



The Regional Transportation Advisory Committee meeting will be held on **Friday, September 16, 2016**, 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 August 19, 2016 Minutes, Action
- II. September TIP Administration, Action
- III. YR 2020 Regional Grants and 2017-2020 Transportation Improvement Program, Action
- IV. Transportation Programming Guidebook – Project Obligation Policy Revisions, Action
- V. Comprehensive Growth Management Plans: RTC Certification, Action
- VI. Project Presentation: Rob Charles, City of Washougal
- VII. Vancouver Area Smart Trek (VAST) Program Annual Report, Discussion
- VIII. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - a. Complete Streets Program
 - b. RTC's Public Participation Plan, 2016 update – public comment period through Oct. 24

**Materials available at meeting*

Served by C-TRAN Route 3 or 25

If you have special needs, please contact RTC

20160916_RTAC_Agenda.docx

An advisory committee to:

Southwest Washington Regional Transportation Council

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
August 19, 2016**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, August 19, 2016, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington by Matt Ransom, RTC Executive Director. Those in attendance follow:

Brittany Bagent	CREDC
Jim Carothers	Camas
Rob Charles	Washougal
Lynda David	RTC
Jason Gibbens	WSDOT
Jim Hagar	Port of Vancouver
Roger Hanson	C-TRAN
Shari Harer	Clark County
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	Battle Ground
Brenda Howell	Ridgefield
Laurie Lebowsky	Clark County
Chris Malone	Vancouver
Chris Myers	Metro
Matt Ransom	RTC
Dale Robins	RTC
Patrick Sweeney	Vancouver
Shann Westrand	RTC
Susan Wilson	Clark County
Tim Wilson	ODOT

Matt asked if there were any changes or corrections to the July 15, 2016, meeting minutes and asked for a motion of approval.

Susan Wilson, Clark County, noted a correction/change to Clark County's section in **Section V. TIB Project Development, Local Agencies**. The corrected verbiage will read "Clark County will be submitting three applications; one for NE 119th Street East (NE 87th Ave – NE 112th Ave) for \$4 Million and for the NE 119th Street (NE 50th Ave – NE 72nd Ave) for \$3 Million and also for the Highway 99 sidewalk project for \$310,000."

JIM HAGAR, PORT OF VANCOUVER, MADE A MOTION FOR APPROVAL OF THE JULY 15, 2016, MEETING MINUTES WITH THE CORRECTED/CHANGED SECTION FOR CLARK COUNTY TIB APPLICATIONS AND SUSAN WILSON, CLARK COUNTY, SECONDED THE MOTION. THE MOTION PASSED WITH ROB CHARLES, WASHOUGAL, AND ROGER HANSON, C-TRAN ABSTAINING.

II. August TIP Administration; WSDOT - Action

Dale Robins, RTC, described WSDOT's TIP Amendment for adding two projects. RTC's policy allows many minor to moderate changes to be made at the discretion of the RTC Executive Director with notification to RTAC. The first is the SWR Legacy Fiber Upgrade project that will reconfigure existing fiber optic cabling to optimize the ITS Network. The project will be funded with \$38,672 in Federal National Highway Performance Program (NHPP) funds and \$13,328 in local match, for a total project cost of \$52,000. Funds will be programmed in 2016. The second is the Ramp Meter Study 2016 – Vancouver Metro Area where WSDOT will conduct a study to identify potential locations of ramp meters and to analyze potential impacts. The project will be funded with \$86,400 in Federal NHPP funds and \$3,600 in local match, for a total project cost of \$90,000. Funds will be programmed in 2016. Jason Gibbens, WSDOT, gave a short briefing of the projects. Patrick Sweeney, City of Vancouver, had a question about how the Ramp Meter study was going to be done and Jason (WSDOT) indicated the study would be done in-house. WSDOT will come back to RTAC in the future to give a presentation on updates.

III. 2020 Regional Project Evaluation and Prioritization, Action

Dale Robins, RTC, noted that as the MPO for the region, RTC has selection and programming authority for the STP, CMAQ and TAP programs. The current TIP project evaluation and prioritization process will be the basis for project selection and programming of 2020 STP and CMAQ funds. Dale went over potential policy revisions for project obligation, and RTC is seeking adoption of the evaluation and ranking of STP/CMAQ projects against the regional selection criteria. Also RTAC will discuss the selection and programming of 2020 projects.

At the July RTAC meeting there was discussion of the need to revise project obligation policies to deal with the over obligation of regionally allocated federal funds. Dale did attach the recommended policies to be modified. There was discussion of Policy 4.1 to increase the annual maximum award from \$2 Million to \$2.5 million.

