



The Regional Transportation Advisory Committee meeting will be held on **Friday, January 17, 2020**, 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 December 20, 2019 Minutes, Action
- II. January TIP Amendment, Action
- III. 2019 Washington State Rail Plan Update: Paul Krueger, WSDOT \*
- IV. SR-500 Safety Project Update, Courtney Sell, WSDOT \*
- V. FY 2021 Unified Planning Work Program: Draft Review, Discussion
- VI. 2020 Project Delivery Score, Discussion
- VII. Smart Communities Workshop, Discussion
- VIII. Other Business
  - A. RTAC Members
    - a. Project Showcases
      - Clark County – NE 119<sup>th</sup> St. E. (NE 87<sup>th</sup> Ave to NE 112<sup>th</sup> Ave.)
      - Clark County – STEVE Project
      - Clark County – WRIGHT Project
      - City of Vancouver – Waterfront Trail Project
  - B. RTC Staff
    - a. Project Delivery Summit:  
<https://www.psrc.org/sites/default/files/projectdeliversummit2019dec04-pres-keyelementsprojectdelivery.pdf>

**\* Materials available at meeting**

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

20200117\_RTAC\_Agenda.docx

An advisory committee to:

**Southwest Washington Regional Transportation Council**

1300 Franklin Street, Floor 4

P.O. Box 1366

Vancouver, Washington 98666-1366

360-397-6067

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**Regional Transportation Advisory Committee (RTAC)  
Meeting Minutes  
December 20, 2019**

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

The meeting of the Regional Transportation Advisory Committee was called to order by Matt Ransom, RTC Executive Director, on Friday, December 20, 2019, at 9:00 a.m. in the Public Service Center 6<sup>th</sup> Floor Room 698, 1300 Franklin Street, Vancouver, Washington. Those in attendance follow:

|                  |                        |
|------------------|------------------------|
| Gary Albrecht    | Clark County           |
| Chris Carle      | Clark County           |
| Rob Charles      | Washougal              |
| Jim Hagar        | Port of Vancouver      |
| Bob Hart         | RTC                    |
| Ryan Jeynes      | Battle Ground          |
| Colleen Kuhn     | Human Services Council |
| Laurie Lebowsky  | WSDOT                  |
| Chris Malone     | Vancouver              |
| Matt Ransom      | RTC                    |
| Dale Robins      | RTC                    |
| Scott Turnoy     | ODOT                   |
| Shann Westrand   | RTC                    |
| Michael Williams | WSDOT                  |

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

ROB CHARLES, CITY OF WASHOUGAL, MADE A MOTION FOR APPROVAL OF THE NOVEMBER 15, 2019 MEETING MINUTES; THE MOTION WAS SECONDED BY CHRIS CARLE, CLARK COUNTY, AND PASSED UNANIMOUSLY.

**II. Shared Central Signal System Study, TIP Amendment, Action**

Dale Robins, RTC, stated that 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).

As part of the regional grant process, the region set-aside \$100,000 a year in federal STBG funds for strategic Regional Partnership planning. RTC had programmed \$150,000 in federal STBG funds for an update to the High Capacity Transit System Study. C-TRAN is currently not ready to proceed. However, WSDOT is ready to proceed with a Shared Central Signal System Study. RTC is proposing that \$50,000 in federal STBG funds be moved from HCT Study to the Shared central Signal System Study. If needed, \$50,000 can be added back into HCT Study in future years.

CHRIS MALONE, CITY OF VANCOUVER, MADE A MOTION TO RECOMMEND THE SHARED CENTRAL SIGNAL SYSTEM STUDY TIP AMENDMENT BE FORWARDED TO THE RTC BOARD FOR APPROVAL; THE MOTION WAS SECONDED BY JIM HAGAR, PORT OF VANCOUVER, AND PASSED UNANIMOUSLY.

### **III. Safety Performance Management, Reporting and Target Setting, Action**

Dale Robins, RTC, reminded that the federal transportation act, MAP-21 (2012), established performance driven transportation planning and decision making, and these provisions were carried into the current federal transportation act, the FAST Act (2015). States and Metropolitan Planning Organizations (MPOs) are required to establish and update performance management targets for designated assets and monitor conditions and publish periodic reports. Performance management is a strategic approach that uses performance data to inform decision-making and outcomes. When implemented effectively, performance management can improve project and program delivery, inform investment decisions, focus on leadership priorities, and provide greater transparency and accountability.

Under federal rules, WSDOT must report on the performance targets annually. Dale went over the data provided in WSDOT's Official Targets of December 2019. There was some discussion around the table regarding the targets and distracted driving measurements. Matt Ransom, RTC Executive Director, went over the summary of metrics for the Southwest Washington regional numbers that the State develops. RTC is asking members whether the region should continue to support and endorse the state target or develop separate targets for the region. RTAC members suggested continuing to the State target.

JIM HAGAR, PORT OF VANCOUVER, MADE A MOTION TO AGREE AND SUPPORT WSDOT'S STATEWIDE SAFETY PERFORMANCE TARGETS SET FOR 2020 AND RECOMMEND THE RTC BOARD ADOPT A RESOLUTION TO FORMALIZE THIS 2020 SAFETY TARGETS STRATEGY. THE MOTION WAS SECONDED BY CHRIS CARLE, CLARK COUNTY, AND PASSED UNANIMOUSLY.

### **IV. 2020 Federal Obligation; Discussion**

Dale Robins, RTC, noted that as the Metropolitan Planning Organization (MPO) for the Clark County region, RTC is responsible for selecting and programming projects for the regional local share of the Federal Highway program. This includes the Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA). In addition, WSDOT has placed responsibility on MPO's to ensure the obligation of these funds.

In 2019 the region did meet their obligation target but with the requirement from WSDOT stating the Local Agency Agreement (LAA) is to be in WSDOT Headquarters before it can be considered obligated RTC is recommending moving the Obligation Date from August 1<sup>st</sup> to July 1<sup>st</sup>.

Dale did go over the projects that need to be obligated in 2020 and also the projects that could be obligated in 2020 if any earlier projects will be requesting delays. There was some discussion around the table on obligation requirements. Dale noted that there will be an additional \$2,500,000 that will need to be obligated in 2020 in addition to the current 2020 projects that are already obligated. Dale has requested that agencies contact RTC on any projects that will be delayed.

Dale then went over some of the project deliver/obligation policy changes that will be going to the TIP Sub-Committee at their next meeting.

