP) Process has been reviewed. At the March meeting, RTAC recommended that the region proceed with the same criteria and process used last year. The purpose of this memorandum is to issue a call for projects based on the recommended TIP process, policies, and procedures. The regional call for projects will be for Federal Highway Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds.

The goal is to continue to build upon the successful TIP process that has been utilized in previous years. The three step TIP development process includes the following steps:

- 1) Projects will be screened for consistency with local and regional policies;
- 2) Projects will be evaluated and ranked based on the adopted selection criteria; and
- 3) Projects will be selected and programmed based on their ranking.

Projects programmed in the TIP must be drawn either directly from specific project recommendations made in the Regional Transportation Plan (RTP) or are developed from RTP recommendations that address preservation, maintenance, safety, and other factors. Projects that add capacity must be a result of project needs identified by the Congestion Management Process and be listed in the RTP.

CALL FOR PROJECTS

The Southwest Washington Regional Transportation Council (RTC) invites public agencies in the Clark County region to submit applications for available 2018 federal Surface Transportation Program and Congestion Mitigation and Air Quality (CMAQ) funds.

The STP and CMAQ funds are allocated to the Clark County MPO area and programmed by the RTC Board of Directors. The STP funds can be used for a wide range of transportation purposes. The CMAQ funds can be used for transportation projects that will contribute to meeting the attainment of national air quality standards within the Clark County Vancouver Air Quality Maintenance Area (basically the Vancouver, Camas, and Washougal urban areas). For CMAQ funds, emphasis will be given for electric and natural gas vehicle infrastructure, diesel retrofits, and cost effective congestion mitigation activities that provide air quality benefits.

These federal funds all require a minimum 13.5% local match. In order to receive federal funds, the applicant must have either a “Certification Acceptance” (CA) status or have a CA agency agree to manage their project. Also, projects are required to meet Project Screening Criteria. **Project applications are due to RTC on Friday, July 25, 2014.**

In addition, federal Transit Administration funds are allocated to local transit agencies. For these funding sources, C-TRAN selects projects to be added to the TIP. These funds require 20-50% local match. Funds selected at the state and federal level will also be added to the TIP.

PROJECT SCREENING CRITERIA

All applications must meet the following project screening criteria:

- Project is consistent with the Regional Transportation Plan (RTP) and Local Comprehensive Plans. All projects that add capacity for single occupancy vehicles must be listed in the RTP.
- Road projects must be on a federally classified facility of an urban collector or a rural major collector; or a higher classification to use STP funds.
- Projects competing for STP and/or CMAQ funds must be a capital improvement-type project. STP and CMAQ funds are not to be used for maintenance.
- STP and CMAQ funds are limited to \$4 million per mile (PE - \$0.75 M, RW- \$1.25 M, and remaining for CN), \$4 Million for shorter high cost projects, \$1 million per intersection, and \$2 million for high volume intersections (20,000 entering vehicles).
- Submitted projects should be ready to proceed and have a reasonable timeline for implementation.
- All operational improvement projects must follow the Regional Transportation System Management and Operations (TSMO) Plan guidance.

SELECTION CRITERIA AND PROJECT APPLICATION

Criteria, project application, and additional details on the call for projects can be viewed and downloaded from the RTC TIP webpage at <http://rtc.wa.gov/programs/tip/>.

FUNDING LEVELS

The existing federal transportation authorization act MAP-21 is a two year authorization bill (2013-2014). RTC will continue to program funding for projects beyond the two-year bill based on the assumption that programs and funding levels are expected to remain constant over the next four years. For the current FY 2018 project selection process, RTC projects the following funding levels:

- 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
- Section 5307 - \$4.6 million
- Section 5310 - \$281,000

- Section 5337 - \$80,000
- Section 5339 - \$560,000

2014-2017 TIP DEVELOPMENT SCHEDULE

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



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: June 13, 2014
SUBJECT: **Human Services Transportation Plan 2014 Update: Status Report**

INTRODUCTION

At the January meeting, RTAC members were reminded of the need to develop a 2014 update to the Human Services Transportation Plan (HSTP) for the region of Clark, Skamania and Klickitat counties. Since then, RTC has been working with interested stakeholders especially through the Accessible Transportation Coalition Initiative (ATCI). At the June meeting, RTC staff will provide a status report on development of the HSTP update with discussion of service gaps and special transportation needs in the region.

HSTP: BACKGROUND INFORMATION

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 their own transportation. Additional background information on the HSTP is provided in the attachment.

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 completion of a draft update is targeted for September 2014.

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

Washington State's Agency Council on Coordinated Transportation (ACCT) provides guidance on elements that must be covered in developing the Human Services Transportation Plan. The ACCT guidance is provided in the second attachment to this Memo. The required HSTP elements are:

- Coordinate with Stakeholders
- Emergency Management
- Data and Information, including common origins/destinations and existing transportation services
- Identify Unmet Transportation Needs, including technology
- Develop Strategies to Meet Public Transportation Needs, including prioritization of proposed community projects and continued coordination efforts after the HSTP update is completed, and meeting Title VI requirements

NEXT STEPS

RTC will continue to coordinate with stakeholders to identify HSTP needs, a draft Plan will be complete in late August and projects are to be prioritized and submitted to WSDOT by the December 10 deadline. Staff has already presented the HSTP update to Clark County's Commission on Aging and will address C-TRAN's Citizens' Advisory Committee on June 26. Stakeholders who are unable to attend meetings are being encouraged to learn more about the HSTP process as described on RTC's website at <http://www.rtc.wa.gov/programs/hstp/>. RTC's website also allows stakeholders to submit comments on HSTP needs and ideas for potential transportation solutions.

