



The Regional Transportation Advisory Committee meeting will be held on **Friday, April 19, 2019**, 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 March 15, 2019 Minutes, Action
- II. April WSDOT: 2019-2022 TIP Amendments, Action
- III. FY 2020 Unified Planning Work Program, Action
- IV. 2019 Obligation Strategy, Action
- V. 2018 Congestion Management Process - Initial Data, Discussion
- VI. Update on Trail Segment 3 – Jim Hagar, Port of Vancouver *
- VII. Other Business
 - A. RTAC Members
 - a. TIB Complete Streets Grant Awards
 - City of Vancouver \$700,000
 - City of Battle Ground \$350,000
 - B. RTC Staff
 - a. WSDOT Freight & Goods Transportation System, 2019 Update. City and Port counts, May 1 deadline.
 - b. RTC Project Database, Project Showcase, and Before and After Analysis

****Materials available at meeting***

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

20190419_RTAC_Agenda.docx

An advisory committee to:

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
March 15, 2019**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order by Bob Hart, RTC, on Friday, March 15, 2019, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington. Those in attendance follow:

Gary Albrecht	Clark County
Jennifer Campos	Vancouver
Chris Carle	Clark County
Jim Carothers	Camas
Rob Charles	Washougal
Tony Cooper	La Center
Lynda David	RTC
Anna Dearman	Vancouver
Roger Hanson	C-TRAN
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	Battle Ground
Brenda Howell	Ridgefield
Rick Keniston	WSDOT
Tom Kloster	Metro
Chris Malone	Vancouver
Judith Perez	WSDOT
Jeff Raker	Metro
Magan Reed	Port of Vancouver
Dale Robins	RTC
Doug Siu	ODOT
Shann Westrand	RTC
Susan Wilson	Clark County

Bob asked if there were any changes or corrections to the February 15, 2019, meeting minutes and asked for a motion of approval.

ROGER HANSON, C-TRAN, MADE A MOTION FOR APPROVAL OF THE FEBRUARY 15, 2019 MEETING MINUTES AND SUSAN WILSON, CLARK COUNTY, SECONDED THE MOTION. THE MOTION PASSED UNANIMOUSLY

II. March TIP Amendments, Action

- a. **Battle Ground, Chelatchie Prairie Rail with Trails**
- b. **WSDOT, SR 500/NE Robinson Road & NE 3rd Street**

Dale Robins, RTC, went over the March TIP Amendments below:

Chelatchie Prairie Rails with Trails: The City of Battle Ground is proposing that the Chelatchie Prairie Rails with Trails project be removed from the Transportation Improvement Program (TIP), and that \$225,000 in federal Transportation Alternatives funds be reallocated to the 2019

Transportation Alternatives call for projects. The City of Battle Ground has hit the maximum 3 years of delays and does not see a near-term resolution to the railroad conflict, which would allow them to proceed with the project.

Chelatchie Prairie Rails with Trails, Phase 2: After discussion with the City of Battle Ground, RTC staff is proposing that the design for the phase 2 of the Chelatchie Prairie Rails with Trails project also be removed from the TIP. At this time, it does not seem practical to proceed with additional design. The \$147,000 in federal Transportation Alternatives funds would remain allocated to the project until March 2021 by which time the project must proceed or funds will be returned for the 2021 call for Transportation Alternatives projects.

Dale noted that the City of Battle Ground is eligible to re-apply for funding at a future application date.

SR-500/NE Robinson Rd and NE 3rd St.: WSDOT recently completed scoping of this project and is proposing roundabouts be added at the two intersections, but that with the upcoming public outreach the outcome could change and there could be a different type of intersection improvement. A right of way phase has been added and the construction cost has increased. The increase in cost amounts to approximately \$4.2 million over the current STIP amount, resulting in a total project cost of \$5,951,300. The project is funded with \$5,814,209 in federal HSIP funds and \$137,121 in local matching funds.

TONY COOPER, CITY OF LA CENTER, MADE A MOTION FOR APPROVAL OF THE TIP AMENDMENTS AND TO FORWARD TO THE RTC BOARD FOR THEIR APPROVAL. THE MOTION WAS SECONDED BY ROGER HANSON, C-TRAN, AND PASSED UNANIMOUSLY

III. Metro's Economic Value Atlas; Jeff Raker, Metro, Discussion

Bob moved the agenda around as Jeff Raker, Metro, had another meeting he had to attend and needed to leave early.

Jeff Raker, Metro, is the project manager of the Economic Value Atlas tool. Jeff indicated that metropolitan areas across the country are exploring ways to be more informed about their regional economy as they make decisions and investments in land use, transportation, etc. This region is the first in the country to use a place-based economic development approach with the Economic Value Atlas. The Economic Value Atlas map is an interactive software tool aimed at aligning infrastructure and land use investments to strengthen our regional economy. This tool will let people look at individual variables collectively, focusing on three high level goals outlined in the region's economic strategy, Greater Portland 2020: business, people and place. With the tool, the user will narrow down potential locations based on important factors. Once all the desired factors are selected the user can click on one area and the mapping tool compares the selected census tracts in the region. The EVA tool is available online and agencies are able to access and analyze data. Additional functions will be available by the end of June 2019. RTAC members discussed the usefulness of the tool. <https://www.oregonmetro.gov/tools-partners/guides-and-tools/economic-value-atlas>

IV. Regional Grant Process, Action

Dale Robins, RTC, noted that through WSDOT federal funds are allocated to MPOs for selecting projects that implement the RTP. RTC receives funds from the Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA) programs.

