



The Regional Transportation Advisory Committee meeting will be held on **Friday, July 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 May 19, 2017 Minutes, Action
- II. 2017-2020 TIP Amendments, Action
- III. Congestion Management Process: 2016 Monitoring Report, Action
- IV. 2019-2020 Transportation Alternatives Project Selection, Action
- V. TIB Project Development, Agency Staff
- VI. Agency Project Updates, Agency Staff
- VII. Other Business
  - A. RTAC Members
  - B. RTC Staff
    - a. 2017-2019 New Transportation Grant Focused on Trip Reduction
    - b. Federal Project Obligation
    - c. WSDOT FGTS – Freight Counts Requested by August 25, 2017
    - d. Bike/Pedestrian Counters
    - e. Oregon Legislative Recap

### ***\*Materials available at meeting***

*Served by C-TRAN Route 25 or 2  
If you have special needs, please contact RTC*

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An advisory committee to:

**Southwest Washington Regional Transportation Council**

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**Regional Transportation Advisory Committee (RTAC)  
Meeting Minutes  
May 19, 2017**

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

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, May 19, 2017, 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 Executive Director. Those in attendance follow:

Gary Albrecht	Clark County
Megan Channell	ODOT
Rob Charles	Washougal
Tony Cooper	La Center
Jason Gibbens	WSDOT
Roger Hanson	C-TRAN
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	Battle Ground
Tom Kloster	Metro
Chris Malone	Vancouver
Matt Ransom	RTC
Dale Robins	RTC
Patrick Sweeney	Vancouver
Shann Westrand	RTC
Susan Wilson	Clark County

Matt asked if there were any changes or corrections to the April 21, 2017, meeting minutes and asked for a motion of approval.

ROB CHARLES, CITY OF WASHOUGAL, MADE A MOTION FOR APPROVAL OF THE APRIL 21, 2017 MEETING MINUTES AND CHRIS MALONE, CITY OF VANCOUVER, SECONDED THE MOTION AND THE MOTION PASSED UNANIMOUSLY.

**II. 2017-2020 TIP Amendments, Action**

Dale Robins, RTC, noted that all regionally significant projects must be listed in the regional TIP which in turn becomes the State TIP (STIP). RTC's policy requires that projects with major funding changes be approved by both RTC Board and RTAC.

WSDOT is requesting a TIP amendment to add additional funds for preliminary engineering and construction of the Interstate Bridge – South Tower Trunnion Replacement project. This amendment will add approximately \$2.36 million for the trunnion replacement project. The project will use \$7,564,080 in federal National Highway Performance Program funds, with \$174,803 in state matching dollars. The total cost of the project will be shared equally between WSDOT and ODOT. Construction is anticipated sometime in 2019.

A MOTION WAS MADE BY CHRIS MALONE, CITY OF VANCOUVER, TO SEND THE WSDOT INTERSTATE BRIDGE-TRUNNION REPLACEMENT TO THE RTC BOARD FOR APPROVAL AT THEIR JUNE RTC BOARD MEETING. SUSAN WILSON, CLARK COUNTY SECONDED THE MOTION AND THE MOTION PASSED UNANIMOUSLY.

RTC's policies also allows many minor to moderate changes to the TIP to be made at the discretion of the RTC Executive Director with notification to RTAC. The City of Washougal is proposing to repurpose an old High Priority grant to the 27<sup>th</sup> Street Grade Separated Alternative Analysis. These are federal funds remaining from SR-14 Pedestrian Tunnel under SR-14. The funds will be used to complete an alternatives analysis of separated grade crossing near 27<sup>th</sup> Street, between Main St. and E St. The preferred alternative will go through NEPA approval process and complete 30% design plans. RTAC concurred with the Administrative Amendment to the TIP.

### **III. CY 2021 Transportation Improvements Program Call for Projects, Action**

Dale Robins, RTC, explained that RTC is ready to issue a call for urban-STP and CMAQ projects, utilizing estimated calendar year 2021 funds. The call for projects will be conducted consistent with the process outlined in the Transportation Programming Guidebook. The STP-Urban and CMAQ funds are allocated to the Clark County MPO area and programmed by the RTC Board of Directors. Project applications are to be submitted electronically and are due July 14, 2017 to RTC.

All applications must meet the following project screening criteria including being consistent with the RTP, Local Comprehensive Plans, and Congestion Management Process. They must be federally classified as an urban collector/rural major collector or above. If projects are competing for STP and/or CMAQ funds the project must be a capital improvement-type project. Projects should be ready to proceed and have a reasonable timeline for implementation and all operational improvement projects must follow the Regional Transportation System Management and Operations (TSMO) Plan guidance.

Dale noted to make sure they complete all phases/sections of the application even if they are not applying for funds for all phases. There was discussion around the table regarding the possibility of losing CMAQ funds as Clark County is within attainment at this time. It was indicated that funds will still be allocated for agencies to maintain attainment.

SUSAN WILSON, CLARK COUNTY, MADE A MOTION TO FORWARD TO THE RTC BOARD FOR APPROVAL AT THEIR JUNE MEETING THE CALL FOR PROJECTS FOR THE URBAN-STP AND CMAQ PROJECTS, UTILIZING ESTIMATED CALENDAR YEAR 2021 FUNDS, AND MARK HERCEG, CITY OF BATTLE GROUND, SECONDED THE MOTION AND THE MOTION PASSED UNANIMOUSLY.

### **IV. Transit Asset Management Performance Targets, Action**

Matt Ransom, RTC Executive Director, gave a briefing on the background information and that the request is for RTAC action to recommend RTC Board approval of C-TRAN's initial Transit Asset Management State of Good Repair Performance Targets. These targets are part of the

federal Performance Based Planning and Programming requirements instituted in MAP-21 as discussed at previous RTAC meetings.

Public transit agencies must take specific action to address national goals; safety and infrastructure conditions. New Transit Asset Management (TAM) measures require C-TRAN and RTC to coordinate and establish initial State of Good Repair (SGR) performance targets. C-TRAN staff has considered Transit Asset Management for three required asset categories of rolling stock, facilities and equipment.