Attachments

Human Services Transportation Plan 2014 Update



Background

Southwest Washington Regional Transportation Council (RTC) is working with community stakeholders on a 2014 update to the *Human Services Transportation Plan for the Clark, Skamania and Klickitat county region*. The intent of the federally-required HSTP is to identify the special transportation needs of people with disabilities, low income, the young and elderly and those in rural locations who cannot provide transportation for themselves. The 2014 version of the HSTP will replace the current 2010 report.

A draft HSTP update should be available in September with final adoption by the RTC Board of Directors in December 2014. Your comments on transportation solutions and priorities for those with special transportation needs are welcomed and valued.

A regional Human Services Transportation Plan (HSTP) was first required by the 2005 federal transportation act, SAFETEA-LU, with the intent of identifying transportation gaps and solutions and thereby improving transportation services for people with special transportation needs. The region's first HSTP for Clark, Skamania and Klickitat Counties was adopted in January 2007 and a subsequent update, the current HSTP, was adopted in December 2010. In 2014, another Human Services Transportation Plan update is underway.

The HSTP can help to ensure communities coordinate transportation resources provided through multiple federal and state programs. A coordinated plan can help to enhance transportation access, minimize duplication of services, and encourage the most cost-effective transportation solutions.



For More Information

You can get more information on the 2014 update to the Human Services Transportation Plan or influence the Plan's update by submitting comments on special needs transportation services by contacting the Regional Transportation Council

Phone: 360-397-6067

or visit RTC's website at <http://www.rtc.wa.gov/programs/hstp>

Development of the HSTP brings together service providers, agencies that distribute funds, service users, and the community at-large to improve special needs transportation in the region.

HSTP and Funding Programs

The region must have an HSTP in place before transportation and non-profit agencies can apply for funding through Washington State Department of Transportation's statewide competitive Consolidated Public Transportation Grant program. Applicants for the grant program are required to participate in the HSTP planning process led by the local Metropolitan Planning Organization/ Regional Transportation Planning Organization. Southwest Washington Regional Transportation Council (RTC) serves as the MPO/RTPO for the 3-county region of Clark, Skamania and Klickitat. Development of the HSTP is coordinated through stakeholder groups in each county, and through the Klickitat County Transportation Policy Committee, Skamania County Transportation Policy Committee and the Regional Transportation Advisory Committee in Clark County.

From the needs identified in the HSTP process, human services transportation providers work with RTC to develop projects and to prioritize these projects before submitting applications to WSDOT for funding consideration through the state's consolidated grant program. WSDOT's consolidated program combines applications for both state and federal public transportation grants to support public transportation programs. These grant programs include:

- Federal Transit Administration:
 - FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
 - FTA Section 5311 Rural

- State Rural Mobility Competitive
- State Paratransit / Special Needs Competitive for non-profit agencies

The Current HSTP Report

Plans for each of the three counties are incorporated into the HSTP for Clark, Skamania and Klickitat Counties. The current HSTP report was adopted by the RTC Board of Directors in December 2010 and is available on RTC's website at www.rtc.wa.gov/programs/hstp

Project Priorities

Following identification of transportation needs in the HSTP, service providers define projects to meet transportation needs. The state's grant process requires each region to prioritize their projects with the top-ranked projects gaining points toward the statewide project evaluation. Priority projects from this region have included the Human Services Council's Reserve-a-Ride and Employment Transportation programs, the bi-state Gorge TransLink Mobility Management, dial-a-ride services in Klickitat and Skamania counties organized by Senior Service programs, Skamania County service to and from Fisher's Landing Transit Center in east Vancouver, new dispatching software and purchase of new minivans to provide transportation services.

2014 HSTP Update Underway

Under current federal law, the HSTP must undergo periodic review. In 2014, the Human Services Transportation Plan for Clark, Skamania and Klickitat counties is in the process of being updated. RTC is working with stakeholders to prepare the Plan update for the three-county region.

Human Services Transportation Plan: Outline

The 2014 HSTP update for the three counties in the region will include the following elements in order to meet state and federal requirements:

- **Stakeholders:** convene and coordinate to understand special transportation needs
- **Emergency Management:** to ensure disaster preparedness, response and recover
- **Data and Information:** locate people with special transportation needs, their common trip origins and destinations and existing transportation services available
- **Identify Unmet Transportation Needs**
- **Technology:** to aid in the planning and coordination of transportation services
- **Develop Strategies to Meet Public Transportation Needs:** coordinate and identify community project priorities

Timeline for HSTP Update

The proposed timeline for updating the HSTP in 2014 is outlined below:

January-July

Convene stakeholders, gather data, discuss transportation needs, develop draft HSTP.

August

C-TRAN to receive project applications for use of Federal Transit Administration Section 5310 funds allocated to the Vancouver urban area.

FTA Section 5310 is a funding program for enhanced mobility of seniors and individuals with disabilities.

September

Review draft HSTP with RTC Board and submit draft Plan to WSDOT.

October-November

Work with stakeholders to prioritize projects and develop project applications for statewide competitive Consolidated Public Transportation Grant program.

December

Request adoption of the HSTP update and project priorities. Submit adopted HSTP to WSDOT and statewide Consolidated Public Transportation Grant applicants to submit funding requests to WSDOT by December 10.

