



The Regional Transportation Advisory Committee meeting will be held on **Friday, February 20, 2015**, 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 January 16, 2015 Minutes, Action
- II. Future Corridor Vision Study – Refresher Update, Discussion
- III. 2015-2018 TIP Amendment – WSDOT Projects, Action
- IV. Approval of Transportation Alternatives Program (TAP) Process, Action
- V. County Comprehensive Plan Update: Transportation Policies - Gary Albrecht, Clark County *
- VI. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - a. Federal Obligation Report
 - b. TIP Process Update
 - c. UPWP Federal Review 2/17/15

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

20150220_RTAC_Agenda.docx

An advisory committee to:

Southwest Washington Regional Transportation Council

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
January 16, 2015**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, January 16, 2015, 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
Ken Burgstahler	WSDOT
Jennifer Campos	City of Vancouver
Jim Carothers	City of Camas
Rob Charles	City of Washougal
Tony Cooper	City of La Center
Lynda David	RTC
Michael Derleth	Clark County
Roger Hanson	C-TRAN
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	City of Battle Ground
Bryan Kast	City of Ridgefield
Jon Makler	ODOT
Chris Malone	City of Vancouver
Chris Myers	Metro
Matt Ransom	RTC
Dale Robins	RTC
Sandra Towne	City of Vancouver
Shann Weishaar	RTC
Bill Wright	Clark County

Matt Ransom, RTC Executive Director, asked if there were any changes or corrections to the December 19, 2014, meeting minutes and a motion for approval.

KEN BURGSTAHLER, WSDOT, MOVED FOR APPROVAL OF THE DECEMBER 19, 2014 MEETING MINUTES, AND MICHAEL DERLETH, CLARK COUNTY, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED, WITH BRYAN KAST, CITY OF RIDGEFIELD, ABSTAINING.

II. January TIP Administrative Amendment, Discussion

Dale Robins, RTC, announced that there are three (3) TIP Administrative Amendments. The TIP Administration Process gives the RTC Executive Director the authority to approve Administrative Amendments with RTAC notification. The first one is Clark County's Hayes, Washougal River Road and Lockwood Creek Road Safety Improvements. The County has recently received a \$1.9 million safety grant that will include guardrail and other safety improvements along these corridors. The second is the City of Vancouver Evergreen Highway Trail project that is going to be

constructed in two phases. In order to do that, WSDOT has asked that they amend the STIP to show construction being done in two phases. The third one is the City of Vancouver Fourth Plain Subarea Sidewalk Infill Project. The City obligated the right-of-way late last year, and this phase needs to be removed from the TIP in order to maintain financial feasibility. There were no comments/concerns from RTAC so these Administrative Amendments will move forward.

III. FY 2016 Unified Planning Work Program: Overview and Timeline, Discussion

Lynda David, RTC, provided a preliminary draft of the Unified Planning Work Program (UPWP) FY 2016. This work program describes the transportation planning activities foreseen for FY 2016. WSDOT has provided guidance to RTC as to what is to be included in the work program including planning emphasis areas from state and federal agencies. On page four of the memo is a summary time line for the UPWP development. As we are a bi-state area we will be working together with Metro in developing draft UPWPs. The first critical date will be February 3rd to have a draft ready to send out to federal agencies and WSDOT for review. Also, on Tuesday February 17th federal representatives will be meeting at Metro's office at 9 a.m. and then at RTC's office at 1:00 p.m. to review the draft UPWPs. The UPWP will come back to RTAC once or twice before anticipated adoption at the RTC Board meeting in May. Lynda went over some of the highlights of the document. Highlights included planning emphasis areas prescribed by federal and state including implementation of MAP-21, ensuring inter-local agreements are updated and the concern that MPO/RTPO's need to participate in statewide planning efforts and provide the public easy access to a regularly updated MPO/RTPO website.

Some of the work elements will focus on implementation of the adopted Regional Transportation Plan and the I-205 Access and Operations Corridor study. The transportation planning activities of state and local agencies need to be incorporated into the work program. Lynda asked that agencies get any changes or corrections to her before February 17th for the meeting with FHWA and FTA. The summary of Expenditures and Revenues is shown on the last page of the draft for information. Jon Makler, ODOT, asked about active transportation and connective vehicles being included in the UPWP. Lynda did indicate that active transportation is in the program and are working with SW WA Healthy Living Collaborative. Complete Street efforts are ongoing and RTC has recently heard from the state that there is additional RTPO funding RTC will receive for use in complete streets planning. There was some discussion regarding UPWP federal funding and being aware of activities that are collectively being worked on.

IV. 2015 Obligation Targets- Discussion.

Dale Robins, RTC, reminded the group that WSDOT has placed additional responsibility on MPO's to ensure obligation levels are met. The four strategies used by our region to meet obligation targets included local agencies notifying RTC on projects status, encouragement of early implementation, project delay policies and to consider project implementation when selecting projects.

Project delay policies are based on the date provided on your RTC project application. Projects need to be obligated in the same federal fiscal year as indicated in the application with right-of-way

and construction phases having one additional year. Obligation strategies are intended not only to meet Obligation Targets but to exceed the regional Obligation Target.

Dale went over the 2015 Obligation deadlines of projects that need to be obligated by August 1, 2015. Jim Carothers, City of Camas, noted that Camas will also have PE obligated for Brady Road in 2015. Dale finished by reminding all agencies to keep RTC notified of any updates or changes in project obligation.