Following RTC Board concurrence and adoption of the initial SGR Targets anticipated at the June 6 Board meeting, the targets will be forwarded to WSDOT as part of the federal Performance Based Planning and Programming process.

ROGER HANSON, C-TRAN, MADE THE MOTION TO FORWARD AND RECOMMEND ENDORSEMENT FROM THE RTC BOARD AT THEIR JUNE 6<sup>TH</sup> MEETING FOR C-TRAN'S TRANSIT ASSET MANAGEMENT STATE OF GOOD REPAIR PERFORMANCE TARGETS, THE MOTION WAS SECONDED BY SUSAN WILSON, CLARK COUNTY, AND THE MOTION PASSED UNANIMOUSLY.

#### **V. 2016 Congestion Management Process, Discussion.**

Dale Robins, RTC, explained that the Congestion Management Process (CMP) is a federal planning requirement. Overall the region's monitoring report provides a consolidated assessment of the regional transportation system's operating conditions and deficiencies. Dale distributed a map that displayed Bi-State Travel Speeds on I-5 and I-205. There was some discussion regarding the corridor deficiencies and need. Dale informed the jurisdictions of the need to review the data and let RTC know if they have any additional needs. Matt Ransom also informed the group that RTC is looking for any ideas from agencies on how best to report the data. Dale asked that members get information to RTC within a week. RTC will return to RTAC in June with the final report seeking endorsement.

#### **VI. Bus On Shoulder (BOS) Study: Draft Recommendations, Discussion**

Bob Hart, RTC, stated the BOS Feasibility Study was initiated as a result of the Access and Operations Study recommendations, adopted by the RTC Board in November 2014 which identified bus on shoulder as a possible low cost way to improve transit performance, bus service reliability, and ridership. Since the last RTAC update in January the Feasibility Study Report and draft study recommendations have been completed.

The study area encompasses the I-205 corridor from the 18<sup>th</sup> Street interchange, south to the I-84 interchange and on SR-14 from I-205 to 164<sup>th</sup> Ave. The general operating rule for a bus on shoulder system is pretty simple: buses can use the freeway shoulder anytime mainline speeds drop below a defined threshold. Use of the shoulder always maintains its priority for emergency stops, incidents and breakdowns.

Recommendations include a pilot project on SR-14 between 164<sup>th</sup> and I-205 and bus on shoulder on Glenn Jackson Bridge between Airport Way and SR-14. Three SB segments on I-205 were considered, but not recommended at this time pending further study and analysis. The recommendations will be presented to RTC Board meeting in June.

WSDOT and C-TRAN are currently working together to implement the SR-14 pilot project in September. They are in the process of signing a letter of understanding and agreements on operating rules and shoulder maintenance. C-TRAN is developing a driver training program which could begin in August as well as an evaluation plan to assess performance with and without the lane in operation.

## **VII. Other Business**

### **A. RTAC Members**

- a) Patrick Sweeney, City of Vancouver, informed that the City of Vancouver is taking their Complete Streets policy to Public Hearing in June and are looking to have an Ordinance approved June 19, 2017.
- b) Susan Wilson, Clark County, mentioned Clark County will be submitting NHS applications for pavement preservation on Highway 99 (78<sup>th</sup> Street to 139<sup>th</sup>).
- c) Chris Malone, City of Vancouver, noted that the City will be submitting NHS applications also and will forward their list to RTC.

### **B. RTC Staff**

- a) **Project Showcases** – Dale Robins, RTC, noted that the project showcase database is ready to go live on the web. Dale needs all jurisdictions to review the data relating to their projects and submit any changes or additions as soon as possible.
- b) **RTC 25 Year Celebration** – Matt Ransom, RTC Executive Director, informed the group that RTC will be celebrating RTC's 25 Year Anniversary at the August RTC Board Meeting. All RTAC members were invited to attend. Matt also noted that the August meeting will be held at the City of Vancouver's Aspen meeting room.

The meeting adjourned at 10:30 a.m. The next meeting will be Friday June 16, 2017.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** July 14, 2017  
**SUBJECT:** 2017-2020 TIP Amendments

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### 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 also allow many minor to moderate changes to the Transportation Improvement Program to be made at the discretion of the RTC Executive Director with notification of RTAC. The following administrative amendments are proposed:

- WSDOT - SWR Breakaway Cable Terminal Replacement – Interstate. This is a new project being added to the TIP in order to replace outdated guardrail terminals on I-5 and I-205. Total project cost of \$112,109.
- WSDOT - SWR Breakaway Cable Terminal Replacement – Non Interstates. This is a new project being added to the TIP in order to replace outdated guardrail terminals on SR 500 and SR 14. Total project cost of \$265,545.
- WSDOT - SR 500/Burnt Bridge Creek to 4th Plain Rd – ADA. This is a new companion project to an existing paver to address ADA. Total project cost of \$1,044,109.
- WSDOT - SR 503/Drainage Improvements. This is a new project being added in order to improve the drainage system on SR 503. Total project cost of \$1,082,200.
- Vancouver - Evergreen Trail, Chelsea to Image: The PE phase was programmed in 2014. This amendment adds the project back into the STIP with \$350,000 in local funding for the RW phase.
- Clark County – Curve Safety Improvement Project. Project cost will be increased by \$101,000 using local funding.

The attached STIP project record report provides additional information on each project that will be added to the 2017-2020 Transportation Improvement Program.

*Attachments*

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Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

June 14, 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		400018B	400018B06	21		CE	No			285,654	17-06

SWR Breakaway Cable Terminal Replacement - Interstate

Replace breakaway cable terminals on interstates within this MPO (I-5 and I-205). Also see SWW RTPO and CWCOG records.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2017		HSIP	24,000		0	1,000	25,000
CN	2018		HSIP	85,367		0	1,742	87,109
<b>Project Totals</b>				<b>109,367</b>		<b>0</b>	<b>2,742</b>	<b>112,109</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	87,109	0	0	0	0
CN	0	198,545	0	0	0
<b>Totals</b>	<b>87,109</b>	<b>198,545</b>	<b>0</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

June 14, 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.
14		400018N	400018N06	21		CE	No			265,545	17-06

SWR Breakaway Cable Terminal Replacement - Non Interstates

Replace breakaway cable terminals on non-interstates. This is for routes within RTC (SR 14 and SR 500). Also see CWCOG record.