Public Participation

Your input on priorities to meet the transportation needs of people with disabilities, low income, the young and elderly is important to us. Contact RTC to let us know your thoughts so your comments can be incorporated into the 2014 Human Services Transportation Plan update. To make your comments, visit RTC's website at:

www.rtc.wa.gov/programs/hstp/update





Human Services Transportation Plan: Template with Instructions

Planning Area (MPO/RTPO):

Lead Agency:

Mailing Address:

Contact Person:

Email:

Phone Number:

Fax:

Stakeholders

Stakeholder involvement is vital to successful Human Services Transportation Planning. Engaging the appropriate organizations and individuals in planning efforts is critical to identifying the needs of the target population, the needs of the community/region, the transportation services available, and the identification of new solutions.

Coordination Checklist

This list is provided to assist you in tracking the agencies, organizations, and institutions in your community that you have contacted regarding your plan. It is possible that not all of these organizations exist in your community, or that multiple agencies with the same description do. Keep this in mind when you are convening your stakeholder group.

- **Employment Providers**
 - Major Employers or Employer Organizations
 - Work-First Local Planning Area

- **Education/Youth**
 - Community Colleges
 - Local School Districts
 - Private Schools

- **Medical Providers**
 - Hospitals
 - Medical Clinics
 - Veterans Medical

- **Transportation Providers**
 - Local Medicaid Brokers and/or Providers
 - Non-Profit transportation providers
 - Private Bus Operators
 - Public Transit District
 - Taxicab Operators

- **Government Entities**
 - City Councils
 - County Commissioners or council
 - DSHS Community Services Office
 - Tribal Governments
 - Regional Transportation Planning Organization

- **Organizations by and for People with Disabilities**
 - Independent Livings Centers
 - ARC of Washington
 - Washington State Association of the Deaf
 - Washington Council of the Blind

- **Organizations by and for People with Low Income**
 - Community Action Programs (CAP)
 - Foodbanks
 - Tenant Rights Organizations

- **Organizations by and for Youth and Teens**
 - Big Brothers Big Sisters
 - Team Child
 - YMCA/YWCA

- **Organizations by and for Seniors**
 - Area Agency on Aging
 - Assisted Living Communities
 - Senior Centers

Description of Convening of Stakeholders

Please provide a narrative description of how the community stakeholders were engaged in the planning process. It is expected that as part of each plan, that you receive some input from each of the categories in **bold** above. Under each of these categories are potential organizations you may involve in your planning. It is recognized that not all regions have all of the listed groups.

Please address how you have outreached to people with disabilities, seniors, teens, and people with low-income.

Describe how people were invited to participate. Consider convening meetings in different locations and offering to go to them. For example, visiting a senior center may be a good way to get input.

Please document any examples of people that you invited and whether they were willing to come to the table.

If you are unable to get representation from one of the major categories, please document your efforts to engage. Make sure you are contacting the right people within a given organization. Think about who actually interacts with special needs transportation.

Please indicate where you reached out to any out of boundary/out of jurisdictional partners who might have overlapping needs with your area.

Communicate with and document what **social service** providers in your area do and how transportation could help them; what **transportation providers** there are and explain their services; how **riders** were contacted and what they expressed as their needs.

Describe how ongoing efforts to engage stakeholders will continue after this version of the plan is complete.

Stakeholder Deliverable

Indicate how many stakeholders were involved in your process?
Indicate how many stakeholders did you invite?

Emergency Management

Transportation plays a key role in disaster preparedness, response, and recovery. Please address how the transportation providers and planners within the RTPO are addressing emergency management issues. How do the transportation providers collaborate with local emergency management agencies? Examples of collaboration are transportation providers, assisting in evacuation, providing

transportation of emergency responders, sheltering, and providing knowledge of public transportation infrastructure. It is very helpful to develop memorandums of understanding which outline the responsibilities in case of an emergency between providers, the county, and social service agencies.

Emergency Management Deliverable

Assure that “local” Emergency Management agencies know about the Human Service Transportation Plan and emergency management activities conducted by transit. Assure that transportation providers are aware of the importance of being included in the local emergency management planning and operations?

Data and Information

In this section, outline information about common origins and destinations for people with special transportation needs. People with special transportation needs are defined in RCW 47.06B as people "including their personal attendants, who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation." The U.S Census data often underrepresents people with special needs; it is for this reason that we recommend you supplement your Census data with other data sources. Your stakeholder group should be very helpful determining this information. Use maps to illustrate common origins and destinations, existing services, and population density.

Common Origins

For places that may constitute common origins consider: locations in the community, group homes, assisted living centers, nursing homes, group homes, areas with affordable housing, and others as suggested by your stakeholder group. Please indicate:

- Where are people with disabilities located in your planning area?
- Where are people of low income located in your planning area?
- Where are young people and the elderly located in your planning area?
- Are there any of these locations which are common to all or some of the subgroups which constitute people with special transportation needs?

Common Origins Deliverable

Using U.S Census, or other data*, please indicate where people with special needs reside in your community. Display this data in chart or map form

*Other data sources can be Office of Financial Management, American Community Survey, data from community organizations.

Common Destinations

For places that may constitute common destinations consider entry level employment opportunities, childcare facilities, schools and other educational centers, medical centers, shopping districts and others as suggested by the stakeholder group.

- Where do people with disabilities in your planning area need to get to?
- Where do people of low income in your planning area need to get to?
- Where do young people and the elderly in your planning area need to get to?
- Are any of these locations common to all or some of the subgroups which constitute people with special transportation needs?

Common Destinations Deliverable

Utilizing demographic data, or other data sources*, please indicate common destinations people with special needs are traveling to. Display this data in chart or map form

*Other data sources can be Office of Financial Management, American Community Survey, data from community organizations.

