



The Regional Transportation Advisory Committee meeting will be held on **Friday, April 21, 2017**, 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 February 17, 2017 Minutes, Action
- II. FY2018 UPWP, Action
- III. April TIP Administration, Action
- IV. WSDOT Ramp Meter Study Update by Scott Langer, Operations Engineer, WSDOT Southwest Washington Region *
- V. Clark County TIP Ranking Process Update: Susan Wilson and Michael Derleth, Clark County *
- VI. TIP and Regional Grant Process, Discussion
- VII. 2016 Congestion Management Process – Initial Data, Discussion
- VIII. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - a. Project Showcases – Clark County & City of Vancouver
 - b. TIP Database Review
 - c. Functional Classification Review Update
 - d. Transportation Data Collection – Contract Selection

****Materials available at meeting***

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If you have special needs, please contact RTC*

20170217_RTAC_Agenda.docx

An advisory committee to:

Southwest Washington Regional Transportation Council

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
February 17, 2017**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, February 17, 2017, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington by Bob Hart, RTC. Those in attendance follow:

Gary Albrecht	Clark County
Jim Carothers	Camas
Tony Cooper	La Center
Lynda David	RTC
Jim Hagar	Port of Vancouver
Roger Hanson	C-TRAN
Mark Harrington	RTC
Bob Hart	RTC
Ryan Jeynes	Battle Ground
Tom Kloster	Metro
Colleen Kuhn	Human Services Council
Chris Malone	Vancouver
Dale Robins	RTC
Patrick Sweeney	Vancouver
Shann Westrand	RTC
Susan Wilson	Clark County

Bob asked if there were any changes or corrections to the January 20, 2017, meeting minutes and asked for a motion of approval.

JIM HAGAR, PORT OF VANCOUVER, MADE A MOTION FOR APPROVAL OF THE JANUARY 20, 2017, MEETING MINUTES AND CHRIS MALONE, CITY OF VANCOUVER, SECONDED THE MOTION AND THE MOTION PASSED UNANIMOUSLY.

TIP AMENDMENT: WSDOT

Dale Robins, RTC, announced that WSDOT has a TIP Administrative Amendment. This is a curb ramp update for ADA compliance purposes. Once WSDOT got into design, they realized the project cost was higher than anticipated. As a result, the amount for the project needs to increase by \$220,000.

II. Approval of the Transportation Alternatives Grant Process, Action

Dale Robins, RTC, noted there were some slight changes in funding of about a \$10,000 increase and also verbiage was added to encourage agencies to apply to get State funding before applying for federal funds. There was a question about availability of funds and Dale let agencies know that half of the funds will be available in 2018 and half in 2019. Dale also informed the group

that the TAP Project Evaluation Team will include representatives from C-TRAN, Clark County Bike and Pedestrian Advisory Committee, RTC, WSDOT and Clark County Health Department.

The TAP guide was attached for review. There was general discussion around the table regarding funding and availability.

MOTION WAS MADE BY CHRIS MALONE, CITY OF VANCOUVER, RECOMMENDING APPROVAL OF THE TAP PROCESS AND FORWARD TO THE RTC BOARD AT THEIR MARCH MEETING. THE MOTION WAS SECONDED BY SUSAN WILSON, CLARK COUNTY AND PASSED UNANIMOUSLY.

III. WSDOT Ramp Meter Study Update by Scott Langer, Operations Engineer, WSDOT Southwest Washington Region

Scott Langer, WSDOT, was not able to attend RTAC due to the I-5 mud and rock slide. He will return to the next RTAC meeting to provide a presentation.

IV. 2018 RTP Update, Work Plan, Discussion

Lynda David, RTC, said she wanted to review the Memo on the 2018 RTP update in preparation for scoping the update. RTC is looking for input and feedback from RTAC and the RTC Board. Lynda indicated that RTC is proposing a 2018 update to be in sync with Metro's update and to keep address consistency between federal, state, regional and local plans. Lynda went over the list of items needed to be incorporated into the new update focused on changes since the last update adopted in December 2014. These items include Federal FAST-Act, Rulemaking related to Performance Based Planning and Programming as required under MAP-21, Vancouver Air Quality Maintenance Area is now in attainment for both ozone and CO, Congestion Management Process, annual reports for 2014, 2015 and 2016, Washington Transportation Plan 2035, WSDOT's Moving Washington Forward: Practical Solutions, VAST Program: 2016 TSMO Plan Update and Implementation Plan, 2016 Comprehensive Plans, Transportation Elements and Capital Facilities Plan Updates; multiple local jurisdictions and the CREDC-Clark County Employment Land Study.

Changes to the Finance section of the RTP will include the Federal FAST Act's new freight funding programs, the State's Connecting Washington 11.9 cent gas tax increase with a 16 year program of projects, the State Transportation Improvement Board's Complete Streets Program, and the City of Vancouver and City of Battle Ground's Transportation Benefit Districts established resulting in a \$20 license tab assessment. The RTP will also incorporate C-TRAN's 2030 Plan update, C-TRAN's work on the Transit Asset Management Plan/State of Good Repair Performance Targets as required for Performance Based Planning and Programming. In addition, the RTP will incorporate recent local transportation planning studies such as Vancouver's Westside Mobility Strategy. Jim Hagar, Port of Vancouver, noted that the Corps is starting the EIS for the next 20 year maintenance plan for the Columbia River Channel project which should be included.

Lynda went over the Key 2018 RTP Update Elements and asked that agencies provide any changes or additional information to Lynda before February 28th to be included in the RTC Board packet mailing. Lynda also went over the items that will be worked on during 2017 and noted there will be additional agenda items brought back to RTAC throughout the update process. RTC is hopeful for RTP adoption by end of 2018.

V. 2016 Annual Listing of Federal Obligation, Discussion

Dale Robins, RTC, went over the 2016 Annual Listing of Federal Obligation which is a Federal regulation required by MPO's as a record of project delivery. Dale referred to the Obligation Summary chart that shows the obligation by year and also went over the figures showing obligation by projects type.