V. Transportation Alternatives Program: Process, Discussion

Dale Robins, RTC, provided an overview of the Transportation Alternatives Program (TAP) which was authorized under MAP-21. The TAP process provides some flexibility for each region to administer the program within the federal guidelines. RTC is proposing to use the same process that was developed in 2013. Staff is recommending that \$150,000 of the CMAQ dollars be added for each program year. CMAQ dollars would have to be allocated to projects within the nonattainment area and would have to be eligible for CMAQ funding. Part of the reasoning is to potentially fund additional bicycle and pedestrian projects that don't do very good under the TIP criteria. There was discussion and the committee chose to add \$200,000 in CMAQ funds per year, making for a total of \$1,545,000 available for the 2017-2018 program years.

All projects must be administered by a certification acceptance (CA) agency. RTAC recommended that projects be encouraged to go through the state trail and safe routes to school competition prior to applying for regional TAP funds. There was some discussion regarding local match and it was decided to use the required minimum 13.5% local match. The group was in agreement that the TAP Evaluation Team would include a staff person from RTC, WSDOT, C-TRAN, SW WA Healthy Living Collaborative and Clark County Bicycle and Pedestrian Advisory Committee. Projects ranked by the team will be taken to RTAC to recommend a list of projects for selection by the RTC Board.

The 2015 TAP application is available on the RTC website. There is a maximum of five pages allowed to be added to your application and one of those pages needs to be a vicinity map. Dale did note that RTC does like to see cross-sections of projects and went over the timeline/schedule. RTC staff will incorporate RTAC's comments and form the TAP Evaluation Team and return next month for a final recommendation on the TAP process.

VI. Transportation Improvement Program: Process Update, Discussion

Dale Robins, RTC, went over the selection process for the STP and CMAQ Programs. The proposed regional goal statement is to manage facilities most effectively to improve mobility for all modes, encourage economic vitality, and increase safety, while leveraging transportation grant sources. RTC is asking to form an RTAC sub-committee right away to develop a project selection process to be completed by May. All RTAC members are invited to participate on the subcommittee. The first meeting will be Thursday January 22 from 3:00 pm to 4:30 pm. The group will be emailed a calendar invite. Any progress will come back to the full RTAC committee for recommendation of the process to the RTC Board.

VII. 2015 Legislative Outlook, Discussion

Dale Robins, RTC, provided a summary of what Mark Brown presented at the RTC Board meeting of January 6th. There is uncertainty if a comprehensive transportation revenue package can be developed. Some changes since last year include lower fuel costs, the Governor's proposed package, Senate is controlled by Republicans, concern over the management of mega projects, and need for reforms. Some of these changes seem to improve the climate for change while others would suggest it may be more difficult. Dale let the group know that Matt Ransom, RTC Director worked with several agencies in the area and was able to encourage the Governor to amend his transportation package to include some projects from this region. Matt spoke about his trip to the Governor's office and presented a concept that appears to have gained some traction. A copy of Governor Inslee's Transportation Investment Package "Let's Move Forward" was provided to the group. There are also bills being proposed in the legislature to make it easier to form a transportation benefit package, increase car registration fees, and a sales tax for transportation. Bill Wright informed the group that if there are any agencies relying on Public Works Trust Fund Loans the Governor's budget has tapped heavily into this fund. Clark County had a \$7 million loan that was waiting for Legislative approval and the Governor's budget swept this. The primary revenue source in the Governor's budget is proposed to be generated from a Carbon Tax.

VIII. Other Business

A. RTAC Members

- a. Jim Carothers, City of Camas, provided a one-page Project Showcase on the recently completed NW 18th Avenue Bike and Pedestrian Trail. This Project Showcase will go to the RTC Board in February. Matt Ransom encouraged the committee to let RTC know when projects are done and RTC will develop the Project Showcase for the Board.
- b. Bill Wright, Clark County, informed the group that the County will improve the sidewalk on Highway 99, from 63rd St to 78th St., with a TIB grant that was received last fall and is awaiting a Bike Pedestrian grant pending Legislative approval.
- c. Bill Wright, Clark County, also wanted to thank and compliment Matt Ransom for all his hard work in dealing with project priorities for the region.
- d. Chris Malone, City of Vancouver, announced that Vancouver was able to settle with the last outstanding private parcels along the 18th Street project corridor. The last parcel they have left to deal with is the Bonneville Power Administration.

B. RTC Staff

- a. Matt Ransom let the committee know of the need to start talking about MAP-21. Recently the federal draft rulemaking on Pavement and Bridge Condition was released. FHWA is proposing to set a minimum pavement condition that only 5% or

less of your pavement can be considered poor. If more than 5% of your pavement is considered poor then at the state and or regional level the feds can make you reallocate STP funds to fix your pavements. Matt will send out a link to what FHWA has released.

