



The Regional Transportation Advisory Committee meeting will be held on **Friday, October 16, 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 September 18, 2015 Minutes, Action
- II. Project Updates: 18<sup>th</sup> Street Corridor
  - a. I-205/18<sup>th</sup> Street Interchange, Lori Figone, WSDOT
  - b. 18<sup>th</sup> Street, Four Seasons to NE 138<sup>th</sup> Av., Chris Malone, Vancouver
- III. Washington State Public Transportation Plan - Michael Williams, WSDOT \*
- IV. VAST Program Annual Report
- V. 2016 Draft Work Plan \*
- VI. Other Business
  - A. RTAC Members
  - B. RTC Staff
    - a. 2016-2019 TIP (Adopted)
    - b. Clark County TIP Corrections

*\*Materials available at meeting*

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An advisory committee to:

**Southwest Washington Regional Transportation Council**

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**Regional Transportation Advisory Committee (RTAC)  
Meeting Minutes  
September 18, 2015**

**I. Call to Order and Approval of Minutes**

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, September 18, 2015, at 9:00 a.m. in the Public Service Center 6<sup>th</sup> Floor Training Room, 1300 Franklin Street, Vancouver, Washington by Matt Ransom, RTC. Those in attendance follow:

Jim Carothers	City of Camas
Tony Cooper	City of La Center
Kim Ellis	Metro
Roger Hanson	C-TRAN
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	Battle Ground
Bryan Kast	City of Ridgefield
Coleen Kuhn	Human Services Council
Laurie Lebowsky	Clark County
Jon Makler	ODOT
Chris Malone	City of Vancouver
Matt Ransom	RTC
Dale Robins	RTC
Jamie Snook	Metro
Shann Weishaar	RTC
Michael Williams	WSDOT
Susan Wilson	Clark County

Matt Ransom, RTC Executive Director, asked if there were any changes or corrections to the August 21, 2015, meeting minutes and asked for a motion of approval.

CHRIS MALONE, CITY OF VANCOUVER, MOVED FOR APPROVAL OF THE AUGUST 21, 2015 MEETING MINUTES, AND BRYAN KAST, CITY OF RIDGEFIELD, SECONDED THE MOTION. THE MOTION WAS APPROVED UNANIMOUSLY.

**II. 2016-2019 Transportation Improvement Program (TIP) - Action**

Dale Robins, RTC, said as the Metropolitan Planning Organization for the Clark County region, RTC is required to develop a Transportation Improvement Program (TIP). The 2016-2019 TIP is a four-year program of regionally significant transportation projects and indicates commitment for funding of these projects. Dale went over the highlights of each chapter in the TIP. He emphasized the importance that each project has been entered correctly and asked agencies to review project descriptions for accuracy. Dale also went over Appendix D which provides an overview of the projects in the 2016-2019 TIP including project type, spending by project type and project location.

Colleen Kuhn, Human Services Council, asked Dale to verify that FTA 5310 funded projects are programmed in the TIP. Dale was able to point out that FTA 5310 funding was listed under C-TRAN, ADA Expansion and explained funds will be sub-contracted by C-TRAN.

Dale Robins also went over the 2019 regional grant proposals for FHWA STP and CMAQ funds. These projects will provide approximately \$7.4 million in regionally allocated federal highway funds for regional transportation needs. These selected projects will be incorporated into the 2016-2019 TIP along with other regionally significant projects.

Matt Ransom, RTC Executive Director, asked if the Committee could take action in two (2) separate steps; the first being to select the Projects Grant Selection for 2019 and the second a recommendation for approval of the 2016-2019 TIP.

SUSAN WILSON, CLARK COUNTY, MADE A MOTION RECOMMENDING PROJECT SELECTION FOR GRANT AWARDS OF 2019 STP AND CMAQ FUNDS BE FORWARDED TO THE RTC BOARD FOR APPROVAL AT THEIR OCTOBER 2015 BOARD MEETING, AND JIM CAROTHERS, CITY OF CAMAS, SECONDED THE MOTION. THE MOTION WAS APPROVED WITH ROGER HANSON, C-TRAN, ABSTAINING.