#### **V. FY 2021 Unified Planning Work Program: Overview and Timeline, Discussion**

Matt Ransom, RTC Executive Director, reported that the RTC Board of Directors adopted RTC's 2020 Work Plan and accompanying 2020 Budget on December 3, 2019. We now need to move ahead to develop a draft FY 2021 Unified Planning Work Program (UPWP) to be reviewed by FHWA, FTA and WSDOT staff. FY 2021 runs from July 1, 2020 to June 30, 2021. The FY 2021 UPWP will use the last six months of RTC's 2020 Work Plan as the basis for the first six months of the FY 2021 Unified Planning Work Program. The UPWP is a federally-required document prepared annually by RTC. It describes the continuing and comprehensive regional transportation planning activities to be completed as part of the regional transportation planning and collaborative decision-making process. The UPWP also details the funding sources required to carry out the program and addresses the major transportation policy issues of the forthcoming year.

Matt reviewed the timeline for FY 2021 UPWP development. Previously Lynda had emailed agencies requesting input by January 8<sup>th</sup> 2021 on what transportation planning studies they foresee for their jurisdictions and transportation agencies in FY 2021. Lynda is requesting this information so that by January 22<sup>nd</sup> a DRAFT UPWP can be submitted to the Feds prior to consultation.

#### **VI. Project Showcase and Before & After Analysis, Discussion**

Dale Robins, RTC, expressed that as the Metropolitan Planning Organization (MPO) for the Clark County region, RTC is responsible for selecting and programming projects for the regional local share of the Federal Highway program. This includes the Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives (TA). In addition, WSDOT has placed responsibility on MPO's to ensure the obligation of these funds. To facilitate this management of regionally allocated federal funds, RTC, through the Transportation Programming Guidebook, has placed reporting responsibility on local agencies.

Dale wanted to go over and remind RTAC members of required Project Showcase and Before & After Analysis summaries that will be due in 2020. Project showcases are required within 45 days of the project being functionally complete. The Before and After Analysis is due within 12 months of grant closure. There was some discussion on projects that should be near completion and also some projects that are past due. Dale also went over the list of projects that have past due Before & After Analysis.

There were agencies stating updates to projects and that they will be looking to submit the required documents as soon as they can. Dale noted that these requirements are to help ensure that projects have met their goals.

## VII. Other Business

### A. RTAC Members

- a. Coleen Kuhn, Human Services Council, wanted to congratulate those agencies that were successful in obtaining TIB grants. Colleen also announced that the March 2020 TIB meeting will be held in Vancouver. Lastly, Colleen wanted to mention that Matt Ransom was part of the phone call to the Legislature and had talked with Senator Murry about the impacts of I-976 and that she seemed willing and interested to hear what he was saying.
- b. Jim Hagar, Port of Vancouver, noted that 2020 will be the biggest year for the Port for WIND. There are 50 ships of WIND coming in the first 6 months of 2020 that will be transporting blades over 200 feet long which will be taken through Vancouver.
- c. Michael Williams, WSDOT, announced that the APWA Conference will be in Vancouver in April 2020. There are many volunteer opportunities available if any are interested.
- d. Chris Malone, City of Vancouver, informed the group that HP announced that they will be moving their headquarters to Section 30 of the City of Vancouver. There is hope this will generate several hundred new jobs.

### B. RTC Staff

- a. **TIB Grant Awards:** Dale Robins, RTC, mentioned the memorandum attached shows grant funding that the region was successful in obtaining.
- b. **Project Delivery Scores:** Dale Robins, RTC, provided a sheet indicating the project delivery scores local agencies have at this time and how Project Showcases and the Before & After Analysis could improve their Delivery Scores.
- c. Bob Hart, RTC, announced that the Smart Communities Assessment workshop is scheduled for March 3<sup>rd</sup>. Invites will be sent out in the near future.
- d. Matt Ransom, RTC, noted in planning the 2020 Work Program, if agencies have a project or topic they would like to bring to RTAC to just let Matt know. Also if any have had any communications with their Councils on their TBD's and the effects of I-976.

*The meeting adjourned at 10:25 a.m.*



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** January 10, 2020  
**SUBJECT:** **January TIP Amendment**

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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 require that new projects with \$3,000,000 or more in federal funds be approved by both RTAC and the RTC Board. The following project, with RTAC approval, will be taken to the February 4, 2020 RTC Board Meeting:

1. **NE 119<sup>th</sup> Street/NE 152<sup>nd</sup> Avenue Intersection:** Clark County recently received a federal safety grant through WSDOT to construct a roundabout at this intersection. The project will program \$3 million in federal safety funds with \$1,540,000 in local matching funds in the TIP. Design will begin in 2020, with construction in 2021.

RTC's policies allow that many minor to moderate Transportation Improvement Program changes can be made at the discretion of the RTC Executive Director with notification of RTAC. The following changes to the 2020-2023 Transportation Improvement Program are proposed:

2. **NE 3<sup>rd</sup> Avenue Bridge Seismic Retrofit (Washougal River Br.):** The City of Camas is requesting a TIP amendment to add additional construction tasks and increase the construction cost of the NE 3<sup>rd</sup> Avenue Bridge project. The cost will increase by less than 1%, while adding soil remediation, pavement resurfacing, and stormwater collection to the project description. The additional federal funding will be provided through WSDOT, as noted in the attached letter.
3. **Cast-in-Place Bridge Bundle:** Clark County recently received a federal Bridge grant to strengthen girders on the Gibbons Creek, Matney, and Morgan bridges. The project will program \$983,400 in federal bridge funds with \$45,000 in local dollars. Design will begin in 2020, with construction in 2022.
4. **Fiber Reinforced Polymer Bridge Bundle:** Clark County recently received a federal bridge grant to strengthen underside of six bridges in Clark County. The project will program \$1,505,400 in federal bridge funds with \$90,000 in local dollars. Design will begin in 2020, with construction in 2022.

**January TIP Amendment**

**January 10, 2019**

**Page 2**

The attached documentation provides additional information on the project that will be modified in the 2020-2023 Transportation Improvement Program.

**ACTION**

RTAC is asked to recommend forwarding the NE 119<sup>th</sup> Street/NE 152<sup>nd</sup> Avenue Roundabout to the RTC Board to be added to the 2020-2023 STIP and to concur with the addition of the other three projects for inclusion to the STIP.

*Attachments*

20200117\_RTAC\_TIPAdmin.docx



January 3, 2020

Dale Robins, Transportation Planner  
RTC  
PO Box 1366  
Vancouver, WA 98666-1366

RE: NE 3<sup>rd</sup> Ave Bridge – Seismic Retrofit BHM-7040-(006)  
Programming of Additional Funds and Description Update

Dale,

The City of Camas requests an amendment to the TIP for the NE 3<sup>rd</sup> Avenue Seismic Retrofit Project. The City of Camas received additional funding for this project per the attached letter from WSDOT. As noted, these additions to project scope and budget were approved by WSDOT on August 6, 2019.