Dale announced that agencies need to check the list of obligations to verify the table includes their projects and that they are listed correctly. The report will be presented to the RTC Board and be posted to RTC's website by March.

VI. Safety Data, Discussion

Dale Robins, RTC, emphasized safety for all modes of travel is a priority component of the metropolitan transportation planning process. RTC's previous safety efforts resulted in the development of Safety Management Assessment reports to further transportation safety awareness. RTC's goal is the same as the Washington State's Strategic Highway Safety Plan (Target Zero), to reduce traffic fatalities and serious injuries to zero by 2030. This agenda item is intended to provide an initial overview of collision data for the past 10 years. Later in the year, RTC staff will return as we incorporate safety performance management measures into our overall process.

Dale went over the Clark County collision data provided in the packet, especially how it relates to Target Zero factors. There was some discussion and Dale noted that the next time RTAC sees the report the 2016 data will be included.

VII. Other Business

A. RTAC Members

- a) Roger Hanson went over some of the highlights of the Project Showcase for "The Vine". Since opening in early January, C-TRAN has received positive compliments and feedback, including questions as to when and where the next BRT project will be. Roger indicated that C-TRAN will be working on a list of projects that includes a study to determine the possibility of future BRT locations although he is not sure this study will be done in 2017. Patrick Sweeney, City of Vancouver, asked about the VINE not serving Turtle Place because of traffic congestion. Roger Hanson indicated there is a meeting in the works at C-TRAN to determine what solutions there are for this service area.

- b) Tom Kloster, Metro, introduced himself and said he will be the new Metro representative at RTAC replacing Chris Myers.
- c) Colleen Kuhn, Human Services Council, noted that the Transportation Improvement Board (TIB) has appointed Mr. Ashley Probart as the new Executive Director.

Colleen congratulated the City of North Bonneville as they are the only jurisdiction in the region to receive a Complete Streets award.

Colleen also announced that the November 2017 TIB meeting will be held in Stevenson. TIB encourages jurisdictions to talk to TIB for any assistance they may need on projects.

- d) Susan Wilson, Clark County, noted that the County will be updating their evaluation system for their Transportation Improvement Program projects. The County is asking to come to RTAC and present the updated evaluation system. The County is looking for feedback and make sure their evaluation system makes sense. Chris Malone, City of Vancouver, indicated the City would like a copy of the County's procedure.

B. RTC Staff

- a) **TIB Complete Streets Program** – Lynda David, RTC, expanded on Colleen Kuhn's Complete Streets announcement. She said some jurisdictions were not nominated for a Complete Streets award because their Complete Streets policy was passed by Resolution rather than by Ordinance. Patrick Sweeney, City of Vancouver, went over some of the highlights of a Complete Streets Workshop the City hosted on February 15.
- b) **FY 2018 UPWP State and Federal Review Meeting** – February 23, 2017 – Lynda announced that this meeting will be here at the Public Service Center in room 433 at 1pm if any would like to attend.
- c) **Obligation of Projects** – Dale Robins, RTC, went over the memo provided. The memo indicates how funding will be distributed and reimbursement policies. Once a project is programmed in the first two years of the TIP, the project sponsor can implement their project. Projects programmed in the second year of the TIP will be implemented with advancement construction funding, which will delay reimbursement. Dale also note that agencies are required to deliver the project scope as outlined in the grant application.
- d) **STP Funds Allocation Update** – Dale indicated that CMAQ funds decreased by about \$90,000 but STP funds gained about \$190,000, based on revised 2017 statewide formula allocations.
- e) **Legislative Update** – Bob Hart, RTC, announced that HB 1222 (I-5 Corridor Project) is to establish a Bi-State committee including eight (8) Legislators from Oregon and eight (8) Legislators from Washington. There is a Hearing of the House Transportation Committee next Monday, February 20.

The meeting adjourned at 10:32 a.m.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: April 13, 2017
SUBJECT: **FY 2018 Unified Planning Work Program (UPWP), Action**

INTRODUCTION

The Unified Planning Work Program (UPWP) is prepared annually by RTC, serving as the MPO/RTPO for the region. The UPWP describes transportation planning activities to be completed as part of the coordinated regional transportation planning process and is prepared annually as a requirement for the receipt of federal and state transportation planning funds. It should reflect federal, state and local transportation planning emphasis areas. The FY 2018 Work Program covers the period from July 1, 2017 through June 30, 2017.

FY 2018 UPWP

RTAC members were provided with an overview of the FY 2018 UPWP at the January 2017 meeting. Attached is an updated draft copy of the FY 2018 UPWP. The UPWP outlines funding sources available for the transportation planning program to address the major transportation policy issues of the upcoming year (see UPWP, page xv). Prior to the April 21 meeting, RTAC members are asked to check that the attached UPWP reflects the work activities jurisdictions, transportation agencies and the MPO/RTPO anticipate for FY 2018. To comply with the federal transportation act [Metropolitan Planning Rule § 450.314], the UPWP must describe “**all** metropolitan transportation and transportation-related air quality planning activities (including corridor and subarea studies) anticipated within the area during the next one or two year period, regardless of funding sources or agencies conducting the activities”. To meet these requirements, Section 4 of the FY 2018 UPWP contains a description of planning projects of regional significance which local agencies anticipate they will carry out during FY 2018.

TIMELINE

The timeline for completion, adoption and submittal of the FY 2018 UPWP is outlined below:

RTC's FY 2018 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT		
DATE (2017)	MEETING	ACTION
Fri. Apr. 21	RTAC	Recommend RTC Board adoption of FY 2018 UPWP
Tue. May 2	RTC Board	Adoption of FY 2018 UPWP
by Fri. Jun. 16		Submit adopted FY 2018 UPWP to WSDOT Tribal and Regional Coordination
by Wed. Jun. 21		Adopted UPWPs sent by WSDOT to FHWA/FTA for federal approval
Fri. Jun. 30		FHWA/FTA UPWP approval due to WSDOT
Fri. Jul. 1		FY 2018 UPWP takes effect

RTC AND METRO's UPWPs

RTC and Metro are both MPOs within a bi-state region and there is a federal requirement that both MPOs develop their work programs in coordination with each other. Metro's draft FY 2017-2018 UPWP is also made available for RTAC review.