JIM CAROTHERS, CITY OF CAMAS, MADE A MOTION RECOMMENDING THE 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) BE FORWARDED TO THE RTC BOARD FOR ADOPTION AT THEIR OCTOBER 2015 BOARD MEETING, AND CHRIS MALONE, CITY OF VANCOUVER, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

### **III. WSDOT Corridor Sketch Initiative Presentation by Michael Williams, WSDOT**

Michael Williams, WSDOT, went over the highlights of the Corridor Sketch Initiative provided in the RTAC packet. The Corridor Sketch Initiative is a new way for WSDOT to work jointly with partners to capture and document consistent baseline information about each transportation corridor around the state in order to inform future investment decisions. Corridor Sketches will help support the Highway System Plan and document what we want corridors to look like in the future beyond the 16-year package of projects just funded by the 2015 Legislature. A Corridor Sketch will contain information that describes the characteristics of each corridor, its current and future function, as well as its performance expectations. It will ultimately identify cost-effective strategies for future consideration. A corridor sketch is not a substitute for detailed planning and analysis. WSDOT is planning to bring to a future RTAC meeting all of the data collected in the corridors for jurisdictions within Clark County. A second phase will involve public engagement and feedback to ask the public what corridors should look like.

There was discussion around the table. WSDOT will be looking at past studies as well as local jurisdictions' Capital Improvement and Transportation Plans. There was also discussion about funding, investment and how this will inform prioritization of projects. A question was asked about how WSDOT will use the Corridor Sketch Initiative alongside the concept of "practical design". Michael explained WSDOT has formed a statewide Practical Solutions Committee to work through

efforts and will be the approver of moving forward with any project phases and will look for savings. Mr. Williams said he would return to RTAC to discuss how the Corridor Sketch Initiative process and Practical Design Solutions would be linked in determining future corridor and project strategies. Mr. Williams indicated the WSDOT Design Manual is being revamped to allow more flexibility and include community engagement.

#### **IV. Metro 2018 RTP Update – Kim Ellis, Metro**

Kim Ellis, Metro, said she wanted to share background information on Metro's Draft Work Plan for the 2018 Regional Transportation Plan Update and seek opportunities for cooperation and collaboration. At this stage, Metro is asking for input on what should be addressed in the Plan update. In framing the Plan update, Metro is trying to better connect the Plan and the six outcomes coming from the Plan; addressing people's trip making experiences and travel throughout the region. Metro is working with local, regional and state partners and the public to update their region's shared vision and strategy for investing in the transportation system for the next 25 years to ensure leveraging of transportation investments to make the region a great place. Metro is incorporating implementation of Climate Smart Strategies and its Active Transportation Plan and will need to address issues deferred in past updates including the need to refine existing Plan components and complying with state and federal mandates. Kim reviewed the timeline for RTP update over five phases; (1) Getting Started, (2) Framing Trends and Challenges, (3) Looking Forward, (4) Building a Shared Strategy, and (5) Adopting a Plan of Action by September 2018.

There was discussion around the table including questions about Metro's outreach to specific cultures. Kim indicated Metro's public engagement plan will guide stakeholders and public engagement during development of the plan and Metro has been asking these groups how they would want to receive the notices and information.

#### **V. Metro Regional Transit Study – Jamie Snook, Metro**

Jamie Snook, Metro, said Metro is looking at a comprehensive approach to high capacity transit planning. Metro, TriMet, South Metro Area Regional Transit (SMART) and other regional partners are embarking on the next generation of a regional transit plan to expand focus beyond high capacity transit (HCT) projects alone. The regional transit strategy work plan will include key phases as part of the 2018 RTP update. The Phases will include creating the regional transit vision, updating policy to guide phasing of investments, developing a shared transit investment strategy and adopting the Regional Transit Strategy (RTS) as part of the 2018 RTP. The plan will include community connector services that provide important connections between regional centers, jobs, schools and other community destinations.