- b. Dale wanted the group to know that RTC has received some phone calls from Consultants that went to State training on ADA Implementation Plans and that they were told that MPO's have money through the STP program to fund their planning. Dale let these consultants know that yes they would be eligible but under the current process would probably not evaluate very high and funds would not be available until 2019. Dale asked if RTAC wanted to push this forward so that agencies that have not completed their ADA Implementation Plan could receive STP money for their planning process. There was some discussion including that these plans do not have to be a large production but just to show that they are working on a plan.
- c. Dale Robins, RTC, went over the TIP Update: RTC's UPWP & CMP Funding had STP-Urban money allocated and was internally discussed that this money be shifted to be split between STP-Rural and STP-Urban apportionments. This will keep the urban allocation from getting hit the hardest. The group was in agreement and this allocation will move forward.
- d. The Let's Move Forward – Governor's Transportation Package had already been addressed under Agenda Item VII.
- e. Lynda David, RTC, noted that at the last RTAC meeting it was discussed when RTC should go to the RTC Board with the review of the 2008 Transportation Corridor Visioning Study. RTC will be looking for feedback from RTAC at the February 20th meeting in preparation for the March 3rd Board meeting. Matt Ransom asked the group to take some time to look at the old report in preparation to prepare for good dialogue to take a good message to the Board. See Regional Transportation Plan (Dec. 2014), Appendix 1, page 251. See Transportation Corridor Visioning Study (2008)

The meeting adjourned at 10:45 a.m. The next meeting will be on Friday, February 20, 2015.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: February 13, 2015
SUBJECT: **Transportation Corridor Visioning Study – Refresher Update, Discussion**

INTRODUCTION

The region's Transportation Corridor Visioning Study was conducted between 2006 and 2008 in an effort to identify and assess potential new regional transportation corridors in Clark County and across the Columbia River. This agenda item will provide a refresher on the Study, will address background information, and Study findings in light of subsequent interest in the Study. The full Transportation Corridor Visioning Study report is available on RTC's website for you to review prior to the February 20 RTAC meeting. The RTAC presentation on the Visioning Study will serve as a preview of a PowerPoint presentation which will be provided to the RTC Board at the Board's March 3 meeting. A review of the Study's process and findings will re-emphasize that this was viewed as a first step in addressing a vision for Clark County's future. Subsequent steps were anticipated to fully integrate land use and transportation considerations in determining a future vision.

BACKGROUND

The RTC Board initiated the Transportation Corridors Visioning Study in late 2006 in recognition that transportation corridors take a considerable amount of time to plan for and build and extend beyond the 20-year focus of the Comprehensive Growth Management planning process. The purpose of the Visioning Study, and its primary focus, was to answer the question "How will we get around within our own community in the longer-term future if Clark County reaches one million in population?" Options for future crossings of the Columbia River were also considered but the Study was viewed as only a first step in the necessary integrated land use and transportation planning process. It was viewed as a first phase of a multi-phase effort to establish a long term transportation/land use vision for the county and would provide and initiate a "50,000-foot level" planning analysis. In addition, any future vision would need full opportunity for public scrutiny and acceptance. The RTC Board was asked to endorse, rather than "adopt", the published Study Report in acknowledgement that the Transportation Corridor Visioning Study was merely a first step in vision planning for the region.

VISIONING STUDY GENESIS

The Transportation Corridor Visioning Study had its genesis in a suggestion made by then Mayor of Battle Ground, John Idsinga, who asked that the future need for a corridor between the two rapidly-growing communities of Battle Ground and Camas be explored. In March 2006, Arch Miller, Port of Vancouver Commissioner and RTC Board member, articulated a challenge to the Board to look beyond the 2030 horizon of the Regional Transportation Plan adopted in December 2005 to look at new thoroughfares and Columbia River Crossings.

VISIONING STUDY LEADERSHIP

The study was guided by an RTC Board-appointed, eight member Steering Committee and eight accompanying senior staff members. Steering Committee membership included representation from Clark County, Vancouver, Battle Ground, North County, East County, Port of Vancouver, C-TRAN, and WSDOT. Consultant assistance was provided by JLA, PB and CH2MHill.

Throughout the study process, there were eleven meetings of the Transportation Corridors Visioning Study Steering Committee and two Think Tank workshops addressing land use and potential corridors. At the final meeting of the Transportation Corridors Visioning Study Steering Committee, held on February 15, 2008, the Steering Committee decided to forward the study report to the RTC Board for the Board's endorsement. The study report was also reviewed by the Regional Transportation Advisory Committee and Study updates were provided to the Bi-state Coordination Committee throughout the Study process.

An open house on the Transportation Corridors Visioning Study was held on November 15, 2007 and public outreach was also conducted at the 2007 Clark County fair transportation booth and at the May 2007 SR-502 open house held in Battle Ground. Further outreach efforts included presentations to City Councils and Planning Commissions to mark the conclusion of what was intended as a first phase of a vision planning process.

STUDY PROCESS, REPORT AND FINDINGS

The Corridors Visioning Study focuses on where new transportation corridors might be needed to connect places and nodes of growth in Clark County. During the study process, there was much discussion on whether new corridors should be "regional" or "sub-regional" facilities. By definition, regional corridors carry a high volume of longer distance trips (e.g. SR-500 or SR-502) whereas sub-regional facilities would be more like Mill Plain Boulevard or NE 78th Street that also provide access to and circulation within a subarea. Analysis of model results as part of the Visioning study revealed a substantial demand for sub-regional trips in the potential new corridors rather than regional trips which are defined as longer than 8 miles in length. During the study process, the importance of completing a grid system to enable route choice, particularly in the Discovery Corridor Subarea, was recognized.

The Transportation Corridor Visioning Study report includes sections on:

- Committee Participation
- Study Process
- Identification of Potential Corridors
- Corridor Assessment: Engineering the Lines
- Land Use Assessment
- Corridor Preservation Strategies
- Next Steps and Further Study

In addition, the report includes a full set of Appendices that provide detailed information and data to support the Study's findings and the challenges that would have to be overcome if any of the candidate corridors were to move forward. A map summarizing new regional corridor candidates is on page 35 of the Report.