Existing Transportation Services

Describe the existing transportation services. The Federal Transit Administration describes the transportation services that are available within a community as a “Family of Transportation Services”. This phrase describes traditional services such as: fixed route, route deviated, intercity bus and rail, shuttle, demand-response, taxi, vanpools, rideshare, volunteer driver programs, and other transportation services. The family of transportation services is a way of tailoring existing and alternative services to your specific community. Also consider other non traditional providers. Which of the social service providers also provide some level of transportation to their clients? Are they open to leveraging resources?

Additional information should include hours of operation, service area boundaries, travel time standards, fares, program costs and other operating characteristics. How are these transportation services currently funded? Are any of them funded with grant funds from WSDOT’s Public Transportation Grant Program? Completing this section on existing transportation services enables the planners to identify underserved areas, which served areas may be in danger of being discontinued, and where transportation services are being duplicated.

Existing Transportation Services Deliverable

What is the combined level of transportation service within the RTPO? Please display number of hours, miles, and trips for fixed route and paratransit. Additionally indicate how many mobility management projects are located in the region and what are their goals and deliverables.

Identify Unmet Transportation Needs

Identify the various types of transportation challenges and "gaps" in existing transportation services. Compare the origins and destinations of people with special needs with the existing transportation services. Identify the unmet needs and possible duplication of efforts in certain areas. Identify opportunities for grouping of services, shared rides, or group trips to improve efficacy. What are the challenges to implementing these opportunities? Services that would not exist without grants should be considered an unmet need.

By identifying the unmet needs of the region, stakeholders can ascertain the services that are most appropriate and useful to gaining access to the community. In light of a region's unmet needs, planners must consider a family of transportation services to accommodate varying transportation needs of urban, suburban and rural areas. Alternatives include buying new vehicles, fixed route, deviated route, demand-responsive, paratransit, vanpools, brokerages, mobility coordinators, travel training, bicycle and pedestrian connections, education and outreach, and combinations of service types. Visit www.unitedweride.gov for a more extensive list of the family of transportation services.

Technology

In addition to the traditional transportation services, technology can aid the planning and coordination of services. Intelligent Transportation Systems (ITS) represent a broad group of technology based solutions to transportation issues, including: Automatic Vehicle Location (AVL), Computer Aided Dispatch (CAD), Traveler Information Systems (TIS), and electronic payment and collection systems.

Consider using any Geographic Information Systems (GIS)/maps. Producing maps as part of the planning process can assist planners with identifying unmet transportation needs and developing effective transportation alternatives. Additionally, maps can be an effective means of showing decision-makers and members of the public gaps in transportation services.

Technology Deliverable:

How many active technology projects are there in your region?

What areas could be improved with ITS enhancement?
Are all ITS projects included in the WSDOT ITS architecture plan?

Develop Strategies to Meet Public Transportation Needs

Broadly identify strategies along with a list of prioritized projects to meet the identified gaps in service. Transportation solutions will vary in each area depending on the resources available, the size of the market for each alternative and the extent of existing services. Options include buying vehicles, increasing fixed route service (extending hours or territory), employer vanpool services, dial-a-ride services, volunteer ride services, bus passes, travel training, mobility management, and others.

Transportation Needs Deliverable:

How many rides, trips, and hours of service would be delivered under the proposed strategy/project?

Are you creating a basic level of service in an area that wouldn't otherwise have it?

Are you creating service for a group of people that wouldn't otherwise have it?

Coordination

Identify how coordinated transportation will be utilized within your transportation alternatives. Coordination should be considered when setting your community priorities. Is there a plan to leverage different resources against each other? Are there different subgroups of people with special transportation needs that are going to share vehicles? How will you share information among the partners/riders?

Consider how you will continue to coordinate after the plan is complete. How will you know if coordination is a success? What is your plan to measure the level and success of coordination?

Coordination Deliverable: How will you continue coordination efforts after the plan is completed?

Community Project Priorities

Identify, describe, and rank the preferred projects to address the unmet needs in your community. The description should provide a brief description of the proposed solution and its estimated cost and how you will know if the solution has worked. What are the outcomes that you expect? Is the solution cost effective? Also describe the process for coming up with the alternatives and rankings. Who was included? What role did coordinated transportation play in your prioritization? Did you consider new projects that might more effectively

meet your unmet need than existing projects? Do your proposed projects meet your broadly described strategies?

Finally, note that the prioritization and description of the preferred alternatives is essential. Local providers must refer to this plan when they apply for funding through WSDOT's Public Transportation Grant Program. Priorities and unmet needs identified in the Human Services Transportation Plans should complement other existing plans.

Title VI Requirements

Title VI non-discrimination requirements exist to make sure that no person is treated differently based on race, color, or national origin. These requirements extend to all programs of an agency when federal funding is involved, regardless of the project/program that was federally funded. For planning purposes, non-discrimination can be summarized by providing outreach to all represented segments of your service area population in your Human Service Transportation Planning. By conducting public outreach, your agency 1) Provides a comprehensive methodology for ensuring that the public has input and investment into a process that will impact coordinated transportation and 2) Will assist your agency in complying with federal Title VI non-discrimination requirements.

Your agency should develop a statement as part of your Title VI policy that describes how you will conduct public outreach to those segments of the population that are Limited English Proficiency, minority, and low income. Making sure that you also reach those populations that are LEP, minority, and low income will result in a more comprehensive plan and better investment from the public.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Bob Hart
DATE: June 13, 2014
SUBJECT: Vancouver Area Smart Trek Program

INTRODUCTION

The Vancouver Area Smart Trek Program is a partnership of transportation agencies in the Clark County region established to improve transportation system performance by collaborating on signal systems, freeway and arterial management, and traveler information projects through the use of smart technology and the system infrastructure needed to support it. RTC has managed the program since 2001 assisting partner agencies in identifying and developing operational projects to benefit the region. The VAST agencies are WSDOT, Clark County, City of Vancouver, C-TRAN, City of Camas, and RTC.