Additional construction tasks include soil remediation at the westerly bridge abutment, street resurfacing resulting from installation of deck shear studs, increased traffic control, and stormwater collection and treatment improvements. The federal funds for this project have increased from \$1,989,980 to \$2,882,610.

The project description is also altered to reflect these additions. WSDOT requires the description revision in the STIP prior to obligation of the Construction funds.

All federal funds for the Preliminary Engineering and Right-of-Way phases were obligated in 2018 and 2019. Construction federal funds are scheduled to be obligated in 2020.

If you have any questions or comments regarding the requested revisions, please contact me at [jcarothers@cityofcamas.us](mailto:jcarothers@cityofcamas.us) or at 360-817-7230.

Sincerely,

A handwritten signature in blue ink that reads "James E. Carothers".

James E. Carothers, P.E.  
Engineering Manager/City Engineer

Enclosures: WSDOT Project Funding Increase Letter



**Washington State  
Department of Transportation**

**Transportation Building**  
310 Maple Park Avenue S.E.  
P.O. Box 47300  
Olympia, WA 98504-7300  
360-705-7000  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

August 6, 2019

Mr. Steve Wall  
Public Works Director  
City of Camas  
616 NE 4<sup>th</sup> Avenue  
Camas, Washington 98607

**NE 3<sup>rd</sup> Ave Bridge – Seismic Retrofit  
BHM-7040(006)  
Project Funding Increase**

Dear Mr. Wall:

WSDOT has reviewed the design analysis for construction cost increases recently provided, and the request for additional federal funding from the Bridge Program. After consideration of the information presented, the following increase is granted.

Federal funds for your project have been increased to **\$2,882,610**. For the preliminary engineering and right of way phases, funds are available at 86.5% federal share. For the construction phase funds are available at 100% federal share for eligible costs, if authorized prior to December 31, 2020.

Should you have any questions, please contact Michael Williams, your Region Local Programs Engineer, at 360.905.2182.

Sincerely,

Stephanie Tax  
Manager, Program Management  
Local Programs

ST:ml

cc: Michael Williams, Southwest Region Local Programs Engineer

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 9, 2020

County: Clark

Agency: Camas

| 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. |
|----------|----------------|-----|---------|----------|----------------------|--------------------|-------------|---------------|-------------|----------------------------|-----------------|
| 03       | 7040(006)      |     | 01-2018 | 14       | 0.040                | CE                 | Yes         | 0.00          | 0.04        | 2,822,610                  | 20-01           |

NE 3rd Avenue Bridge Seismic Retrofit (Washougal River Br)

Seismic Retrofit for 2-span, 4-lane bridge on 3rd Avenue over Washougal River.

Includes soil remediation, pavement resurfacing where deck studs are added, and revised stormwater collection/management.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds    | State Fund Code | State Funds | Local Funds | Total            |
|-----------------------|------------|---------|-----------|------------------|-----------------|-------------|-------------|------------------|
| CN                    | 2020       |         | STP(BR)   | 2,303,475        |                 | 0           | 0           | 2,303,475        |
| <b>Project Totals</b> |            |         |           | <b>2,303,475</b> |                 | <b>0</b>    | <b>0</b>    | <b>2,303,475</b> |

**Expenditure Schedule**

| Phase         | 1st              | 2nd            | 3rd      | 4th      | 5th & 6th |
|---------------|------------------|----------------|----------|----------|-----------|
| CN            | 1,790,475        | 513,000        | 0        | 0        | 0         |
| <b>Totals</b> | <b>1,790,475</b> | <b>513,000</b> | <b>0</b> | <b>0</b> | <b>0</b>  |

|                                | Federal Funds    | State Funds | Local Funds | Total            |
|--------------------------------|------------------|-------------|-------------|------------------|
| <b>Agency Totals for Camas</b> | <b>2,303,475</b> | <b>0</b>    | <b>0</b>    | <b>2,303,475</b> |

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 9, 2020

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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|-------------|----------------------------|-----------------|
| 04       |                |     | WA-12645 | 47       | 0.300                | DCE                | Yes         | Various       | Various     | 1,028,400                  | 20-01           |

Cast-in-Place Bridge Bundle

Cast-in-Place concrete strengthening alongside existing girders at 3 bridges: Gibbons Creek Bridge #6 (Structure ID #: 08202500), Matney Bridge #168 (08095200) and Morgan Bridge #213 (08241100), to increase capacity at each girder.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds  |  | State Fund Code | State Funds | Local Funds   | Total            |
|-----------------------|------------|---------|-----------|----------------|--|-----------------|-------------|---------------|------------------|
|                       |            |         |           |                |  |                 |             |               |                  |
| PE                    | 2020       |         | STP(BR)   | 225,000        |  |                 | 0           | 0             | 225,000          |
| RW                    | 2020       |         |           | 0              |  |                 | 0           | 45,000        | 45,000           |
| CN                    | 2022       |         | STP(BR)   | 758,400        |  |                 | 0           | 0             | 758,400          |
| <b>Project Totals</b> |            |         |           | <b>983,400</b> |  |                 | <b>0</b>    | <b>45,000</b> | <b>1,028,400</b> |

**Expenditure Schedule**

| Phase         | 1st           | 2nd            | 3rd            | 4th           | 5th & 6th |
|---------------|---------------|----------------|----------------|---------------|-----------|
| PE            | 60,000        | 165,000        | 0              | 0             | 0         |
| RW            | 5,000         | 40,000         | 0              | 0             | 0         |
| CN            | 0             | 0              | 694,000        | 64,400        | 0         |
| <b>Totals</b> | <b>65,000</b> | <b>205,000</b> | <b>694,000</b> | <b>64,400</b> | <b>0</b>  |

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 9, 2020

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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|---------------|-------------|----------------------------|-----------------|
| 05       |                |     | WA-12646 | 47       | 0.600                | DCE                | Yes         | Various       | Various     | 1,595,400                  | 20-01           |

Fiber Reinforced Polymer Bridge Bundle

Fiber Reinforced Polymer strengthening on the underside of the superstructure at 6 bridges: Flatwood Bridge #30 (Structure ID #: 08404200), Landon Bridge #299 (08121100), Lucia Falls Bridge #116 (08097600), Unnamed Bridge #222 (08140500), Rock Creek Bridge #96 (07992900) and Venersborg Bridge #217 (08015000).