**Funding**

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Fund Code				
PE	2017	HSIP		64,320		0	2,680	67,000
CN	2018	HSIP		194,574		0	3,971	198,545
<b>Project Totals</b>				<b>258,894</b>		<b>0</b>	<b>6,651</b>	<b>265,545</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	67,000	0	0	0	0
CN	0	198,545	0	0	0
<b>Totals</b>	<b>67,000</b>	<b>198,545</b>	<b>0</b>	<b>0</b>	<b>0</b>

Agency Totals for WSDOT - SW	Federal Funds		State Funds	Local Funds	Total
	Federal	Fund Code			
			152,400	228,425	10,242,846

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

June 14, 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.
17		450019A	450019A06	28	4.680	CE	No	1.28	5.96	1,044,110	17-06

SR 500/Burnt Bridge Creek to 4th Plain Rd - ADA

Update ADA within project limits

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2018		STP	228,087			0	9,503	237,590
CN	2019		STP	790,389			0	16,130	806,519
<b>Project Totals</b>				<b>1,018,476</b>			<b>0</b>	<b>25,633</b>	<b>1,044,109</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	237,590	0	0	0	0
CN	206,968	599,552	0	0	0
<b>Totals</b>	<b>444,558</b>	<b>599,552</b>	<b>0</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

June 14, 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.
14		450319D	450319D06	44	0.420	CE	Yes	1.20	1.62	1,082,200	17-06

SR 503/Drainage Improvements

Improve drainage system

**Funding**

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total
		Federal	Fund Code				
PE	2017			CWA	152,400	0	152,400
RW	2017		STP		0	8,376	418,800
CN	2018		STP		0	10,220	511,000
<b>Project Totals</b>					<b>152,400</b>	<b>18,596</b>	<b>1,082,200</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	152,400	0	0	0	0
RW	418,800	0	0	0	0
CN	0	511,000	0	0	0
<b>Totals</b>	<b>571,200</b>	<b>511,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

June 14, 2017

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.
14			WA-05816	28	1.100	CE	No	SE Chelsea Avenue	SE Image Road	1,200,000	17-06

Evergreen Trail

Build pervious asphalt path along Evergreen Highway.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal Funds	State Fund Code			
RW	2018			0		0	350,000	350,000
<b>Project Totals</b>				<b>0</b>		<b>0</b>	<b>350,000</b>	<b>350,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	350,000	0	0	0
<b>Totals</b>	<b>0</b>	<b>350,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

Agency Totals for Vancouver	Federal Funds		State Funds	Local Funds	Total
	Federal Funds	State Funds			
Agency Totals for Vancouver	0		0	350,000	350,000

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

July 5, 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.
07			WA-09379	21	0.500	DCE	No	Various	Various	432,000	17-07

Curve Safety Improvement Project

Install high friction surface treatments and curve warning signs on county roads. Includes associated activities such as striping.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2017		HSIP	42,000		0	0	42,000
CN	2018		HSIP	289,000		0	101,000	390,000
<b>Project Totals</b>				<b>331,000</b>		<b>0</b>	<b>101,000</b>	<b>432,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	42,000	0	0	0	0
CN	20,000	269,000	0	0	0
<b>Totals</b>	<b>62,000</b>	<b>269,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

Agency Totals for Clark Co.	Federal Funds		State Funds	Local Funds	Total
	Federal	State Fund Code			
	331,000		0	101,000	432,000



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** July 14, 2017  
**SUBJECT:** Congestion Management Process: 2016 Monitoring Report

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### BACKGROUND

The Congestion Management Process (CMP) is a federal planning requirement for all metropolitan transportation planning organizations with a population of over 200,000. The 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 transportation decision-making process.

At the April RTAC meeting, staff provided the initial data from the 2016 Congestion Management Process. In May, staff reviewed additional Bi-State and findings. At the July RTAC meeting, staff will review the Summary and full Congestion Management Process: 2016 Monitoring Report. The reports include a discussion of the morning and evening peak period findings as well as additional system performance measures.

The information and data contained in the monitoring report is to be used to identify transportation needs.

### 2016 SUMMARY REPORT

Attached to this memorandum is a copy of the 2016 Congestion Management Process Summary Report. The 2016 CMP Summary Report includes key data and findings from the Monitoring Report in such a way that the reader can quickly obtain an understanding of congestion issues within the region.

### 2016 MONITORING REPORT

In Chapter 1 the Congestion Management Process is introduced and its general process, statutory authority, network, and performance measures are described. Chapter 2 provides an analysis of the system performance measures on the CMP network. Chapter 3 identifies potential transportation strategies and monitors the effectiveness of implemented strategies. Chapter 4 provides an overview of Bi-State transportation issues.

Attached is the Final Draft of the Congestion Management Process 2016 Monitoring Report. Printed copies of the Report will be available at the July RTAC meeting.

# Congestion Management Process: 2016 Monitoring Report

July 14, 2017

Page 2

## KEY REGIONAL STRATEGIES

The Congestion Management Process shows that implementation of the 20-year Regional Transportation Plan (RTP) can address many of the corridor congestion needs over the next 20 years. The lack of transportation revenues and regional consensus for the I-5 Bridge replacement along with other key corridors, is contributing to worsening traffic conditions. Lack of progress on implementing select projects will result in delay in achieving the project benefits and add to future project costs.

Transportation System Management and Operations (TSMO) and Transportation Demand Management (TDM) strategies should be part of cost-effective management of the regional transportation system. Capacity should be selectively added where needed. The region should continue to work towards implementation of an I-5 bridge replacement project. Although, there is an immediate need to implement additional low-cost strategies within the I-5 Corridor as an interim response to increased bi-state travel demand.