The Transportation Corridor Visioning Study reports on Study findings emphasizing that the Report is exploratory and informational with further policy decision-making regarding land use assumptions. The land uses assumed in the first phase Visioning Study represented a continuation of Growth Management land use planning policies in place at the time of the Study with continued expansion of the Urban Growth Areas in the County.

Within Clark County, the Study revealed that if existing growth patterns continue, there is future demand for new north-south corridors on both the west and east sides of the County as well as new east-west corridors in North County. There was high demand for sub-regional transportation linkages and transportation facilities crossing creeks and rivers in the County which are well over capacity. Following the initial focus on internal Clark County transportation needs, attention turned to cross Columbia River potential crossings with key findings listed below:

Key Findings – Westside Corridor and Crossing:

- Minor relief to I-5, I-205 trips backfill onto I-5 Bridge, with minimal relief to I-205
- Land use implications on each side of river (along the corridor)
- Increases cross-river travel about 3 to 4 % (latent demand)
- Washington side: exhibits characteristics of both a regional and sub-regional corridor
- River crossing trips: predominantly regional

Key Findings – Eastside Corridor and Crossing:

- No impact to I-5, some relief to I-205
- Land use implications on each side of river (along the corridor)
- Increases cross-river travel about 7 to 10% (latent demand)
- Washington side: exhibits characteristics of a sub-regional corridor

- River crossing trips: predominantly sub-regional

RTAC INPUT

At the February 20 meeting, RTAC members and local land use planners are asked to consider the findings of the Transportation Corridor Visioning Study, members will be asked to discuss whether any jurisdiction is moving forward with plans for any of the identified “potential” future corridors and are asked to provide input on the presentation to the RTC Board.

Attachment: Provided through RTC website link: [Transportation Corridor Visioning Study Report
www.rtc.wa.gov/studies/vision](http://www.rtc.wa.gov/studies/vision)



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: February 13, 2015
SUBJECT: 2015-2018 TIP Amendment: WSDOT Projects

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 has recently completed their transportation budgeting process for the next four years and is requesting a TIP amendment to add 13 new projects to the 2015-2018 TIP. These projects will provide \$11.9 million of improvements including safety and preservation projects along the state highway system within Clark County. The STIP project record report is attached.

RTAC is asked to recommend adoption of the TIP amendment by the RTC Board. This amendment is found to be consistent with all state and federal requirements.

POLICY IMPLICATION

This amendment is consistent with the Congestion Management Process, air quality requirements, and is financially constrained. This amendment meets the goals of the Regional Transportation Plan (RTP) by enhancing safety and preserving the regional transportation system.

BUDGET IMPLICATION

Action on this amendment will program approximately \$11.9 million in federal and local match for safety and preservation improvements along the state highway system in Clark County. This includes \$6.3 million in federal Highway Safety Improvement Program (HSIP) funds, \$1.9 million in federal National Highway Performance Program (NHPP) funds, \$3.5 million in federal Surface Transportation Program (STP) funds, and \$0.3 million in local WSDOT funds.

Attachment

20150220-RTAC-TIPAmend-WSDOTProjects.docx

Washington State S. T. I. P.
2015 to 2018
(Project Funds to Nearest Dollar)
totals for years 2015 thru 2018

Report Date - February 09, 2015

Selection Criteria (from SEARCH panel - if any)

Agency	MPO Project ID
County	Agency Project ID
MPO	Secured Y
Inside MPO	Planned
Region	Amended
Amendment Number 15-03	Is New
Environmental Classification	Current Action
Priority Number	Future Action
PIN	Approved as of Date
Title	Federal Fund Code
STIP ID	State Fund Code

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

February 9, 2015

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.
11		420515J	420515J06	21	0.010	DCE	No	33.05	33.06	916,237	15-03

I-205/SB Off Ramp at Padden Parkway - Intersection Improvements
Intersection Improvements.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2015		HSIP	149,952			0	6,248	156,200
CN	2017		HSIP	744,837			0	15,200	760,037
Project Totals				894,789			0	21,448	916,237

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	156,200	0	0	0	0
CN	0	0	760,037	0	0
Totals	156,200	0	760,037	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

February 9, 2015

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.
11		400516C	400516C06	06	9.910	CE	No	9.55	19.46	1,757,050	15-03

I-5/NB NE 179th St to North Fork Lewis River Br Vic Left Lane - Paving
Rehabilitate deteriorating pavement in Lane 3 only.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal Funds	State Fund Code			
PE	2015		NHPP	102,048		0	4,252	106,300
CN	2016		NHPP	1,617,735		0	33,015	1,650,750
Project Totals				1,719,783		0	37,267	1,757,050

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	106,300	0	0	0	0
CN	0	1,650,750	0	0	0
Totals	106,300	1,650,750	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

February 9, 2015

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.
11		400514J	400514J06	21	0.020	CE	No	2.34	2.36	230,718	15-03

I-5/NB NE 39th St & SR 500/NE 15th Ave - Intersection Improvements

Provide safety improvements at intersections.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2015		HSIP	60,364			0	2,515	62,879
CN	2016		HSIP	164,483			0	3,356	167,839
Project Totals				224,847			0	5,871	230,718

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	62,879	0	0	0	0
CN	0	167,839	0	0	0
Totals	62,879	167,839	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

February 9, 2015

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.
11		400515I	400515I06	21	0.040	CE	No	1.56	1.60	517,029	15-03