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds    |             | State Funds | Local Funds   | Total            |
|-----------------------|------------|---------|-----------|------------------|-------------|-------------|---------------|------------------|
|                       |            |         |           | State Fund Code  | State Funds |             |               |                  |
| PE                    | 2020       |         | STP(BR)   | 450,000          |             | 0           | 0             | 450,000          |
| RW                    | 2020       |         |           | 0                |             | 0           | 90,000        | 90,000           |
| CN                    | 2022       |         | STP(BR)   | 1,055,400        |             | 0           | 0             | 1,055,400        |
| <b>Project Totals</b> |            |         |           | <b>1,505,400</b> |             | <b>0</b>    | <b>90,000</b> | <b>1,595,400</b> |

**Expenditure Schedule**

| Phase         | 1st           | 2nd            | 3rd              | 4th           | 5th & 6th |
|---------------|---------------|----------------|------------------|---------------|-----------|
| PE            | 75,000        | 375,000        | 0                | 0             | 0         |
| RW            | 15,000        | 75,000         | 0                | 0             | 0         |
| CN            | 0             | 0              | 1,041,000        | 14,000        | 0         |
| <b>Totals</b> | <b>90,000</b> | <b>450,000</b> | <b>1,041,000</b> | <b>14,000</b> | <b>0</b>  |

Washington State S. T. I. P.

2020 to 2023

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 9, 2020

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. |
|----------|----------------|-----|----------|----------|----------------------|--------------------|-------------|-----------------|-----------------|----------------------------|-----------------|
| 05       |                |     | WA-12644 | 21       | 0.050                | DCE                | Yes         | NE 119th Street | NE 152nd Avenue | 4,540,000                  | 20-01           |

NE 119th Street/NE 152nd Avenue Intersection

Install a roundabout. Mitigation and utility relocation may be required.

**Funding**

| Phase                 | Start Date | Federal | Fund Code | Federal Funds    |                 | State Funds | Local Funds      | Total            |
|-----------------------|------------|---------|-----------|------------------|-----------------|-------------|------------------|------------------|
|                       |            |         |           | Federal          | State Fund Code |             |                  |                  |
| PE                    | 2020       |         | HSIP      | 540,000          |                 | 0           | 61,000           | 601,000          |
| RW                    | 2020       |         |           | 0                |                 | 0           | 202,000          | 202,000          |
| CN                    | 2021       |         | HSIP      | 2,460,000        |                 | 0           | 1,277,000        | 3,737,000        |
| <b>Project Totals</b> |            |         |           | <b>3,000,000</b> |                 | <b>0</b>    | <b>1,540,000</b> | <b>4,540,000</b> |

**Expenditure Schedule**

| Phase         | 1st            | 2nd            | 3rd              | 4th      | 5th & 6th |
|---------------|----------------|----------------|------------------|----------|-----------|
| PE            | 601,000        | 0              | 0                | 0        | 0         |
| RW            | 100,000        | 102,000        | 0                | 0        | 0         |
| CN            | 0              | 37,000         | 3,700,000        | 0        | 0         |
| <b>Totals</b> | <b>701,000</b> | <b>139,000</b> | <b>3,700,000</b> | <b>0</b> | <b>0</b>  |

| Agency Totals for Clark Co. | Federal Funds |       | State Funds | Local Funds | Total     |
|-----------------------------|---------------|-------|-------------|-------------|-----------|
|                             | Federal       | State |             |             |           |
|                             | 5,488,800     |       | 0           | 1,675,000   | 7,163,800 |



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Lynda David  
**DATE:** January 10, 2020  
**SUBJECT:** **FY 2021 Unified Planning Work Program: Draft Review**

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### INTRODUCTION

This Memo provides Unified Planning Work Program (UPWP) introductory information and FY 2021 UPWP process and timeline. RTC received FY 2021 guidance documentation from WSDOT to aid in the UPWP drafting process. At the December 2019 RTAC meeting, RTC staff asked for help from transportation agencies and jurisdictions to draft their sections of RTC's FY 2021 Unified Planning Work Program (UPWP). Attached with this Memo is RTC's first draft FY 2021 UPWP document for RTAC review.

### UNIFIED PLANNING WORK PROGRAM: BACKGROUND INFORMATION

The RTC Board of Directors adopted RTC's 2020 Work Plan and accompanying 2020 Budget on December 3, 2019. The draft FY 2021 Unified Planning Work Program (UPWP) moves the transportation planning process forward by outlining transportation planning activities to be carried out in FY 2021 which runs from July 1, 2020 to June 30, 2021. The FY 2021 UPWP uses the last six months of RTC's 2020 Work Plan as the basis for the first six months of the FY 2021 Unified Planning Work Program. The UPWP is a federally-required document prepared annually by RTC. It describes the transportation planning activities to be completed as part of the regional transportation planning process. The UPWP also details the funding sources required to carry out the program and addresses the major transportation policy issues of the forthcoming year.

### CY 2020 WORK PROGRAM PRIORITIES

RTC's calendar year 2020 Work Program, reviewed by RTAC and adopted by the RTC Board in December 2019, sets out a course for RTC's regional transportation planning, policy-setting, and project programming activities. The 2020 Work Program outlines (1) how RTC will address Planning Emphasis Areas and (2) continue the core functions expected of a regional transportation planning program in the upcoming year.

### FY 2021 UPWP FEDERAL AND STATE PLANNING EMPHASIS AREAS

The FY 2021 UPWP builds upon RTC's CY 2020 Work Program. Guidance on development of the UPWP is provided to Metropolitan Planning Organizations (MPOs) / Regional Transportation Planning Organizations (RTPOs) in a UPWP Guidance document for MPOs and

RTPOs prepared jointly by WSDOT, FHWA and FTA. The UPWP is expected to reflect federal, state and local transportation Planning Emphasis Areas (PEAs) as outlined in the Transportation Planning Guidance document.

State and federal emphasis areas to be reflected in regional FY 2021 UPWPs are addressed in the introductory section of the draft FY 2021 UPWP on pages x through xv.

### **UPWP DEVELOPMENT AND FORMAT**

A draft of RTC's FY 2021 Unified Planning Work Program (July 1, 2020 through June 30, 2021) is now available for RTAC review (see attached). In Transportation Management Areas (TMAs), such as Clark County, the UPWP must include a discussion of the planning priorities facing the metropolitan planning area and describe all metropolitan transportation 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. Section 4 of the FY 2021 UPWP draft includes descriptions of transportation planning activities anticipated by local jurisdictions and agencies within RTC's region. Please review Section 4 of the draft UPWP document to ensure the descriptions are accurate for your jurisdiction or agency.

As part of a bi-state region, RTC works in coordination with Metro in developing respective UPWPs.