At the end of the 2018 Regional Grant Process the Regional Transportation Advisory Committee (RTAC) recommended that no changes be made to the regional grant process in 2019. RTC will use the same criteria, application, and guidelines as outlined on RTC's TIP web page: <https://rtc.wa.gov/programs/tip/>. Susan Wilson noted that there was discussion about receiving additional points for adding roundabout corridors. Dale indicated that these were under Operational Improvements and if the corridor has all roundabouts it would be considered a 2 point improvement, but that there would need to be discussion about what is a "Roundabout Corridor". After some discussion, RTAC members supported the addition of 2 points under Multimodal/Operations for roundabout only corridors.

Over the last several months RTC has received our 2018 and 2019 allocation totals for federal STBG, CMAQ, and TA programs. The new figures show a significant increase in federal dollars allocated to the region (almost \$1.1 million dollars more per year). When multiplied out for six years this results in \$6.5 million additional dollars over what was previously anticipated. This will necessitate RTC to conduct a call for projects for years 2020 through 2023.

In addition to the regular 2020-2023 call for projects, RTC staff is proposing that existing regional capital projects (road and BRT) be given a one-time exemption to the project cost limit. Projects would need to obligate funds by August 2020. The increase would be \$500,000 for RW, and \$1 million for construction. Projects for which an agency is planning a 2019 obligation would not be rewarded for delaying their projects. This process would allow regional projects that are already in the delivery process a boost and help the region to meet our 2020 obligation target. The potential projects are Battle Ground's SE Grace Avenue (\$500,000 for RW), C-TRAN's Mill Plain BRT (\$1,000,000 CN), Clark County's NE 99th Street (\$500,000 RW), and Vancouver's SE 1st Street (\$1,000,000 CN).

Agencies would only need to submit the first two pages of the grant application as part of this year's grant request. Once programmed, agencies will need to notify RTC by March 1st 2020 if funds cannot be obligated by August 2020. As required under RTC Policy, any funds not obligated by August 2020 would be removed from the STIP if the region is unable to meet our obligation target due to project delays, and the agency would need to reapply in future years. Dale went over the 2019 Grant Schedule.

Dale noted that over the last decade project delivery has not been an issue for our region. RTC's policy has allowed for delays up to 3 years and project advancement of one year. In calendar year 2019, the region has 3 projects that have reached the maximum allowable delay resulting in over \$4 million in project delays, all of which have yet to be obligated. Several more projects will likely meet maximum project delay in the next few years.

If the region experiences a delay of one or two projects in 2019, the region may not meet our project obligation target. Dale reviewed the project delay policies:

Policy 5.8 - If a project cannot make the August obligation deadline, the sponsoring agency must contact RTC in writing by March 1st of that year. If a project does not meet the required obligation deadline, including allowable one-year delay, one of the following actions will be taken:

Policy 5.8.1 - If delay is likely to impact regional obligation authority all future funds will be removed from the project. RTC staff will develop a strategy to meet the obligation target which will be approved by RTC Board. The delayed project can seek funding in future call for projects without an increase in regional federal funds.

Policy 5.8.2 - If delay is not likely to impact regional obligation authority, a project delay exception can be sought. The request must be in writing and explain the circumstances for the project delay and why the delay should be considered. Delays of less than one additional year can be approved by RTAC. Delays of greater than a year, requires RTAC and RTC Board approval.

There are two projects that will possibly not obligate by the deadline and jeopardize the region not hitting its obligation targets. Dale went over some examples of other agencies' Project Delay Policies, and noted that RTC's policies are lenient compared to others. There was discussion around the table and RTAC members decided to form a TIP Sub Committee to develop a strategy to meet our 2019 obligation target in case project delays occur. The region may need to revise the project delay policy if it continues to be a problem.

CHRIS MALONE, CITY OF VANCOUVER MADE A MOTION TO RECOMMEND THE RTC BOARD ISSUE THE 2020-2023 CALL FOR PROJECTS. THE MOTION WAS SECONDED BY MARK HERCEG, CITY OF BATTLE GROUND, AND WAS APPROVED WITH ROGER HANSON, C-TRAN, OPPOSING THE MOTION.

V. 2018 Annual Listing of Federal Obligation and Regional Obligation Targets, Action

Dale Robins, RTC, explained that as the MPO for the Clark County region, RTC is required to publish a list of projects for which federal Transportation funds were obligated in the previous year. In 2018 a total of \$18.1 million in federal transportation funds were obligated in Clark County. In 2018 the region obligated \$7.5 million in RTC-managed federal funded projects. Dale went over some of the graphs and tables in the report.

VI. Westside Bike Mobility Project, Anna Dearman, City of Vancouver, Discussion

Anna Dearman, City of Vancouver, gave a brief update on the Westside Bike Mobility Project. The Vancouver City Council's strategic plan includes a goal to ensure the transportation system meets the needs of the future generations by upgrading key bike and pedestrian corridors that provide safe, accessible streets to all users, ages and abilities regardless of their preferred mode of travel.

Some of the City's key bike and pedestrian corridors identified for upgrade include Evergreen Highway, Fourth Plain Corridor, Columbia Street, and MacArthur/McGillivray. The City has been working on public outreach and some of the public interest included developing a network of safe, connected bike routes, including separated or "protected" bike facilities where necessary. The Columbia Street, Daniels/Franklin Street and Lincoln/Kauffman Avenue corridors were identified as preferred routes.

The consultant team analyzed corridors identified through the public outreach process and are working on how well they can meet the following criteria: Access and Connectivity, Safety, Multimodal Improvements and Community Context and Impact. The City will continue one-on-one outreach and information sharing. The online comment form is located at www.cityofvancouver.us/bikemobility at which you then select the “Share Your Thoughts” button.

