



The Regional Transportation Advisory Committee meeting will be held on **Friday, October 16, 2020**, at **9 a.m.**, via ZOOM web meeting.

**Please join the meeting from your computer, tablet or smartphone**

**<https://zoom.us/j/98339541224>**

**Meeting ID: 983 3954 1224**

**Dial by your location**

**+1 253 215 8782 US (Tacoma)**

## **A G E N D A**

- I. Call to Order and Approval of September 18, 2020 Minutes, Action
- II. Federal Functional Classification, Clark County Change Requests, Action
- III. Urban Freeway Corridor Study Report, Discussion
- IV. Regional Transportation Plan for Clark County: Amendment Process Review and Amendment Requests, Discussion
- V. Other Business
  - A. RTAC Members
  - B. RTC Staff
    - a. Human Services Grant Prioritization
    - b. TIP Administration-Pioneer Street Extension

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

202001016\_RTAC\_Agenda.docx

*An advisory committee to:*

**Southwest Washington Regional Transportation Council**

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Vancouver, Washington 98666-1366

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**Regional Transportation Advisory Committee (RTAC)  
Meeting Minutes  
September 18, 2020**

**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, September 18, 2020, at 9:00 a.m. via ZOOM web meeting. Those in attendance via teleconference were as follows:

Gary Albrecht	Clark County
Jennifer Baker	CREDC
Jim Carothers	Camas
Rob Charles	Washougal
Tony Cooper	La Center
Lynda David	RTC
Taylor Eidt	C-TRAN
Mark Harrington	RTC
Bob Hart	RTC
Amy Holmqvist	Metro
Brenda Howell	Ridgefield
Tom Kloster	Metro
Colleen Kuhn	Human Services Council
Laurie Lebowsky	WSDOT
Chris Malone	Vancouver
John McSherry	Clark County
Matt Ransom	RTC
Dale Robins	RTC
Scott Turnoy	ODOT
Shann Westrand	RTC
Susan Wilson	Clark County

Matt asked if there were any changes or corrections to the August 21, 2020, meeting minutes and asked for a motion of approval.

LAURIE LEBOWSKY, WSDOT, MADE A MOTION FOR APPROVAL OF THE AUGUST 21, 2020 MEETING MINUTES; THE MOTION WAS SECONDED BY COLLEEN KUHN, HUMAN SERVICES COUNCIL, AND PASSED UNANIMOUSLY.

**II. 2020 Regional Competitive Grant Award, Action**

Dale Robins, RTC, noted, that as the Metropolitan Planning Organization (MPO) for the Clark County region, RTC is responsible for selecting projects for the regional allocation of federal highway funds. This includes the regional allocation of Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ) Program, Transportation Alternatives (TA) program, and Highway Infrastructure Program (HIP). The next project selection for the Transportation Alternatives program will occur in 2021.

Within Washington State, federal highway funds are split with 62% allocated to WSDOT and 38% allocated to local agencies. The local share of federal highway funds is allocated through RTC. With RTC's share of federal funds, the goal is to assist local agencies in implementing the Regional Transportation Plan (RTP).

Federal regulations specifically exclude the allocation of funds to agencies and require a competitive project selection process. The regional grant selection process begins with local agencies identifying and submitting priority projects for consideration. Submitted projects then proceed through the region's three step selection process including Project Screening, Evaluation and Ranking by Selection Criteria and Project Selection and Programming.

Dale went over the 15 Projects that will receive approximately \$12.1 million in regionally allocated federal funds for the HIP, CMAQ, and the STBG-Urban & Rural programs.

CHRIS MALONE, CITY OF VANCOUVER, MADE A MOTION TO RECOMMEND TO THE RTC BOARD THE SELECTION OF THE 15 PROJECTS TO RECEIVE REGIONALLY ALLOCATED FEDERAL FUNDS. THE MOTION WAS SECONDED BY, SUSAN WILSON, CLARK COUNTY, AND PASSED UNANIMOUSLY.