The adopted TIP project selection process comprises of three steps including Project Screening, Evaluation and Ranking by Selection Criteria, and Project Selection and Programming. Dale did include a spreadsheet of the STP-UL, CMAQ and STP-Rural projects as they are ranked based on the evaluation by adopted regional criteria. RTAC is being asked to endorse the proposed STP/CMAQ programming recommendations. Roger Hanson, C-TRAN, feels the process is still a struggle for C-TRAN to compete for funding. C-TRAN is looking for a better understanding of the process to help C-TRAN be more competitive with the grant process. Roger will forward some language clarifying some Capitol language to be added to future policies.

Dale Robins, RTC, handed out a RTC Staff Recommendation CY 2020 Funding proposed for the STP-UL, CMAQ and STP-Rural Projects. There was some discussion around the table regarding some of the projects. Susan Wilson, Clark County, did announce Clark County's support for the RTC Staff recommendations.

CHRIS MALONE, CITY OF VANCOUVER, MADE A MOTION TO ENDORSE THE EVALUATION AND RANKING. THE MOTION WAS SECONDED BY JIM CAROTHERS, CITY OF CAMAS, AND PASSED WITH ROGER HANSON, C-TRAN, ABSTAINING.

IV. Washington State Freight Mobility Plan: Call for Freight Projects, Discussion

Lynda David, RTC, said this topic had been discussed at RTAC meetings in June and July and emphasized the urgency of this final opportunity to coordinate the region's response to WSDOT's 2016 Call for Regional, Tribal and Port Freight Projects. Discussion of Critical Urban Freight Corridor designation was begun at the April RTAC meeting. The May 31, 2016 WSDOT Call for Projects asks specifically for local freight projects eligible for funding under the two new federal freight funding programs: the National Highway Freight Program and the Nationally Significant Freight and Highway Projects Program (FASTLANE). Projects must be included on the updated WSDOT project list in order to be eligible for funding under these two new programs.

Lynda reviewed the attached draft list of projects and asked RTAC members to comment on projects for 2016 submittal. Consideration should be given to the project's current status, funding status, and project eligibility for the 2016 project list update. Some of the projects listed in the RTAC memo are now funded under the Connecting Washington program, some are WSDOT projects and others may not be eligible or may no longer be priorities. The deadline for submitting applications to the State is August 31st. There was discussion around the table of projects on the draft list.

RTC staff will provide the final draft list to RTAC members for review prior to submittal. Dale Robins indicated that RTC staff will complete the electronic project application forms for listed projects on behalf of member agencies.

V. MAP-21 and FAST Act Related Rule-Making, Discussion

Lynda David, RTC, gave a brief presentation updating RTAC on the proposed rulemaking for implementation of the federal transportation act MAP-21 (2012) and the subsequent FAST Act (2015). Lynda reviewed the memo with attached Transportation Performance Management (TPM), national goals, and rulemaking schedule. Two recent Notices of Proposed Rule Making are for System Performance Measures and MPO Coordination. Lynda went over the attached DRAFT letter to USDOT responding to the proposed MPO Coordination rule and Planning Area Reform issued June 27, 2016.

In early 2017, RTAC will need to be involved in safety performance measures. The MPO will need to adopt performance targets and is likely to align with Washington State in adopting Target Zero. The next series of performance measures and target setting to come to RTAC will be on pavement and bridge performance measures.

RTC will continue to work with WSDOT and Metro on comments to be made on the proposed rulemaking. RTC will submit comments on the MPO Coordination docket before the August

26th deadline. Future actions relating to the Federal rules and their implementation will be brought back to RTAC.

VI. Public Participation Plan Update - Discussion

Lynda David, RTC, indicated that the 2016 Public Participation Plan update will include minor modifications. The related Title VI and Limited English Proficiency (LEP) plans will also be updated to bring demographic data and information up to date. Mark Harrington spoke of the LEP process and described how the agency is committed to engaging and involving all residents of SW Washington. The plan outlines how persons who may need language assistance are identified; the ways in which assistance is provided; staff training required; and how LEP persons are notified of available assistance.

Lynda commented on the most significant update to the PPP which is to include a section describing how RTC's Public Participation Process, and specifically public participation in the TIP development process, satisfies FTA's requirements for C-TRAN's Program of Projects (POP).

The draft PPP update will go to the RTC Board at their September meeting when the Board will be asked to release the draft PPP for a 45-day formal public comment period.

VII. Congestion Management Process – Data Collection

Dale Robins, RTC, expressed that the Congestion Management Process (CMP) serves as the foundation for monitoring the regional transportation system and is designed as an informational tool. RTC is responsible for setting up the process for the collection of data. Some of the needed data is regularly collected by various transportation agencies within Clark County. RTC must collect additional data, to supplement the data collected by local agencies. RTC is proposing to collect 24-hour traffic counts at 95 locations and 72-hour vehicle classification counts at 8 locations. Dale is requesting agencies review the locations Attachment A and B to ensure there are no duplication efforts from member agencies.