The Congestion Management Process identifies the need for the following key solutions to address congestion within Clark County:

Identified Needs	In RTP	Funded
I-5 Interstate Bridge and Interchanges	✓	
I-5/Mill Plain Interchange (2026 Construction)	✓	✓
Freeway Operational Improvements (I-5, I-205, SR-14)	✓	
I-205, SR-500 to Padden Widening	✓	
I-205/SR-14 Interchange		
SR-14, I-205 to 164 <sup>th</sup> Av. Widening (2020 Construction)	✓	✓
SR-500/42 <sup>nd</sup> & 54 <sup>th</sup> Av. Grade Separation	✓	
Arterial Operation Improvements (Most Arterials)	✓	
NE 18 <sup>th</sup> Street Widening, 112 <sup>th</sup> to 164 <sup>th</sup> Av (P) 18 <sup>th</sup> St, Four Season to 136 <sup>th</sup> Av (2017 Construction)	✓	(P) ✓
Bi-State Transit Expansion	✓	
Other Select Operational/Capacity/Transit Improvements to address bottlenecks	✓	

## ACTION REQUESTED

At the July RTAC meeting, RTAC members will be asked to review the draft Congestion Management Process: 2016 Monitoring Report and recommend endorsement of its strategies to the RTC Board.

*Attachments*

# 2016 Congestion Management Process Summary Report



## Introduction

Southwest Washington Regional Transportation Council's (RTC's) federally required Congestion Management Process (CMP) is a regional program that analyzes travel delay characteristics and provides system performance information on major streets and state highways. Monitoring of congestion is a planning tool that provides reliable data to support investment decisions which advance community land use and economic growth plans.

## Key Findings

The 2016 data confirms that the region's economy continues to grow, resulting in an increase in both morning and evening peak hour delay. Between 2011 and 2016, Clark County's population increased by 35,647 people or 8.3%. The Bureau of Labor Statistics (BLS) shows the Portland/Vancouver region added over 116,000 or 10.4% jobs during the same time period. This increase in population and employment has resulted in additional trips, especially during peak periods, on the transportation system.

The Congestion Management Process shows that implementation of the 20-year Regional Transportation Plan (RTP) can address most of the corridor capacity needs. However, the lack of transportation revenue for the I-5 Bridge replacement along with other key corridors, is contributing to worsening traffic conditions. The lack of progress on select projects will result in delay in achieving the RTP benefits and add to future costs.

The I-5 corridor is of strategic importance to the economy of the Portland/Vancouver and the Pacific Northwest regions. The I-5 Columbia River Bridge, along with sub-standard interchanges at both sides of the bridge, is a major choke point in this critical corridor. The Bridge carries over 135,000 vehicles daily and performs adequately during the non-peak hours. However, the hours of congestion are increasing as growth in traffic and economic activity expands. Heavy traffic, narrow lanes and the lack of emergency shoulders often contribute to congestion, collisions, and frustration for motorists. Future traffic demand will continue to grow in the I-5 corridor, which focuses the need to address the existing choke points. Targeted improvements in the I-5 corridor are among the region's highest priority bi-state need.

In the immediate to short-term, a need exists to study and implement low cost active freeway management strategies where long-term improvements have been delayed. The purpose of these strategies would be to enhance the existing system's performance by best utilizing existing freeway capacity. Implementation of active management strategies on freeways in other regions has resulted in safer driving conditions and more reliable travel times.

## Regional Summary

### Clark Co. Population

2011 - 425,363  
vs.  
2016 - 461,010  
*OFM Populations*



### Portland/Vancouver Employment

2011 - 1.12  
vs.  
2016 - 1.23  
*In millions of jobs BLS*



### Clark Co. Taxable Sales

2011 - \$4.2  
vs.  
2016 - \$6.0  
*In billions of dollars*



### Bi-State C-TRAN Ridership

2013 - 1,640  
vs.  
2016 - 1,499  
*Daily Evening Peak Riders*



### Columbia River Crossings

2011 - 273,169  
vs.  
2016 - 297,527  
*Daily I-5 and I-205 Bridge Volumes*



### Evening Travel Speed

2011 - 31.7  
vs.  
2016 - 29.7  
*Average system speed*



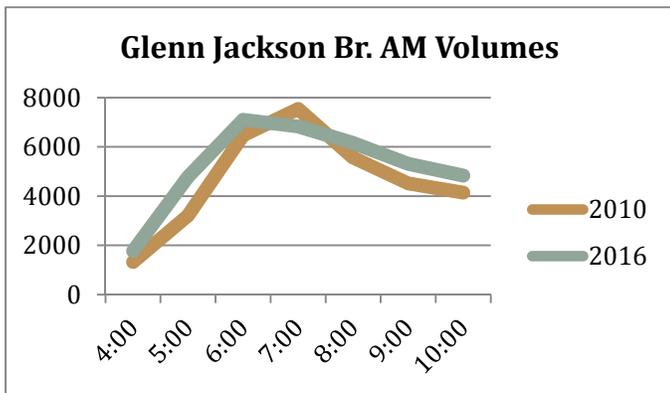
## Bi-State & Regional Traffic

The demand between Clark County and Portland has placed significant pressure on the two Columbia River Bridges (I-5 and I-205) between Clark County, Washington and Portland, Oregon.

The demand for bi-state travel has increased each year. In 2016, over 297,500 vehicles crossed the two bi-state bridges on an average day, up from 273,000 vehicles in year 2011 (up 8.9% over five years).