### **III. 2021-2024 Transportation Improvement Program Adoption, Action**

Dale Robins, RTC, reported that RTC, as the MPO for the Clark County region, is required to develop a financially constrained regional Transportation Improvement Program (TIP). The requirements for the TIP are established in federal legislation. The TIP is also developed in accordance with the policies and procedures found in the RTC Board adopted Transportation Programming Guidebook.

The 2021-2024 Transportation Improvement Program is a four-year program of regionally significant transportation projects and indicates commitment for funding on these projects. Projects programmed in the TIP are drawn either directly from specific project recommendations made in the Regional Transportation Plan (RTP). The TIP must be adopted by October 15<sup>th</sup> to meet the state deadline.

The 2021-2024 regional TIP becomes part of the State Transportation Improvement Program (STIP) and projects can begin implementation in January 2021. Projects must be listed in the STIP to receive authorization for the use of federal transportation funds.

Dale went over the TIP Development process and the percentages by type and funding. The Public Comment period will go from August 31, 2020 thru October 6, 2020. Notices were distributed to the local media, neighborhoods, and through RTC's website.

The first two years (2021 & 2022) are selected and can proceed towards implementation. This will program approximately \$422 million, including approximately \$154 million in federal transportation funding and includes \$39.1 million in RTC Board selected regional federal grants. This will certify that that the MPO Planning processes is being followed and is consistent with the RTP, is financially constrained and meets federal public participation requirements.

CHRIS MALONE, CITY OF VANCOUVER, MADE A MOTION TO RECOMMEND ADOPTION OF THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM BY THE RTC BOARD. THE MOTION WAS SECONDED BY TONY COOPER, CITY OF LA CENTER, AND PASSED UNANIMOUSLY.

#### **IV. RTC's Public Participation Plan Update, Discussion**

Lynda David, RTC, noted that the proposed update to the Public Participation Plan is part of RTC's Public Participation Process. Several RTC plans help to document how the regional transportation planning process is carried out. These include the Public Participation Plan, Title VI and Limited English Proficiency Plans.

Public participation is an important part of the regional transportation decision-making process carried out by RTC and must be periodically updated. The Public Participation plan describes a broad range of opportunities allowing the public and stakeholders to participate in the region's transportation planning process. In the Plan, RTC commits to publish, or make available for public view, Regional Transportation Plans and Transportation Improvement Programs, and to hold public meetings at convenient and accessible times and locations. RTC also commits to use maps, charts, graphics and website information in order to help explain the metropolitan transportation planning process and to make metropolitan transportation planning information available to the public.

Before adoption of any updates to the Public Participation Plan, there must be a minimum 45-day public comment period. In the Public Participation Plan update several public participation issues will be focused on including Procedures for processing public comments on the RTP and TIP, Updated description of tribal consultation following EHB 1584, Equity and Diversity, Virtual meeting access and participation and Evaluation of the effectiveness of the adopted Public Participation Plan. While updating the Public Participation Plan RTC will be taking the opportunity to update RTC Title VI and Limited English Proficiency (LEP) Plan.

Lynda went over the process and timeline. RTC intends to forward the updated draft to the RTC Board for the Board's consideration at the October 6 Board meeting. At that time, the Board will be asked to release the updated draft Public Participation Plan for a 45-day formal public comment period. Following conclusion of the public comment period, RTC staff will return to the Board to ask for adoption of the updated document at the December RTC Board meeting.

There was discussion around the table including how will RTC evaluate public participation in the current environment and if RTC is trying to get on other meeting agendas. There were comments on what Social Media options are out there and how they are being used by other agencies. Lynda did indicate that during the public comment period RTC is reaching out to the City of Vancouver's Neighborhoods Traffic Safety Advisory Committee and other Committees.

