



The Regional Transportation Advisory Committee meeting will be held on **Friday, July 18, 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 June 20, 2014 Minutes, Action
- II. 2014-2017 TIP Amendment: C-TRAN Fourth Plain Bus Rapid Transit, Action
- III. TIB Project Development, Discussion
- IV. Transportation Project Updates
- V. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - a. Project Showcase
 - b. Federal Obligation

**Materials available at meeting*

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

20140718_RTAC_Agenda.docx

An advisory committee to:

Southwest Washington Regional Transportation Council

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
June 20, 2014**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, June 20, 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
Ken Burgstahler	WSDOT
Jennifer Campos	City of Vancouver
Jim Carothers	City of Camas
Rob Charles	City of Washougal
Mike Clark	WSDOT
Tony Cooper	City of La Center
Lynda David	RTC
Michael Derleth	Clark County
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	City of Battle Ground
Brian Kast	City of Ridgefield
Jon Makler	ODOT
Katie Nelson	C-TRAN
Matt Ransom	RTC
Dale Robins	RTC
Tim Shell	OBEC Consulting Engineers
Shann Weishaar	RTC

Matt Ransom, RTC, Director, introduced Jon Makler, ODOT, as a new RTAC representative.

Matt Ransom, RTC, asked for any changes or corrections to the May 16, 2014, meeting minutes.

MIKE CLARK, WSDOT, MOVED FOR APPROVAL OF THE MAY 16, 2014 MEETING MINUTES, AND MARK HERCIG, SECONDED THE MOTION. THE MOTION WAS APPROVED, WITH ABSTENSION BY BRIAN KAST, DUE TO NON-ADDENDANCE AT THE MAY RTAC MEETING.

II. Congestion Management Process: 2013 Monitoring Report, Action

Dale Robins, RTC, started off with general introduction of the report and some of the key strategies in the Congestion Management Process (CMP) report. He let the group know that the CMP process is not to dictate projects, but to provide the data so that local agencies can develop projects that address congestion. Dale gave some detail on the Toolbox, contained in chapter 3. The CMP

Toolbox is intended to help identify strategies to address congestion issues. Agencies should look for low cost solutions rather than expensive capital projects. Dale gave an overall view of what was found during the analysis of 2013 data. The Volume to Capacity (V/C) list is not increasing but the corridors that are experiencing a speed delay continue to grow. Dale went over many of the System Monitoring maps; including System Performance Measures and Areas of Concern. Dale let the group know that they are always looking for ways to improve the annual report and he thinks that travel reliability on the corridors would be great addition. Matt Ransom, Director, asked how to identify the I-5 corridor since the V/C ratio congestion is so bad it does not show up. Katy Brooks suggested using a new color to highlight that area. The final data and report will be available for agency use on the RTC website once Board approval is done at their July 1st meeting.

MICHAEL DERLETH, CLARK COUNTY, MOVED THAT THE RTAC COMMITTEE RECOMMEND THE CONGESTION MANAGEMENT PROCESS, 2013 MONITORING REPORT BE FORWARDED TO THE RTC BOARD FOR APPROVAL AT THEIR JULY 1, 2014 MEETING, AND BRYAN KAST, CITY OF RIDGEFIELD, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

III. 2015-2018 Transportation Improvement Program: Call for Projects

Dale Robins, RTC, indicated that there is 10.1 million dollars to be allocated out between the STP and CMAQ funds. There will not be a TAP call for projects this year. Applications will be due electronically on Friday July 25th to RTC. Applications are on the RTC website under Programs; and Transportation Improvement Program. There is a different application this year, so agencies will need to start new.

There are new requirements as to what needs to be attached to your application. RTC will require a Cross Section or project diagram, digital photos, and accident collision data to be attached. Agencies can also attach up to three (3) additional pages of project information. Match funding needs to be secured. The STP Rural committee met and they decided that rather than having a new call for projects that they move forward from the projects submitted last year.