I-5/Northbound Off Ramp at Fourth Plain Blvd - Intersection Improvements

Modify the NB ramp angle and radius to reduce collisions.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2015		HSIP	100,608			0	4,192	104,800
CN	2016		HSIP	403,985			0	8,244	412,229
Project Totals				504,593			0	12,436	517,029

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	104,800	0	0	0	0
CN	0	412,229	0	0	0
Totals	104,800	412,229	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

February 9, 2015

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.
14		401414M	401414M06	21	2.410	DCE	No	15.43	17.84	3,608,319	15-03

SR 14/6th Ave Vicinity to 45th Street - Median Barrier

Install Center Median Barrier.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2015		HSIP	170,496			0	7,104	177,600
CN	2017		HSIP	3,362,105			0	68,614	3,430,719
Project Totals				3,532,601			0	75,718	3,608,319

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	177,600	0	0	0	0
CN	0	0	3,430,719	0	0
Totals	177,600	0	3,430,719	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

February 9, 2015

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.
14		450012E	450012E06	21	0.240	DCE	No	4.66	4.90	2,070,700	15-03

SR 500/112th Ave to I-205 - Add WB Auxiliary Lane

Extend two-lane section on ramp.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2017		HSIP	229,632			0	9,568	239,200
Project Totals				229,632			0	9,568	239,200

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	239,200	0	0
Totals	0	0	239,200	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

February 9, 2015

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.
16		450015A	450015A06	05	11.020	CE	No	8.50	19.52	2,168,159	15-03

SR 500/NE 162nd Ave to SE 3rd Ave Vicinity - Chip Seal

Rehabilitate deteriorating pavement.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2015		STP	122,457			0	5,102	127,559
CN	2016		STP	1,999,788			0	40,812	2,040,600
Project Totals				2,122,245			0	45,914	2,168,159

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	127,559	0	0	0	0
CN	0	2,040,600	0	0	0
Totals	127,559	2,040,600	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

February 9, 2015

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.
06		400014S	400014S06	21	0.000	CE	No	Various	Various	79,207	15-03

SR 503, 503 Spur, 504 and 505 - Centerline Rumble Strips

Install centerline rumble strips - multiple routes.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2015		HSIP	11,623			0	489	12,112
CN	2016		HSIP	65,753			0	1,342	67,095
Project Totals				77,376			0	1,831	79,207

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	12,112	0	0	0	0
CN	0	67,096	0	0	0
Totals	12,112	67,096	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

February 9, 2015

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.
14	0503(024)	450310M	450310M06	21	1.950	CE	No	0.18	2.13	150,000	15-03

SR 503/4th Plain to 107th St - Median Curb

This is a 2 phase project that will reduce conflict points and increase safety by placing center median curb. Phase 1 – NE 65th to NE 76th Street done under Federal Project 0503(026). Phase 2 – Padden Parkway to NE 107th being done under Federal Project 0503(024). The amounts being programmed are for Phase 2 construction only.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		Local Funds	Total
			State Fund Code	State Funds		
CN	2015	NHPP		147,000	0	150,000
Project Totals				147,000	0	150,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	150,000	0	0	0	0
Totals	150,000	0	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

February 9, 2015

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.
14		450316S	450316S06	21	0.080	CE	No	0.98	1.06	388,038	15-03

SR 503/Padden Parkway - Intersection Improvements

Enhance the safety of the intersection.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2015		HSIP	90,547			0	3,772	94,319
CN	2016		HSIP	287,845			0	5,874	293,719
Project Totals				378,392			0	9,646	388,038

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	94,319	0	0	0	0
CN	0	293,719	0	0	0
Totals	94,319	293,719	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

February 9, 2015

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		400016M	400016M06	05		CE	No	Various	Various	350,000	15-03

Strategic Pavement Preservation 15-17

Low cost pavement repair by State forces to extend pavement life.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2015	STP	343,000			0	7,000	350,000
Project Totals			343,000			0	7,000	350,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	350,000	0	0	0	0
Totals	350,000	0	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

February 9, 2015

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		400016F	400016F06	21		CE	No			446,533	15-03

SW Region/Clark County Locations - High Friction Surfacing

Install high friction surface treatment at three locations.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2015		HSIP	54,912		0	2,288	57,200
CN	2016		HSIP	381,547		0	7,786	389,333
Project Totals				436,459		0	10,074	446,533

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	57,200	0	0	0	0
CN	0	389,333	0	0	0
Totals	57,200	389,333	0	0	0

Washington State S. T. I. P.

2015 to 2018

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

February 9, 2015

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.
14		400016A	400016A06	28		CE	No	Various	Various	1,069,839	15-03

SWR Regionwide Curb Ramps - ADA Compliance

Install or upgrade ADA curb ramps throughout the Region.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
PE	2015	STP		189,900		0	7,913	197,813
CN	2016	STP		854,585		0	17,441	872,026
Project Totals				1,044,485		0	25,354	1,069,839

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	197,813	0	0	0	0
CN	0	872,026	0	0	0
Totals	197,813	872,026	0	0	0

Federal Funds			State Funds	Local Funds	Total
Agency Totals for WSDOT - SW			0	265,127	11,920,329



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: February 13, 2015
SUBJECT: **Approval of Transportation Alternatives Program Process**

BACKGROUND

The Transportation Alternatives Program (TAP) was authorized in 2012 under the Moving Ahead for Progress in the 21st Century Act (MAP-21) to provide for a variety of alternative transportation projects, including many that were previously eligible activities under the prior Transportation Enhancements, Recreational Trails, Safe Routes to School (SRTS), and Scenic Byways programs. Transportation Alternatives projects include pedestrian and bicycle facilities, viewing areas, community improvement activities, environmental remediation, recreational trails, and safe routes to school.