## V. Other Business

### A. RTAC Members

a. Laurie Lebowsky, WSDOT, reminded all of the I-5 Bridge closure that starts this evening. Laurie gave a brief update of some of the project details and provided links for the project and for photos during the project.

b. Colleen Kuhn, Human Services Council, asked about an update on the Coordinated Human Services Transportation Plan ranking projects. Lynda will be supplying that. The Human Services Council will be submitting applications for their Employment Transportation Program and a capital application for a vehicle.

c. Brenda Howell, City of Ridgefield, announced that Ridgefield was successful in receiving a federal BUILD grant for the Pioneer Street Extension.

d. Gary Albrecht, Clark County, noted that Clark County is working on two Code Amendments including sections of the Title 40 Unified Development Code and an Arterial Atlas amendment changing classifications of several roads.

e. Scott Turnoy, ODOT, wanted to note that as part of the Trunnion Project, ODOT will have a Bus On Shoulder (BOS) Pilot project on the I-205 bridge.

### B. RTC Staff

a. Dale Robins, RTC, will be sending out a meeting invite in October for the TIP review process.

b. MPO Certification: quadrennial review; December 7-11, 2020: Lynda David, RTC. This certification will be done together with Metro. There are no times or location provided yet.

c. Matt Ransom, announced that the final report for the Smart Communities is done and the Consultant will be presenting at the Board Meeting on October 6<sup>th</sup>. Bob Hart noted that RTC appreciated all the participation and assistance by agencies.

*The meeting adjourned at 10:00 a.m.*



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Lynda David  
**DATE:** October 9, 2020  
**SUBJECT:** **Federal Functional Classification, Clark County Change Requests, Action**

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### INTRODUCTION

Clark County recently reviewed the federal functional classification of their road networks and have requested changes be considered at the October 16 RTAC meeting. Ultimately, the process should result in submittal of proposed functional classification system updates to WSDOT for approval by the Federal Highway Administration.

### BACKGROUND: Federal Functional Classification

Functional classification is the grouping of highways, roads and streets by the character of service they provide, recognizing that travel involves movement through a network of roads. Functional classification defines the part that any particular route plays in serving the flow of trips through a highway network. FHWA Directive 23 CFR 470 states that the State transportation agency, WSDOT, has the primary responsibility for developing and updating a statewide federal highway functional classification system. Highway functional classification is recognized as a cooperative responsibility and RTC, as MPO, must review requested changes.

### CLARK COUNTY FEDERAL FUNCTIONAL CLASSIFICATION CHANGE REQUESTS

Clark County has proposed the following federal functional change requests for RTAC to consider:

- (1) A 2.26 mile segment of NE 29<sup>th</sup> Avenue, from NE 134<sup>th</sup> Street (MP 0.00) to NE 179<sup>th</sup> Street (MP 2.26), is currently classified as an urban major collector facility. Clark County proposes re-classification as an urban minor arterial.
- (2) A 3.0 mile segment of NE 72<sup>nd</sup> Avenue, from NE 159<sup>th</sup> Street (MP 5.27) to NE 219<sup>th</sup> Street/SR-502 (MP 8.27), is currently classified as a rural major collector. Clark County proposes re-classification as a rural minor arterial.
- (3) A 0.67 mile segment of NE 72<sup>nd</sup> Street/NE 16<sup>th</sup> Avenue, from NE Highway 99-NE 72<sup>nd</sup> Circle (MP 0.00 - MP 036) to NE 72<sup>nd</sup> Circle-NE 78<sup>th</sup> Street (MP 0.00 - MP 0.31), is unclassified as an urban local access. Clark County proposes classification as an urban minor collector.