Operational strategies and the supporting technology focus on operational and multimodal approaches to make better use of existing transportation facilities by improving system efficiency and performance without adding new roadway capacity and represent the non-capital component of transportation investment. They can include a wide range of projects such as: traveler information, freeway management, arterial management, coordinated incident management, and transit signal priority. TSMO strategies support regional transportation goals by improving travel time reliability, reducing crashes, improving transit on-time performance, and by reducing travel delay, fuel use, and air pollution. The VAST Program recognizes the need for greater coordination between transportation operations and the underlying ITS technology to present an integrated transportation operations program.

The purpose of this memo is to summarize the accomplishments of the VAST Program in the last year and outline future activities for the ongoing program. RTAC members will be asked to recommend RTC Board support for RTC's management and coordination of the program at their July 1 Board meeting. The action requested is to obligate federal Surface Transportation Program funds programmed in the 2014-2017 TIP for the VAST program over the next three years. As part of this action, RTC staff will provide annual updates to the Board on the accomplishments and upcoming activities of the program.

FEDERAL REQUIREMENTS

The ITS element of the VAST program meets federal requirements for planning, development, and implementation of ITS projects. Federal regulation 23 CFR 940 requires that regions develop and maintain a regional ITS architecture to ensure that ITS technology projects are interoperable and that it must include participation from transportation stakeholders so that

projects are coordinated and integrated. The TSMO element directly supports the federal Congestion Management Process (CMP) by providing regional services to agency partners to improve transportation performance by collaborating on operational strategies. Federal regulation 23 CFR 450.320(c) for the CMP requires that agencies collaborate to utilize operational management, demand management, transit, and ITS technology to address travel demand before adding roadway capacity.

REGIONAL COLLABORATION

The successful implementation of operational strategies requires cooperation between transportation agencies and interoperability between intelligent transportation system (ITS) technologies.

The VAST Steering Committee, made up of the partner agencies, is the forum for discussing transportation operations and technology and has been both a successful collaboration and an effective way for the agencies to coordinate on project delivery, joint project funding, monitoring project development, and project integration. RTC also manages the VAST Communications Infrastructure Committee (CIC) which was formed in 2004. The CIC addresses the sharing, maintenance, and standards for communications infrastructure and equipment is made up of both transportation and communications technical staff from the VAST agencies. The VAST program is funded primarily through federal grants and has resulted in projects that benefit individual transportation agencies and the Clark County region. This agency cooperation has resulted in a valuable pathway for developing and securing funding for ITS/operations projects totaling more than \$21.7 million in federal funding since 2001.

A wide range of projects to improve transportation operations and modernize the supporting communications and technology have been funded since the initiation of the program. They include central signal system upgrades, new signal controllers, signal optimization projects, freeway detection, cameras, variable message signs, and transit signal priority as well as the fiber communications needed for connecting ITS devices and infrastructure.

ACCOMPLISHMENTS

Successful Partnerships

VAST agency collaboration and federal funding through RTC has led to successful partnerships and the implementation of projects to benefit safety, improve operations, and provide information to the traveling public. The following examples demonstrate some of the more visible partnerships.

Target Zero Safety Award: In April, the Clark County Public Works Department was the 2014 recipient of a Washington State Target Zero Safety Award for County traffic signal optimization projects, funded by federal grants distributed through the VAST program. The modernization of the County's signal system has improved safety and operations at their intersections. Clark County and RTC staff attended the Target Zero Awards ceremony in Lacey, Washington on April 16.

Bi-state Travel Time Project: RTC has also programmed funds for the Washington portion of the Bi-state Travel Time project, a joint collaboration between the Washington and Oregon Departments of Transportation which will provide real-time travel information to the public along

the I-5 and I-205 corridors in the Vancouver/Portland region. The project will consist of a combination of white on green guide signs showing travel times via alternate routes to specific destinations as well as the utilization of the existing variable message signs (VMS). The guide signs will be located at route decision points while the VMS will display travel times for specific destinations along a route. RTC, through its responsibilities under the VAST program, has worked closely with the two states on project development, resolving technical issues on data sharing and route and destination information and has planned and facilitated meetings between the two transportation departments. The current schedule calls for VMS destination times to be active by the end of the year with the route choice travel times by the middle of 2015.

Regional Transportation Data Archive: Beginning in 2013, the VAST agencies established a new partnership with Portland State University to become a part of the regional transportation data archive known as Portal. The Portal archive contains, in a single location, historical and real-time transportation data from agencies in the Vancouver-Portland region. This one-stop information warehouse can be used by researchers, planners, traffic engineers, and the public to look at multimodal transportation performance throughout the region.

To date in 2014, RTC has worked with Portal staff and VAST agencies to implement several enhancements to the archive site, including infill of missing speed and traffic data on the WSDOT freeway system and the addition of new Clark County traffic count data from their arterial detection stations. By end of 2014, a concept of operations to display C-TRAN transit data will be complete with transit data added to the Portal site in 2015.

TSMO Pilot Project: Phase one of the TSMO pilot project on Andresen Road and Mill Plain Boulevard was completed in 2013. It installed Bluetooth and other roadway detection devices to supplement existing traffic detection in the corridors. The first step was to evaluate the new technology and preliminary analysis has shown that the data collection technology has been successful in providing 24/7 arterial performance information including travel times, vehicle origin-destinations, volumes, and vehicle classification.

Phase two, which will provide additional operational improvements and detailed before and after analysis of performance, is currently underway.