ACTION REQUESTED

At the April 21 meeting, RTAC members will be asked to recommend adoption of the FY 2018 UPWP by the RTC Board at the Board's May 2 meeting.

ATTACHMENTS: FY 2018 UPWP Draft Document (April 13, 2017)
Metro's 2017-2018 Draft UPWP



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: April 13, 2017
SUBJECT: April 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 are proposed:

1. WSDOT has requested that the length and cost of their I-5/SB North Fork Lewis River Bridge-Resurfacing project be increased. This will increase the total cost of the construction phase to \$1,200,000, an increase of approximately \$323,000. The project length will increase to 0.62 miles.
2. Clark County has requested to increase the cost for the construction of their Highway 99 Pedestrian/Bicycle Improvements project to \$1,479,000, an increase of approximately \$203,000. The extra cost will all be covered with local funds.

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

ACTION

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

Attachment

20160421_RTAC_TIPAdministration.docx

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

April 10, 2017

County: Clark

Agency: Clark Co.

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	4253(014)		WA-08016	28	0.750	CE	Yes	NE 63rd St	NE 78th St	2,417,000	17-04

Highway 99 Pedestrian/Bicycle Improvements

Construct and widen sidewalk, remove or adjust utilities, ADA and APS upgrades, add midblock pedestrian crossing and HAWK signal, enhance bike lane striping, transit stop relocations or upgrades.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2018		TAP(UL)	200,000	TIB	220,000	0	420,000
CN	2018		STP(UL)	200,000	Ped/Bike Program	575,000	284,000	1,059,000
Project Totals				400,000		795,000	284,000	1,479,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,200,000	279,000	0	0	0
Totals	1,200,000	279,000	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	400,000	795,000	284,000	1,479,000

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

April 10, 2017

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	0051(301)	400517B	400517B06	06	0.250	CE	No	19.67	20.29	1,332,730	17-04

I-5/SB North Fork Lewis River Bridge - Resurfacing

Rehabilitate the bridge deck and joints.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total	
			Federal	Fund Code					
CN	2017			NHPP		1,176,000	0	24,000	1,200,000
Project Totals						1,176,000	0	24,000	1,200,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,200,000	0	0	0	0
Totals	1,200,000	0	0	0	0

Agency Totals for WSDOT - SW	Federal Funds		State Funds	Local Funds	Total	
	Federal	Fund Code				
		NHPP	1,176,000	0	24,000	1,200,000
Agency Totals for WSDOT - SW			1,176,000	0	24,000	1,200,000



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: April 13, 2017
SUBJECT: **TIP and Regional Grant Process**

BACKGROUND

The process for the development of the 2018-2021 Transportation Improvement Program (TIP) will soon begin. The goal will be to build upon the TIP process utilized in previous years and adopt a Transportation Improvement Program that helps the region meet the goals of the Regional Transportation Plan (RTP).

Only regionally significant and federally funded projects that plan to obligate funds within the next four years (2018-2021) are included in the TIP. The purpose of the TIP is to demonstrate that transportation resources are being used to implement the Regional Transportation Plan (RTP). The TIP includes projects selected by RTC through our regional grant process.

RTC is responsible for selecting projects for the regional allocation of federal highway funds. This includes the regional allocation of Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternative Program (TAP). The Call for TAP projects went out in March 2017. The Call for STP and CMAQ projects will occur in May. Projects selected through the regional grant cycle will be programmed in year 2021.

Please come to April RTAC meeting prepared to review the regional TIP and Grant process.

REGIONAL GRANT PROCESS

With policy direction from the RTC Board, the overall regional grant process is recommended to remain the same, as adopted by the RTC Board in 2016. The regional grant process will include the following steps:

1. Local agencies identify priority projects and submit a project application for consideration in the regional grant process.
2. Projects are reviewed for consistency with the Regional Transportation Plan, local comprehensive plans, and regional screening criteria.
3. Projects are evaluated and ranked against a set of adopted selection criteria.
4. Projects are selected for funding and programmed in the Transportation Improvement Program by the RTC Board of Directors.
5. This process will also include a public participation process, which includes a 30-day public comment period.

The regional grant process will follow the process as outlined in the Transportation Programming Guidebook. The TIP selection criteria will remain unchanged (Attached).

An advisory committee to:

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TIP and Regional Grant Process

April 13, 2017

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2017 Grant and TIP Schedule

RTC will adhere to the following schedule for the 2017 Grant Process and development of the 2018-2021 Transportation Improvement Program:

Friday, May 19	Call for projects
Friday, July 14	Project applications due
July 17 - August 3	Staff evaluations by criteria
Thursday, August 3	Agency review of evaluations
Tuesday, August 15	Local agencies enter projects in STIP database
Friday, August 18	RTAC recommendation on prioritization
August – September	Prepare Draft TIP / Public Involvement
Tuesday, September 5	RTC Board review prioritization / Draft TIP
Friday, September 15	RTAC recommends adoption of TIP
Tuesday, October 3	RTC Board adoption of TIP

Grant Program Funding Levels

This past year, WSDOT working with their partners updated the formulas for the allocation of regional federal funds. These new formulas will change the annual allocation beginning in federal fiscal year 2017. Overall the region gained over \$200,000 per year in regional federal funds, with most of the gains occurring under the STP-TMA program.

- Urban Surface Transportation Program (STP-TMA) - \$7.1 million (May Call)
- Rural Surface Transportation Program (STP-R) – Next Call in 2018
- Congestion Mitigation and Air Quality (CMAQ) - \$2.6 million (May Call)
- Transportation Alternatives Program (TAP) - \$1.7 million (March Call)

Project Delivery Policies

The following Project Delivery Policies will apply to the upcoming call for projects:

- The maximum annual request for a project is \$2.5 million.
- Selected projects will be programmed in year 2021, but could proceed up to one year early (2020).
- Projects cannot receive funding for construction until design is 50% complete.