VIII. Other Business

A. RTAC Members

- a) Roger Hanson, C-TRAN, noted that C-TRAN is working on an addendum rather than a full update to their Long Range Plan. Roger will bring an update to RTAC in the fall.
- b) There were positive comments made about better traffic movement with the new Mill Plain/18th Street overpass opening.
- c) Susan Wilson, Clark County, commented that the 119th Street (72nd – 87th) project is almost complete.
- d) City of Vancouver is submitting a TIB grant for sidewalks on 112th Ave. north of Mill Plain.

- e) The roundabout construction out in Camas on 6th Avenue is in its 3rd phase.
- f) The Clark County GMA Plan has been moving forward with August 29th the deadline for challenges. Lynda David, RTC, indicated that RTC will now work on certification of recently adopted GMA Plans.
- g) Patrick Sweeney, City of Vancouver, will be issuing an RFP for consultant help to develop a Complete Streets policy that the City is hopeful it will adopted by early spring 2017. Also, coming out of the Westside Mobility Study, is the Ordinance prohibition of thru freight on 39th Street west of I-5 to Fruit Valley Road. Along with an Ordinance to reduce the speed from 30 MPH to 25 MPH on Fourth Plain.

B. RTC Staff

- a) Dale Robins, RTC, announced that TIB grant applications are due today, Friday August 19th, 2016.
- b) Dale also announced the Draft 2017-2020 STIP will be completed by September 1st and a 30 day public comment period will begin. The document will be available on RTC's website by the 1st of September.
- c) Lynda David, RTC, said that information on the Complete Streets funding program is available on TIB's website. Battle Ground and Ridgefield are eligible to apply as they have adopted Complete Street ordinances. Applicants for the Complete Streets award will have to seek nominations from agencies as listed on the TIB website. TIB will post on their website who the contact people are at each of the nominating agencies. Also available on TIB's website is registration information for a Complete Streets webinar which will take place August 30th at 10:00 am.

The meeting adjourned at 10:49 a.m. The next meeting will be on Friday, September 16, 2016.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: September 9, 2016
SUBJECT: September TIP Administration

BACKGROUND

All regionally significant projects must be listed in the regional Transportation Improvement Program (TIP), which in turn becomes a part of the State Transportation Improvement Program (STIP).

RTC's policies allow many minor to moderate changes to be made at the discretion of the RTC Executive Director with notification of RTAC. The following changes to the 2016-2019 Transportation Improvement Program (TIP) are proposed:

The City of Vancouver is requesting to add full construction contract cost to the following project:

- 1) Vancouver Waterfront Trail. The City of Vancouver will amend this project to include the full Waterfront Park contract cost. This amendment will add approximately \$11.4 million in local funds, for a total cost of \$13.7 million.

The attached STIP project record report provides additional information on the project.

ACTION

RTAC is asked to concur with proposed changes to the TIP.

Attachment

20160916_RTAC_TIPAdministration.docx

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

September 9, 2016

County: Clark

Agency: Vancouver

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			WA-04866	28	0.460	DCE	Yes	Esther Street	Lincoln Avenue	13,717,904	16-09

Vancouver Waterfront Trail

The Vancouver Waterfront Trail Project will construct a trail and trail amenities, such as benches and lights from Esther to Lincoln. The trail is part of a larger \$13 million dollar parks project. The federal transportation dollars will be used for the trail portion of the project only.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2016	WFL	500,000		0	0	500,000
CN	2016		0		0	12,095,904	12,095,904
CN	2018	TAP(UL)	600,000		0	0	600,000
Project Totals			1,100,000		0	12,095,904	13,195,904

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,174,068	0	600,000	0	0
Totals	1,174,068	0	600,000	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Vancouver	1,100,000	0	12,095,904	13,195,904



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: September 9, 2016
SUBJECT: **YR 2020 Regional Grants and 2017-2020 Transportation Improvement Program**

INTRODUCTION

As the Metropolitan Planning Organization for the Clark County region, RTC is required to develop a financially constrained regional Transportation Improvement Program (TIP). The requirements for the TIP are established in federal surface transportation legislation.

The 2017-2020 Transportation Improvement Program (TIP) is a four-year program of regionally significant transportation projects and indicates commitment for funding of these projects. Projects programmed in the TIP are drawn either directly from specific project recommendations made in the long-range Regional Transportation Plan or are developed from a more general series of recommendations (e.g. preservation, maintenance, safety, etc.).

The RTC Board has the responsibility for selecting projects for the regionally allocated Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) programs. The regionally selected federal transportation projects are incorporated into the TIP along with other regionally significant projects selected through other processes. The regionally competitive selection process includes the following three steps:

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

The RTC Board completed the first two steps, via their acceptance with the evaluation and ranking of projects (September 6, 2016). At the September RTAC meeting, staff will initiate the final step by recommending a set of STP and CMAQ projects to be selected for programming and request RTAC's recommendation for the adoption of the 2017-2020 Transportation Improvement Program by the RTC Board.