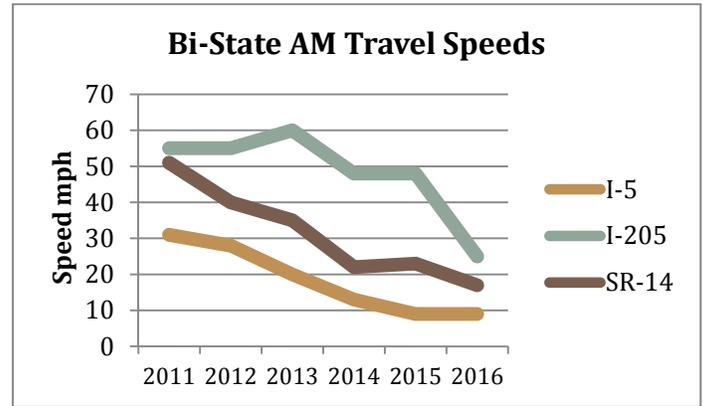
Year	I-5	I-205	Total	Annual Growth
2011	128,115	145,054	273,169	
2012	128,373	145,440	273,813	0.2%
2013	130,511	148,152	278,663	1.7%
2014	132,592	151,735	284,327	2.2%
2015	135,696	158,409	294,105	3.3%
2016	135,496	162,031	297,527	1.2%

Without additional operational improvements, both Columbia River bridges are at capacity in the peak periods and peak spreading will continue. Peak spreading leads to a flattening and longer peak period as trips shift to times immediately before and after the peak demand. This causes the peak hour to become a peak period. The following graphic shows the morning peaking spreading on the I-205 Bridge.

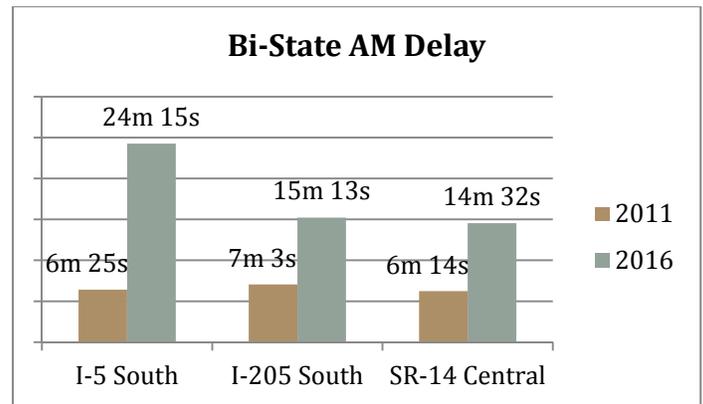


**Clark County Morning Speed:** Bi-State data shows that the morning speeds have been decreasing on the major bi-state corridors, resulting in additional delay. In 2016, the I-205 South corridor had the greatest decrease in speed. The major Bi-State corridors include the following:

- I-5 South: Main Street to Jantzen Beach
- I-205 South: SR-500 to Airport Way
- SR-14 Central: 192<sup>nd</sup> Avenue to I-205



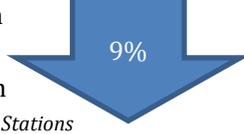
**Morning Delay:** With this decrease in speed, the average delay has increased in each of the bi-state corridors. Between years 2011 and 2016 the morning delay has increased by almost 18 minutes in the I-5 South Corridor, and just over 8 minutes in both the I-205 South and SR-14 Central corridors.



**Bi-State Travel Speed:** A review of ODOT and WSDOT data stations along both the I-5 and I-205 bi-state corridors between Vancouver and Portland show traffic speeds throughout each corridor. This data is a good indicator of average annual speeds within a corridor segment, but does not reflect localized hot spots. The data indicates that both the I-5 and I-205 bridges and associated interchanges are choke points, as traffic approaches each bridge in the peak direction during peak periods.

I- 5 Corridor	Southbound AM Peak	Northbound PM Peak
Main St. to Columbia River	15 mph	47 mph
Columbia River to I-84	19 mph	16 mph
I- 205 Corridor	Southbound AM Peak	Northbound PM Peak
SR-500 to Columbia River	28 mph	50 mph
Columbia River to I-84	38 mph	25 mph

## Corridor Summaries

<h3>I-5 Corridor Summary</h3>	<h3>I-205 Corridor Summary</h3>	<h3>SR-14 Corridor Summary</h3>
<p><b>I-5 Bridge Volumes</b>                      2011 - 128,115                      vs.                      2016 - 135,496  <i>ODOT</i></p> 	<p><b>I-205 Bridge Volumes</b>                      2011 - 145,054                      vs.                      2016 - 162,031  <i>ODOT</i></p> 	<p><b>SR-14 (E. of I-205) Volumes</b>                      2011 - 81,000                      vs.                      2016 - 86,000  <i>WSDOT</i></p> 
<p><b>PM Transit Ridership</b>                      2013 - 1,489                      vs.                      2016 - 1,329  <i>C-TRAN</i></p> 	<p><b>PM Transit Ridership</b>                      2013 - 151                      vs.                      2016 - 170  <i>C-TRAN</i></p> 	<p><b>PM Transit Ridership</b>                      2013 - 522                      vs.                      2016 - 562  <i>C-TRAN</i></p> 
<p><b>Morning Travel Time</b>                      Main St. to Jantzen Beach                      2011 - 6m 25s                      vs.                      2016 - 24m 15s  <i>Probe Vehicle</i></p> 	<p><b>Morning Travel Time</b>                      SR-500 to Airport Way                      2011 - 7m 3s                      vs.                      2015 - 15m 13s  <i>Probe Vehicle</i></p> 	<p><b>Morning Travel Time</b>                      192<sup>nd</sup> Av. to I-205                      2011 - 6m 14s                      vs.                      2015 - 14m 32s  <i>Probe Vehicle</i></p> 
<p><b>Transit AM Travel Time</b>                      99<sup>th</sup> St. to Portland                      2011 - 33m 25s                      vs.                      2016 - 60m 46s  <i>C-TRAN</i></p> 	<p><b>Transit AM Travel Time</b>                      Fisher's Landing to Portland                      2011 - 36m 41s                      vs.                      2016 - 43m 2s  <i>C-TRAN</i></p> 	<p><b>Transit AM Travel Time</b>                      Fisher's Landing to Portland                      2011 - 36m 41s                      vs.                      2016 - 43m 2s  <i>C-TRAN</i></p> 
<p><b>2016 Average Speed</b>                      Main St. to I-84                      AM SB - 17 mph                      vs.                      PM NB - 20 mph  <i>ODOT/WSDOT Data Stations</i></p> 	<p><b>2016 Average Speed</b>                      SR-500 to I-84                      AM SB - 32 mph                      vs.                      PM NB - 35 mph  <i>ODOT/WSDOT Data Stations</i></p> 	<p><b>2016 Average Speed</b>                      192<sup>nd</sup> Av. to I-205                      AM WB - 21 mph                      vs.                      PM EB - 54 mph  <i>RTC Pilot Car</i></p> 
<p><b>I-5 Bridge Peak Hours</b>                      2011 - 5 hrs.                      vs.                      2016 - 7 hrs.  <i>Average Speed &lt;30 mph</i></p> 	<p><b>I-205 Bridge Peak Hours</b>                      2011 - 2 hrs.                      vs.                      2016 - 3 hrs.  <i>Average Speed &lt;30 mph</i></p> 	<p><b>SR-14 Peak Hours</b>                      2011 - 1 hr.                      vs.                      2016 - 2 hrs.  <i>Average Speed &lt;30 mph</i></p> 