VII. Other Business

A. RTAC Members

- a) Project Showcase; WSDOT, Vancouver Urban ITS Device Infill. Dale went over some of the details of the showcase.
- b) Before and After Analysis. Dale wanted to remind the group of the requirement of the Before and After Analysis and provided copies of some that have been recently completed.
- c) Roger Hanson, C-TRAN, announced that the C-TRAN Board talked about some service change concepts including the addition of service hours to provide extension of Route 71 to serve the Vancouver Waterfront and addition of new service to Portland Airport. There were also some proposed route changes.
- d) Chris Malone, City of Vancouver, noted that the City has adopted the annual report on use of TBD funding and that this report can be located on the City’s website. <https://www.cityofvancouver.us/tbdb/page/vancouver-transportation-benefit-district>

B. RTC Staff

- a. **Freight & Goods Transportation System Update:** Lynda David, RTC, noted that RTC has received notice from WSDOT requesting any freight classification counts to input to their 2019 update to the Freight & Goods Transportation System. Lynda will email the group requesting agencies submit any of the freight classification counts that they have to help DOT with their update.
- b. Lynda also noted that over the next few weeks she will contact local jurisdictions to find out what information is available to support development of the Active Transportation Plan.

The meeting adjourned at 10:50 a.m.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: April 12, 2019
SUBJECT: April WSDOT: 2019-2022 TIP Amendments, Action

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 require that projects with major scope changes be approved by both the RTC Board and RTAC. The following TIP amendments, with RTAC approval, will be taken to the May 7, 2019 RTC Board meeting:

I-5/Active Traffic Management (PIN 420522Q): WSDOT is proposing to move state funds from the I-205/SB Mill Plain & 18th Street On-Ramp – Ramp Meter project to the I-5/Active Traffic Management project. The change will add \$240,000 in state dollars for installation of ramp meters, mast arms, signals, cameras to the I-5 southbound corridor. This project would be implemented in 2019 on the same contract as the I-5 Active Traffic Management project.

I-5/SB Interstate Bridge to NE 78th St. Vic. – Active Traffic Management (PIN 400019I): WSDOT is proposing to shorten the scope of the project from NE 99th Street to NE 78th Street. NE 99th Street ramp was removed because this location would require additional funding to widen the ramp to accommodate a bus bypass. In addition, the scope was modified to provide additional detection and signs on SR-500 to accommodate the SR-500 southbound on-ramp to I-5.

The attached STIP project record reports provide additional information for each project listed above. These amended reports will be incorporated into the 2019-2022 Transportation Improvement Program following Board action.

Attachments: STIP detail sheets

Washington State S. T. I. P.

2019 to 2022

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

April 11, 2019

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		420522Q	420522Q06	21	4.750	CE	No	0.25	5.00	240,000	19-05

I-5/Active Traffic Management

Install ramp meters, mast arms, signals, cameras on SB on ramps.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
CN	2019			0		0	240,000	240,000
Project Totals				0		0	240,000	240,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	240,000	0	0	0	0
Totals	240,000	0	0	0	0

Washington State S. T. I. P.

2019 to 2022

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

April 11, 2019

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(308)	400019I	400019I06	21	4.750	CE	No	0.25	5.00	6,107,932	19-05

I-5/SB Interstate Bridge to NE 78th St. Vic. - Active Traffic Management

Install an Active Traffic Management system including ramp meters and over lane variable message signs on I-5 and install a VMS, advance warning signs, and detection loops on SR 500 westbound for the SR 500/39th Street ramp meter.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2019		HSIP	5,361,611		0	109,420	5,471,031
Project Totals				5,361,611		0	109,420	5,471,031

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,105,680	4,365,352	0	0	0
Totals	1,105,680	4,365,352	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - SW	5,361,611	0	349,420	5,711,031



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: April 12, 2019
SUBJECT: **FY 2020 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 2020 Work Program covers the period from July 1, 2019 through June 30, 2020.

FY 2020 UPWP

RTAC members were provided with an overview of the FY 2020 UPWP at the February 2019 meeting. Attached is an updated draft copy of the FY 2020 UPWP. The UPWP outlines funding sources available for the transportation planning program to address the major transportation planning issues of the upcoming year (see UPWP, page xvi). Prior to the April 19 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 2020. 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 2020 UPWP contains a description of planning projects of regional significance which local agencies anticipate they will carry out during FY 2020.

TIMELINE

The timeline for completion, adoption and submittal of the FY 2020 UPWP is outlined below:

RTC's FY 2020 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT		
DATE (2019)	MEETING	ACTION
Fri. Apr. 19	RTAC	Recommend RTC Board adoption of FY 2020 UPWP
Tue. May 7	RTC Board	Adoption of FY 2020 UPWP
by Mon. Jun. 17		Submit adopted FY 2020 UPWP to WSDOT Tribal and Regional Coordination
by Fri. Jun. 21		Adopted UPWPs sent by WSDOT to FHWA/FTA for federal approval
by Fri. Jun. 28		FHWA/FTA UPWP formal approval due to WSDOT
Jul. 1		FY 2020 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 2019-2020 UPWP is also made available for RTAC review.

ACTION REQUESTED

At the April 19th meeting, RTAC members will be asked to recommend adoption of the FY 2020 UPWP by the RTC Board at the Board's May 7 meeting.

ATTACHMENTS: FY 2020 UPWP Draft Document (April 12, 2019)
Metro's 2019-2020 Draft UPWP

20190419-RTAC-UPWPFY2020-MEMO.DOCX



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: April 12, 2019
SUBJECT: 2019 Obligation Strategy, Action

BACKGROUND

Federal Obligation Authority rules require that each state must spend its level of obligation for that year or forfeit funds to another state. In 2013, WSDOT delegated the responsibility to meet the local share of federal obligation levels to Metropolitan Planning Organizations and County lead agencies. RTC has responsibility annually to meet obligation authority for allocated STBG, CMAQ, and TA programs.