CONCLUSION

Please come to the April RTAC meeting prepared to provide input and offer recommendations. Following RTC Board input, RTC will issue a call for projects in May.

Attachments



RTC Selection Criteria

Urban STP/CMAQ Grants

Project Screening Criteria

1. Is the project consistent with Regional Transportation Plan (RTP), Local Comprehensive Plans, and Congestion Management Process? (*Road and transit projects that add capacity must be listed in the RTP*)
2. If a road project, is the facility federally classified as an urban collector/rural minor arterial or above?
3. Is the project an improvement project, rather than a maintenance project?
4. Does the request for STP/CMAQ funds exceed the regional cost limitation of \$4,000,000 per mile?
5. Is the project ready to proceed and has a reasonable timeline for implementation?
6. If an operational improvement, does the project follow TSMO guidance?

Summary of Selection Criteria

<u>Evaluation Criteria</u>	<u>Weight</u>
Mobility	20
Multimodal/Operations	15
Safety	20
Economic Development	20
Financial/Implementation	15
Sustainability/Air Quality	<u>10</u>
	100

Mobility ***20 Maximum***

Existing Peak Hour Condition	0-10
<ul style="list-style-type: none"> • V/C Ratio 0.9 or greater/Less than 60% of Posted Speed • V/C Ratio 0.8 to 0.89/60-64% of Posted Speed • V/C Ratio 0.7 to 0.79/65-69% of Posted Speed • V/C Ratio 0.5 to 0.69/70-74% of Posted Speed • Transit (Unless corridor can be identified) 	10 7 5 3 6
RTP 20-Year Model	0-2
<ul style="list-style-type: none"> • V/C Ratio Reduced 0.1 • V/C Ratio Reduced 0.05 • Modeled Speed Improvement 	2 1 1-2
Congestion Management Process	0-6
<ul style="list-style-type: none"> • On CMP Network • Project Addresses CMP Concern 	2 0-4
Network Development	0-4
<ul style="list-style-type: none"> • Extends Improvements • Completes Gap • Completes Corridor • New Network Connection • Improves Parallel Corridor 	1-2 2-3 3-4 0-4 0-2
Truck Route	0-5
<ul style="list-style-type: none"> • T5-T1 	1-5

Benefit Weighted by Existing Peak Hour Volume	0-4
• 1,501+ Vehicles	4
• 901-1,500 Vehicles	3
• 500-899	1

Multimodal/Operations **15 Maximum**

Operational Improvements	0-8
• Signal integration/upgrade	2
• Data Collection (Volume, speed, occupancy, classification)	2
• Traffic Surveillance	2
• Communication Infrastructure	2
• Variable message signage	2
• Traveler Information	2
• Access Management	2
• Smart Transit Management/Transit Signal Priority	2

Multimodal	0-10
• Transit Expansion	0-8
• Peak Hour Transit Buses (1 point per 2 Buses)	0-5
• Transit Replacement	0-3
• Exclusive Transit Lanes (Transit Only, BAT Lanes, etc.)	2-8
• Transit Amenities (Shelter, Platform, etc.)	0-2
• Park and Ride Construction	5-8
• Carpool/Vanpool	1-3
• Improve Non-Motorized Access to Park and Ride/Transit	1-2
• Extends or Completes gap in Bicycle Route	1-3
• Construct 10-foot separated path or two 5-foot striped bicycle lanes	2
• Sidewalks (Both Sides)	1-2
• Sidewalks wider than 5' and/or Planter Strip (3' minimum)	1-3
• Improves Transit Speed/Reliability	1-3
• Transportation Demand Management	1-3
• Contact C-TRAN's Capital Project Manager (10+ days)	1
• Adopted Complete Street Policy	1

Safety **20 Maximum**

Correctable Collision History	0-8
• Sliding Scale	0-8
Accident Rate	0-2
• Below Average, Average, or Above Average	0-2
Safety Strategies Implemented	0-10
• Public Transit Safety or Security	1-5
➤ Security Camera	
➤ Lighting	
➤ Improve Visibility	
• Pedestrian Safety	1-5
➤ Add sidewalk where one does not exist	
➤ ADA accessibility	
➤ Wider sidewalk	
➤ Buffer	

- Improved Street Crossing (crosswalk/signal)
- Lighting
- Improve Access to Transit
- Target Zero Strategy
- Bicycle Safety 1-5
 - Add Striped Bicycle Lane
 - Add Separated Path
 - Buffer
 - Improves Access to Transit
 - Target Zero Strategy
- Improves Intersection 1-5
 - Provide Appropriate Traffic Control
 - Improves Visibility/Sight Distance
 - Improves Geometry/Approach
 - Address Collisions at Intersection Identified in Safety Management Assessment
 - Target Zero Strategy
- Improve Road Safety 1-5
 - Improve Clear Zone
 - Improve Geometry
 - Improve Visibility/Sight Distance
 - Add Rumble Strips, raised markers, barrier/guardrail
 - Target Zero Strategy

Existing Conditions 0-6

- Pavement Widths (Deviation from standards) 0-2
- Shoulder Widths (1 pt. per 2 feet less than 6') 0-3
- No Center Turn lane/Pocket (Project must correct) 1

Provides Access Management 0-6

- Add Non-Traversable Median greater than 50% of project length 3
- Add C-Curb at Intersections or less than 50% of project length 2
- Close Minor Intersections 1
- Reduce Access Points 2-5
- Eliminate Existing At-Grade Crossing 5

Economic Development 20 Maximum

Employment Growth 0-12

- Retail Employment Growth (Regional Model-Select Link) 0-5
- Other Employment Growth (Regional Model-Select Link) 0-7

Provide or Improves Access to Existing Employment and CTR Employers 0-8

- Existing Employment (Regional Model-Select Link) 0-8

Freight Generator 0-5

- Improves Access 1-3
- Creates Access 4-5

Private Development 1-5

- Signed Development Agreements 1-3
- Private Investment in Public Infrastructure 1-3