## Corridors: Volume to Capacity

The corridor capacity ratio is an aggregation of the volume/capacity ratios for the individual segments that make up a corridor. The capacity ratio provides an indication of how well the transportation facility carries the existing traffic volumes. A ratio above 0.90 is an indicator of significant congestion. A ratio of 1.00 and above indicates the worst traffic congestion.

The five worst volume to capacity corridors are:

- 1 \*I-5, Main St. to Jantzen Beach (AM) >1.00
- 2 18th St., 112th Ave. to 162nd Ave. (PM) >1.00
- 3 SR-14, I-205 to 164<sup>th</sup> Avenue (AM/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 that fewer vehicles are able to get through the corridor.

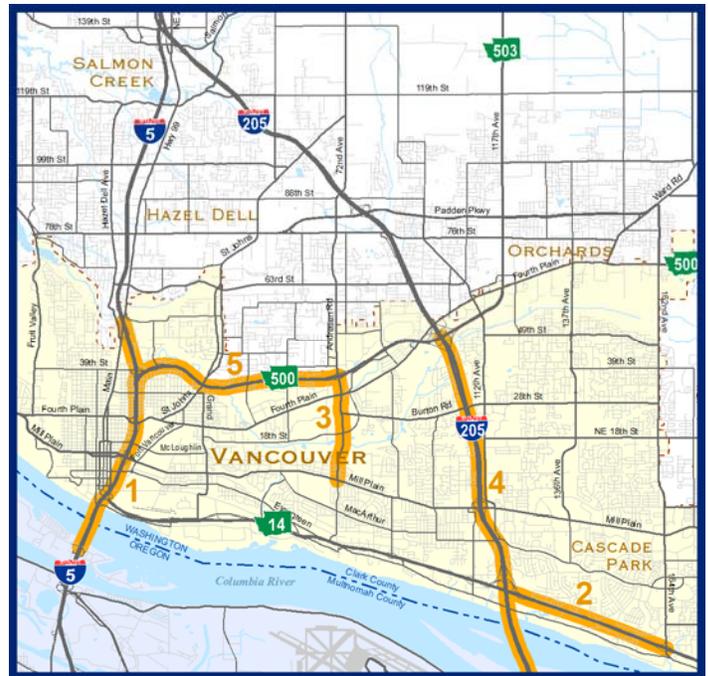


## Corridors: Lowest Speed Percentage

The level of speed in the corridor is ranked by comparing actual measured travel speed to the posted speed limit. The percentage along arterials is often directly connected to delay at signalized intersections. Improved progression and coordination between signals will improve overall travel time and safety. A travel speed lower than 60% of the posted speed limit is below average and is an indicator of delay.

The eight lowest speed percentage corridors are:

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



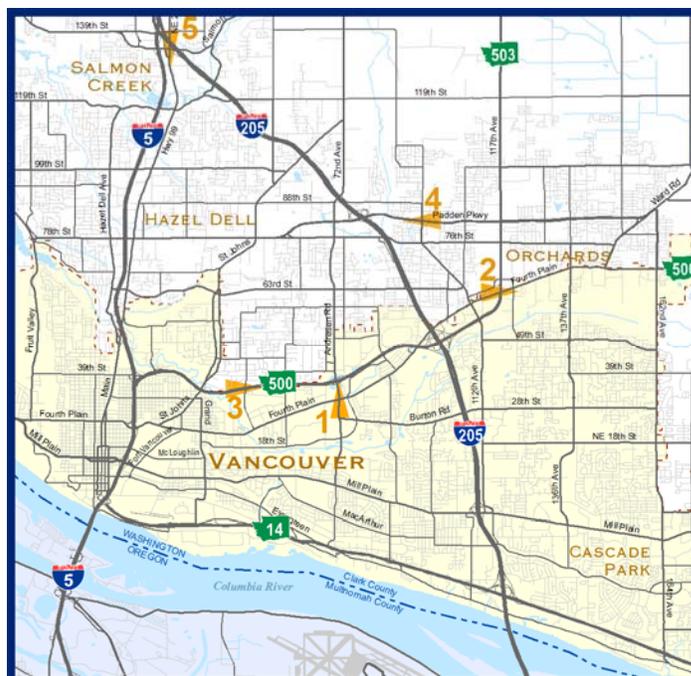
## Intersection Delay

A long average delay for the through movement at an intersection adds to the overall travel time and increases congestion at intersections. The longest evening delays are at the following intersections:

<b>1</b>	Fourth Plain/Andresen Rd. (N)	<b>256 Sec.</b>
<b>2</b>	Fourth Plain/SR-500 (E)	<b>180 Sec.</b>
<b>3</b>	SR-500/42 <sup>nd</sup> /Falk Rd. (E)	<b>146 Sec.</b>
<b>4</b>	Padden Parkway/NE 94 <sup>th</sup> Av. (W)	<b>100 Sec.</b>
<b>5</b>	NE 134 <sup>th</sup> St/NE 20 <sup>th</sup> Av. (S)	<b>95 Sec.</b>

In signal timing, the higher volume movement is generally favored over lower volume movements, to improve the overall intersection operations.