- (4) A 0.45 mile segment of NE 131<sup>st</sup> Avenue, from NE 76<sup>th</sup> Street (MP 0.00) to NE Fourth Plain Boulevard (MP 0.45), is unclassified as an urban local access. Clark County proposes classification as an urban minor collector.
- (5) A 0.75 mile segment of NE 202<sup>nd</sup> Avenue/NE 159<sup>th</sup> Street, from NE 212<sup>th</sup> Avenue (MP 3.75) to NE 164<sup>th</sup> Street (MP 4.5), is unclassified as a rural local access. Clark County proposes classification as a rural minor collector.
- (6) A 1.08 mile segment of NE Canyon Road/NE 227<sup>th</sup> Avenue, from 232<sup>nd</sup> Avenue (MP 0.00) to NE Osman Road (MP 1.08), is currently classified as a rural minor collector. Clark County proposes de-classification to a rural local access facility.
- (7) A 0.64 mile segment of NE Osman Road, from NE 227<sup>th</sup> Avenue (MP 0.63) to NE 229<sup>th</sup> Street (MP 1.27), is unclassified as a rural local access. Clark County proposes classification as a rural minor collector.

Attached with the completed federal functional classification change request forms, summarized above, are maps showing the proposed changes.

## **RTAC ACTION**

At the October 2020 meeting, RTAC is asked to consider the proposed federal functional classification change requests from Clark County. RTAC will be asked to make comments on the proposals and recommend forwarding the change requests to WSDOT Local Programs.

## **NEXT STEPS**

With RTAC's recommendation, the change requests will be forwarded to WSDOT. WSDOT SW Region Highways and Local Programs will then review and comment on the requests. Requested federal functional classification changes that have the concurrence of WSDOT's H&LP office will be forwarded to WSDOT (Headquarters) Data Office and in turn submitted for FHWA approval.

If any other jurisdiction wants to pursue federal functional classification change requests within their jurisdiction, information about requesting a change can be found on WSDOT's website at: <http://www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm>

A map of the current functional classification system is available on WSDOT's webpage. A change request form must be completed, see link to the Functional Classification Change Request Form (Microsoft Word document) near the bottom of the WSDOT webpage noted above. The completed change request form should be submitted to Lynda David at RTC. Change requests will then be placed on the RTAC agenda for discussion and potential action. Following RTAC action agreeing to the change requests the request will be submitted to WSDOT.

**ATTACHMENTS** (7 functional class change request forms with maps)

**REQUESTS**

This form has been developed for use in all future requests for Federal Functional classification changes. One form should be completed and submitted for each requested classification change. Functional classification changes require coordination with the MPO, if applicable.

Upon completion of the requested forms they should be submitted to the WSDOT Region Local Programs Engineer with a transmittal letter signed by the Mayor, Chairman of the Board or other responsible official of the Requesting Agency.