IV. Washington State Freight Mobility Plan – Draft Issued for Comment

Lynda David, RTC, gave a brief update that WSDOT has issued a Draft Freight Mobility Plan and went over a few of the specifics. In October 2013 there was discussion regarding what freight projects should be submitted for this region. If they are identified in the state freight plan there is opportunity for possible funding. There was some discussion about what projects other regions submitted, whether they related to freight movement and whether the SW Region should add in additional projects. There was also discussion regarding what this region needs to do to chime in on the plan for any hope of additional funding in the area. There will be a coordination team meeting in July to go over the plan and determine what the region needs to submit for written comments that are due to WSDOT in August. These comments will be submitted under RTC endorsement. Matt Ransom, Director, asked about some other ways to drive the focus. Katy Brooks, Port of Vancouver, mentioned that RTC, the Freight Alliance, Identity Clark County, the Clark County Transportation Alliance, CREDC, and the Chamber should collaborate to put together a position

paper. Katy feels there is a lot of value in regional endorsement of needs and being heard by WSDOT. If not, SW region projects could get left out of the plan.

V. Human Services Transportation Plan 2014 Update: Status Report

Lynda David, RTC, said that the Human Service Transportation Plan (HSTP) is a requirement of the Federal Transportation Act and is focused on special transportation needs of seniors, people with disabilities, people in rural areas who can't get their own transportation, -and young people who can't drive. Within Washington State there is a consolidated planning grant fund program which combines some federal as well as state funding. The HSTP supports whatever project application documentation is needed to help support funding applications. The Accessible Transportation Coalition convened a group of Stakeholders in the special transportation needs arena.

The Agency Council on Coordinated Transportation (ACCT) has a fairly extensive template that needs to be followed. There needs to be more focus on emergency management and making sure that emergency service providers know where people with disabilities are located that need the emergency service during an evacuation. After the HSTP has been drafted there will be a group convening in October that will cover all of the RTPOs in the region, Clark, Klickitat and Skamania counties, to identify a set of project priorities to submit to the State for consideration of the consolidated planning grant monies.

RTC has been working closely with C-TRAN as the Federal Transit Administration recently came up with updated guidance on use of FTA 5310 funds. It was originally thought that C-TRAN would have a separate call for projects but it does appear, from the FTA regulations, that the call for projects could be combined for the statewide consolidated grant and the 5310 funds. The draft plan will be completed by September, per DOT requirements, and the final plan in December. Project applications will be due December 10th. Lynda wanted to note that there seems to be a lot of synergy between Clark County Commission on Aging, the Accessible Transportation Coalition, Human Services Council needs, and the Healthy Living Collaborative from SW Washington.

VI. Vancouver Area Smart Trek (VAST) Program Funding

Bob Hart, RTC, noted the VAST program has been managed by RTC since 2001. VAST is designed to identify low cost operational strategies as well as underlying ITS technologies and fiber communications that support them. Action by the RTC Board will be to obligate federal STP funds programmed in the 2014-2017 TIP for the VAST program over the next three years. Bob pointed out some of the key accomplishments of the VAST agency collaboration such as the Target Zero Safety Award in April, the Bi-State Travel Time Project, the Regional Transportation Data Archive, and the TSMO Pilot Project. Bob reviewed enhancements to the data archive since last year including freeway data improvements and new arterial data. He also described VAST agency projects programmed last year and described recent VAST activities for asset management and fiber VAST agency fiber sharing. He noted that the core VAST activities for the upcoming program will be similar to previous years. RTAC members are being asked to recommend RTC Board support for RTC's continued management of the program.

ROB CHARLES, CITY OF WASHOUGAL, MOVED THAT THE RTAC COMMITTEE RECOMMEND THE RTC BOARD, AT THEIR JULY 1, 2014, MEETING, AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE AN AGREEMENT WITH WSDOT TO OBLIGATE STP FUNDS, AND JIM CAROTHERS, CITY OF CAMAS, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED

VII. Regional Transportation Plan Update: Status Report, Discussion

Lynda David, RTC, gave a briefing of the process of the Regional Transportation Plan (RTP) update. Lynda let the agencies know that once the RTP is adopted there is continued monitoring of transportation system and the importance of the plan as you need to identify needs and transportation system challenges in your RTP plan before you can program funding in the TIP. RTC has received the project listings from most agencies but still awaiting C-Tran, Ridgefield, and Yacolt. Lynda passed out a handout of WSDOT's list of project that DOT is recommending go into the plan. This list does include a recommendation for a replacement bridge to the I-5 crossing. The RTC Board will see the RTP at their August meeting.