In the above table, the greatest concern is with the top three intersections, each have an average evening delay greater than two minutes in the peak direction.



## Key Regional Strategies

The information and data contained in the Congestion Management Report is used to identify appropriate congestion management strategies for the region. The following strategies have been identified through the Regional Transportation Plan:

- Transportation System Management and Operations (TSMO) and Transportation Demand Management (TDM) strategies should be a part of cost-effectively managing each corridor. These strategies are a recommended approach from the 2014 Regional Transportation Plan.
- Capacity should be selectively added where other strategies have been exhausted and where consistent with locally adopted Comprehensive Plans.
- The region should continue to work towards implementation of an I-5 bridge replacement project, consistent with the 2014 Regional Transportation Plan.
- In the near-term, the region should conduct an assessment of freeway operational strategies (ramp metering, transit, etc.). RTC has programmed \$150,000 and will need additional partners to fully fund this analysis.

## Local Strategies

Because each roadway corridor has its own characteristics, congestion management efforts must be tailored to meet the needs of an individual roadway. Local agencies must employ a variety of strategies to effectively manage congestion. The CMP Toolbox, contained in the CMP Report, is a reference tool for the development of local strategies.

## Congestion Monitoring Report

The Congestion Management Process Monitoring Report includes a warehouse of transportation data and an analysis of transportation system performance. The data is translated into tables and maps that are contained in the full report. The full CMP report, including transit and other multimodal data, is available on RTC's website.

### For More Information

You can get more information on the Congestion Management Process by contacting the Regional Transportation Council at 360-397-6067 or by visiting the project website at <http://www.rtc.wa.gov/programs/cmp>.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** July 14, 2017  
**SUBJECT:** 2019-2020 Transportation Alternatives Project Selection

---

### BACKGROUND

The Regional Transportation Council (RTC) as the Regional Transportation Planning Organization (RTPO) is responsible for selecting Transportation Alternatives (TA) projects for the Clark, Skamania, and Klickitat County region. Once the RTC Board completes their selection process, the selected projects will be programmed into the 2018-2021 State Transportation Improvement Program (STIP) and agencies can proceed according to year the project is programmed.

The Transportation Alternative program (TA) provides funding for a variety of alternative transportation projects. Transportation Alternative eligible projects include pedestrian and bicycle facilities, viewing areas, recreational trails, and safe routes to school.

RTC staff worked with member agencies to develop the process by which TA projects would be selected, which was approved by the RTC Board on March 7, 2017. For more information on the selection process and submitted projects, please go to RTC's TAP web page at <http://rtc.wa.gov/programs/tap>.

The purpose of this memorandum is to provide an overview of the 2019-2020 Transportation Alternatives project selection process and to request an RTAC recommendation on the list of projects to be selected and programmed for TA funding.

### SUBMITTAL PROCESS AND PROJECTS

Applications for Transportation Alternatives Program (TAP) funding were due to RTC on Monday, May 1, 2017. Seven projects were submitted to RTC for a total TA request of just over \$2.5 million and total project cost of approximately \$8.2 million. The full list of projects is summarized below:

#### 2017 Transportation Alternatives Applications

- **Chelatchie Rails with Trails Phase 2:** The City of Battle Ground requested funds for design and right of way acquisition for a 0.75 mile section of the Chelatchie Prairie Rails with Trails, between Main Street and Northeast City Limits. The trail will be a 12-foot wide multi-use asphalt path. Total project cost (PE/RW) is \$250,000, with a grant request of \$216,250.

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## 2019-2020 Transportation Alternatives Project Selection

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- **NE 68th Street Sidewalk:** Clark County will design sidewalks along one side of 68th Street, between Highway 99 and the Vancouver City Limit (1.05 miles). After additional engineering, Clark County will determine a 2,100 foot section for construction of the first phase of the project. The remainder of the sidewalk will be constructed in future phases. Total project cost is \$2,129,000, with a grant request of \$800,000.
- **Klickitat Multi-Use Trail Connection Project:** Klickitat County will construct 0.29 miles of multi-use trail in the community of Klickitat. The project will include 1200 linear feet of 8 foot asphalt concrete trail, 21 linear feet of new 5 foot sidewalk, lighting upgrade, ADA accommodations, curb extensions, and new benches. Total project cost is \$98,000, with a grant request of \$55,000.
- **Phase III Waterfront Trail Construction: Stevenson Shoreline Project:** The Port of Skamania County will construct a new accessible 550-foot waterfront trail and overlook, creating a continuous waterfront trail paralleling the Columbia River in the City of Stevenson. The trail will be ADA-accessible, and enhanced with benches, native landscaping, and wayfinding and interpretive signage. Total project cost is \$344,658, with a grant request of \$200,000.
- **Columbia River Renaissance Trail Connection:** The Port of Vancouver will construct a 1,200 linear foot long and approximately 24 feet wide trail connecting the Columbia River Renaissance Trail at the Port's Terminal 1 property. The project will also require ground stabilization. This will eliminate a gap in the City of Vancouver's regional waterfront trail. The trail will be ADA-accessible, and enhanced with security lighting, landscaping, benches, public art, wayfinding and interpretive signage. Total project cost is \$4,000,000, with a grant request of \$485,000.
- **Gee Creek Trail – Abrams Park to Heron Drive:** The City of Ridgefield will construct a paved ADA accessible trail adjacent to Gee Creek from Abrams Park to Heron Drive. Total project cost is \$420,415, with a grant request of \$100,000.
- **NW Neighborhood Connectivity Improvements:** The City of Vancouver will make strategic active transportation improvements in the Lincoln neighborhood. The project has three main components: 1) construction of sidewalks, curb, and stormwater facilities on the west side of Lincoln Avenue with pedestrian crossing at 53rd Street, 2) addition of sharrows on local streets to create neighborhood bike route, and 3) design of sidewalk and path to improve access to Franklin Elementary School. Total project cost is \$928,055, with a grant request of \$678,055.