The full Draft of the 2017-2020 Transportation Improvement Program is included in the September RTAC mailing. It is important for local agencies to review their TIP projects records for accuracy. A mistake (even minor) could trigger a TIP amendment or administrative modification which could delay a project several months.

PROJECT SELECTION

The project selection process is completed by matching the project ranking to the available funding levels. In order to meet financial constraints, selected project phases will all be programmed in year 2020. Only projects programmed in the first two years TIP (2017-2018) can proceed when ready beginning in January 2017. However, due to FTA/WSDOT transfer rules, FHWA fund transfers to FTA can only proceed if listed in year 2017. RTC staff is recommending that the following projects be selected for funding awards and programmed in the 2017-2020 TIP:

STP-Urban Project Selection

The following STP Urban, STP Rural and CMAQ projects are recommended for project selection in year 2020:

Proposed STP-UL Projects

Rank	Agency	Project	Phase	Score	Award	Total
1	RTC	Urban Freeway Operations Study	PE	N/A	\$150,000	\$173,410
1	RTC	UPWP & CMP	PE	N/A	\$340,000	\$393,064
1	RTC	VAST/TSMO Coordination	PE	N/A	\$325,000	\$375,723
4	Clark County	NE 119th St. East, 87th Av. to 112th Av.	CN	79	\$3,100,000	\$8,377,000
5	Vancouver	NE 137th Av., 49th St. to Fourth Plain	RW	73	\$950,000	\$5,400,000
					\$4,865,000	\$14,719,197

Proposed STP-Rural Projects

Rank	Agency	Project	Phase	Score	Award	Award
1	RTC	UPWP & CMP	PE	N/A	\$60,000	\$69,364
2	Clark County	NE Blair Rd., SR-500 to MP 2.47	CN	64	\$1,000,000	\$2,050,000
					\$1,060,000	\$2,119,364

Proposed CMAQ Projects

Rank	Agency	Project	Phase	Score	Award	Award
1	Multi-Agency	Small Cities ATMS	CN	N/A	\$276,000	\$371,400
2	Clark County	STEVE 2	PE/CN	82	\$342,000	\$460,000
3	WSDOT	Centralized Signal System Enhancement	PE/CN	82	\$335,000	\$450,000
4	C-TRAN	Hybrid Buses	All	80	\$1,925,000	\$3,624,250
					\$2,878,000	\$4,905,650

ACTION

RTAC members are asked to recommend to the RTC Board: selection of Year 2020 regional grants and adoption of the 2017-2020 Transportation Improvement Program (TIP).

Attachment



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: September 9, 2016
SUBJECT: **Transportation Programming Guidebook – Project Obligation Policy Revisions**

BACKGROUND

The Transportation Programming Guidebook was adopted by the RTC Board at their June 2016 meeting. The Guidebook brings the overall regional Transportation Improvement Program (TIP) and regional grant process into one document and clarifies policies.

Over the last few months staff has discussed with RTAC the need to revise programming policies in response to modified state obligation policies and regional obligation levels that exceed authorization levels. To address these concerns, RTC staff had to place an interim freeze on the obligation of CMAQ project in 2016 and is recommending that policies in the Transportation Programming Guidebook be revised to allow for the systematic obligation of regionally selected projects based on selection year.

Draft policies were presented at the August RTAC meeting. At the September meeting the Transportation Programming Guidebook will be presented with revised policies, for RTAC review and endorsement. RTAC's recommendation will then be brought to the October 4, 2016 RTC Board meeting.

NEW POLICIES AND PROCEDURES

The Transportation Programming Guidebook will add the following new/revised policies to RTC's Transportation Programming Guidebook. In addition, the policy number changes for a few of the existing policies. An explanation for each new or revised policy follows, with the wording for each new policy shown in red text within the attached Transportation Programming Guidebook.

Policy 4.1 – Project limit of \$4 million, with annual maximum award of \$2.5 million.

The new policy will limit the annual request and allow additional regionally significant projects to proceed towards implementation.

Policy 5.1 – First two-years of projects in TIP are selected. Only projects programmed in the first two years of the TIP can proceed with obligation.

This new policy will stop the obligation of projects programmed in later years of the TIP, and reduce obligation levels to manageable levels.

Transportation Programming Guidebook – Project Obligation Policy Revisions

September 9, 2016

Page 2

Policy 5.3 thru 5.5 – Project phase obligation date is tied to program year.

Project delay policies will be tied to the year the project is programmed for funding.

Policy 6.1 – Selected projects are programmed in fourth year of the next TIP.

Following regional award of grants, new projects will be programmed in the fourth year of the TIP. This will space out obligation based on when funds are awarded and limit over obligation of funds in any given year.