Metro will be involved with public engagement, working with community based organizations, hosting some special events to get people excited, hosting focused workshops and will have a transit working group with representatives including transit professionals. Metro will also involve committees such as TPAC/JPACT, MTAC/MPAC and Metro Council. Matt Ransom said there are clearly opportunities for cooperation in the bi-state corridors.

## **VI. Review of RTC's Certification Process for Local Comprehensive Growth Management Plans - Discussion**

Mark Harrington, RTC, said as the RTPO, RTC is required to certify the transportation elements of local comprehensive plans. There are four (4) key issues within the certification process including, according to state law, that RTPO's are to establish guidelines and principles to provide direction for development and evaluation of comp plan transportation elements and to certify local Comp Plans conform to requirements of the Growth Management Act (GMA). Certification also requires consistency between the transportation element and the Regional Transportation Plan (RTP). In addition, RTC is required to work with cities, counties, transit agencies, the department of transportation and others to develop level of service standards or alternative transportation measures.

To expedite the certification process, local jurisdictions will be asked to complete a Consistency and Certification Report Form and submit this to RTC. This form will essentially be a checklist based on current statutory GMA and LOS requirements. It has been suggested that the best time to do this would be when the draft Comprehensive Plan updates are going through the State Office of Community Development review period. The Regional Transportation Advisory Committee would deal with any certification issues that arise and after Comprehensive Plan updates are adopted, the RTC Board would be asked to adopt resolutions to complete the certification process. RTC staff will update Certification materials and will further coordinate with transportation and land use planners, possibly through a Certification Workshop. The RTC Board will have to endorse what the certification process looks like. This process will start with the Board in early 2016.

## **VII. Other Business**

### **A. RTAC Members**

Bryan Kast, City of Ridgefield, announced the Ridgefield City Council approved a Complete Streets Policy by Resolution.

### **B. RTC Staff**

- a) Data Collection – Dale Robins: Quality Counts are out collecting counts in September and October. Contact Dale if you have any questions or concerns.
- b) Bob Hart handed out a DRAFT Agenda for the October 1st Regional Traffic Signals Workshop. Please notify Bob if you would like to be included in the invite for the workshop.
- c) Matt Ransom, RTC Executive Director, asked Laurie Lebowsky from Clark County if there was any new information on the County's GMA Plan Update. Laurie noted the Planning Commission did not support any proposals for smaller lots (Alt. 2) and also Alternative 4 was voted down which allowed rural 20 acre minimum lot sizes down to 1 acre lots. There was support for an 80 acre expansion in Battle Ground and a 17 acre expansion in La Center for a school site. This goes to the Board of Clark County Councilors on October 20<sup>th</sup> for recommendation.

The meeting adjourned at 10:50 a.m. The next meeting will be on Friday, October 16, 2015.

## PRACTICAL DESIGN AT WORK — DESIGN



## I-205, Mill Plain to NE 18th Street (Stage 2)

### Cost avoidance through Practical Design - \$6 million

#### Background

The Interstate 205 Mill Plain Boulevard interchange is the busiest in Clark County. It's not uncommon for traffic to back up onto I-205, resulting in collisions on the highway, as well as congestion on arterial city streets.

The I-205, Mill Plain to NE 18th Street (Stage 2) project builds a half-diamond interchange at NE 18th Street, about half a mile north of Mill Plain. This will help improve safety by easing congestion, reducing collisions, as well as provide new interstate access for cars and buses. Additionally, the interchange will help promote economic opportunities for east Vancouver.

#### Original plan

Today, NE 18th Street crosses I-205 with no access to the interstate. This project constructs a southbound on-ramp and northbound off-ramp. The new ramps were designed to be two lanes in each direction, and would run underneath the NE 9th Street bridge that crosses over I-205. However, this structure would need to be widened or replaced to allow for this concept to work. The NE 9th Street bridge was built about 30 years ago and is in excellent condition.