At the January RTAC meeting, RTC staff sought feedback from RTAC members in the development of the process by which TAP projects would be selected across the three-county RTC region. The attached Transportation Alternatives Program Guide, reflecting RTAC feedback, is now proposed for endorsement by RTAC and for recommendation to the RTC Board at their March meeting.

Please come to the February RTAC meeting prepared to offer a recommendation on the TAP process to the RTC Board.

TAP PROJECT EVALUATION TEAM

RTC staff has also formed the TAP Project Evaluation Team. The Evaluation Team will include five people who will evaluate and rank projects. Their evaluation will then be taken to RTAC to recommend a list of project for funding. The TAP Project Evaluation Team will include the following individuals:

- Katie Nelson - C-TRAN
- Dan Packard - Clark County Bicycle and Pedestrian Advisory Committee
- Theresa Cross – Clark County Health Department
- Dale Robins – RTC
- Ken Burgstahler - WSDOT

Attachments

20150220_RTAC_TAP.docx

An advisory committee to:

Southwest Washington Regional Transportation Council

1300 Franklin Street, Floor 4

P.O. Box 1366

Vancouver, Washington 98666-1366

360-397-6067

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<http://www.rtc.wa.gov>

Draft 1-21-15

Transportation Alternatives Program Guide

Southwest Washington Regional Transportation Council Clark, Skamania, and Klickitat Counties

Introduction

The Transportation Alternatives Program (TAP) was authorized in 2012 under the Moving Ahead for Progress in the 21st Century Act (MAP-21) to provide for a variety of alternative transportation projects, including many that were previously eligible activities under the prior Transportation Enhancements, Recreational Trails, Safe Routes to School (SRTS), and Scenic Byways programs. The Program goals address expanding travel choices, strengthening the local economy, improving the quality of life, and protecting the environment. Transportation Alternatives projects include pedestrian and bicycle facilities, viewing areas, community improvement activities, environmental remediation, recreational trails, and safe routes to school. For more information on the Transportation Alternatives Program, please go to the Federal Highway Administration Guidance at: <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>.

The Transportation Alternatives Program allows each region and/or state to develop their implementation process within federal guidelines. However, in order to give the proposed program a direction and focus the following regional goal statement is proposed:

“Transportation Alternative projects are federally-funded community-based projects that expand travel choices and improve the travel experience.”

Funding Levels

The Transportation Alternatives funding is suballocated to the RTC three-county Regional Transportation Planning Organization (RTPO) region based on population, with varying amounts being allocated to US Census defined urban and rural areas. In addition, a portion of the funds are flexible and can be programmed within either the urban or rural areas. The attached map illustrates these areas.

The 2015 three-county RTC regional sub-allocation is just over a half a million dollars. The TAP funding estimate for years 2017-2018 is based on the assumption that funding allocation will remain consistent with the current allocation. The region also had approximately \$50,000 in rural TAP carry-over funds from the 2013 selection period. In addition, the region will add \$200,000 per year of federal CMAQ funds to the TAP selection process, with the condition that these funds must be spent on CMAQ qualified projects within the Vancouver Air Quality Maintenance Area boundary.

Estimated Transportation Alternatives Funding Sub-Allocation

Funding Source	Urban	Rural	Flexible	Total
2017-2018 TAP	\$557,000	\$193,000	\$395,000	\$1,145,000
2017-2018 CMAQ	\$400,000	-	-	\$400,000
Total	\$957,000	\$193,000	\$395,000	\$1,545,000

Eligible Applicants

- Local Governments;
- Regional Transportation Authorities;
- Transit Agencies;
- Natural Resources or Public Land Agencies;
- School Districts, Local Education Agencies, or Schools;
- Tribal Governments; and
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than MPO's or State agency) that the State determines to be eligible (includes Ports if they own the facility and it is open to the public).

All projects must be administered by a certification acceptance (CA) agency. Non CA agencies can apply for TAP funds but must have a CA agency sponsor the project. The sponsorship must be in place prior to applying for funds.

Eligible Activities

The following is a summary of eligible activities authorized in the MAP-21 Transportation Alternatives Program. Projects will be selected by the RTC Board through a competitive process that will apply evaluation criteria to rank projects on their merit. Eligible projects must meet one or more of the eligible activities and relate to the surface transportation system (except for recreation trails). There is no requirement for equal distribution of funding among the various eligible activities. For a full explanation of eligible activities please review the Federal Highway Administration Interim Guidance at: <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers.
- Conversion and use of abandoned railroad corridors for trails.
- Construction of turnouts, overlooks, and viewing areas.
- Inventory, control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management practices in transportation right-of-way.
- Archaeological activities relating to impacts for implementation of transportation projects eligible under this title.
- Any environmental mitigation activity related to highway construction due to highway runoff.

In addition, eligible Transportation Alternatives projects include any project eligible under the Recreational Trails Program, Safe Routes to School Program, and within the right-of-way of former interstate routes. Please note that Washington State is using a portion of Statewide Transportation Alternatives Program funds to conduct statewide Safe Routes to School and Recreational Trails programs. Safe Routes to School and Recreational Trail projects are encouraged to seek funding through the statewide programs prior to seeking regional TAP funds.