Attachment

20160916-RTAC-TIPGuidebookRevised.docx



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: September 9, 2016
SUBJECT: **Comprehensive Growth Management Plans: RTC Certification**

INTRODUCTION

As the state-designated Regional Transportation Planning Organization (RTPO) for the region that includes Clark County, RTC has certain responsibilities under the state's Growth Management Act. The GMA Compliance responsibilities include certification of local Comprehensive Plans. At the September RTAC meeting, RTC staff will review the status of the GMA Certification process for jurisdictions that have taken action to adopt updates to their Comprehensive Growth Management Plans in 2016.

RTC's GMA Certification Process

To recap, there are 4 key elements to the certification process:

- Guidelines and Principles for certifying the local transportation elements of Comprehensive Plans are established.
- RTC must certify conformity of local Comprehensive Plan transportation elements with the Growth Management Act's requirements.
- RTC must certify consistency between local Comprehensive Plans and RTC's Regional Transportation Plan.
- RTC must certify that local jurisdictions have met the requirements of the state's Level of Service Bill.

After working with RTAC members and planners from local jurisdictions, as well as review by the RTC Board, the Board adopted a Guide to RTC's Certification Process on March 1, 2016. The Guide clarifies RTC's role in certifying local plans as part of Washington State's growth management planning process and includes a checklist for local jurisdictions to complete to help them and RTC fulfill certification requirements. Both the Guide and the checklist are made available on RTC's website. The checklist contains a series of questions related to the requirements of the GMA for developing transportation elements in local comprehensive plans and is used to determine the Plan's GMA compliance and consistency.

Since March, RTC has been receiving updated Comprehensive Plans and completed certification checklists from local jurisdictions that have taken Comprehensive Plan update actions in 2016.

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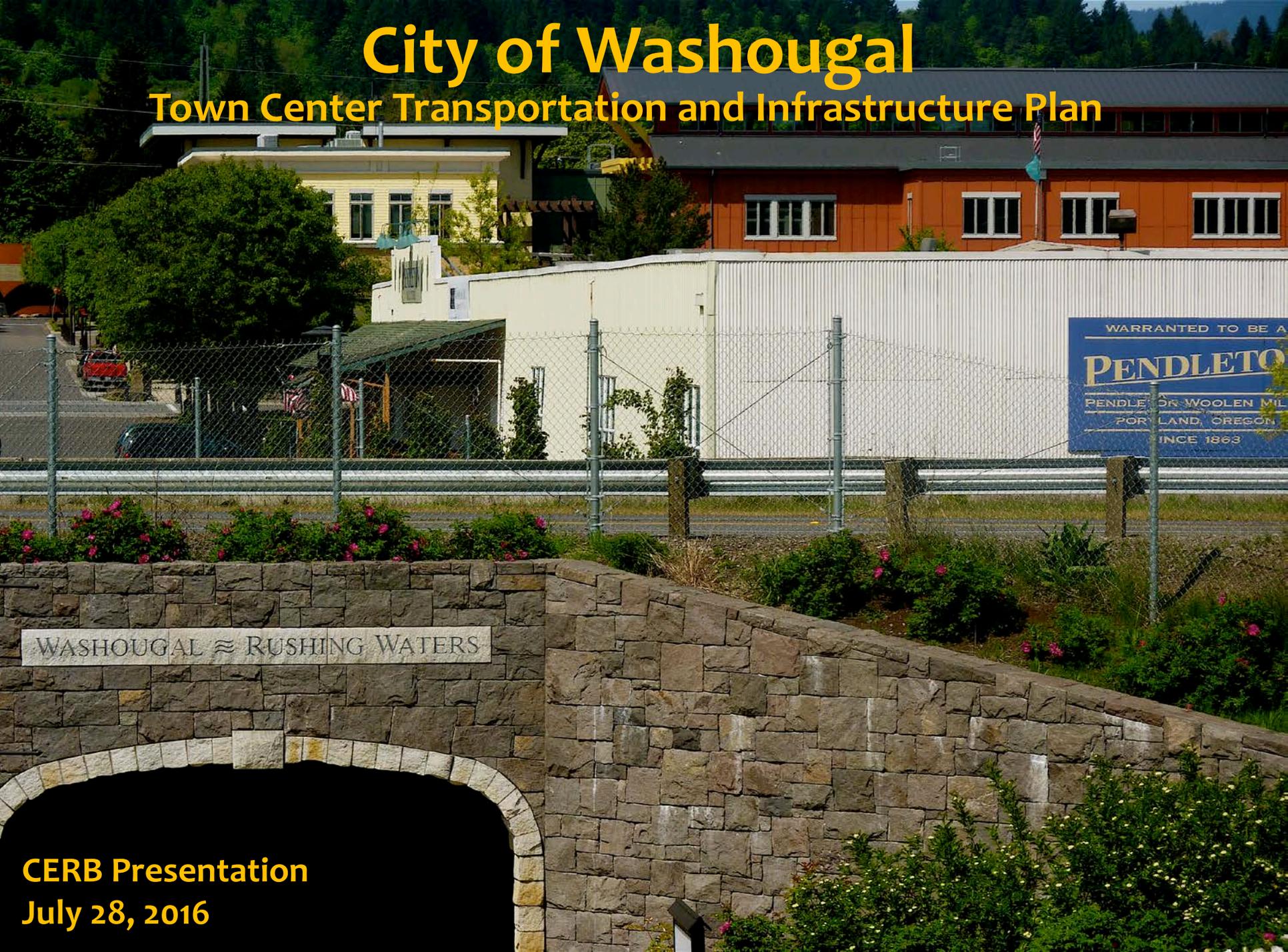
At the September RTAC meeting, RTC staff will review the completed checklists as the next step in the GMA Certification process.