Because this project provides interstate access where there is none today, we



Existing NE 18th Street



After



expect traffic to increase on NE 18th Street. To provide for the projected increase, the existing two-lane NE 18th Street bridge over I-205 needs to be widened to six-lanes. Our original design included a new eastbound bridge parallel to the existing bridge and left turn lanes onto I-205 southbound. Traffic signals would be installed at the east and west ends of the bridge.

## Practical design solutions

Through a Value Engineering analysis and application of practical design, the design team saved more than \$6 million, reduced the project's footprint and ensured it aligned with local transportation priorities.

WSDOT determined that the existing NE 9th Street bridge could be saved by removing some of the existing slope under the ends of the bridge and installing an innovative retaining wall to provide the space needed for the off-ramp lanes. Further analysis showed that the two-lane off-ramp could be reduced to one lane after traffic exits the freeway. This configuration will still operate efficiently for nearly 20 years.

WSDOT bridge engineers determined that instead of adding a new bridge, the existing NE 18th Street bridge could be widened by removing the sidewalk and bridge railing on one side of the structure. This would allow

for the addition of enough new roadway to carry the four lanes of traffic that are needed for projected volumes in the next 20 years.

Additionally, by replacing the traffic signal on the west end of the bridge with a roundabout, WSDOT reduced the bridge width by 24 feet, which would have been necessary for a two-lane left turn pocket if a traffic signal was constructed.

Later in the project development phase, WSDOT looked into applying practical design concepts for the 18th Street interchange. After reexamining the projected 20 year traffic volumes and coordinating with the City of Vancouver, it was determined the current 18th Street bridge width meets the immediate needs of the project and the traveling public for the next 15 years or more.