General Applicant Information

- The Transportation Alternatives Program is a reimbursement grant program. Only after a Local Agency Agreement has been approved by WSDOT can project costs become eligible for reimbursement. This means project sponsors must incur the cost of the project prior to being repaid. Any work conducted prior to a signed Local Agency Agreement is not eligible for reimbursement.
- A local match of 13.5% will be required for all Transportation Alternatives projects.
- Once the project is programmed in the regional TIP, no cost increase or movement of funds between phases (PE, RW, and CN) will be allowed without RTC Board approval.
- All projects must follow federal and state regulations. Including environmental, right of way, ADA, and etc.
- Projects must meet the RTC Project Delay Policy, which allows no delay for design phase and up to one-year delay for right of way and construction phases. To ensure project delivery, an agency may want to split a large project into segments or separate project development phases.

Screening Requirements

- Project must be consistent with the Regional Transportation Plan (RTP)
- Project must contain at least one eligible Transportation Alternatives Category
- Projects must have a direct relationship to the surface transportation system (except trails)
- Funds cannot be used to supplement the construction of an existing project. For example, TAP funds cannot be used to pay for the sidewalk portion on an existing road project.
- Project must be open for public access

Project Selection

RTC staff will form a TAP Project Evaluation Team of five people to evaluate and rank projects. The evaluation team could be made up of staff and/or citizens drawn from RTC, WSDOT, C-TRAN, SW Washington Healthy Living Collaborative, Clark County Bicycle and Pedestrian Advisory Committee, etc.

Projects will be evaluated and ranked by the TAP Project Evaluation Team. The evaluation team ranking will then be taken to RTAC to recommend a list of projects for selection by the RTC Board. The RTC Board will make final selection. A local public involvement process will be conducted to inform the selection process.

Project Application

A new 2015 TAP application is available for download from RTC website at <http://www.rtc.wa.gov/programs/tap/>.

Applicants must complete the application in the space provided and can provide up to five pages of additional attachments. Attachments should include a vicinity map, cross-section, plan page, and other information such as pictures and text which will assist in the evaluation of the project. All applications will be submitted electronically to RTC.

Evaluation Criteria

The following is a general list of project evaluation criteria and points available. Detailed Transportation Alternative Program criteria can be downloaded from the RTC website at <http://www.rtc.wa.gov/programs/tap/>.

- Public Benefit (25 Points):
- Connectivity (20 Points).
- Accessibility/Equity (10 Points)
- Safety (20 Points)
- Financial Support and Project Readiness (15 Points)
- Other (10 Points)

Timeline

As part of the application process, local agencies will be required to include a reasonable timeline for the implementation of preliminary engineering, right of way, and construction. It will be essential for agencies to obligate project phases on time according to the identified timeline and RTC Project Delay Policy.

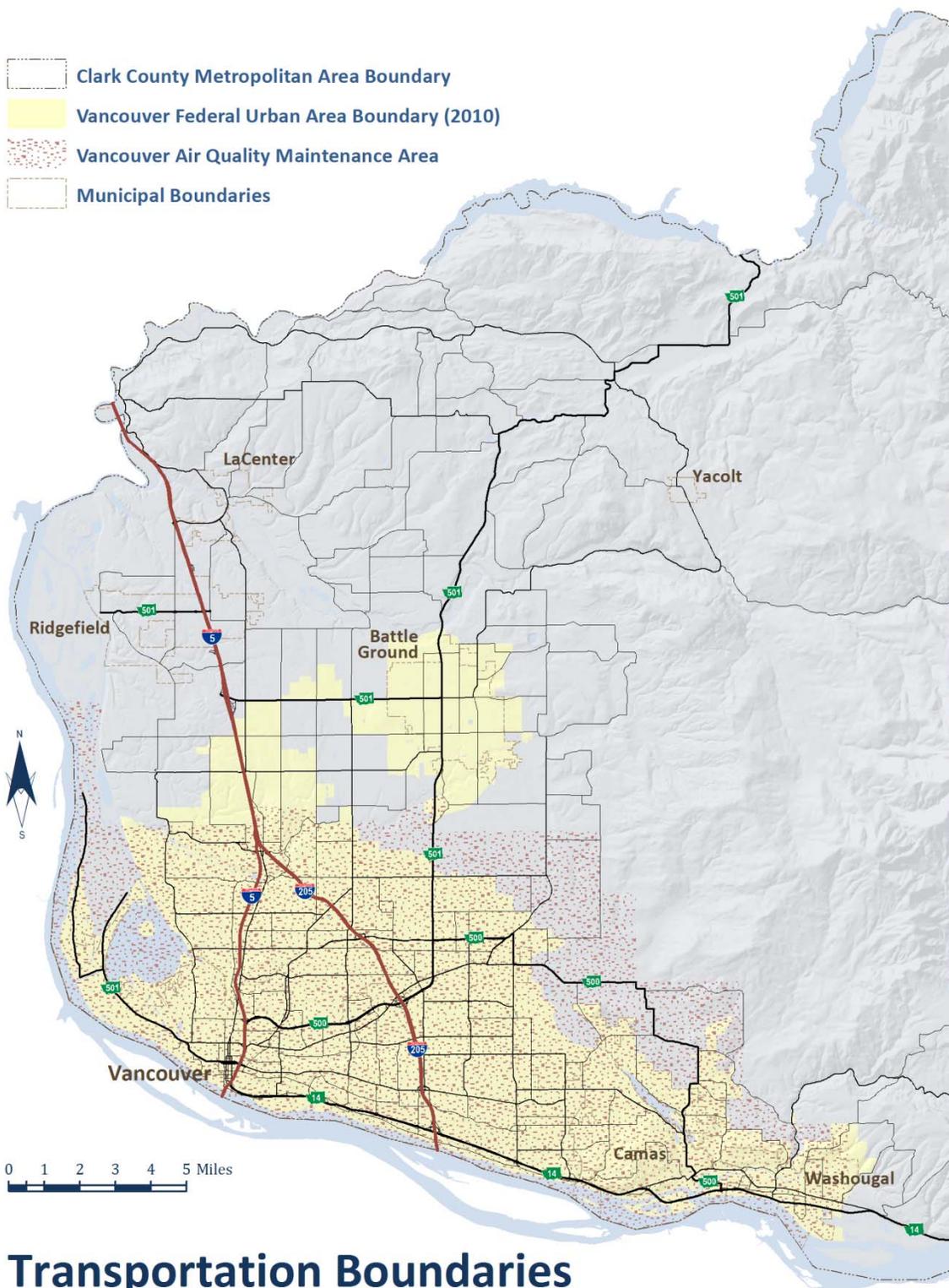
Proposed TAP Program Development Schedule