1. COUNTY or CITY NAME  <p style="margin-left: 20px;"><b>Clark County</b></p>	COUNTY or CITY NO. <i>(Refer to Local Agency Guidelines)</i>  <p style="text-align: center;"><b>06</b></p>						
2. LOCAL AGENCY CONTACT PERSON AND EMAIL ADDRESS  <p style="margin-left: 20px;"><b>Michelle Juhlin Michelle.Juhlin@clark.wa.gov</b></p> <p style="margin-left: 20px;"><b>Matt Griswold Matt.Griswold@clark.wa.gov</b></p> <p style="margin-left: 20px;"><b>Susan Wilson Susan.Wilson@clark.wa.gov</b></p>	TELEPHONE NUMBER.  <p style="text-align: center;"><b>564.397.4111</b></p>						
3. LOCAL NAME OF ROUTE  <p style="margin-left: 20px;"><b>NE 29th Avenue</b></p>	ROUTE NUMBER. <i>(If State Route use SR No.)</i>  <p style="text-align: center;"><b>43330</b></p>						
4. TERMINI OF ROUTE <i>(Description and milepost (if available))</i>  <table style="width:100%; border: none;"> <tr> <td style="width:33%;">FROM <b>NE 134th Street</b></td> <td style="width:33%;">TO <b>NE 179th Street</b></td> <td style="width:33%;">LENGTH: Miles <b>2.26</b></td> </tr> <tr> <td style="text-align: center;"><b>MP 0.00</b></td> <td style="text-align: center;"><b>MP 2.26</b></td> <td></td> </tr> </table>		FROM <b>NE 134th Street</b>	TO <b>NE 179th Street</b>	LENGTH: Miles <b>2.26</b>	<b>MP 0.00</b>	<b>MP 2.26</b>	
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<b>MP 0.00</b>	<b>MP 2.26</b>						
5. TYPE OF AREA <i>(Federal Aid Highway Urban Area):</i> <input checked="" type="checkbox"/> URBAN <input type="checkbox"/> RURAL							
6. EXISTING FUNCTIONAL CLASSIFICATION  <p style="margin-left: 20px;"><b>Urban Major Collector</b></p>	REQUESTED FEDERAL FUNCTIONAL CLASSIFICATION  <p style="margin-left: 20px;"><b>Urban Minor Arterial</b></p>						
<p style="text-align: center;"><i>(Other Principal Arterial, Minor Arterial, Major Collector, Minor Collector, Local Access)</i></p> <p style="text-align: center; color: red;"><b>IF REQUESTED FFC IS PRINCIPAL ARTERIAL, CONSIDER ROUTE'S INCLUSION IN THE NATIONAL HIGHWAY SYSTEM (NHS) AT THIS TIME.</b></p>							
7. SPACING <i>(Distance to parallel Federal functionally classified route)</i> Miles: <b>0.50</b>							
8. DOES REQUESTED FC CHANGE EXTEND INTO ANOTHER JURISDICTION? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <i>(If yes – concurrence from the other affected agency is required.)</i>							
9. EXISTING ROAD CHARACTERISTICS  Roadway Width (incl. shoulders): <b>22-42 ft.</b>  Surfacing Type <i>(mark appropriate space)</i> <input type="checkbox"/> Gravel <input checked="" type="checkbox"/> ACP <input type="checkbox"/> BST <input type="checkbox"/> Earth <input type="checkbox"/> Other:							
10. TRAFFIC GENERATORS <i>(Generators that route serves – est. AADT)</i>  INDUSTRIAL: Employees _____ AADT _____ AIRPORTS: Annual Flights _____ AADT _____ MILITARY INSTALLATIONS: Type _____ AADT _____ SHOPPING CENTER: No. Stores _____ AADT _____ OTHER: Type _____ AADT _____	SHIPPING POINTS: Annual Tons _____ RECREATIONAL: Annual Visitors _____ <i>(parks, ski resorts, lakes, beaches, etc.)</i> AGRICULTURE AREAS: _____ COLLEGE OR UNIVERSITY: Enrollment _____ GOV. INSTITUTION: AADT _____						

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11. Are there zoning ordinances which can restrict growth or encourage growth of any of the above generators? Please indicate below.

**The NE 29th Avenue corridor, from NE 134th Street to NE 179th Street is located in the urban area. The southern end of this corridor, near NE 134th Street, serves regional hospitals and medical clinics. These high traffic generators are commercially classified uses that are governed by zoning regulations. Toward the intersection of NE 179th Street, NE 29th Avenue serves residential land that is largely under-developed. Additional development and traffic is forecasted to increase through the Comprehensive Plan horizon.**

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12. TRAFFIC (At significant volume change locations)

Location 580' north of NE 134th St Existing Traffic 9476  
AADT

Future Traffic (20 years) \_\_\_\_\_ AADT

Location 800' south of NE 179th St Existing Traffic 3059  
AADT

Future Traffic (20 years) \_\_\_\_\_ AADT

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13. Written description of route (General characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance.)