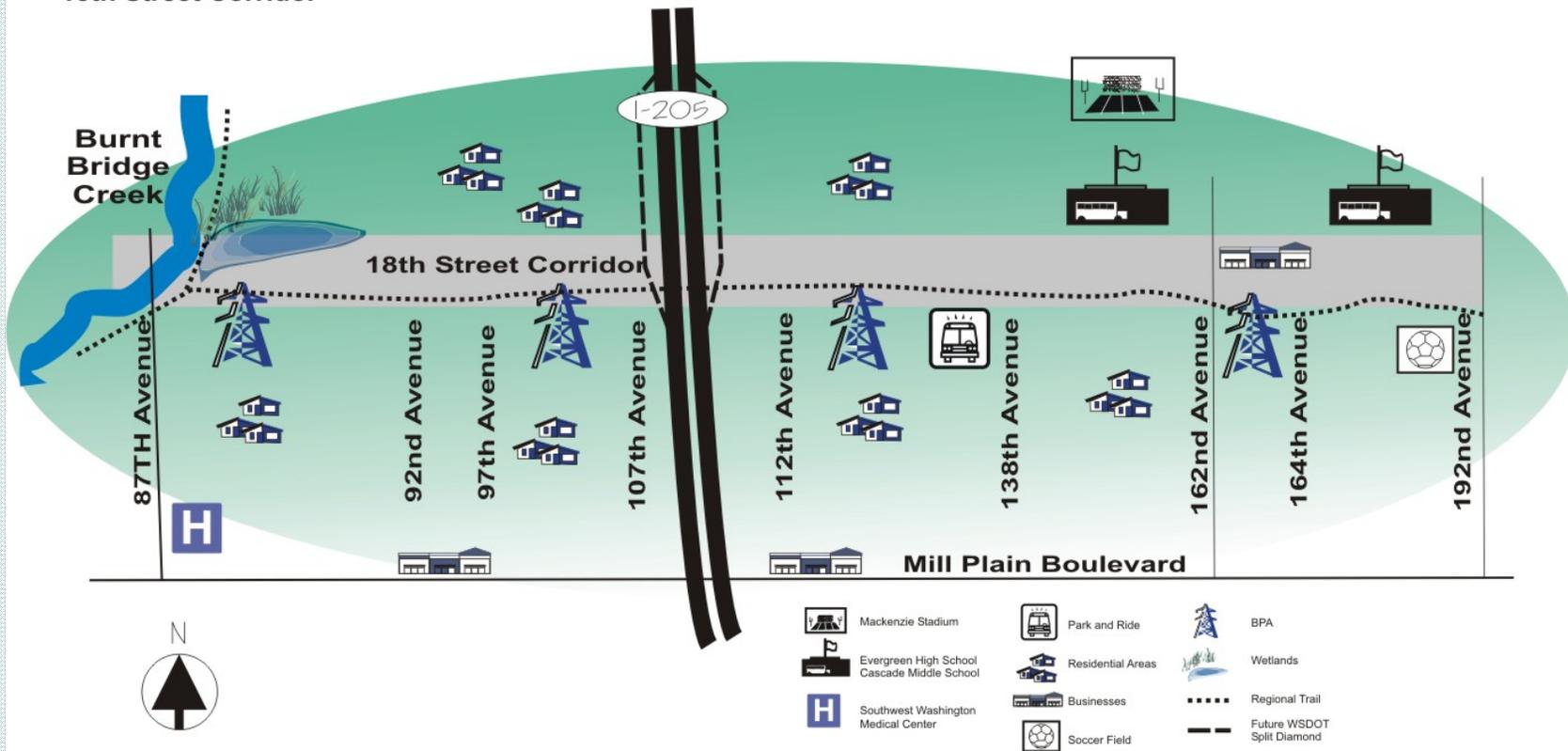
# NE 18TH STREET

## CARBUSBIKEWALK—IMPROVING THE WAY WE MOVE



NE 87th Avenue to NE 192nd Avenue—City of Vancouver Transportation Services

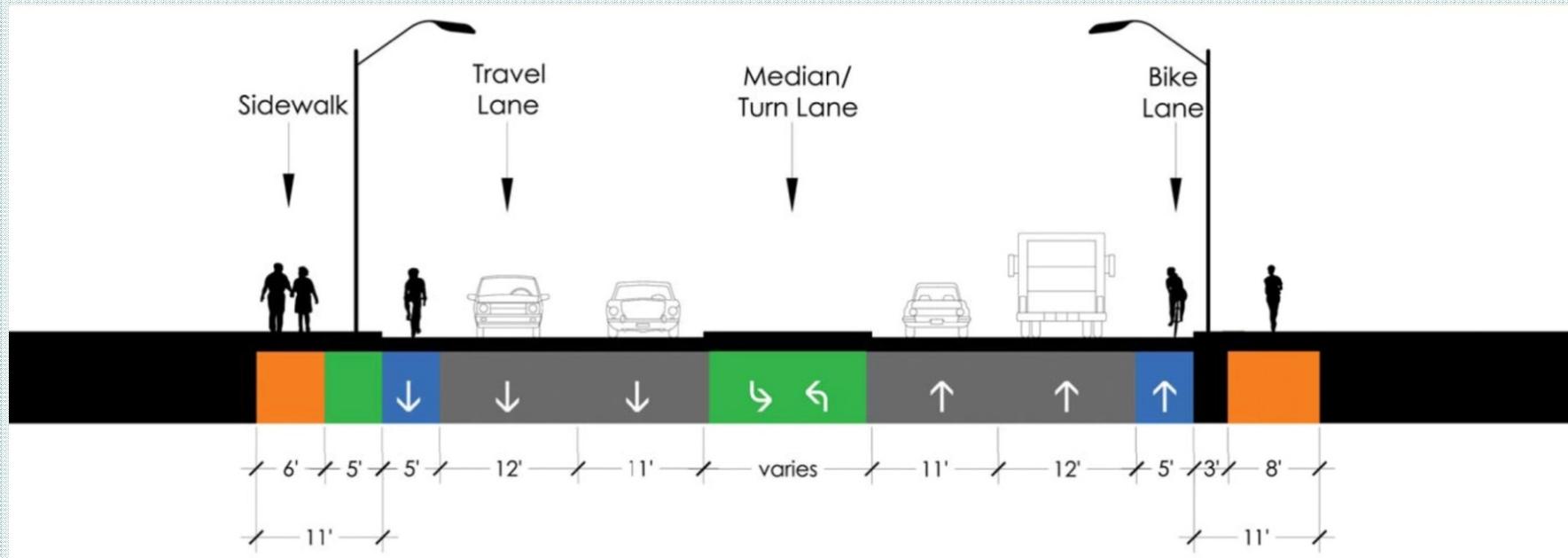
### 18th Street Corridor



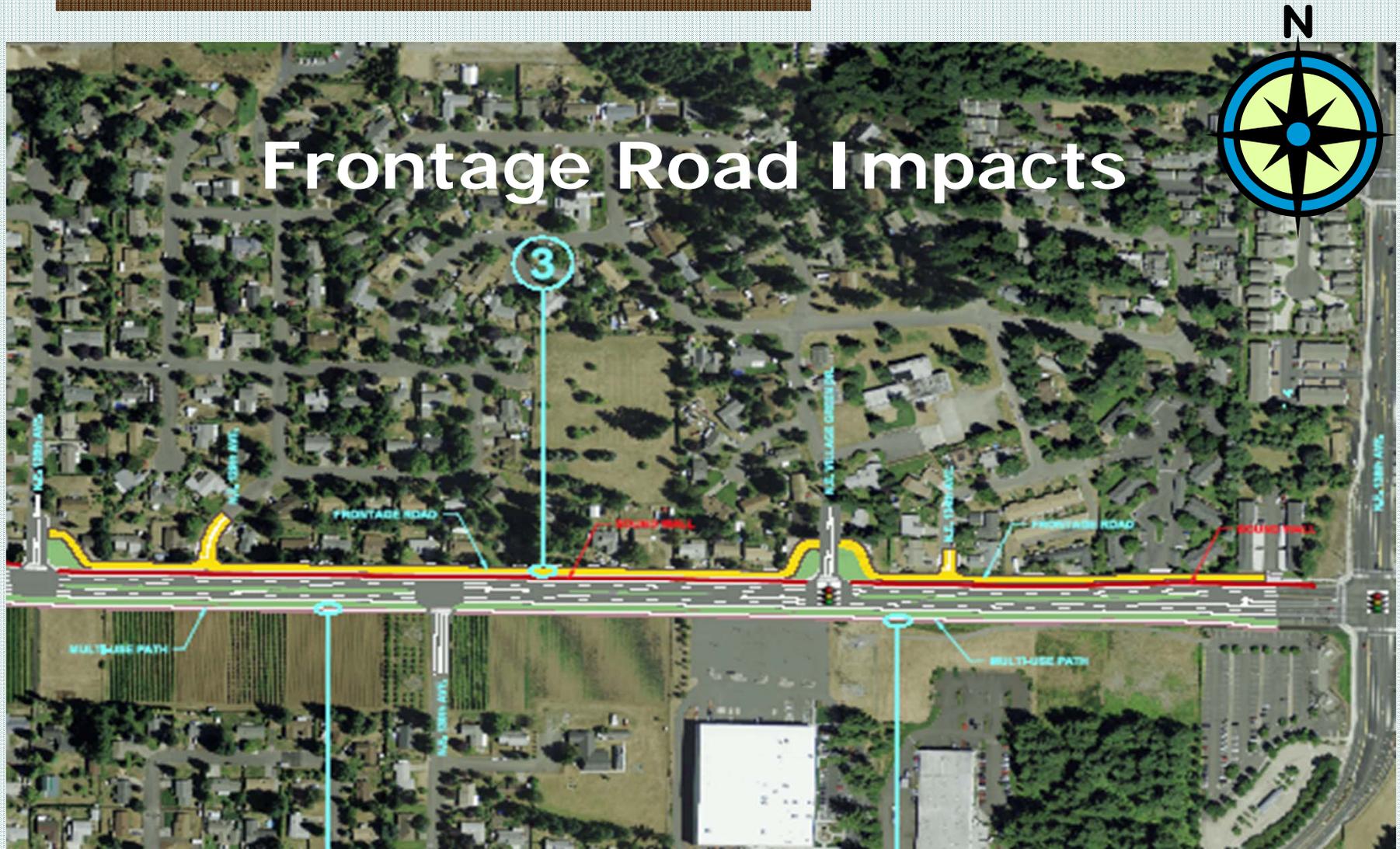


# 18<sup>th</sup> Street Segment 1B Challenges

## Segment 1 Cross Section



# 18<sup>th</sup> Street Segment 1B Challenges



## Frontage Road Impacts



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Bob Hart  
**DATE:** October 9, 2015  
**SUBJECT:** Vancouver Area Smart Trek (VAST) Program Annual Report

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### INTRODUCTION

The purpose of this memo is to provide the annual program update to RTAC on the accomplishments of the VAST Program in the last year and an outline of future program activities.

The Vancouver Area Smart Trek (VAST) 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, traveler information, and transit signal priority 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.

The VAST Program focuses on strategies and the supporting technology that implement operational and multimodal approaches that make better use of existing transportation facilities by improving system efficiency and performance. These strategies represent the non-capital component of the regional transportation program and emphasize improvements that leverage technology to manage the system without adding new roadway capacity. The operational strategies were prepared through the region's adopted Transportation System Management and Operations (TSMO) plan which supports 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.

### 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

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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). The CIC, which addresses 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 \$24.1 million in federal funding since 2001.