VII. Other Business

A. RTAC Members

Bryan Kast, City of Ridgefield, let the RTAC know that the new Park & Ride in Ridgefield will start construction in the next few weeks.

Matt Ransom, Director, indicated that the Mayor of the City of Washougal is recommending a license fee tab. Washougal has sent out a Community Survey to the citizens.

B. RTAC Staff

a. TIP Administrative Modifications: Port Connector Bike/Ped Path

Dale Robins, RTC, reminded the group that TIP Administrative Modification can be approved by the Executive Director, but RTAC does need to be notified. The Port of Vancouver requested an Administrative Modification for their Connector Bike & Pedestrian Path project. This project received money thru the TAP program for design and has requested the addition of the construction phase with all Port dollars to the TIP.

City of Washougal: 32nd/E Street intersection

Also the City of Washougal did an Administrative Modification for the 32nd/E Street intersection. The project description did not mention that the traffic signal was part of the project.

b. Federal Obligation

Dale Robins, RTC, wanted to mention that as a region the federal obligation limits have been hit so no money will be lost to any other region. There have been four or five smaller projects that were given extensions and are expecting those projects should be delivered this year.

c. Federal Funding Program Project Funding Report

Dale Robins, RTC, went over the attachment provided to the RTAC of a summary of all projects funded or programmed through RTC's regional federal funding program for the years 2010 – 2017. RTC is hoping to take this to the Board to show them what the RTC program has done over the years.

The next meeting is scheduled for Friday, July 18 2014. Matt announced that due to staff schedules the meeting may be cancelled. The meeting adjourned at 10:40 a.m.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: July 11, 2014
SUBJECT: 2014-2017 TIP Amendment: C-TRAN Fourth Plain Bus Rapid Transit

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).

The project development phase of the Fourth Plain Bus Rapid Transit (BRT) project is currently programmed in the 2014-2017 TIP. C-TRAN is requesting a TIP amendment to add the right of way and construction phases to the Fourth Plain BRT project. The C-TRAN board authorized local funds for the Fourth Plain BRT project at their July 8, 2014 meeting and the Federal Transit Administration (FTA) has recommended Small Starts funding. With local match, C-TRAN is prepared to secure their FTA Small Starts Grant. In order to receive funding the project must be programmed in the STIP. Action on this amendment will program an additional \$38.3 million in federal Small Starts funds (Section 5309), \$2.7 million in State dollars, and \$6.9 million in C-TRAN funds for the right of way and construction of the Fourth Plain Bus Rapid Transit (BRT) Project.

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

POLICY IMPLICATION

This change will program the right of way and construction phases of the Fourth Plain BRT Project, which will allow C-TRAN to execute a grant agreement with the Federal Transit Administration and secure a federal Small Starts funds. This amendment is consistent with the Congestion Management Process, air quality requirements, and is financially constrained. This project will provide important transit improvements along the Fourth Plain corridor between Westfield Vancouver Mall and downtown Vancouver.

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 \$47.9 million additional funds for the right of way and construction of the Fourth Plain Bus Rapid Transit project.

Attachment

20140718-RTAC-TIPAmend-BRT.docx

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67916/CG/lm

July 9, 2014

Mr. Dale Robins
Senior Transportation Planner
Regional Transportation Council
P.O. Box 1366
Vancouver, WA 98666-1366

RE: Transportation Improvement Program

Dear Mr. Robins:

C-TRAN would like to request an amendment to the current Transportation Improvement Program (TIP) for the Fourth Plain Bus Rapid Transit (BRT) Project. This follows action by the C-TRAN Board on July 8, 2014, to amend the budget to the full local match for the project, as well as Small Starts funding, recommended by the Federal Transit Administration and contained in the United States Senate and House Transportation funding bills for Federal Fiscal Year 2015.