### **FUNDING ESTIMATES**

An initial FY 2021 estimate of funds RTC may receive to carry out the regional transportation planning program are listed in the table below. Federal PL funding is distributed among MPOs of Washington State per an agreed-upon formula. FTA Section 5303 funding is distributed among Washington MPOs based on population. RTPO funding levels are subject to decision of the state legislature. In addition, RTC uses an amount of Surface Transportation Block Grant (STBG) funds for planning purposes as programmed in the region's Transportation Improvement Program (TIP).

| <b>RTC's Estimated FY 2021 Funding Sources</b> |                        |                          |
|--|------------------------|--------------------------|
| <b>Source</b>                                  | <b>Funding Program</b> | <b>Estimated FY 2020</b> |
| <i>Federal</i>                                 | FHWA PL                | \$626,041                |
| <i>Federal</i>                                 | FTA Section 5303       | \$197,467                |
| <i>State</i>                                   | RTPO Planning          | \$192,925                |

### **UPWP DEVELOPMENT TIMELINE**

A summary of the draft timeline for the FY 2021 UPWP process is provided in the table overleaf. The FY 2021 UPWP will be reviewed at the Friday, January 15 RTAC meeting in preparation for RTC's federal and state review. A date has not yet been set for the review

meeting but is likely to be some time from mid-February to early March. Staff from WSDOT SW Region and C-TRAN are expected to participate at RTC’s UPWP review.

A summary of the draft timeline for FY 2021 UPWP development is provided over the page.

A draft timeline for FY 2021 UPWP development is provided below.

| <b>RTC’s FY 2021 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT: Draft Timeline</b> |                  |  |
|--|------------------|--|
| <b>DATE</b>  | <b>MEETING</b>   | <b>ACTION</b>  |
| <b>2019:</b>   |                  |  |
| Fri. Dec. 20   | RTAC             | FY 2021 UPWP development – preliminary RTAC input.   |
| <b>2020:</b>   |                  |  |
| Fri. Jan. 17   | RTAC             | Review of draft UPWP prior to federal and state review meeting.  |
| Possibly by Jan. 22  |                  | RTC FY 2021 draft to be submitted for federal and state review.  |
| TBD: likely in mid-February  | RTC at 1:30 p.m. | RTC meets state and federal representatives at RTC to review draft FY 2021 UPWP.<br>Metro review begins at 9:00 a.m., ends at Noon at Metro. |
| Tue. Apr. 7  | RTC Board        | RTC Board’s first review of draft FY 2021 UPWP.  |
| Fri. Apr. 17   | RTAC             | Recommend RTC Board adoption of FY 2021 UPWP.  |
| Tue. May 5   | RTC Board        | Adoption of FY 2021 UPWP.  |
| By Jun. 15   |                  | Submit adopted FY 2021 UPWP electronically to WSDOT Tribal and Regional Coordination Office.   |
| By Jun. 22   |                  | Adopted UPWPs sent by WSDOT to FHWA/FTA for federal approval.  |
| By Jun. 30   |                  | FHWA/FTA issue UPWP formal approval.   |
| Jul. 1, 2020   |                  | Approved FY 2021 UPWP takes effect   |

**NEXT STEPS**

After the first review of the draft UPWP document at the January 17<sup>th</sup> RTAC meeting, RTAC members are asked to provide any edits or updates to [Lynda.David@rtc.wa.gov](mailto:Lynda.David@rtc.wa.gov) by Wednesday, January 22.

It is anticipated that RTAC will be asked at the April 17 RTAC meeting to forward the FY 2021 UPWP to the RTC Board for adoption at the Board’s May 5 meeting. As part of a bi-state region, the RTC Board is asked to endorse Metro’s UPWP at the same time as RTC’s UPWP adoption.

Attachment: RTC’s FY 2021 UPWP Draft Document (January 17, 2020)



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** January 10, 2020  
**SUBJECT:** 2020 Project Delivery Score

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### BACKGROUND

Through Washington State Department of Transportation (WSDOT), federal funds are allocated through Metropolitan Planning Organizations (MPOs), such as RTC. RTC has selection and programming authority for the regional apportionment of STBG, CMAQ, TA, and HIP programs. WSDOT has also placed responsibility on MPO's to ensure annual obligation of the local share of the federal transportation funds.

To ensure that these federal funds are used fairly and timely, the region has established a number of policies and procedures for how RTC will administer regional federal funds. These policies and procedures are outlined in the Transportation Programming Guidebook (<https://rtc.wa.gov/programs/tip/docs/ProgrammingGuidebook.pdf>).

One of the policies is the implementation of a Project Delivery Score. The calculated score will be added to all grant request submitted to RTC in calendar year 2020. The guidebook policy is:

**Policy 5.5 – By February of each year, RTC staff will calculate a project delivery score for each agency. These points will be added to all grant requests submitted to RTC in the calendar year.** Score will be calculated based on project delivery performance from the previous 3 calendar years. The range for project delivery performance points will be from negative 2 to positive 2.

#### Project Delivery Performance Scoring:

- -1 for each year a federal project goes over 3 years without progressing to next phase or completion.
- -1 point for each one-year project delay.
- -2 for each project that does not meet their allowable delay.
- -1 for each outstanding project showcase/before-after analysis.
- +1 point for every project showcase/before-after analysis delivered by due date.
- +0.5 point for every project showcase/before-after analysis delivered late.
- +2 for every project that has been substantially completed (Project Showcase submitted).
- +1 point for every project phase that is delivered a year early.
- +0.5 point for every project phase delivered on-time.
- +1 point for every project that provided before, during, and after construction pictures.
- +1 point for an agency that had no projects in the previous 3 years.

*An advisory committee to:*

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**2020 Project Delivery Score**

**January 10, 2020**

**Page 2**

The following table is the calculated Project Delivery Score by agency that will be applied to all RTC grants in 2020:

| <b>Agency</b>      | <b>Delivery Score</b> |
|--------------------|-----------------------|
| Battle Ground      | -1.2                  |
| C-TRAN             | 0.3                   |
| Camas              | 2.0                   |
| Clark County       | 1.8                   |
| La Center          | 2.0                   |
| Port of Ridgefield | -2.0                  |
| Port of Vancouver  | 0.5                   |
| Ridgefield         | -2.0                  |
| RTC                | 2.0                   |
| Vancouver          | 0.0                   |
| Washougal          | 1.1                   |
| WSDOT              | 1.8                   |



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Bob Hart  
**DATE:** January 10, 2020  
**SUBJECT:** Smart Communities Workshop, Discussion

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### INTRODUCTION

RTC, in collaboration with Vancouver, WSDOT, Clark County, and C-TRAN, is hosting a Smart Communities Workshop on March 3, 2020. The Workshop is intended to: educate participants on the current state of transportation and technology around the country, go through a benchmarking exercise to better understand current capabilities in the Vancouver region, and moderate a workshop that will help participants align themselves in a common direction to develop a strategic roadmap for future transportation and mobility.