A wide range of projects to improve transportation operations, and to build 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 and arterial detection, cameras, variable message signs, and transit signal priority as well as the fiber communications needed for connecting ITS devices and infrastructure.

## **RECENT VAST PROGRAM ACCOMPLISHMENTS**

### Successful Partnerships

VAST agency collaboration and federal funding through RTC has led to successful partnerships. The following examples demonstrate some of the more visible projects.

- *Bi-State Travel Time Project:* RTC programmed funds for the Washington portion of the Bi-State Travel Time project, a joint collaboration between the Washington and Oregon Departments of Transportation and will provide real-time travel information to the public along the I-5, I-205, and SR-14 corridors in the Vancouver/Portland region. It consists 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. The project is in final testing and is scheduled to be activated by the end of October. Four guide signs are located in Vancouver at route decision points while five variable message signs will display travel times for specific destinations along a route. RTC, through its responsibilities under the VAST program, assisted 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.

- *Regional Transportation Data Archive:* RTC and the VAST agencies have an ongoing partnership with Portland State University in 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. In 2015, RTC has worked with Portal staff and VAST agencies to implement several enhancements to the archive site.
  - Current freeway data was reviewed with WSDOT staff to identify improvements and refinements to the data. There were issues with metadata that included cleaning up data station names and station location information. Other improvements consist of adding lane type information (through, auxiliary) and a “total and average volume” information as a display option.