STATEWIDE OBLIGATION POLICY

The WSDOT obligation policy takes a “use it or lose it” approach. By August, each region must obligate 100 percent of their targeted obligation level. Any remaining funds not obligated will be sanctioned and could be lost. Collectively, local agencies statewide have been able to meet statewide obligation targets. This has been accomplished in part, due to regions such as RTC that have obligated well above our regional obligation targets. The following are key Federal and State obligation policies:

- Programming in the TIP is limited by available funds each year (financially constrained).
- Regions can only obligate up to two years in advance.
- Local agencies will need to use advanced construction authority, after regions meet their obligation target (reimbursements of federal funds are delayed).
- To obligate FHWA transit projects, they must be programmed in the first year of the TIP.

RTC ALLOCATION AND OBLIGATION

From 2013 to 2017, the region received approximately \$9 million per year, with year 2013 being higher due to a \$4.5 million carryover from year 2012. Recently, RTC received our 2018 and 2019 federal allocation, which has resulted in an increased allocation above \$10 million per year.

Beginning in 2013, local agencies in Clark County responded and obligated projects at an unprecedented rate. By the end of 2016, the Clark County region was over one year in advance of their obligation authority, which was creating issues with federal and state obligation policies. In 2016, the RTC Board revised policies to constrain obligation to the first two years of the TIP. This slowed obligation, but the region continued to meet our obligation targets each year, despite the region dealing with several projects experiencing lengthy delays.

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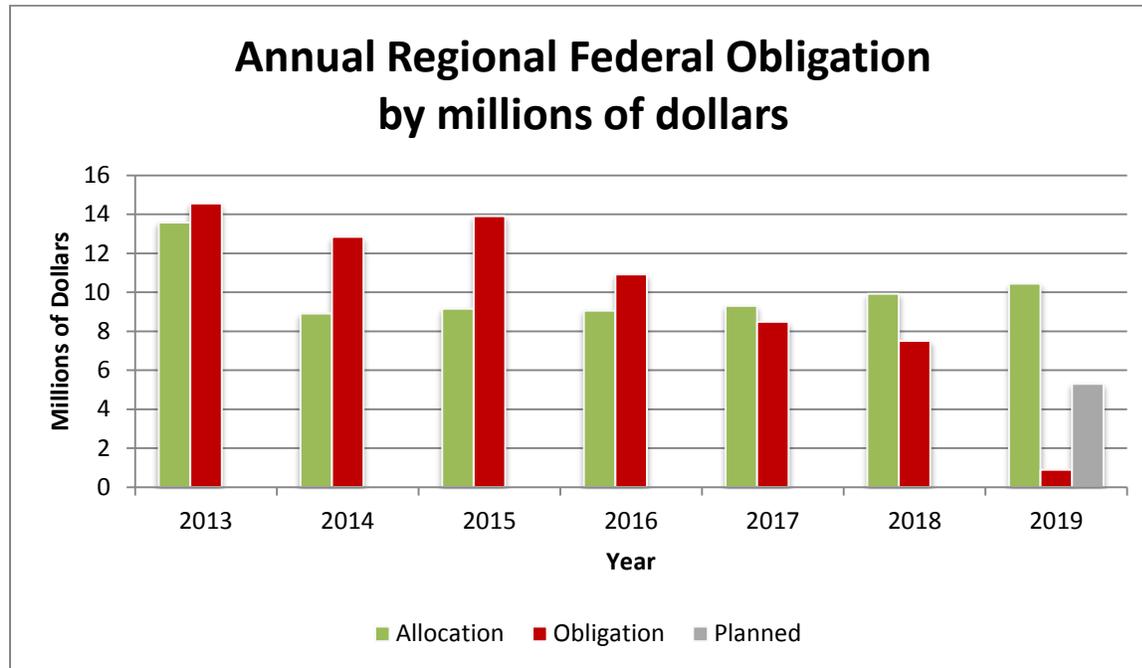
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Even though the 2019 allocation was \$10.4 million, the region entered year 2019 almost \$6 million ahead and needing to only obligate \$4.7 million to hit our obligation target. As of the end of March, only one project has been obligated. A review with local agencies shows only \$6.25 million is planned to be obligated by August 2019. This provides little room for error, and the region is at risk of not meeting our obligation target if delays occur.

The Following table shows available funding and obligation from year 2013 through 2019:



2019 PLANNED OBLIGATION

The Following project are planned to be obligated by August 2019:

Agency	Project	Program	Phase	Federal \$	Date
Battle Ground	Small City ATMS	CMAQ	CN	\$276,000	6/19
Battle Ground	SW Eaton Blvd.	STBG	PE	\$346,000	7/19
C-TRAN	Mill Plain TSP Phase II	CMAQ	All	\$195,500	4/19
Clark County	STEVE 2	CMAQ	PE	\$102,000	4/19
Clark County	NE 99 th Street	STBG	PE	\$150,000	4/19
Clark County	Blair Road	STBG	CN	\$929,401	3/19
Port of Ridgefield	Pioneer St. RR Overpass	STBG	CN	\$2,000,000	7/19
RTC	Active Transportation Plan	STBG	PE	\$100,000	5/19
Vancouver	NE 137 th Av.	STBG	RW	\$950,000	4/19
Vancouver	Mill Plain, 104 th - Chkalov	STBG	CN	\$1,033,000	7/19
Vancouver	Mill Plain Arrival on Green	CMAQ	CN	\$72,700	6/19
WSDOT	Centralized Signal System	CMAQ	PE	\$48,000	6/19
WSDOT	I-205/Mill Plain Ramp Meter	CMAQ	PE	\$48,400	6/19

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Of the projects listed, both the Pioneer St. Railroad Overpass (BNSF Contract) and Mill Plain, 104th Av. to Chkalov (right-of-way) have high risk of obligation delays due to issues that are slowing down the projects.