### PUBLIC INVOLVEMENT PROCESS

After receiving projects and prior to beginning the evaluation process, RTC invited the public to comment on proposed Transportation Alternatives projects. The public was able to comment on proposed projects via RTC's website. RTC received 47 comments and letters of support for the proposed projects. All comments were in favor of particular projects. Public comments were provided to the evaluation team to inform their evaluation.

## 2019-2020 Transportation Alternatives Project Selection

July 14, 2017

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### EVALUATION PROCESS

RTC formed an evaluation team to evaluate and rank proposed Transportation Alternatives projects. The evaluation team included a citizen representative from the Clark County Bike Committee and staff members from C-TRAN, WSDOT, Clark County Health Department, and RTC. The Evaluation Team evaluated projects based on regional criteria as adopted by the RTC Board.

The evaluation team is recommending the following ranking of proposed Transportation Alternatives projects:

Rank	Projects	Agency	AVG Score
1	Phase III Waterfront Trail Construction: Stevenson	Port of Skamania	87.2
2	Columbia River Renaissance Trail Connection	Port of Vancouver	85.8
3	Gee Creek Trail - Abrams Park to Heron Dr.	Ridgefield	82.8
4	NE 68th Street Sidewalk	Clark County	82.6
5	NW Neighborhood Connectivity Improvements	Vancouver	80.6
6	Klickitat Multi-Use Trail Connection Project	Klickitat County	67.0
7	Chelatchie Rails with Trails Phase 2	Battle Ground	64.2

### FUNDING

RTC has a total of \$1,715,000 available for Transportation Alternatives projects in the three county region, for years 2019-2020. Of this \$1,130,000 must be used in the urban area, \$135,000 must be used in the rural area, and \$450,000 is flexible and can be used in either the urban or rural area.

The Urban Area includes the area within the federal urban boundaries of Vancouver, Camas, Washougal, and Battle Ground. All other areas are considered Rural.

### STAFF RECOMMENDATION

The RTC staff is recommending that the projects be funded in the order that they ranked. However, the recommendation includes funding only the PE phase for the Clark County, Vancouver, and Battle Ground projects.

The evaluation team had some concerns about how to score the Clark County NE 68<sup>th</sup> Street project, where the County is proposing to build only a segment of the full sidewalk. Depending on which segment of the sidewalk is selected for construction, the project may have scored much different. The staff recommendation is that only the PE phase be funded, and that Clark County returns in two years for construction funding, after the preferred segment is determined.

Staff recommendation also includes that both the Vancouver NW Neighborhood Connectivity and Battle Ground Chelatchie Rails with Trails project be funded for design only. Agencies should further develop their projects, and return in the future for construction funding.

## 2019-2020 Transportation Alternatives Project Selection

July 14, 2017

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Staff recommendation would leave approximately \$433,000 of Transportation Alternatives funding that would be carried into the 2019 selection process.

RTC staff did check with projects receiving partial funding to confirm the commitment to deliver the project as described in the project application. Staff is recommending that projects would receive the following grant awards:

Projects	Agency	Program Year	TAP Award	Phase(s) Funded	Source
Phase III Waterfront Trail Construction: Stevenson	Port of Skamania	2019	\$200,000	CN	TAP Rural/Flex
Columbia River Renaissance Trail Connection	Port of Vancouver	2019	\$485,000	CN	TAP Urban
Gee Creek Trail – Abrams Park to Heron Dr.	Ridgefield	2020	\$100,000	CN	TAP Flex
NE 68 <sup>th</sup> Street Sidewalk	Clark County	2019	\$150,000	PE	CMAQ
NW Neighborhood Connectivity Improvements	Vancouver	2019	\$145,000	PE	CMAQ
Klickitat Multi-Use Trail Connection Project	Klickitat County	2020	\$55,000	CN	TAP Flex
Chelatchie Rails with Trails Phase 2	Battle Ground	2020	\$147,000	PE	TAP Urban

### ACTION REQUESTED

At the June RTAC meeting, RTAC members will be asked to recommend to the RTC Board a list of projects to be selected for federal Transportation Alternatives funding and be programmed in the 2018-2021 Transportation Improvement Program (TIP). RTAC's recommendation will then be taken to the August 1, 2017 RTC Board meeting for final project selection.

Projects recommended for funding must be entered into the online STIP software by sponsoring agency and submitted to the MPO by August 15<sup>th</sup>. The year funds are programmed in the STIP must follow the above table.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** July 14, 2017  
**SUBJECT:** TIB Project Development

---

### BACKGROUND

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

### FUNDING PROGRAMS

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

- Urban Arterial Program – SW Region: \$10.4 million (\$5 million)
- Urban Sidewalk Program – West Region: \$1.22 million (\$500,000)
- Arterial Preservation Program – State-wide \$10 million
- Small City Arterial Program – West Region: \$4.2 million (\$1 million)
- Small City Sidewalk Program – West Region: \$0.8 million (\$350,000)
- Small City Preservation Program – State-wide \$6 million (\$250,000)

Other programs managed by WSDOT, but not part of this call for projects include the following:

- Complete Streets
- Relight Washington
- Small City Federal Match Program

TIB generally requires a 20% match for urban programs and 5% match for small city programs. The preservation program requires 10% in urban areas and 0% match in small cities. Only Battle Ground, Ridgefield, and Washougal are eligible for the Arterial Preservation Program.

### SELECTION

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

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**TIB Project Development**

**July 14, 2017**

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**SCHEDULE**

The following is the general TIB grant schedule:

August 18, 2017	Postmarked Deadline
September-October	TIB Application Evaluation
November 17, 2017	TIB Board Selection

**ACTION**

Please come to the July RTAC meeting prepared to discuss your proposed TIB applications.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** July 14, 2017  
**SUBJECT:** Agency Project Updates

---

### BACKGROUND

At the July Regional Transportation Advisory Committee meeting, RTC would like to have each local agency come prepared to update RTAC members on their local transportation projects. The focus should be on projects located on the federal aid system (major collector, arterial, and interstate). Please be prepared to discuss major project development and in greater detail any project that will be under construction in 2017.

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

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

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