**This section of NE 29th Avenue consists of two travel lanes, one in each direction, intermittent center turn lane, and intermittent sidewalk with a posted speed limit of 35 MPH. This roadway serves as a north-south connection between two urban minor arterials, NE 134th Street and NE 179th Street.**

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14. A brief description why the proposed change is requested and justification for the change. **Please include any links to your current Comprehensive Plan and T.I.P. referencing this route. Has NEPA documentation been completed? (Where necessary)**

**The proposed classification change to an Urban Minor Arterial would align with the Clark County Arterial Atlas and support the over 9,400 ADT that the road currently serves. Currently, the only north-south arterial corridors in the vicinity are NE 15th Avenue (0.72 miles to the west), and NE 72nd Avenue (2.00 miles to the east). This classification change would formalize the function of this roadway.**

**The southern section of the corridor serves as access to Legacy Salmon Creek Hospital and the Vancouver Clinic.**

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15. Additional remarks to more fully explain the situation.

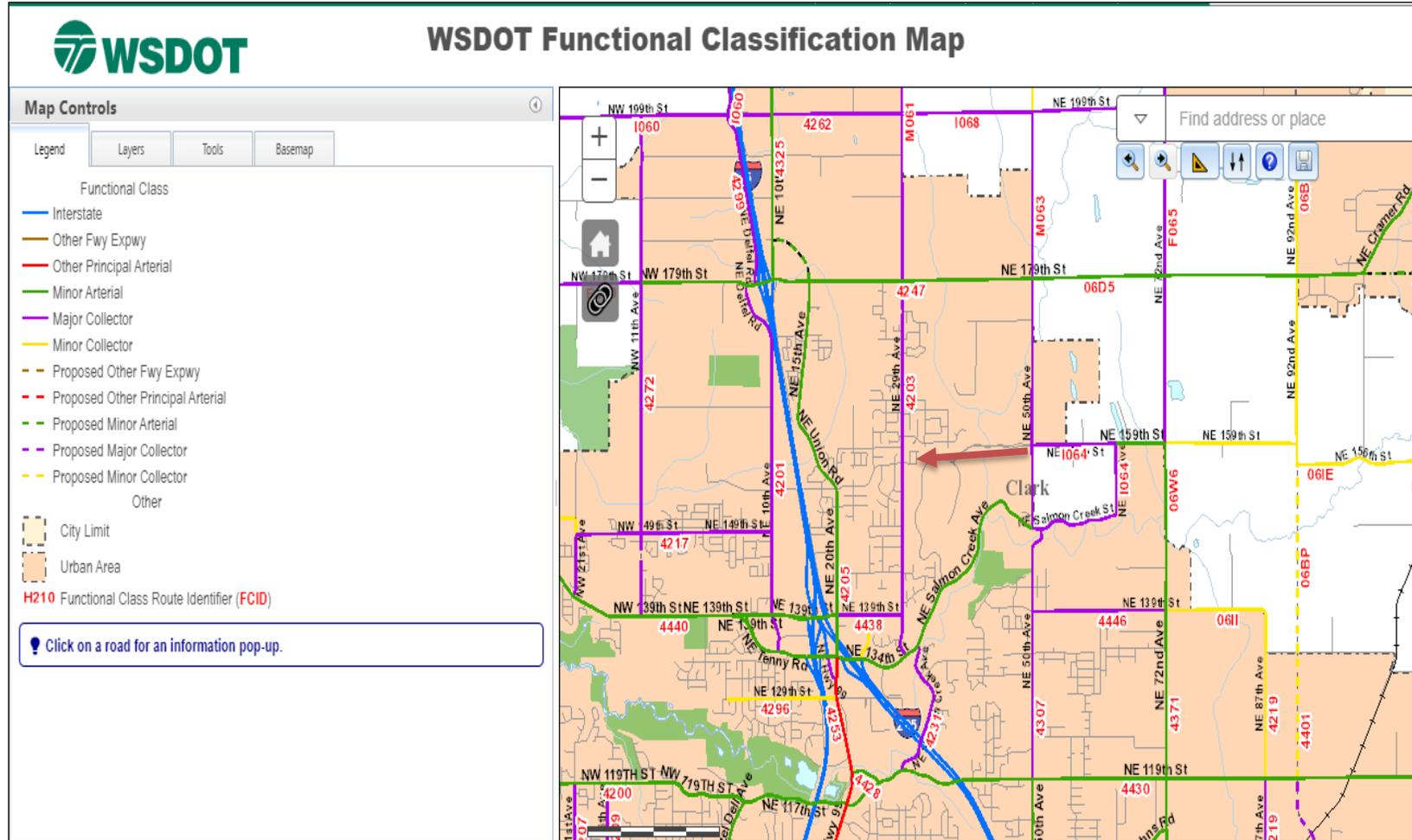
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16. Attach a vicinity map showing the **proposed changes**, and **existing Federal Functional Classifications**.