Agency Projects Programmed in 2013

RTC worked closely with the VAST agency partners to identify projects and develop funding applications for the partner agencies. The TSMO Plan contains an implementation strategy that connects the planning process with project implementation. RTC's role in regional collaboration on operations planning is intended to identify the best operational projects, while the partner agencies are responsible for project delivery. Operational projects programmed last year include the following:

SR-503 Incident Management and Traveler Information (WSDOT): Expand WSDOT's existing traveler information system on SR-503. It will install arterial VMS, data stations, and traffic cameras and collect corridor segment travel times as well as vehicle volumes, speed, and classifications. It also funds a related effort to investigate the various options of a demand responsive or adaptive signalized corridor on SR 503 between Fourth Plain Boulevard and NE 119th Street. \$951,500 CMAQ; \$148,500 local

Hwy 99 Traffic Responsive Incident Management Project (Clark County, WSDOT): Improve reliability and reduce the impact of incidents in the I-5/Hwy 99 corridor through an integrated corridor management process that will automatically respond to changes in traffic demand. \$368,000 CMAQ; \$202,000 local

Orchards Signal Optimization (Clark County, WSDOT): Phase two of the Orchards project to improve mobility, travel reliability, and reduce congestion for regional corridors with further expansion and implementation of integrated and interconnected signal systems. \$4,848,000 total; \$1,052,000; CMAQ; \$3,796,000 local

Highway 99 Transit Signal Priority (C-TRAN, Clark County, Vancouver): Improve on-time performance and increase reliability for transit vehicles in the corridor by implementing transit signal priority in the Hwy 99 corridor. \$140,000; CMAQ; \$35,000 local

Regional Communications Plan (RTC, VAST Agencies): RTC, in coordination with the VAST regional partner agencies, is updating the regional ITS Communications Plan, now over 10 years old. It will assess the communications architecture approach for Clark County, City of Vancouver and WSDOT traffic networks, current regional ITS network deployment efforts and needs, and combine them into a cohesive regional strategy. \$43,000 STP, \$7,000 local

Intelligent Transportation Systems

In addition to the regular ITS activities carried out through the Steering Committee and Communications Committee, other key activities under the program include:

Shared Fiber and Communications Assets: VAST agencies have had a Communications and Interoperability Agreement in place since July 2006 that authorizes agencies to enter into fiber asset sharing permits. The agreement has led to better use of existing fiber and communication equipment by sharing available capacity among agencies. In total, twenty nine sharing permits affecting 101 miles of fiber have saved from \$15.2 to \$18.8 million compared to the VAST agencies building these projects separately.

Communications Asset Management Software: The VAST agencies utilize shared mapping software that displays communications fiber and equipment as well as their detailed attributes. This asset management tool facilitates and supports fiber sharing among WSDOT, City of Vancouver, and Clark County and allows agencies to manage their own assets more effectively. The agencies can easily review the fiber and communication network, fiber ownership, capacity, and availability. RTC successfully programmed funds for a major update to the OSPInSight fiber management software to review the accuracy of the existing database and to add newly constructed fiber projects. This effort is being initiated this summer.

FUTURE PROGRAM

The VAST Program will continue the coordination and management of ITS and operations related activities. Emphasis areas include providing support to partner agencies on: transportation operations and planning; ITS projects, communications and integration; managing the TSMO/ITS committees; assisting in the development of funding applications for operational and ITS projects; coordinating on performance measurement of operational projects and ensuring that projects are interoperable. Key activities consist of:

Operations

Work activities include the following elements: TSMO Plan implementation, support for the TSMO Pilot Project, maintenance of the regional Intelligent Transportation System Architecture, and maintain and enhance the Portal transportation data archive.

Continued implementation of the Regional TSMO Plan will involve several elements. TSMO corridors will be monitored and updated as needed to reflect changing conditions. The 10-year TSMO Implementation Plan is used to identify projects and carry out operational improvements in the region. RTC will coordinate regularly with TSMO partners to develop guidelines and protocols for regional operations. Performance measures will be further developed for evaluating operations and identifying TSMO effective strategies.

Stage two of TSMO Pilot Project is underway. It evaluates the new transportation technology and provides additional operational improvements. Key elements of the phase two work by the end of 2014 include:

- Upgrades to the central signal system software that will let traffic engineers assess when vehicles arrive at an intersection during a signal green phase to better analyze and time signal timings.
- Creating the data and physical network connections and automatically push transportation data to the Portal data archive.
- Before and after analysis, for final evaluation of the blue tooth data collection technology implemented in phase one, and for measuring changes to the transportation performance of corridor. RTC will lead the before and after analysis for the Pilot Project including lessons learned.

RTC updated the Regional ITS Architecture in 2012 and is responsible for its maintenance and ongoing updates. RTC will coordinate with partner agencies so that the regional architecture is included in project development. The ITS architecture benefits agencies to ensure cost efficiency and better effectiveness of operational projects.

RTC will build on the Portal accomplishments completed in 2014. A scope of work for 2015 will be developed in coordination with the VAST partners and PSU. Key objectives for next year include publishing C-TRAN transit data, expanding arterial data coverage and linking Portal with the performance measures used for the Congestion Management Process. The data archive will support performance measurement, monitoring of system operations, and analysis of improvement strategies.

Intelligent Transportation Systems (ITS)

RTC will continue to manage the VAST Steering Committee and Communications Infrastructure Committee. Other ITS related activities anticipated in the next year include:

- Continue the expansion of communications infrastructure sharing between VAST agencies
- Maintain and update the shared fiber asset database management system
- Identify additional funding opportunities
- Continue development of and agreements on fiber, equipment, and infrastructure standards

Intelligent transportation system technical assistance to RTC and the VAST partner agencies has been provided by consultant services over the last several years. The VAST program will continue to utilize technical assistance and support the PSU data archive in carrying out the activities described above.