ACTION REQUESTED

At the September 16 meeting, RTAC will also be asked to recommend RTC Board approval of GMA Plan certifications. Following RTC Board action, a certification letter from the Chair of RTC will be sent to the local jurisdiction to complete the Certification process.

City of Washougal

Town Center Transportation and Infrastructure Plan



CERB Presentation
July 28, 2016

Washougal Town Center



City of Washougal

Strategic Planning Process

- Strategic Plan “Roadmap” Pillar - Economic Development
 - “Build a solid economic foundation to ensure a strong, diverse and sustainable local economy.”
 - “Ensure easy access of business from byways, main streets, etc.”
 - “Continue to support redevelopment of the downtown area as a vibrant, accessible, economic center.”

Town Center Study Area



City of Washougal: Town Center Transportation Plan Study Area
(showing associated SR-14 improvement concept)

CERB Planning Grant Application May 31, 2016



Town Center Potential

- ❑ The 85-acre project area of vacant and redevelopment land lies within Washougal's vital Town Center District
- ❑ Town Center Phase 1 - Prior private investment of \$25M and public investment of \$10M
- ❑ Town Center Phase 2 - Continued development in the Town Center area holds the potential for:
 - ✓ Upwards of 360 jobs with \$21.6M in annual wages
 - ✓ \$60M in private investment

Transportation/Infrastructure Plan Objectives

- ❑ Connectivity to SR-14 in coordination with WSDOT (currently reviewing options for a funded \$7.5M access improvement project along the Washougal SR-14 corridor)
- ❑ Local street grid providing connectivity to existing streets
- ❑ Streetscape standards for the various proposed streets
- ❑ Multi-modal connectivity (bike, pedestrian, and transit) within the planning area and to the broader transportation system

Transportation/Infrastructure Plan Objectives

- Connectivity to a future railroad crossing in the vicinity of 27th-32nd
- Creation of a sewer service sub-area plan
- Cost estimates for various plan elements and potential funding sources
- Right-of-way and environmental and other permitting issues
- Continued coordination with property owners to deliver preferred transportation connectivity

Concept Option 1



Reid Middleton

SR 14 CORRIDOR – CITY OF WASHOUGAL
OPTION: 1

Concept Option 2



Questions?



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Bob Hart
DATE: September 9, 2016
SUBJECT: Vancouver Area Smart Trek (VAST) Program Annual Report

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. Rob Klug, Clark County Traffic Engineer, will also present information on recent VAST projects by the County.

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 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. They 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 2011 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.

FEDERAL REQUIREMENTS

The ITS element of the VAST program meets federal requirements for planning, development, and implementation of ITS projects. Federal regulation 23 CFR 940 requires that regions develop and maintain a regional ITS architecture to ensure that ITS technology projects are interoperable and that it must include participation from transportation stakeholders so that projects are coordinated and integrated. The TSMO element directly supports the federal Congestion Management Process (CMP) by providing regional services to agency partners to improve transportation performance by collaborating on operational strategies. Federal regulation 23 CFR 450.320(c) for the CMP requires that agencies collaborate to utilize

operational management, demand management, transit, and ITS technology to address travel demand before adding roadway capacity.

REGIONAL COLLABORATION

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

The VAST Steering Committee discusses 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 resulting in a valuable pathway for developing and securing funding for ITS/operations projects totaling more than \$26 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 and network communications needed for connecting ITS devices and infrastructure.