PROPOSED 2019 OBLIGATION STRATEGY

A subcommittee of RTAC members, met on April 5, 2019 to develop an obligation strategy. The subcommittee is recommending the following strategy:

- 1) Immediately add \$1 million in CMAQ funds for year 2019 for Mill Plain BRT project development (PE). C-TRAN is to obligate funds before August 2019. This was the highest scoring project in last year's evaluation and will bring the C-TRAN project to their \$4 million cap.
- 2) Give the Executive Director authority to amend the TIP in August, if needed to meet obligation target (TIP amendment must be submitted by August 16, 2019):
 - Remove all project programmed in year 2019 of the TIP that are required to be obligated in 2019, but have not been obligated by August 15th. Necessary for Financial Feasibility. Could include any of the following projects: STEVE 2, Mill Plain TSP Phase II, Pioneer Street Railroad Overpass, Mill Plain Blvd-104th to Chkalov, Mill Plain Arrival on Green, and Centralized Signal System Enhancement. Any projects removed from TIP, would be eligible to request funds in future call for projects.
 - If Pioneer Street RR Overpass is delayed, it would be replaced by adding \$800,000 in STBG-Rural funds for construction to the Clark County Blair Road project. The Blair Road project would remain below the \$4 million cap. County would need to submit an amended LAA by September 1st.
 - If Mill Plain-104th to Chkalov is delayed, it would be replaced by adding \$1,000,000 in STBG-Urban funds for right-of-way on the NE 137th Av. Corridor Completion project. Project remains below \$4 million cap. City would need to submit an amended LAA by September 1st.

TRANSPORTATION PROGRAMMING GUIDEBOOK - DELAY POLICIES

RTC's policy allows projects to proceed one year prior to the year a project is programmed in the TIP, which is intended to compensate for projects that are delayed. RTC's policy also allows for project delays of up to 3 years. The cumulative effect of delayed projects has placed additional pressure on our ability to meet regional obligation targets. At the April RTAC meeting, staff will begin discussion on need to modify the regions project delay policies. The following policies from the Transportation Programming Guidebook deal with project delays:

Policy 5.4 – Project obligation must be made by August in the year obligation is required. Due to the time involved in processing an obligation request, the obligation request must be made by August to meet regional obligation targets.

Policy 5.5 – Preliminary engineering funds must be obligated by August of the year the project phase is programmed.

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Policy 5.6 – Right-of-way and construction funds can be delayed one year. For example, if right-of-way or construction funds are programmed in year 2020, funds must be obligation by August 2021.

Policy 5.7 – By January of each year, RTC staff will notify agencies of all projects that must be submitted for obligation by August of that year.

Policy 5.8 - If a project cannot make the August obligation deadline, the sponsoring agency must contact RTC in writing by March 1st of that year. If a project does not meet the required obligation deadline, including allowable one-year delay, one of the following actions will be taken:

Policy 5.8.1 – If delay is likely to impact regional obligation authority all future funds will be removed from the project. RTC staff will develop a strategy to meet the obligation target which will be approved by RTC Board. The delayed project can seek funding in future call for projects without an increase in regional federal funds.

Policy 5.8.2 – If delay is not likely to impact regional obligation authority, a project delay exception can be sought. The request must be in writing and explain the circumstances for the project delay and why the delay should be considered. Delays of less than one additional year can be approved by RTAC. Delays of greater than a year, requires RTAC and RTC Board approval.

Policy 5.9 – If a project delay is granted by RTC, the TIP can be modified to allow the next available priority project to be programmed within the first two years. The next highest priority project, based on grant evaluation process that can proceed with available funds can be programmed in the first two years of TIP.

CONCLUSION

RTAC is asked to recommend forwarding an obligation strategy to the RTC Board for adoption at the May 7, 2019 meeting. This obligation strategy is intended to follow the policies outlined in the Transportation Programming Guidebook and ensure that the region meets our obligation target.

In addition, RTAC will discuss changing the project delay policy.

MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: April 12, 2019
SUBJECT: 2018 Congestion Management Process – Initial Data, Discussion

BACKGROUND

The purpose of this memorandum is to summarize initial data for the 2018 congestion monitoring effort. The full 2018 Congestion Monitoring Report will be brought to the May RTAC meeting for committee consideration.

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.

INITIAL FINDINGS

Corridor Capacity Ratio

The capacity ratio provides an indication of how well the transportation facility carries the existing traffic volumes. A facility with a corridor capacity above 0.80 is likely approaching capacity, while facilities above 0.90 are very congested. The highest volume to capacity ratio corridors includes:

1. I-5, Jantzen Beach to Main St. (AM) - > 1.00
2. Main Street, Ross Street to Mill Plain (AM) - > 0.97
3. I-205, Airport Way to Padden Parkway (AM) - > 0.95
4. SR-14, I-205 to 164th Avenue (PM) - > 0.93
5. SR-503, Fourth Plain to NE 119th St. (PM) >0.87

With the completion of road improvements on NE 18th Street, 112th Av. to 138th Av., the NE 18th Street corridor has been removed from the list of highest corridor capacity ratio.