BUDGET

The budget for the coordination and management of the three year VAST Program Coordination and Management is \$519,750 which is funded by \$450,000 in federal Surface Transportation Program funds and \$69,750 in local match. These STP funds are already programmed in the 2014-2017 Metropolitan Transportation Improvement Program, adopted by the RTC Board on October 1, 2013. The three year program budget consists of \$219,750 in agency funds, \$180,000 in technical assistance, and \$120,000 for the PSU data archive.

NEXT STEPS

RTAC members will be asked to recommend RTC Board support to obligate STP funds for the RTC management and coordination of the VAST program. RTC Board action on July 1 would authorize the Executive Director to execute an agreement with WSDOT local programs for use of the STP funds.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: June 13 2014
SUBJECT: **Regional Transportation Plan Update: Status Report**

INTRODUCTION

At the May RTAC meeting, and in an e-mail dated 5/13/2014, jurisdictions and transportation agencies were asked to submit projects identified in local Capital Facilities Plans, Transportation Improvement Programs and Transportation Impact Fee Project lists to allow RTC to compile project information and cost estimates for potential inclusion in the updated Regional Transportation Plan. To date, RTC has received information from 62% of jurisdictions and we hope to receive the remaining information within the next two days so we can report on the collective project listings at the June RTAC meeting. The compiled project list will be used by RTC in order to begin coding of networks in the RTP's Regional Travel Forecast Model and for input to the updated RTP's financial plan chapter. Additional information on the RTP update will be provided at the June RTAC meeting.

RTP PROCESS

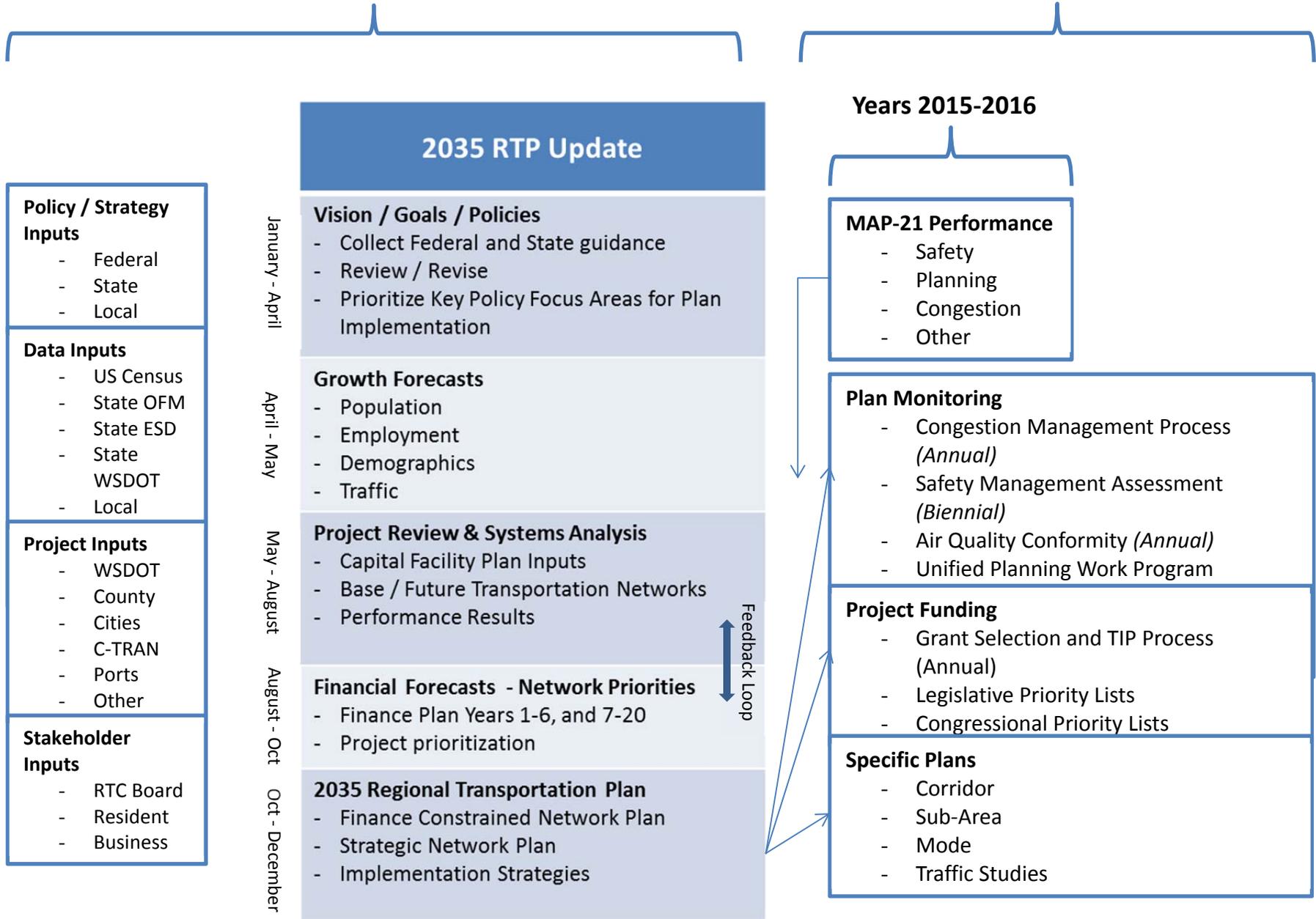
While the June RTAC meeting will focus on project identification and on preliminary steps in building the financial plan chapter update, RTC also wants to share with RTAC a graphic presented to the RTC Board at the Board's June 3 meeting. Attached is the graphic showing a summary representation to help explain the RTP's development and implementation process. RTP development takes place in two primary stages: inputs and plan development. Inputs gathered from multiple sources serve as the framework for the underlying assumptions in the Plan. Plan development takes shape through: development of policy priorities; testing of future transportation project needs; and reconciliation of project priorities in reference to financial revenue forecasts. Post adoption, the RTP is implemented over the course of years through development of project funding criteria and monitored through defined performance programs.