The Fourth Plain BRT Project is already included in the Design/Project Development phase with funding from the Congestion Mitigation and Air Quality Improvement (CMAQ) program. This requested amendment would show the full funding plan for the project.

A funding summary of the requested amendment is shown below. We will be transmitting the requisite Statewide Transportation Improvement Program tables separately.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read 'Scott Patterson'.

Scott Patterson
Director of Planning and Development

A handwritten signature in black ink, appearing to read 'Chuck Green'.

Chuck Green, PE
BRT Project Manager

67916/CG/lm

July 9, 2014

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Enclosure: Fourth Plain BRT TIP Amendment

c: Jeff Hamm, Executive Director/CEO
Jim Quintana, Senior Manager of Passenger Services
Katy Belokonny, Community Involvement Coordinator

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

July 10, 2014

County: Clark

Agency: C-TRAN

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.
01			WA-04816	23	6.000	CE	Yes	Downtown Vancouver	Westfield Vancouver Mall	52,928,000	14-08

Fourth Plain Bus Rapid Transit

Construct Bus Rapid Transit primarily in mixed traffic, between downtown Vancouver and Westfield Vancouver Mall along Fourth Plain, Fort Vancouver, and downtown Vancouver Streets.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2015		CMAQ	2,000,000		WSDOT	300,000	200,000	2,500,000
RW	2014		5309(NS)	510,400		WSDOT	50,000	77,600	638,000
CN	2015		5309(NS)	37,832,000		WSDOT	2,650,000	6,808,000	47,290,000
Project Totals				40,342,400			3,000,000	7,085,600	50,428,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	2,500,000	0	0	0	0
RW	338,000	300,000	0	0	0
CN	0	20,500,000	26,790,000	0	0
Totals	2,838,000	20,800,000	26,790,000	0	0

Agency Totals for C-TRAN	Federal Funds		State Funds	Local Funds	Total
	40,342,400		3,000,000	7,085,600	50,428,000



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: July 11, 2014
SUBJECT: TIB Project Development

BACKGROUND

The purpose of this memorandum is to begin to outline a set of projects, from our region, for submittal to the Transportation Improvement Board (TIB) for statewide competitive funding. Please come to the July RTAC meeting prepared to discuss TIB projects from your agency.

FUNDING PROGRAMS

This year's TIB program includes the following amount for competition within our region. Also shown are general caps on grant request:

- Urban Arterial Program – SW Region: \$10 million (Cap \$4 million)
- Urban Sidewalk Program – West Region: \$1.1 million (Cap \$300,000)
- Small City Arterial Program – West Region: \$3.4 million (Cap \$750,000)
- Small City Sidewalk Program – West Region: \$0.8 million (Cap \$250,000)
- Small City Federal Match Program - \$1 million statewide on first come basis
- Urban/Rural Preservation Program – No Program in 2014

TIB generally requires a 20% match for urban programs and sidewalk programs. While the Small City Arterial Program generally requires a 5% match.

SELECTION

TIB uses a banding evaluation process for the Urban Arterial Program. Top scoring projects under each of the four bands (Safety, Growth & Development, Mobility, and Physical Condition) with sustainability and constructability scores are selected for funding.

For other programs TIB evaluates projects against overall selection criteria.

SCHEDULE

The following is the general TIB grant schedule:

August 22, 2014	Application must be mailed to TIB
September-October	TIB Application Review
November 21, 2014	TIB Board Selection

20140718_RTAC_TIB.docx

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MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: July 11, 2014
SUBJECT: **Transportation Project Updates**

BACKGROUND

At the July Regional Transportation Advisory Committee meeting, RTC would like to have each local agency come prepared to update RTAC members on their transportation projects.

RTC would like to coordinate transportation improvement projects, plans, and studies that affect the regional transportation system.

Project updates could include:

- Update of ongoing, or, discussion of needed transportation planning studies
- Update on current construction projects, to cover: scope, schedule, budget and expected outcomes.

Through coordination of transportation projects among WSDOT, County, Cities, and others committee members will be informed of all projects that affect the movement of people, goods, and services within the region.

Please come to the July RTAC meeting prepared to discuss your current transportation projects.

20140718_RTAC_Projects.docx