Speed as Percent of Speed Limit

Speeds significantly lower than the posted speed limit is another indication of congestion. Slow speed percentage will limit a facilities ability to maximize available capacity and often results in backups. The lowest speed corridors when compared to posted speed limit include the following corridors:

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1. I-5, Main St. to Jantzen Beach (AM) – 25%
2. I-205., SR-500 to Airport Way (AM) – 39%
3. *Highway 99, Ross to 139th St. (PM) – 44%
4. SR-14, I-205 to 164th Av. (PM) – 44% (AM-50%)
5. *SR-500, I-5 to Fourth Plain (PM) – 45%
6. SE 164th Av., SR-14 to Mill Plain (PM) – 47%
7. Andresen Rd., Mill Plain to SR-500 (PM) – 48%
8. SR-503, Fourth Plain to 119th St. (PM) – 49%

*Please note that data was collected on SR-500 prior to the removal of traffic signals at 42nd Av. and 54th Av. The County noted that Highway 99 is used for local access, and the corridor has been timed to support major east-west movements.

Corridor Speed

Slow corridor travel speed can be an indicator of delay and congestion. Better progression and coordination between signals will improve overall travel time, reliability, and safety. One concern is that travel speed below 20 mph on arterials, may lead to vehicles cutting through neighborhood streets in an attempt to find a faster route. Thirteen out of 40 streets had speeds 20 mph or lower. The lowest speed corridors include:

1. I-5, Main Street to Jantzen Beach (AM) – 14 mph
2. Main Street, I-5 to Mill Plain (AM) – 16 mph (PM - 17 mph)
3. Andresen Road, Mill Plain to SR-500 (PM) – 17 mph
4. Highway 99, Main St. to NE 139th St. (PM) – 17 mph
5. Mill Plain, Fourth Plain to I-5 (PM) – 18 mph
6. Fourth Plain, Andresen to SR-503 (PM) – 18 mph

Other than the I-5 and Main St. morning congestion, the 2018 CMP data showed a substantial decline in arterial speed during the PM peak period. Fourth Plain, Andresen to SR-503 differs from the remainder of the list because the corridor has significant available capacity.

Intersection Delay

The region experienced a significant increase in the number of intersections with 90 seconds or more average delay. Long average delay for the through movement at signalized intersections adds to the overall travel time and can create choke points within a corridor. The 7 intersection delays of 2 minutes or longer are at the following locations:

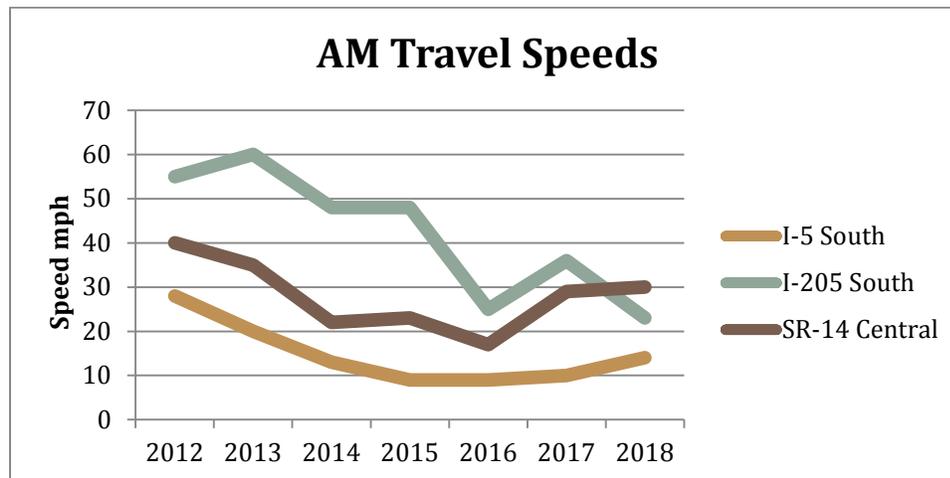
1. Burton Rd/NE 86th Av. (Westbound) – 194 Second (3m 14s)
2. *SR-500/Falk Rd. (Eastbound) – 167 Seconds (2m 47s)
3. Fourth Plain/SR-500/SR-503 (Northbound) – 154 Seconds (2m 34s)
4. NE 28th St./NE 138th Av. (Southbound) – 139 Seconds (2m 19s)
5. Fourth Plain/Andresen Rd. (Northbound) – 133 Seconds (2m 13s)
6. Padden Parkway/SR-503 (Southbound) – 127 Seconds (2m 7s)
7. NE 139th St./NE 20th Av. (Westbound) – 125 Seconds (2m 5s)

High volume intersections are becoming corridor bottlenecks, and agencies need to develop solutions to resolve these bottlenecks. In particular, Fourth Plain/SR-500 and Fourth Plain/Andresen Rd intersections are significant bottlenecks during evening peak period.

Columbia River Crossings

Both the I-5 and I-205 corridors are strategically important to the Clark County region. The two bridges combined have daily traffic volumes of approximately 303,000. Both corridors are significant choke points for bi-state travel and experience significant congestion during the peak hours. The number of days and duration of congestion on both bridges are increasing as the economy of the region expands.