# NE 29TH AVENUE (NE 134TH STREET – NE 179TH STREET)

## CURRENT FFC: URBAN MAJOR COLLECTOR

## PROPOSED FFC: URBAN MINOR ARTERIAL



**REQUESTS**

This form has been developed for use in all future requests for Federal Functional classification changes. One form should be completed and submitted for each requested classification change. Functional classification changes require coordination with the MPO, if applicable.

Upon completion of the requested forms they should be submitted to the WSDOT Region Local Programs Engineer with a transmittal letter signed by the Mayor, Chairman of the Board or other responsible official of the Requesting Agency.

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3. LOCAL NAME OF ROUTE  <p style="margin-left: 20px;"><b>NE 72nd Avenue</b></p>	ROUTE NUMBER. <i>(If State Route use SR No.)</i>  <p style="text-align: center;"><b>91250</b></p>						
4. TERMINI OF ROUTE <i>(Description and milepost (if available))</i> <table style="width:100%; border: none;"> <tr> <td style="width:33%;">FROM <b>NE 159th Street</b></td> <td style="width:33%;">TO <b>NE 219th Street/SR 502</b></td> <td style="width:33%;">LENGTH: Miles <b>3.00</b></td> </tr> <tr> <td style="text-align: center;"><b>MP 5.27</b></td> <td style="text-align: center;"><b>MP 8.27</b></td> <td></td> </tr> </table>		FROM <b>NE 159th Street</b>	TO <b>NE 219th Street/SR 502</b>	LENGTH: Miles <b>3.00</b>	<b>MP 5.27</b>	<b>MP 8.27</b>	
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<p style="text-align: center;"><i>(Other Principal Arterial, Minor Arterial, Major Collector, Minor Collector, Local Access)</i></p> <p style="text-align: center; color: red;"><b>IF REQUESTED FFC IS PRINCIPAL ARTERIAL, CONSIDER ROUTE'S INCLUSION IN THE NATIONAL HIGHWAY SYSTEM (NHS) AT THIS TIME.</b></p>							
7. SPACING <i>(Distance to parallel Federal functionally classified route)</i> Miles: <b>1.01</b>							
8. DOES REQUESTED FC CHANGE EXTEND INTO ANOTHER JURISDICTION? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <i>(If yes – concurrence from the other affected agency is required.)</i>							
9. EXISTING ROAD CHARACTERISTICS  Roadway Width (incl. shoulders): 40-82 ft.  Surfacing Type <i>(mark appropriate space)</i> <input type="checkbox"/> Gravel <input type="checkbox"/> ACP <input checked="" type="checkbox"/> BST <input type="checkbox"/> Earth <input checked="" type="checkbox"/> Other: <b>APC</b>							
10. TRAFFIC GENERATORS <i>(Generators that route serves – est. AADT)</i>  INDUSTRIAL: Employees _____ AADT _____ AIRPORTS: Annual Flights _____ AADT _____ MILITARY INSTALLATIONS: Type _____ AADT _____ SHOPPING CENTER: No. Stores _____ AADT _____ OTHER: Type _____ AADT _____	SHIPPING POINTS: Annual Tons _____ RECREATIONAL: Annual Visitors _____ <i>(parks, ski resorts, lakes, beaches, etc.)</i> AGRICULTURE AREAS: _____ COLLEGE OR UNIVERSITY: Enrollment _____ GOV. INSTITUTION: AADT _____						

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11. Are there zoning ordinances which can restrict growth or encourage growth of any of the above generators? Please indicate below.