Environmental Justice 0-2

- Bike, Pedestrian, Transit Enhancement to EJ block group 0-2

Financial/Implementation**15 Maximum**

Overmatch Funding	0-8
• 1 Point per 4% Above Minimum Match	
Previously Completed Work (Prior to application deadline)	0-8
• Environmental Permits Submitted/Approved	1-3
• Plans, Specs, and Estimate Completed	3
• Right of Way Acquisition Complete	3
• No Sensitive Areas or Issues Pending	3
• Transit Vehicle Purchase	4
Full Funding In Place	4

Sustainability/Air Quality**10 Maximum**

Air Quality Benefit	0-10
• TCM Tools (Reduction of CO and VOC)	0-10
Sustainability Measures	0-10
• LID or Enhanced Treatment Stormwater Control	2
• Hardscaping or Native Planting (no permanent irrigation)	1
• Correction of Fish Barrier	0-3
• Enhances Stream Bank Conditions	1
• Corrects Existing Sensitive Area Impacts	2
• Appropriate Reduction in Existing Pavement Width	0-3
• Replace or Install Low Energy Street Lighting	3
• Reuse/Recycling of Materials	2
• In-Place Pavement Reconstruction or Structural Retrofit	2

RTC Selection Criteria_20160331.doc

MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: April 13, 2017
SUBJECT: 2016 Congestion Management Process – Initial Data

BACKGROUND

The purpose of this memorandum is to summarize initial data for the 2016 congestion monitoring effort. The full 2016 Congestion Monitoring Report will be brought to the May RTAC meeting for committee action.

The Congestion Management Process (CMP) serves as the foundation for monitoring the regional transportation system. The monitoring element of the congestion management process is designed as an informational tool to be used within the decision-making process. The CMP should be used to identify needs and develop solutions. Overall, the CMP Monitoring Report provides a consolidated assessment of the regional transportation system's operating conditions and deficiencies and corrective actions are implemented by local agencies in part through support provided by the regional TIP funding process.

INITIAL FINDINGS

Overall

With continual growth in regional employment and population more commute trips are being added to the regional transportation system, resulting in additional delay on many of the most congested corridors. This increase in delay and congestion is most apparent in the morning and evening commute as people try to cross both the I-5 and I-205 Bridges between Washington and Oregon.

Columbia River Crossings

Both the I-5 and I-205 traffic volumes continue to grow, and set all time daily averages. This has also resulted in additional congestion and slower commutes during peak hours. People commuting in the morning peak on I-5 South, I-205 South, and SR-14 east of I-205 experienced the biggest increases in delay as congestion degraded. Morning backup on I-5 South corridor regularly extend north of Main Street, backup on I-205 South corridor extend past SR-500, and backup on SR-14 Central corridor extend to 192nd Avenue. In the evening peak similar backups occur on the Oregon side of the Columbia River bridges.

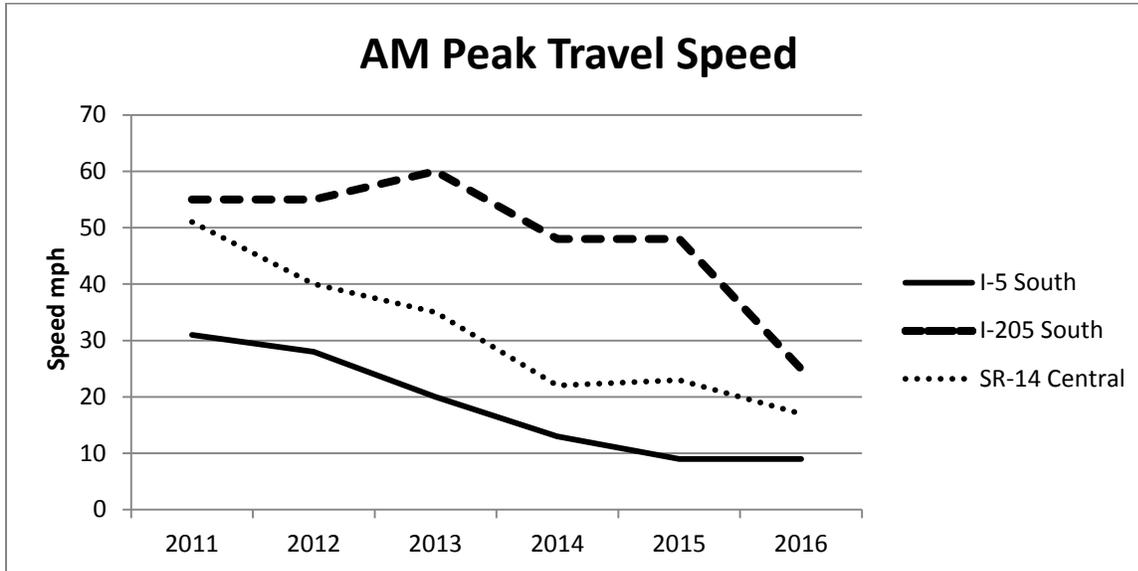
Over the past five years, the morning speeds have decreased by 71% on the I-5 corridor from SR-500 to Jantzen Beach, 55% on the I-205 Corridor from SR-500 to Airport Way, and 67% on