The following is a proposed 2015 schedule for the regional TAP process:

March 3, 2015	RTC Board adopts TAP process
March 6, 2015	Call for TAP projects
April 17, 2015	TAP project applications due to RTC
April 17-21, 2015	RTC staff screens applications for eligibility
April 22-May 5, 2015	Public Comment Period
April 22-May 12, 2015	Review by Evaluation Team
May 13, 2015	Evaluation Team meets to rank projects
May 15, 2015	RTAC recommends ranking and selection of TAP projects to RTC Board
June 2, 2015	RTC Board selects TAP projects and amends TIP
Mid-July 2015	Projects amended into STIP
Mid-July 2015	TAP projects proceed to implementation

RTC-TAP Guide-2015-DRAFT.docx

-  Clark County Metropolitan Area Boundary
-  Vancouver Federal Urban Area Boundary (2010)
-  Vancouver Air Quality Maintenance Area
-  Municipal Boundaries

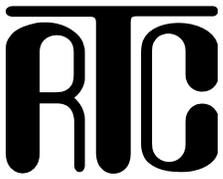


Transportation Boundaries

The map shows Clark County urban and rural areas for federal transportation purposes.

The Vancouver Air Quality Maintenance Area is where CMAQ funds can be spent.

All of Skamania and Klickitat Counties are classified as rural for federal transportation purposes.



Transportation Alternatives Program Criteria

Screening Requirements

- Project is consistent with the MTP/RTP
- Project contains at least one eligible Transportation Alternatives Category
- Project is directly related to the surface transportation system (except trails)
- Project does not supplement the construction of an existing project.
- Project is open to public access

Criteria

Public Benefit (Max 25 Points)

Describe how the project relates to adopted plan such as the GMA plan, modal plan, neighborhood plan or other planning process

- Project is listed, by name, in adopted plan(s) 1-10

Describe how the project will improve the public travel experience and travel options, including the benefit to the community 1-20

Connectivity (Max 20 Points)

Describe how the project provides a connection between modes, or improves transportation choices, or connects to land use services such as job locations, a civic center, library, grocery market, playground, retail center, medical office, school, and other.

A mode included in the project or provides access to transit:

- Bicycle 3
- Pedestrian 3
- Transit Access 3

Land uses connected by project (within ½ mile of project):

- Community/Civic Center/Library/Social Service 3
- Park 3
- Retail/Restaurant 3
- Office/Industrial 3
- Hospital/Medical Office 3
- School 3
- Other _____ 3

Accessibility/Equity (Max 10 Points)

Describe to what extent the project will improve mobility for disadvantaged populations, including elderly, disabled, minority, and low income population?

- Project within ¼ mile of affordable housing complex(s) 1-4
- Improve low income access to transit, jobs, education, and essential services 1-4
- Percentage of adjacent population of elderly, disabled, minority, or low income 1-4
 - Based on RTC Demographic Profile data

Safety (Max 20 Points)

Describe how the project improves public safety for all transportation users? Does the project address a specific safety issue?

- Identify safety issues. 1-10
 - Collision data
 - Lack of adequate safe crossing or access
 - Lack of separated facility
 - High speed/volume
 - Other
- Project addresses a safety concern 1-10
 - Provides sidewalk or pathway, with curb-cuts
 - Provides bike lanes, markings, and signage
 - Implements traffic calming measures
 - Signage and/or markings directed to safety concern
 - Provides crosswalk enhancement (striping, refuge island, signal, etc.)

Financial/Readiness (Max 15 Points)

Describe project is funding, level of design, environmental approvals, and project schedule.

- Non TAP funding (1 point for every 5% above required 13.5% match) 1-5
- Right of way not needed or already acquired 3
- Design at 70% or higher 3
- All environmental permit approved 3
- Full project can be obligated within 2 years or 1 year 1 or 3

Other (10 Points)

Describe how the local community and other agencies have been involved in the planning process. List any opposition to the project and how it was overcome. 1-5

Describe how the project improves public health and increase physical activity 1-5

Describe how the project includes design elements that contribute to quality of life 1-5

- Lighting, bicycle parking, benches, traffic calming, landscaping, public art, trash receptacles, and other design elements.