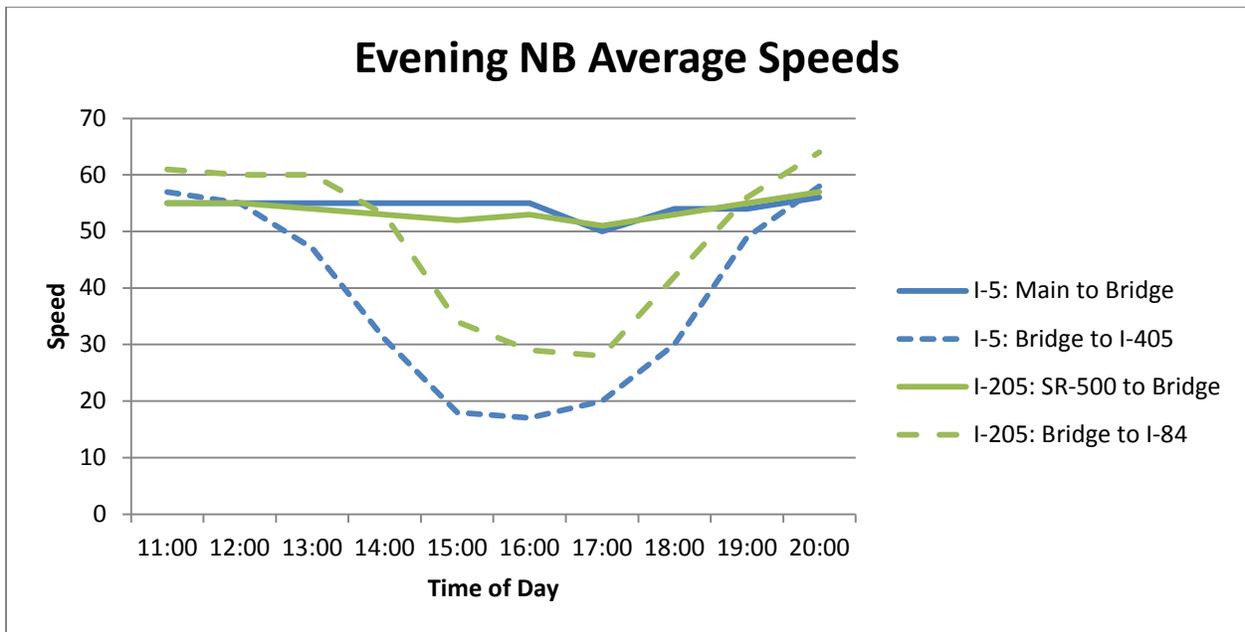
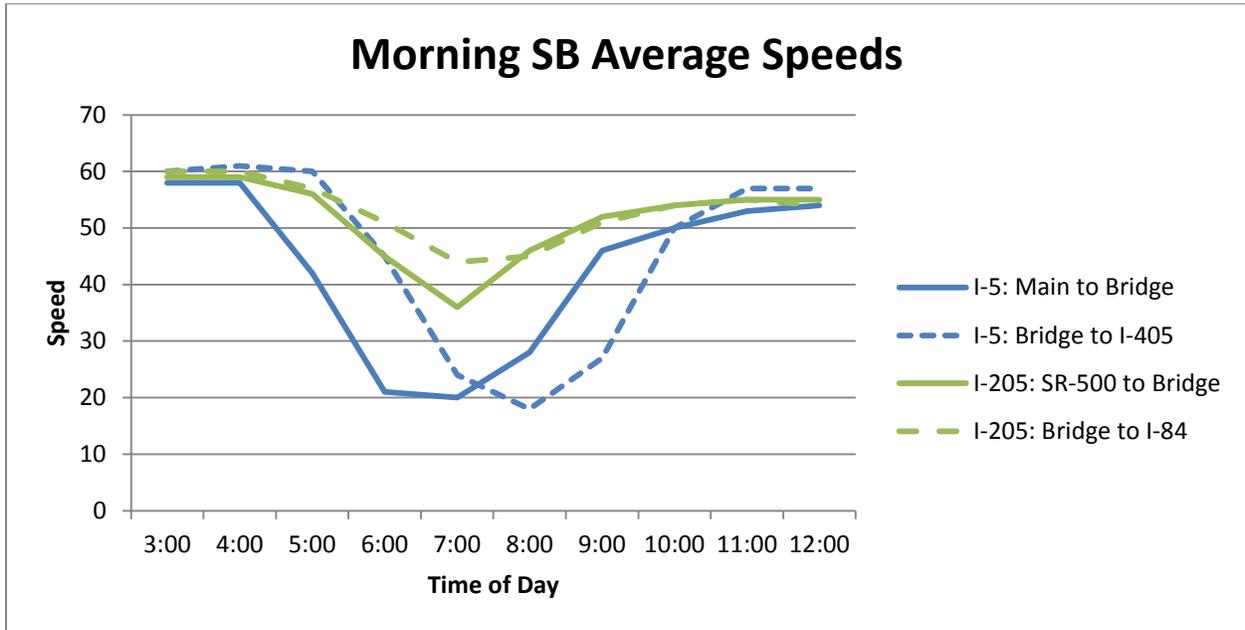
During the morning commute, the I-5 South corridor has reliable poor peak period speeds. While the I-205 South corridor often fluctuates depending on the day. In addition, the SR-14 Central corridor, just east of I-205, is significantly impacted by congestion on the I-205 corridor. The following graphs show the morning peak directional travel speed, by year, using a floating car.