  - 2015 has also seen ongoing additions of Wavetronix radar data stations (44) to Portal. Wavetronix station data has been reconfigured in Portal to show volumes by direction not just total volumes at each location. RTC has also had initial discussion with County staff to send signal phasing and timing data from the ATMS.now central system to Portal.
  - RTC has been collaborating with PSU to research how to publish vehicle length data from existing radar and loop detectors which are capable of collecting vehicle length by group which could be used as an indicator of freight/truck volumes. Preliminary meetings have been held with Clark County, WSDOT, and ODOT on vehicle length data and agreed to discuss how many bins should be used, a common definition on bin lengths, and a method to identify a test location to collect and validate the data with the goal of adding vehicle length information to Portal.
  - PSU has reviewed a set of two week sample data prepared by C-TRAN and is working to display on-time performance and on/off stop activity by location into Portal in preparation for ongoing daily transit data feeds from C-TRAN by the end of this year.
- *Regional Communications Plan:* RTC, in coordination with the VAST regional partner agencies, is finalizing the update to the regional ITS Communications Plan, now over 10 years old. The updated plan describes the existing communications networks of Clark County, the City of Vancouver, and WSDOT, identifies gaps in the network and other system needs, and develops a cohesive set of regional strategies to maintain, improve the network, and identify future needs. After the completion, RTC will work to deploy an editable version on the RTC website to provide for an easily updateable and more accessible version of the communications plan.
- *Shared Communications Fiber and Asset Management:* 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.