### BACKGROUND

Over the last several years the region has been advancing transportation technology and operations projects and work toward regional transportation goals that improve travel time reliability, reduce crashes, improve transit on-time performance, and to reduce travel delay. These include:

- Bus Rapid Transit projects
- Transit signal priority
- Bus on shoulder operations
- Integrated traffic operations and signal systems
- Ramp metering
- Low cost capital projects
- Sharing communications and fiber assets

All of these efforts require that regional transportation agencies work in close collaboration on technology, data and information systems to achieve common goals and objectives. As mobility technology advances and the region considers future needs and strategies over the next 5 to 10 years, agencies must reduce the impediments between agencies, departments and people to ensure a smart approach that can be sustained over time in a way that best serves the community.

Future mobility strategies and initiative are becoming more complex as we prepare for the greater emergence of innovative ideas and technology such as connected and autonomous vehicles, transportation network companies and ideas such as micro transit.

As the region considers its role in building a smart community, the workshop is intended to gather stakeholders across different agencies and departments to have a focused discussion about

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where we are now, how our region compared to others, identify how we can do better, and to provide benchmark on how to move forward.

The evaluation and assessment of Vancouver area agencies on the development of their smart community's capacity and practices is intended to help the partner agencies leverage technology to improve urban transportation operations, mobility, and better serve residents and the community.

### **SMART COMMUNITIES WORKSHOP AND ASSESSMENT**

The overarching goal of the assessment is to align the different organizations towards a more common viewpoint, language, and understanding of the current situation, and future possibilities for mobility and transportation and Smart City services. The full assessment consists of two main tasks.

The Smart Communities Workshop will consist of an overview of Smart Community strategies and approaches and the current trends and the state of technology and mobility in transportation with the objective of identifying current strategies, successes, and challenges of each member agency. The day will consist of three distinct sections: A two-hour session with elected officials and policy staff focused on smart cities and transportation; a four-hour session to discuss technology advances and issues with more technical or operations staff and, a one-hour debrief to the RTC Board with a summary of discussion and issues from the previous sessions.

The Readiness/Maturity Assessment based on the workshop outcomes, will be conducted to identify current practices for mobility and transportation in the region. It will consist of a widely distributed 20 to 30 minute online survey that will provide benchmarks as compared to other regions in the country. The assessment will look at key performance areas for digital transformation including vision, culture, process, key technologies, and data. The survey outcomes will provide gap analysis results to determine strengths, areas for improvement and to inform a strategic action plan.

The workshop itself is by invitation; however, the online survey will have broad distribution to transportation agencies and departments. Thorough participation by transportation agency staff, RTAC members and other stakeholders will be critical to ensuring good benchmarks for the assessment.

*International Data Corporation (IDC), the consultant for the assessment, provides Information Technology (IT) Research and Advisory Services, Consulting, Benchmarking, and Training for US and global government clients and assisting agencies in maximizing the value of technology investments. IDC specialty areas include: transportation systems, connected and autonomous vehicles, emergency services, smart lighting, and Open Data.*

# NE 119th Street East (NE 87th Avenue to NE 112th Avenue)

## Clark County

Project Completed: November 2019  
CRP #: 342422

### Project Information

RTC funding: \$3,100,000 STP Program  
Total Project Cost: \$15,200,000  
Project Type: Road Improvement  
Project Length: 1.33 miles  
Function Class: Minor Arterial  
Daily Traffic Volume: 13,000 ADT



### Project Description

The project completely reconstructed a rural, two-lane section of NE 119th Street to a four-lane minor arterial with center turn lane/median (M-4cb) standard, added continuous bicycle lanes and sidewalks, stormwater collection and treatment, and utility installation and upgrades.

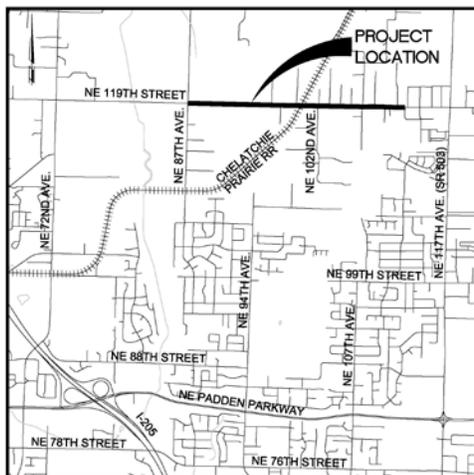
### Project Benefits

- Improved traffic flow and level of service by widening this section of NE 119th Street to a four-lane minor arterial standard with continuous center turn lane.
- Improved pedestrian and bicyclist safety by adding continuous sidewalks and bike lanes.
- Improved sight distance by removing or relocating clear-zone hazards and obstructions.
- Sanitary sewer lines were added, and waterlines were improved.
- Stormwater collection and treatment.
- Railroad signal at NE 99<sup>th</sup> Street was upgraded with this project.

### Project Funding

| Phase        | Year | Federal Funds | Other Funds  | Total        |
|--------------|------|---------------|--------------|--------------|
| Design       | 2014 | \$0           | \$1,000,000  | \$1,000,000  |
| Right of Way | 2015 | \$0           | \$3,300,000  | \$3,300,000  |
| Construction | 2018 | \$3,100,000   | \$7,800,000  | \$10,900,000 |
| Total        |      | \$3,100,000   | \$12,100,000 | \$15,200,000 |

### Project Map



# Signal, Timing, Evaluation, Verification, and Enhancement (STEVE) (Various Locations: NW 139<sup>th</sup> Street to Padden Parkway) Clark County

Project Completed: December 2019

CRP #: 352122

## Project Information

RTC funding: \$920,000 CMAQ Program

Total Project Cost: \$1,365,000

Project Type: Transportation Safety Improvement

Project Length: 15.2 miles

Function Class: Principal Arterial

Daily Traffic Volume: 20,000 ADT



## Project Description

This project installed Intelligent Transportation System (ITS) devices, data collection technology creating a standard method to evaluate the effectiveness of changes made to the county's traffic signal network. The standardization method of analyzing and measuring changes allows consistent reporting of before and after impacts of projects and enables traffic engineers to further optimize corridor capacity and relieve traffic congestion.