The process diagram differentiates between RTP inputs (steps in developing the RTP leading to adoption of an updated Plan), and RTP implementation (steps include ongoing Plan monitoring and project funding processes). During the planning process a number of complex inter-relationships are at work, with continual monitoring of transportation system performance and reporting (for example as part of the Congestion Management Process), that lead to refinements in subsequent RTP updates. Further, when fit together, RTP's policies provide guidance for project selection as part of the Transportation Improvement Program process.

THE REGIONAL TRANSPORTATION PLAN: RTP DEVELOPMENT PROCESS AND SUBSEQUENT IMPLEMENTATION

Year

Years 2015 - 2019





MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: June 13, 2014
SUBJECT: Washington State Freight Mobility Plan – Draft Issued for Comment

INTRODUCTION

Washington State Department of Transportation's Freight Systems Division has issued a draft of the Washington State Freight Mobility Plan for review and comment. When adopted, the Freight Plan will be used to guide state and federal policies and investments in state freight systems. The structure and content of the Freight Plan has been drafted to be compliant with the federal Moving Ahead for Progress in the 21st Century (MAP-21) Act guidance for state freight plans and also meets state requirements.

COMMENTS INVITED

The draft State Freight Plan and the Plan's Public Comment Form may be found at: <http://www.wsdot.wa.gov/Freight/freightmobilityplan>. Written comments are due to the Freight Systems Division at Freight@wsdot.wa.gov by 5:00 pm Friday, August 8, 2014. Two public meetings are scheduled, the first on July 24 in Spokane and the second on August 1 in Seattle.

STATE FREIGHT MOBILITY PLAN CONTENT

Many partners and stakeholders were involved in developing the new State Freight Plan. WSDOT and the Washington State Freight Advisory Committee invited MPOs, RTPOs, Tribes, and Ports to submit regional multimodal freight priority projects drawn from existing regional transportation plans and located on the State Freight Economic Corridors. These projects are included in the draft Plan. RTAC discussed the Plan update at the October 2013 RTAC meeting and at the November 2013 RTAC meeting, Dale Robins reported that the following projects from the Clark County region were submitted to be considered in the State Freight Mobility Plan:

- Pioneer Street Railroad Overpass, Port of Ridgefield (#146)
- SR-14, 6th St. to 32nd St., Port of Camas-Washougal (#76)
- West Vancouver Freight Access, Port of Vancouver (#148)
- Highway 99, Vancouver City limit (just north of Ross St.) to 139th St., Clark County (#87)
- Columbia Shore Portal, Vancouver (#145)
- Union Ridge Parkway, S. 56th Av. to S. 10th St., Ridgefield (#147)

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The project number assigned to these projects in the draft Plan is noted in parentheses. In addition, the following projects in Clark County are also identified in the draft Plan:

- I-205 widening, SR-500 to Padden Parkway (#34)
- SR-14 add lanes, I-205 to 164th Avenue, (#75)
- SR-500, remove at-grade intersections at 42nd and 54th (#113)

In addition Columbia/Snake waterway and lock improvements are noted in the draft Plan as benefitting multiple counties including Clark County (project #s 250-257).

Now that the draft Plan is out for review we are aware of projects submitted by other regions. RTC staff is now questioning whether we should submit additional projects to be integrated into the Plan, such as:

- I-5 Columbia River Crossing (include interchanges and auxiliary lanes south of SR-500)
- Salmon Creek Interchange Phase II
- I-5/Lewis River Bridge Replacement
- SR-14/I-205 Interchange
- I-205/28th Street Interchange
- SR-500/Fourth Plain Flyover
- SR-503/Padden Interchange
- SR-502/SR-503 Intersection
- Andresen/Padden Interchange

WSDOT's website information on the State Freight Plan reports that the Freight Plan is multimodal. It includes the freight rail findings and recommendations of the Washington State Rail Plan, other state transportation plans, and many of the recommendations found in the recently published Washington Freight Advisory Committee report.

The State Freight Mobility Plan has applied advanced analysis and conducted extensive public outreach to answer important questions for the first time:

- Where are the state's high-value supply chains?
- What roads, highways, freight rail lines, waterways and intermodal facilities make up Washington State's freight system? How do we objectively define the State's Freight Economic Corridors?
- What are the recommended performance goals for the State Freight Economic Corridors? What measures should we use to evaluate performance?
- Gauged against current performance, what locations on the Freight Economic Corridors have preservation needs and/or poor mobility performance?
- How do we prepare for future demand on the Freight Economic Corridors?

- How should we evaluate the economic impacts of highway projects with freight benefits?
- What are the state's priority freight policies, operational and capital project recommendations?

RTAC members are invited to review the Plan and discuss comments that we may want to forward from this region before the draft Plan is finalized. The Freight Plan, along with other modal plans, will be used to inform the new Washington Transportation Plan (WTP) and is of significance to our region because of the general Growth Management Act requirement for consistency between federal, state, regional and local plans.