RECENT VAST PROGRAM ACCOMPLISHMENTS

Agency Projects Programmed in 2015

The TSMO Plan connects the planning process with project implementation. RTC's role in operations planning is intended to identify the best operational projects in coordination with the partner agencies, while the agencies are responsible for project delivery. RTC works closely with the VAST agency partners to identify projects and develop funding applications for the partner agencies. Operational projects programmed in 2015 are listed in the table below:

Project	Agency	Summary	CMAQ	Local
WRIGHT	Clark County	Software, hardware upgrades, multagency video sharing	\$685.4k	\$234.6k
SR-14 ATIS	WSDOT	New detection, cameras, and fiber between I-5 and I-205	\$819.5k	\$280.5k
Joint ATMS	WSDOT	Move to single, shared central system with Clark County	\$149.0k	\$51.0k
Mill Plain Signal Upgrades	Vancouver	New CPUs at 15 intersections for improved signal coordination and analytics	\$72.7k	\$24.9k
Mill Plain TSP Phase 2	C-TRAN	Expand TSP on Mill Plain; add TSP to 164 th Avenue	\$195.6k	\$66.9k
		<i>Total</i>	<i>\$1,922.2k</i>	<i>\$657.9k</i>

Successful Partnerships

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

- *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 information warehouse can be used by researchers, planners, traffic engineers, and the public to look at multimodal transportation performance throughout the region. In 2016, RTC has worked with Portal staff and VAST agencies to implement two key enhancements to the archive site.
 - RTC has coordinated with PSU, Clark County, WSDOT and ODOT retrieve vehicle length data from existing radar and loop detectors as an indicator of freight/truck volumes and have agreed on a definition of vehicle length categories. Sample vehicle length data is being tested in Portal and a regular vehicle length data feed from WSDOT and Clark County will be completed by the end of the year.
 - PSU has completed testing of a data feed from C-TRAN and is now receiving a regular feed from C-TRAN. The user interface will be available on Portal by the end of September.
- *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.

The VAST agencies have a shared GIS database 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.

Regional Communications Plan: RTC, in coordination with the VAST regional partner agencies, has completed an 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.

TSMO PLAN UPDATE

RTC and the VAST agencies recently completed an update to the VAST TSMO Plan which was first developed and adopted by the RTC Board in May 2011. The updated plan is undergoing final review and the VAST Steering Committee is scheduled to take action to approve the plan at their meeting on September 28.

The purpose of the TSMO Plan is to guide the implementation of operational strategies and supporting Intelligent Transportation Systems (ITS) technologies for Clark County in Southwest Washington and presents a strategic framework for accomplishing transportation system management objectives. It also supports future ITS technology investments and capital improvements necessary to accomplish those objectives.

While the original plan was intended as a 10-year vision, this Plan update is a 5-year look that better reflects of both the nature of TSMO strategies as viable near-term solutions to operational deficiencies, as well as the rapid evolution of ITS technologies and operations practices. The following sections provide a summary of the primary plan elements.

Regional TSMO Vision

TSMO provides options to address transportation needs where conventional transportation investments may be cost prohibitive, infeasible, or undesirable. In this way, TSMO is complementary to other regional transportation strategies and should be considered an integral part of the region’s toolkit to address existing and future needs. The TSMO Vision is to: *develop and implement strategies promote more efficient and cost-effective use of the existing transportation system, providing increased accessibility, reliability, and safety for people and freight.*

Emerging Issues and Trends

Based on input from the VAST member agencies, the plan identifies current and emerging operations issues and trends that are impacting the direction of transportation systems management and operations in the region. These issues have been taken into consideration in the update of the TSMO strategies toolkit. The following is a partial list of trends identified in the Plan. These issues will need to be revisited periodically because of the evolving nature of transportation technology.

Emerging Issues and Trends	Opportunities and Impacts for TSMO in Clark County
Connected and Autonomous Vehicles (CAVs)	<p>Connected and autonomous vehicle are anticipated to have a profound impact on the surface transportation system. A substantial amount of activity is currently underway to develop technologies, industry partnerships, technical standards, and policy frameworks to support the implementation of CAVs.</p> <p>The plan calls for agencies to “future proof” infrastructure to accommodate CAVs as devices and standards become available such as the installation of high powered signal controllers that can process large amounts of data and can communicate with vehicles and other roadside devices.</p>
Quality, Integration, and Open Sharing of Transportation Data	<p>Transportation data is an increasingly important asset to be managed and leveraged to achieve public benefits.</p> <p>An example is the use of highway and transit agency data by third-party mapping applications to provide multi-modal trip planning and real-time traffic and service conditions. The VAST agencies have identified the opportunity to continue to increase the accessibility and exchange of data from formerly “closed” systems such as traffic signal systems and transit management.</p>