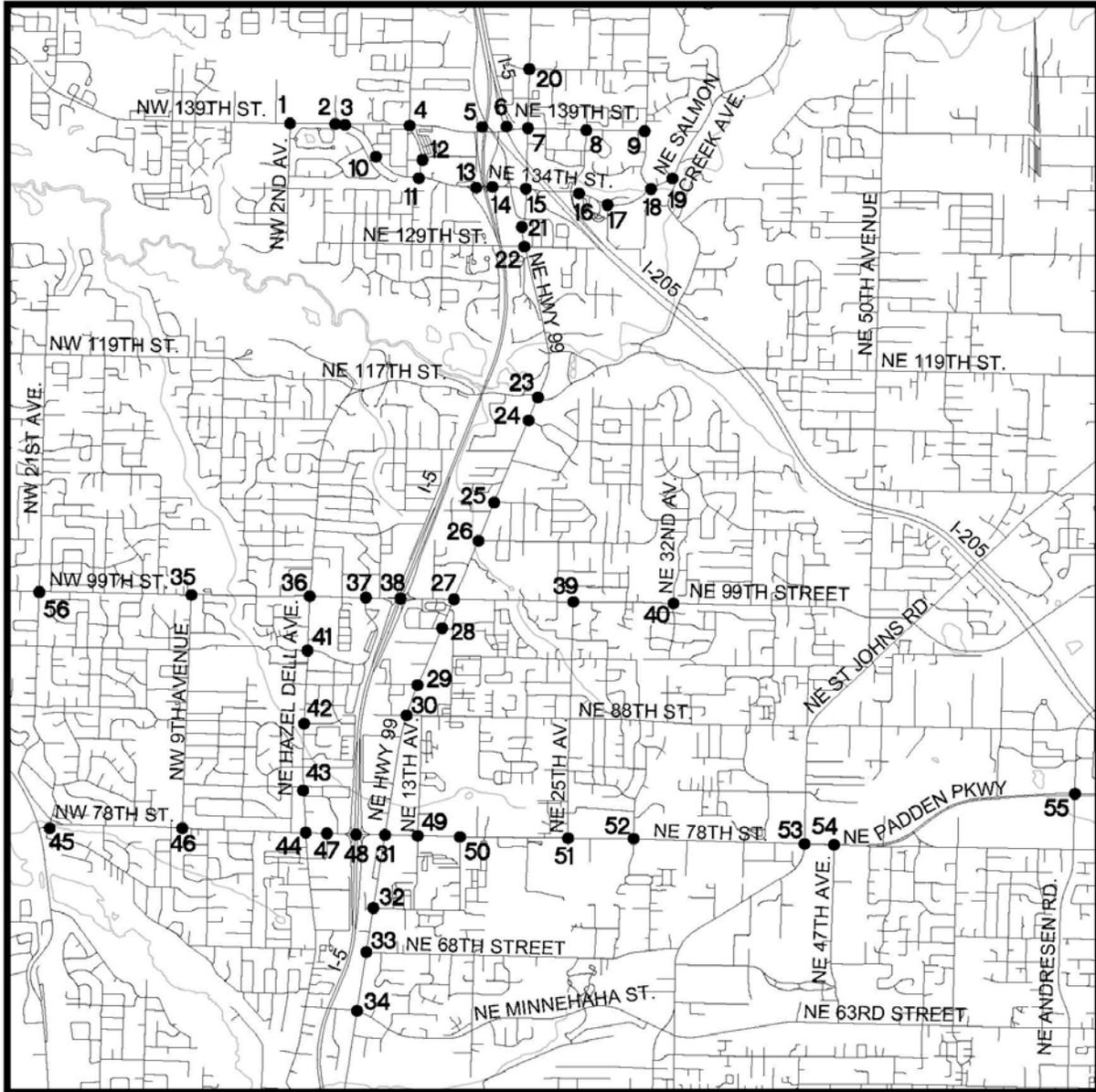
## Project Benefits

- Before and After studies of improvement projects are needed to validate the effective use of transportation funding as well as standardize the reporting of traffic data.
- Adding the infrastructure and framework to measure the effects of transportation projects supports several regional management and roadway operation strategies that are specified in the Regional Transportation Systems Management and Operations (TSMO) Plan.
- Measuring signal timing and configuration changes in a consistent way improves regional decision-making. Adding Bluetooth receivers and Wavetronix devices created an expanded network of travel-time detectors and count stations on more than 15 miles of the county's busiest roadways, allowing more robust analysis of roadway capacity and congestion.
- Resulting data is now collected 24-hours a day, providing continuous and comprehensive information for regional planning. The reporting framework and MOE's developed with this project further enhanced regional mobility by creating field-proven measures presented in a consistent format across all types of projects.

## Project Funding

| Phase        | Year | Federal Funds | Other Funds | Total       |
|--------------|------|---------------|-------------|-------------|
| Design       | 2015 | \$360,000     | \$255,000   | \$615,000   |
| Right of Way | 2017 | \$0           | \$3,000     | \$3,000     |
| Construction | 2016 | \$560,000     | \$187,000   | \$747,000   |
| Total        |      | \$920,000     | \$445,000   | \$1,365,000 |

# Project Map



# Working to Refine IntelliGent Highway Transportation (WRIGHT) NE 139th Street (NW 2nd Avenue to NE 20th Avenue)

## Clark County

Project Completed: December 2019

CRP #: 361422

### Project Information

RTC funding: \$685,000 CMAQ Program

Total Project Cost: \$1,000,000

Project Type: Transportation Safety Improvement

Project Length: 1.0 miles

Function Class: Minor Arterial

Daily Traffic Volume: 20,000 ADT



### Project Description

Traffic signal system upgrades, adding: Adaptive Signal System, Reporting for Transit Signal Priority (TSP), Street Sync Backup and Video Sharing between three agencies (Clark County, City of Vancouver and Washington State Department of Transportation). This project upgraded computer software and hardware, and will extend the functionality of county traffic signals by addressing more efficient movement of vehicle and bus traffic, allow for Clark County and C-Tran to optimize transit operations, quicker maintenance and backup protection for signal controllers, and simplifying multi-agency video sharing across incompatible platforms for better traffic management throughout the region.