2016 Congestion Management Process – Initial Data

April 13, 2017

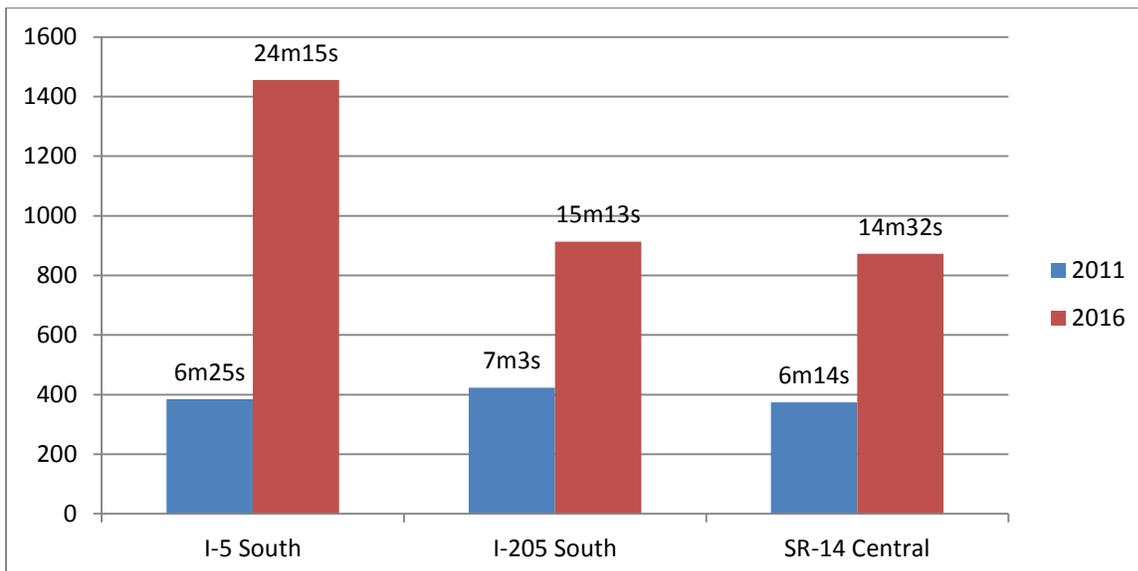
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SR-14 from 192nd Avenue to I-205. Over the last year, the I-205 corridor hit saturation level and experienced a significant drop in average speed from 48 mph to 25 mph.



With this decrease in speed, the average travel time in these bi-state corridors have increased. Between years 2011 and 2016 the morning travel time has increased by almost 18 minutes in the I-5 South corridor, and just over 8 minutes in both the I-205 South and SR-14 Central Corridors.

However, reliability in all three corridors can be significantly impacted by incidents (stall vehicle, collision, bad weather, etc.) within the region. A single incident can impact travel on multiple corridors as traffic diverts and can take several hours for the transportation system to recover.



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The I-5, I-205, and SR-14 corridors are all experiencing peak spreading as total peak volume is reaching a saturation point. This results in a longer peak period that is starting earlier in the day as commuters leave prior to the most congested time period.

Corridor Capacity Ratio

The capacity ratio provides an indication of how well the transportation facility carries the existing traffic volumes. The higher the ratio, the more traffic congestion a driver is likely to experience. A facility with a corridor capacity above 0.90 will feel congested. Once a facility is beyond capacity the corridor capacity ratio can appear to improve, but in reality the corridor is failing as increased delay results in fewer vehicles getting through the corridor. The I-5 corridor during the morning commute has reached saturation level resulting in slower speeds and fewer vehicle throughputs.

The highest volume to capacity ratio corridors include:

1. I-5, Jantzen Beach to Main St. (AM) - > 1.00*
2. 18th Street, 112th Av. To 162nd Av. (PM) - > 1.00
3. SR-14, I-205 to 164th Avenue (PM) - > 0.93
4. Main Street, Ross Street to Mill Plain (AM) - > 0.92
5. I-205, Airport Way to Padden Parkway (PM) - > 0.91

** At the I-5 Bridge, traffic demand exceeds available capacity during the morning commute. The result is slower speeds and fewer vehicles are able to get through the corridor in the peak period.*

Speed as Percent of Speed Limit

Speeds significantly lower than the posted speed limit is another measure of delay and congestion. Slow corridor travel speed will limit a facilities ability to carry planned traffic volumes. The lowest speed corridors when compared to posted speed limit include:

1. I-5, Main St. to Jantzen Beach (AM) – 16%
2. SR-14, 164th Av. to I-205 (AM) – 30%
3. Andresen, Mill Plain to SR-500 (PM) – 32%
4. I-205, Airport Way to Padden Parkway (AM) – 42%
5. SR-500, I-5 to Andresen Road (PM) – 49%

Over the last few years, the region is also experiencing significant reduction in speed along arterials that are connecting with the low speed morning facilities. Backups are occurring where vehicles are trying to join a very congested corridor. For example, morning delays are occurring at SR-14, Mill Plain, Fourth Plain, and SR-500 near their interchanges with I-5 and I-205.

Intersection Delay

Long average delay for the through movement at an intersection adds to the overall travel time and increases congestion at these locations. The five longest evening delays are at the following locations:

1. Fourth Plain/Andresen Rd. (Northbound) – 256 Seconds
2. Fourth Plain/SR-500 (Eastbound) – 180 Seconds

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3. SR-500/42nd/Falk Rd. (Eastbound) – 146 Second
4. Padden Parkway/NE 94th Av. (Westbound) – 100 Seconds (Off-Peak Direction)
5. 134th Street/NE 20th Avenue (Southbound) – 95 Seconds (Off-Peak Direction)

The top three intersections with delay are in the peak direction, while the 4th and 5th ranked intersections are in the off-peak direction.

The goal of signal coordination is to get the greatest number of vehicles through a corridor with the fewest stops in the safest and most efficient manner. The higher volume movement is favored over lower volume movements when traffic signals are coordinated. In this situation, the benefit gained by traffic on the higher volume approach exceeds the degradation in operations experienced by the lower volume approach and overall intersection operations are improved.

Areas of Concern

Using segment data, areas of concern related to volume to capacity and speed are identified. The attached maps display areas of concerns during the morning and evening peak period. Special consideration should be given to the analysis of these bottle necks and where possible affordable solutions should be implemented.