Supporting Emerging Operational Strategies	<p>Innovation is at the heart of the VAST community, and new TSMO strategies have been identified that can address the transportation needs of the region. One example is exploring the use of Bus on Shoulder (BOS) for C-TRAN buses on SR 14 and along the bi-state I-205 corridor.</p> <p>Other examples include the potential for expanded use of ramp metering or freeway active traffic management (ATM) in the region, topics that will be studied in the near future led by WSDOT.</p>
Cost Sharing and Sustainable Funding	<p>An ongoing commitment of sustainable, predictable funding is required to maintain the existing TSMO capabilities and ITS infrastructure that exists today, let alone to expand capabilities or coverage in response to emerging needs and opportunities.</p>
ITS Infrastructure Renewal and Asset Management	<p>Due to the successes of past efforts, VAST agencies have deployed substantial ITS infrastructure and communication equipment across the region. Like any transportation infrastructure, these systems and devices require a systematic approach and sustained funding to ensure asset replacement and continued operation of the system.</p>
Bi-State Coordination	<p>In the past few years, the region has implemented significant bi-state TSMO initiatives with partner agencies in Oregon – most notably the bi-state traveler information system (WSDOT/ODOT), the new regional electronic transit fare collection system (C-TRAN with TriMet), the bi-state interagency ITS Network, and the PORTAL regional transportation data archive.</p>
Opportunities for Collaborative Initiatives and Shared Infrastructure	<p>Build upon current collaboration in shared fiber/communications infrastructure, video sharing, and bi-state travel time. Explore new areas between agencies for improved functionality, seamless systems, better operations and cost savings.</p>
Regional Performance Measurement	<p>The role of Performance Measurement in transportation planning and investment is increasing at the agency, state, and federal levels. VAST agencies recognize the need for more robust metrics than traditional volume/capacity (v/c) ratios.</p> <p>Performance measurement can leverage data generated by ITS field systems and aggregated through the PORTAL regional data archive. Automation of data collection and performance measurement through improved data analytics will reduce the burden of generating performance measures.</p>

Current TSMO Strategies Status and Future Goals

As part of the TSMO plan update, VAST members reviewed the 2011 plan, identified strategies that have been advanced over the last 5 years, and how they would like to see strategies implemented in the next 5 years. The strategies below are a sampling of the accomplishments, strategies and future goals contained in the TSMO Plan.

TSMO Toolkit Strategy	Current Level and Key Accomplishments since 2011	Future Level and 5-Year Strategic Goals
Active Traffic Management	<p>No implementations in the region to date; examples in Puget Sound Region and Oregon to draw upon</p>	<p>Study feasibility of Active Traffic Management in the region. Plan/implement if warranted by study</p>

Ramp metering	Maintenance of existing, limited ramp metering infrastructure in the region.	WSDOT is undertaking a study of ramp metering and its application to all Clark County urban freeways. Plan/implement if warranted by study
Enhanced traffic signal operations	Clark County has expanded and improved traffic signal management and detection capabilities. Traffic signal controller CPU's are being upgraded on some corridors in the region and new functionality, e.g. Arrival on Green, is being tested	Expand upgraded controllers to improve system performance. Allows communication with Connected and Autonomous Vehicles, adaptive or traffic responsive signal control, and performance measurement
Traffic surveillance	Agencies have deployed additional traffic cameras across the region and video sharing has been tested	Agencies will be implementing a video sharing project for Clark County, WSDOT and Vancouver transportation. Future expansion could include public safety and emergency management.
Transit signal priority (TSP)	TSP pilot project was implemented on Mill Plain	TSP to be implemented on HWY 99, extended on Mill Plain and 164 th and implemented on Fourth Plain with the BRT project
Regional transit fare integration	C-TRAN is working with TriMet to design and implement a Region-wide integrated smart fare system	Begin operations of regional smart card fare system (Hop Fastpass™) – estimated 2017
Regional Traveler Information	Congestion and construction information is available on the SW Region WSDOT website and travel time on the WSDOT official app	Clark County is planning to provide traffic video and arterial congestion information over the web. WSDOT is considering dissemination of near real time traffic CCTV video clips, a capability currently provided in WSDOT Northwest region

Implementation Plan

The operational strategies described in the Regional Implementation Plan section identifies the enabling ITS technology and equipment needed to deploy the strategies and provides a roadmap for building ITS field equipment and technology to support system management and operations over the next ten years.

ITS implementation guidelines have been developed as part of the Plan to describe functional guidelines and specifications for ITS technologies to ensure that these investments support TSMO objectives in an effective, interoperable manner. Examples include the location of surveillance cameras (intersections, high incident locations, etc.) to support incident and emergency management activities, or the spacing and quality of traffic detection to adequately capture traffic flow or travel-time measures.

By comparing these standards to existing ITS deployments in the region, the future ITS needs of the region to support TSMO have been identified at the corridor level. The guidance contained in the Plan is a valuable guideline for future project-level planning and design for ITS implementation.

To fulfill the TSMO vision for the region, the Implementation Plan provides the necessary direction to agencies on the enabling ITS infrastructure that is required to support each of the TSMO strategies in the corridors defined in the TSMO network.

By comparing the 'baseline' ITS deployment in the region today to the ITS implementation standard, it is possible to estimate the level of future ITS deployment needed in the region to fulfill the TSMO vision.

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.