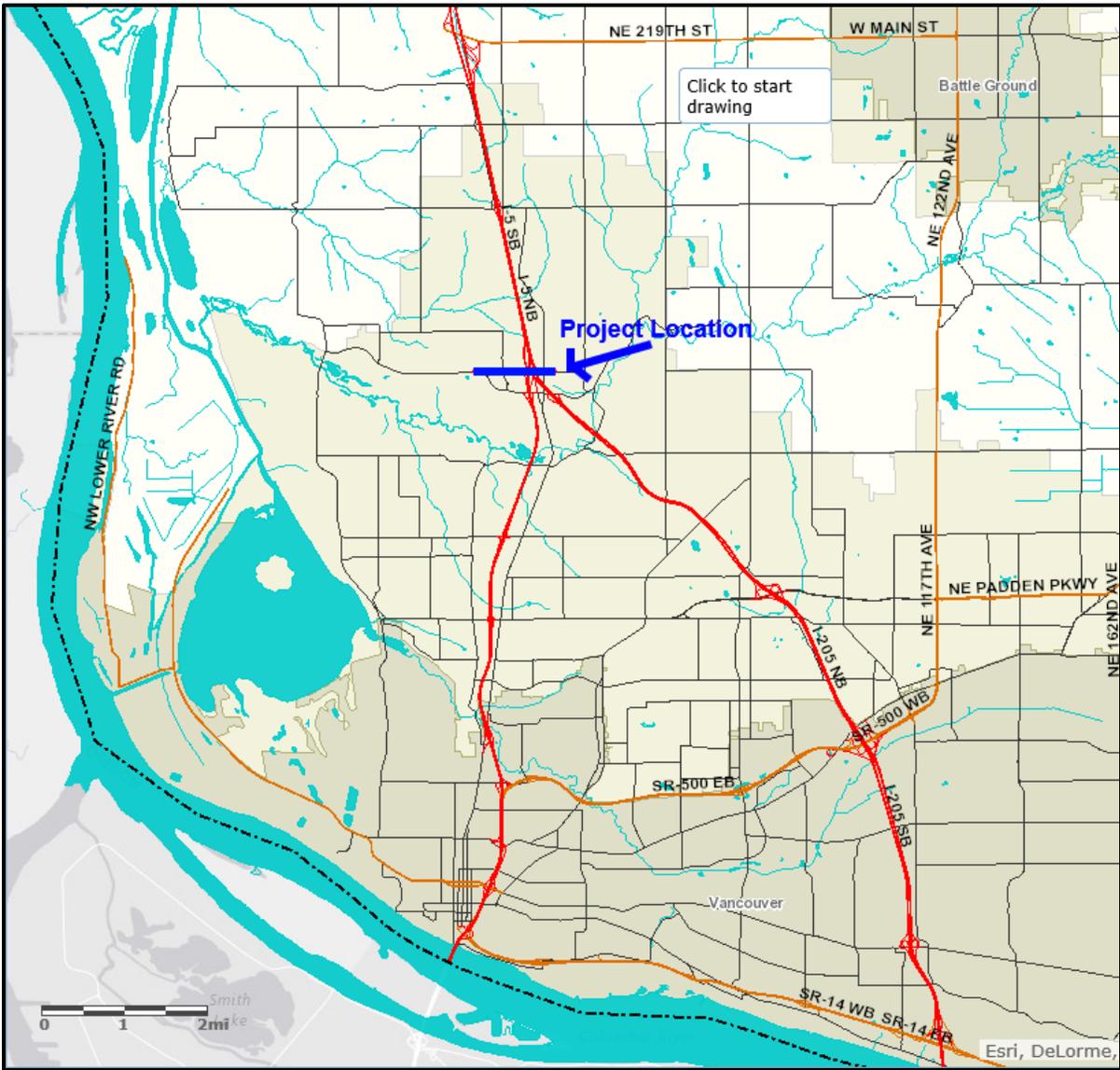
### Project Benefits

- Installing the Adaptive Signal System software on NE 139th Street replaced clock-based time of day signal operation, and moves traffic more efficiently along the main arterial, and reducing the delay at side streets, which are often under-served by clock-based signals.
- Existing software in the county's traffic control center was upgraded to analyze C-Tran's implementation of Transit Signal Priority in the Highway 99 corridor, allowing the county to detect, track and report C-Tran buses, allowing the county and C-Tran to optimize the transit operations on NE Highway 99.
- Installation of Street Sync software reduces maintenance and repair time by automating backup of highly complex traffic signal controllers not yet added to the county's Ethernet communications network. This Street Sync Module and software allows signal technicians and engineers to make field changes in the controller, upload controller programming to a laptop, then sync those changes to a central traffic system.
- Computer servers and software were purchased that will allow county, City of Vancouver and WSDOT to share live video from their different traffic surveillance systems with each other.

### Project Funding

| Phase               | Year | Federal Funds | Other Funds | Total       |
|---------------------|------|---------------|-------------|-------------|
| Design/Construction | 2016 | \$685,000     | \$315,000   | \$1,000,000 |
| Total               |      | \$685,000     | \$315,000   | \$1,000,000 |

# Project Map



# Vancouver Waterfront Trail Project - City of Vancouver

Project Completed: March 2019

## Project Information

RTC funding: \$750,000

Total Project Cost: \$4,177,605

Project Type: Trail

Project Length: .5 miles



## Project Description

This project constructed a ½ mile 14 foot wide concrete trail along the Columbia River, complete with amenities, such as benches, lighting, irrigation, trash cans, bike racks and landscaping.

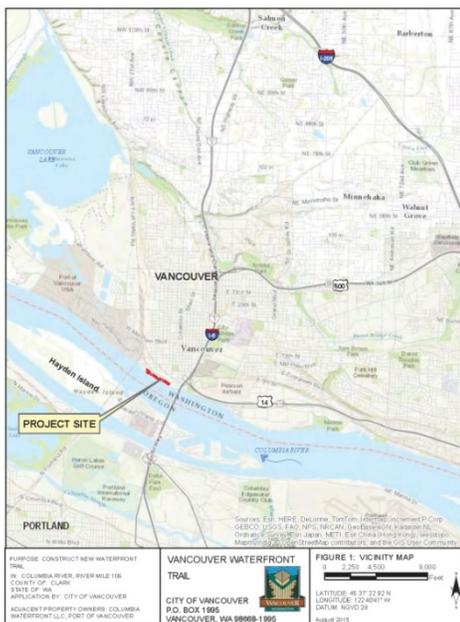
## Project Benefits

- Expand the City trail system by ½ mile

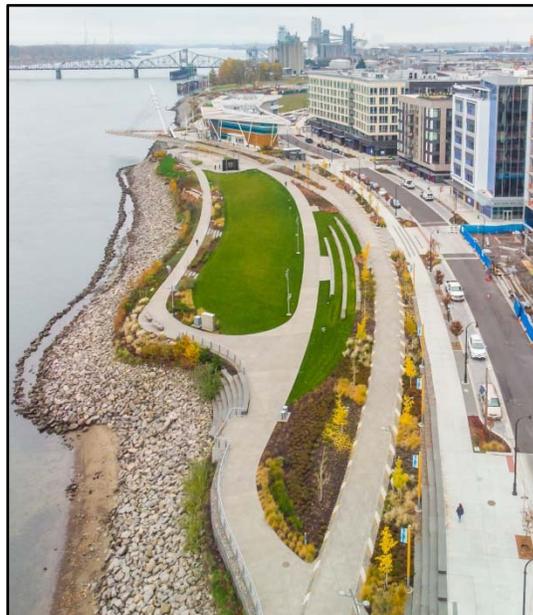
## Project Funding

| Phase        | Year      | Federal Funds      | Local Funds        | Total              |
|--------------|-----------|--------------------|--------------------|--------------------|
| Design       | 2011-2016 | \$0                | \$0                | \$0                |
| Right of Way |           |                    |                    |                    |
| Construction | 2017-2019 | \$1,350,000        | \$2,827,605        | \$4,177,605        |
| <b>Total</b> |           | <b>\$1,350,000</b> | <b>\$2,827,605</b> | <b>\$4,177,605</b> |

## Project Map



## East End of Project



## West End of Project