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.

- In 2015, VAST CIC members have worked collaboratively with C-TRAN for sharing City and State fiber assets for BRT communications along Fourth Plain Boulevard. This sharing agreement alone has saved an additional \$6 to \$10.5 million.
- The VAST agencies also 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 partner agencies and also allows them to manage their own assets more effectively. The agencies can easily review the fiber and communication network, fiber ownership, capacity, and availability. Currently underway is a major update to the OSPInSight software to refine the existing database and to add newly constructed agency fiber projects to the asset database.

#### Agency Projects Programmed in 2014

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:

- *Urban Freeway Infill Project (WSDOT):* Finalizes the infill traffic surveillance cameras and traffic detection devices within the greater Vancouver urban area for traffic management usage and travel information dissemination via traffic flow mapping and travel time postings. The infill locations are located generally within the I-5, I-205, and SR-14 Urban Limited Access Triangle. *\$717,500 CMAQ; \$157,500 local*
- *SR-503 Incident Management and Traveler Information (WSDOT):* Completes WSDOT's Southwest Region ITS Plan for communications and ATIS device infill for the SR-503 corridor up to Main St. in Battle Ground. The project will add remaining traffic surveillance cameras and traffic detection for the collection of traffic congestion and traffic flow data and the implement SR-503 corridor signalized intersection traffic flow improvements between SR-500 and 119<sup>th</sup> Street. *\$307,500 CMAQ; \$67,500 local*
- *32nd Street Active Traveler Information Signing (Washougal):* This project is evaluating the feasibility of and if confirmed, will design traveler information signing with a variable message sign located on SR-14 that would be linked to the NE 32nd Street Railroad crossing south of E Street. The build project would implement an active sign system west of Washougal River Road to recommend an alternate travel route to drivers to avoid the south approach of the E Street/NE 32nd Street intersection when closed by trains. *\$46,000 CMAQ; \$7,000 local*
- *Open Trip Planner and Alerts System (C-TRAN):* This project will plan and implement new traveler information system functionality for C-TRAN. It will allow users access to traveler

information applications using a variety of technologies that let them make more informed decisions on pre-trip and en-route travel information regarding trip departures, alternative routes, routes, mode of travel, and expected arrival times. Ongoing implementation will improve access to traveler information across the region. *\$128,000 CMAQ; \$32,000 local*

- *Signal Timing, Evaluation, Verification, and Enhancement (STEVE) Project (Clark County and WSDOT):* Will install Bluetooth travel time receivers on five regional corridors and add significantly to the existing network of count stations and travel-time detectors, improving the breadth and depth of data available for ongoing analysis and refinement of signal timings. The project will create a standard method to evaluate the effectiveness of changes made to the County traffic signal network enabling traffic engineers to further optimize corridor capacity and relieve congestion. *\$920,000 CMAQ; \$230,000 local*

## **FUTURE PROGRAM**

The VAST Program will continue the coordination and management of ITS and operations related activities which includes 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
- Ensuring that projects are interoperable

In addition, RTC will continue to manage the VAST Steering Committee and Communications Infrastructure Committee and in the next year will 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

The VAST program will continue to utilize technical assistance and support the PSU data archive in carrying out the activities described above.