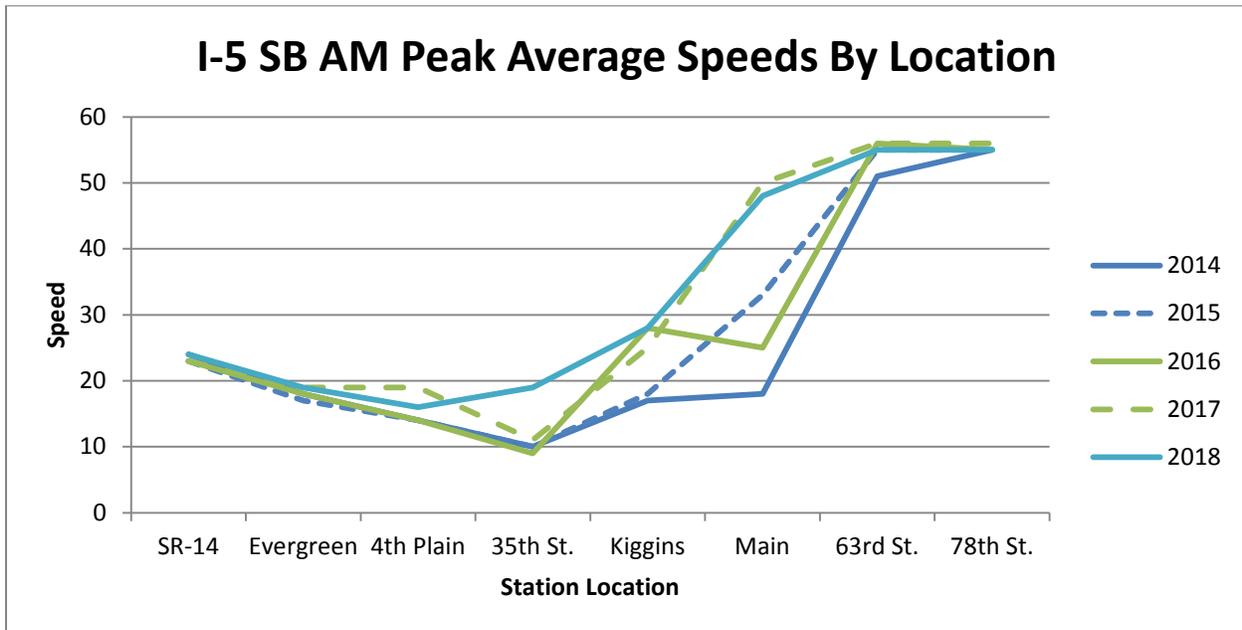
From 2016 to 2018, both the I-5 southbound and SR-14 west bound morning speeds have increased. Part of this improved speed may be attributed to more active management in both corridors utilizing electronic signage and adjustments to the I-5/SR-14 ramp meter. Additional ramp metering and other active management tools are planned in both the I-5 and the I-205 corridor over the next few years, and may well result in additional operational improvements.

Using October 2018 data collected by WSDOT and ODOT, average corridor speeds were estimated. The data shows that southbound speeds in the I-5 corridor decrease between 5 a.m. and 11 a.m. (approximately 5.5 hours of congestion). In the I-205 corridor speeds decrease between 6 a.m. and 10 a.m. (Approximately 3 hours of congestion).

The WSDOT and ODOT data shows significant decline in speeds within Oregon in both the I-5 and I-205 corridors. While speed on the Washington side only shows a small decline during the 5 p.m. hour. Within the I-5 corridor, from the I-405 to the I-5 Bridge the northbound speeds decline between 1 p.m. and 8 p.m. (approximately 6.5 hours of congestion). In the I-205, from I-84 to Glenn Jackson Bridge the northbound speeds decline between 2 p.m. and 7 p.m. (approximately 4.5 hours of congestion)



The next graph shows average speed by location during the month of October for years 2014-2018 in the I-5 southbound morning peak. The data shows a wide variation between 35th Street to Main St. The improved speeds in the last couple years may be attributed in part to WSDOT’s active management within the I-5 corridor. The data also indicates that the average backup in the I-5 morning commute has moved from Main Street to a location closer to SR-500.



2008 to 2018 Columbia River Crossing Comparisons

Congestion reduces the volume of traffic passing across each bridge, which then slows traffic and lengthens the backup. Active traffic management and ramp metering in recent years, seems to have improved the traffic flow across the two Columbia River bridges in the morning peak period.

In the PM Peak period both the I-5 and I-205 bridges have significant backups on the Oregon side of the Columbia River. As congestion gets worse, the backup and related turbulence grows each year. This results in a lower number of vehicles crossing each bridge during the evening peak hour and results in an elongated peak period. This is most prevalent in the I-5 corridor.

Bridge	AM Peak Hour Volume		
	2008	2018	Change %
I-5	5,018	5,372	7.1%
I-205	6,932	7,063	1.9%
Total	11,950	12,435	4.1%

Bridge	PM Peak Hour Volume		
	2008	2018	Change %
I-5	5,068	4,773	-5.8%
I-205	7,147	7,118	-0.4%
Total	12,215	11,891	-2.7%

2008 to 2018 Arterial Comparison

Change in volumes and travel speeds were analyzed to understand the changes in travel speeds along the region’s arterial system. Many of the arterials had minimal change in travel time (less than 30 seconds), while other corridors had significant changes in travel time (2+ minutes).

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Increased Delay:

1. I-5, Main St. to Jantzen Beach – During the morning southbound commute delay increased by almost 6 minutes to approximately 16 minutes.
2. I-205, SR-500 to Airport Way – During the morning southbound commute delay increased by over 9 minutes to almost 17 minutes
3. During the morning commute the following corridors experienced delays that increased 2 or more minutes in the peak direction: Main Street, St. Johns, SR-503 South, SR-14 Central, and Padden Parkway.
4. During the evening commute the following corridors experienced peak direction delays that increased 2 or more minutes: NE 162 Av. North, Padden Parkway, and Burton Road/NE 28th St.

Reduced Delay:

1. SR-502 – SR-502 widening project (2016).
2. SR-14 East – Add lanes and grade separation (2012).

Mixed Delay:

1. St. Johns - The morning travel time is over 2 minutes slower, while evening travel time is 1.5 minutes faster. In both cases the SR-500 interchange seems to be the location of time change. WSDOT identified that the NE 33rd St. and SR-500 interchange signals were not coordinated. This appears to be causing a significant back in the morning commute north of SR-500 interchange, while having minimal impact on the northbound evening commute.
2. Andresen Road South – Signal coordination has reduced morning southbound travel time by 1.5 minutes, but general traffic growth in the evening peak is resulting in a 30 second rise in northbound travel time delay at Fourth Plain Blvd.
3. Burton Road/NE 28th St. – Signal coordination has reduced morning travel time by 1.5 minutes, while significant delay at 86th Av. and 137th Av. for the eastbound evening peak period is increasing travel time by almost 2.5 minutes.