Attachments

Areas of Concern: V/C Ratio 2016 AM Peak

Congestion Management Report
Regional Transportation Council, April 2017

-  Concern: AM Ratio - Volume/Capacity > 0.9
-  CMP Corridors



Areas of Concern: V/C Ratio

2016 PM Peak

Congestion Management Report
Regional Transportation Council, April 2017

-  Concern: PM Ratio - $Volume/Capacity > 0.9$
-  CMP Corridors



Areas of Concern: Speed 2016 AM Peak

Congestion Management Process
Regional Transportation Council, April 2017

-  Concern: AM Speed - 60% or less of posted speed
-  CMP Corridors



Areas of Concern: Speed 2016 PM Peak

Congestion Management Process
Regional Transportation Council, April 2017

-  Concern: PM Speed - 60% or less of posted speed
-  CMP Corridors



Carty Road Reconstruction (NE 10th Ave. – NW Hillhurst Rd.) Clark County

Project Completed: October 2016

Project Information

RTC funding: \$1,300,000 STP-Rural Program

Total Project Cost: \$2,281,000

Project Type: Road and Culvert Reconstruction

Project Length: 2.37 miles

Function Class: 07 Rural Major Collector

Daily Traffic Volume: 1,097 ADT



Project Description

Replacement of a failed galvanized culvert with a larger fish-passable concrete structure near Ecklund Road. Added or upgraded guardrail and applied a new asphalt overlay of roadway along entire project limits.

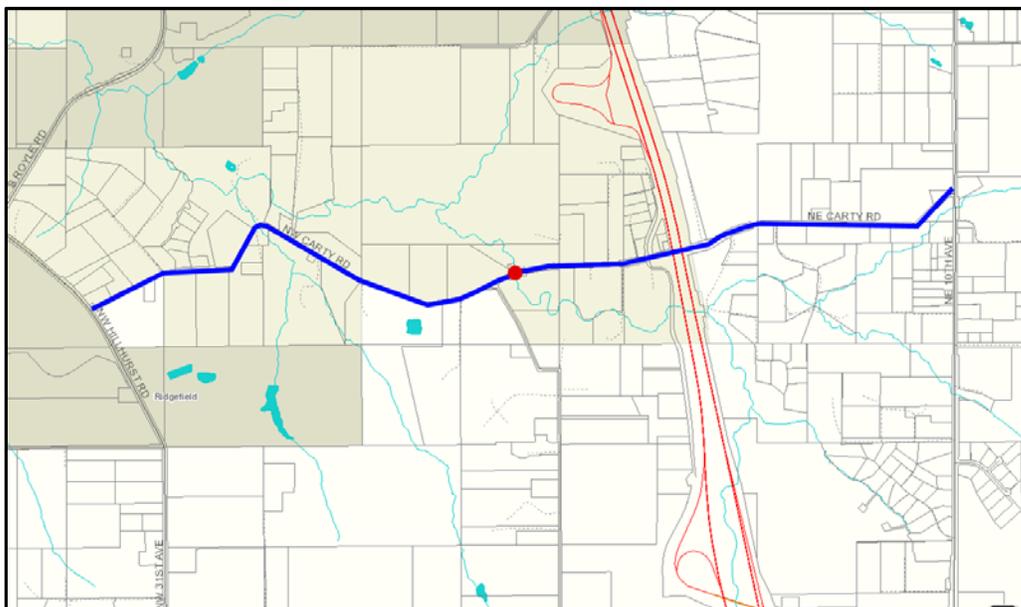
Project Benefits

- Replaced a failing culvert threatening to undermine an important roadway serving Ridgefield.
- Added and upgraded guardrail to improve safety and reduce injury from run-off-road collisions.
- Rehabilitated 23 year old pavement with a new asphalt overlay.

Project Funding

Phase	Year	Federal Funds	Other Funds	Total
Design	2012	\$30,000	\$361,000	\$391,000
Right of Way		\$0	\$50,000	\$50,000
Construction	2015	\$1,270,000	\$570,000	\$1,840,000
Total		\$1,300,000	\$981,000	\$2,281,000

Project Map



Transportation System Management and Operations (TSMO) Phase 2 Clark County

Project Completed: December 2016

Project Information

RTC funding: \$450,000 CMAQ Program

Total Project Cost: \$520,000

Project Type: Intelligent Traffic Signal (ITS)

Function Class: 14 Principal Arterial

Daily Traffic Volume: 34,782 ADT



Project Description

Pilot project coordinated between Clark County, WSDOT, Vancouver, and RTC. The project demonstrated operational benefits of Transportation System Management and Operations (TSMO) strategies, that resulted in improved traffic flow along NE Andresen Road and NE Mill Plain Boulevard corridors.

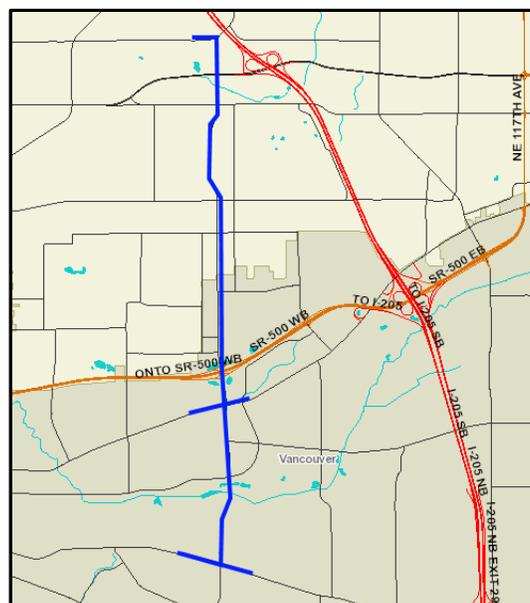
Project Benefits

- Installed equipment and performed central system software updates to automate corridor-wide traffic data collection and provide a tool for managing congestion.
- Upgraded traffic signal controller and linked signals with new/additional fiber-optic cable
- Improved data sharing with regional traffic data repository to improve decision making.

Project Funding

Phase	Year	Federal Funds	Other Funds	Total
Design		\$0	\$0	\$0
Right of Way		\$0	\$0	\$0
Construction	2012	\$450,000	\$70,000	\$520,000
Total		\$450,000	\$70,000	\$520,000

Project Map



NE 94th Avenue, Padden Parkway - NE 99th Street

Clark County

Project Completed: November 2016

Project Information

RTC funding: \$3,600,000 in STP

Total Project Cost: \$8,922,000

Project Type: Roadway and Intersection Improvement

Project Length: 1.48 miles

Functional Class: Minor Arterial

Daily Traffic Volume: 12,000 ADT



Project Description

Improved NE 94th Avenue to a 3-lane urban facility with center turn lane, bike lanes and sidewalks. The intersection of NE 94th Avenue at Padden Parkway received several upgrades including additional left turn lanes, new right turn lanes, acceleration lanes, pedestrian islands, added and improved bicycle lanes, lighting upgrades and a new LED traffic signal.

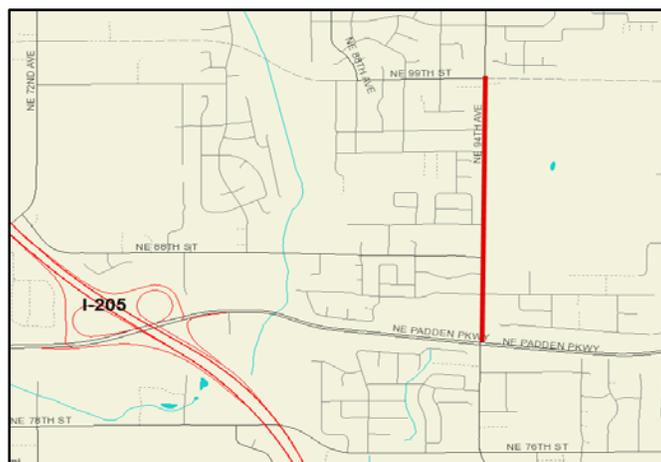
Project Benefits

- Replaced an obsolete 2-lane rural roadway with a modern, 3-lane facility including bicycle lanes and sidewalks.
- Improved safety and reduced congestion at an intersection which had reached maximum capacity
- Addressed an intersection in RTC's Congestion Management Plan and identified as a "high collision" intersection in RTC's Safety Management Assessment.
- Added roadside bioretention cells ("rain gardens") for natural treatment of stormwater runoff.

Project Funding

Phase	Year	Federal Funds	Other Funds	Total
Design	2013	\$200,000	\$709,000	\$909,000
Right of Way	2014	0	\$1,478,000	\$1,478,000
Construction	2015	\$3,400,000	\$3,135,000	\$6,535,000
Total		\$3,600,000	\$5,322,000	\$8,922,000

Project Map



162nd Avenue Fiber Project

City of Vancouver

Project Completed: January 2017

Project Information

RTC funding: \$179,300 CMAQ
Total Project Cost: \$211,000
Project Type: ITS
Project Length: 1.18 miles
Function Class: Principal Arterial
Daily Traffic Volume: 20,000 ADT (estimated)



Project Description

Project creates a final link within the City of Vancouver's NE 162nd/164th Avenue communications corridor. The project installs a 48-fiber trunk cable between the intersections of NE 45th Street and E Fourth Plain Boulevard. This connection creates a redundant ring in East Vancouver that supports the City of Vancouver as well as other Vancouver Area Smart Trek Agencies.

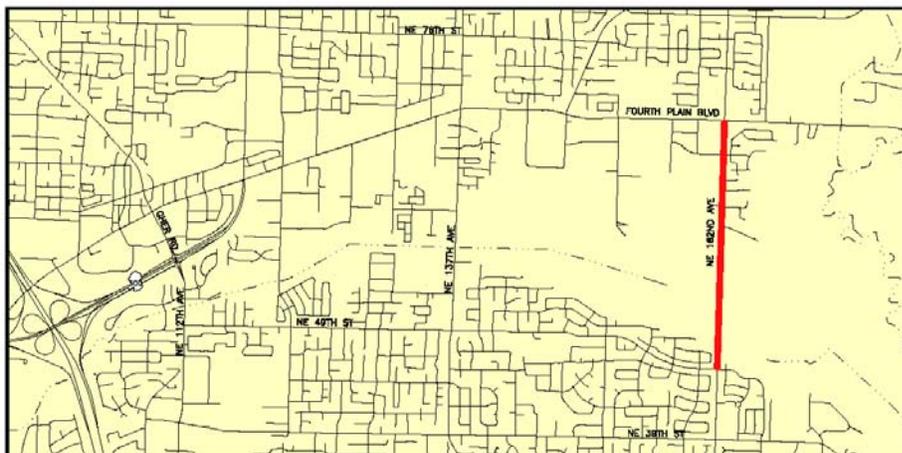
Project Benefits

- Expand City communication network to reach signals previously without communication.
- Create a redundant fiber ring that will keep our communication network operational if a break in communication lines were to occur.
- Upgrade controllers which will allow intersections to be connected to the City's ATMS now central system.

Project Funding

Phase	Year	Federal Funds	Other Funds	Total
Design	2015	\$41,900	\$7,400	\$49,300
Right of Way				
Construction	2016	\$137,400	\$24,300	\$161,700
Total		\$179,300	\$31,700	\$211,000

Project Map



Destination Downtown Program

City of Vancouver

Project Completed: Dec 2015

Project Information

RTC funding: \$200,000 - STP

Total Project Cost: \$231,214

Project Type: Transportation Demand Management

Project Length: Downtown and Uptown Vancouver

Function Class: NA

Daily Traffic Volume: NA



Project Description

The project implemented the Destination Downtown transportation demand management program through outreach campaigns and promotions, incentives for using non-SOV commute trips, increased carpool spaces in downtown, and events and employee workshops.

Project Benefits

- Destination Downtown participants drive-alone rate decreased by 5.7%
- Number of participants using public transportation increased by 6.7%, teleworking increased by 0.9%
- 69% of participants said the information they received through the program helped them to reduce their drive-alone rate

Project Funding

Phase	Year	Federal Funds	Other Funds	Total
Design	2014-2015	\$200,000	\$31,214	\$231,214
Right of Way				
Construction				
Total		\$200,000	\$31,214	\$231,214

Project Map