**NE 72nd Avenue is located in rural Clark County. The NE 72nd Avenue corridor is located between two major north-south corridors that experience congestion; I-5 and SR-503 (NE 117th Avenue). While the corridor is located in the rural area it connects growing neighborhoods to SR-502. Land in the immediate vicinity of NE 72nd Avenue has rural zoning ordinances that restrict growth. However, NE 72nd Avenue is forecasted to carry increased traffic because it is the only continuous road serving traffic between Battle Ground, Ridgefield and Vancouver.**

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12. TRAFFIC (At significant volume change locations)

Location 0.45 miles north of NE 159th St  
Existing Traffic 13,014 AADT

Future Traffic (20 years)      AADT

Location 0.46 miles north of NE 199th St Existing Traffic  
8,478 AADT

Future Traffic (20 years)      AADT

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13. Written description of route (General characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance.)

**This corridor consists of two travel lanes, one in each direction, paved shoulder on both sides, and turn lanes at major intersections with a posted speed limit of 50 MPH.**

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14. A brief description why the proposed change is requested and justification for the change. **Please include any links to your current Comprehensive Plan and T.I.P. referencing this route. Has NEPA documentation been completed? (Where necessary)**

**The proposed classification change to a Rural Minor Arterial would align with the Clark County Arterial Atlas and support the over 13,000 ADT that the road currently serves. NE 72nd Avenue, south of NE 159th Street is classified as a Minor Arterial. This corridor serves as a major connection to SR 502.**

**NEPA documentation has been completed.**

**TIP website: <https://clark.wa.gov/public-works/transportation-improvement-program>**

**Comp Plan website: <https://clark.wa.gov/community-planning/comprehensive-growth-management-plan>**

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15. Additional remarks to more fully explain the situation.

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16. Attach a vicinity map showing the **proposed changes**, and **existing Federal Functional Classifications**.





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11. Are there zoning ordinances which can restrict growth or encourage growth of any of the above generators? Please indicate below.

**NE 72nd Street and NE 16th Avenue are located in the Vancouver urban area. NE 72nd Street is bordered by commercial land near the intersection of NE Highway 99 and residential land from west of NE 12th Avenue to NE 16th Avenue. NE 16th Avenue is bordered by residential land near the intersection with NE 72nd Street and commercial land from NE 76th Street to NE 78th Street. These two land use types are governed by respective zoning ordinances that aim to encourage growth in urban areas.**

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12. TRAFFIC (At significant volume change locations)

Location NE 72nd St 445' east of NE Hwy 99 Existing  
Traffic 3044 AADT

Future Traffic (20 years) \_\_\_\_\_ AADT

Location NE 16th Ave 490' south of NE 78th St Existing  
Traffic 2137 AADT

Future Traffic (20 years) \_\_\_\_\_ AADT

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13. Written description of route (General characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance.)

**The corridor consists of two travel lanes, one in each direction and intermittent sidewalk with a posted speed limit of 25 MPH. NE 72nd Street/NE 16th Avenue provides a connection between adjoining residential lots and the two Urban Principal Arterials of NE Highway 99 and NE 78th Street.**

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14. A brief description why the proposed change is requested and justification for the change. **Please include any links to your current Comprehensive Plan and T.I.P. referencing this route. Has NEPA documentation been completed? (Where necessary)**

**The proposed classification change of an Urban Minor Collector would support the function of the corridor, which collects trips from high intensity land use to arterial corridors. The classification change would formalize the function of this roadway.**

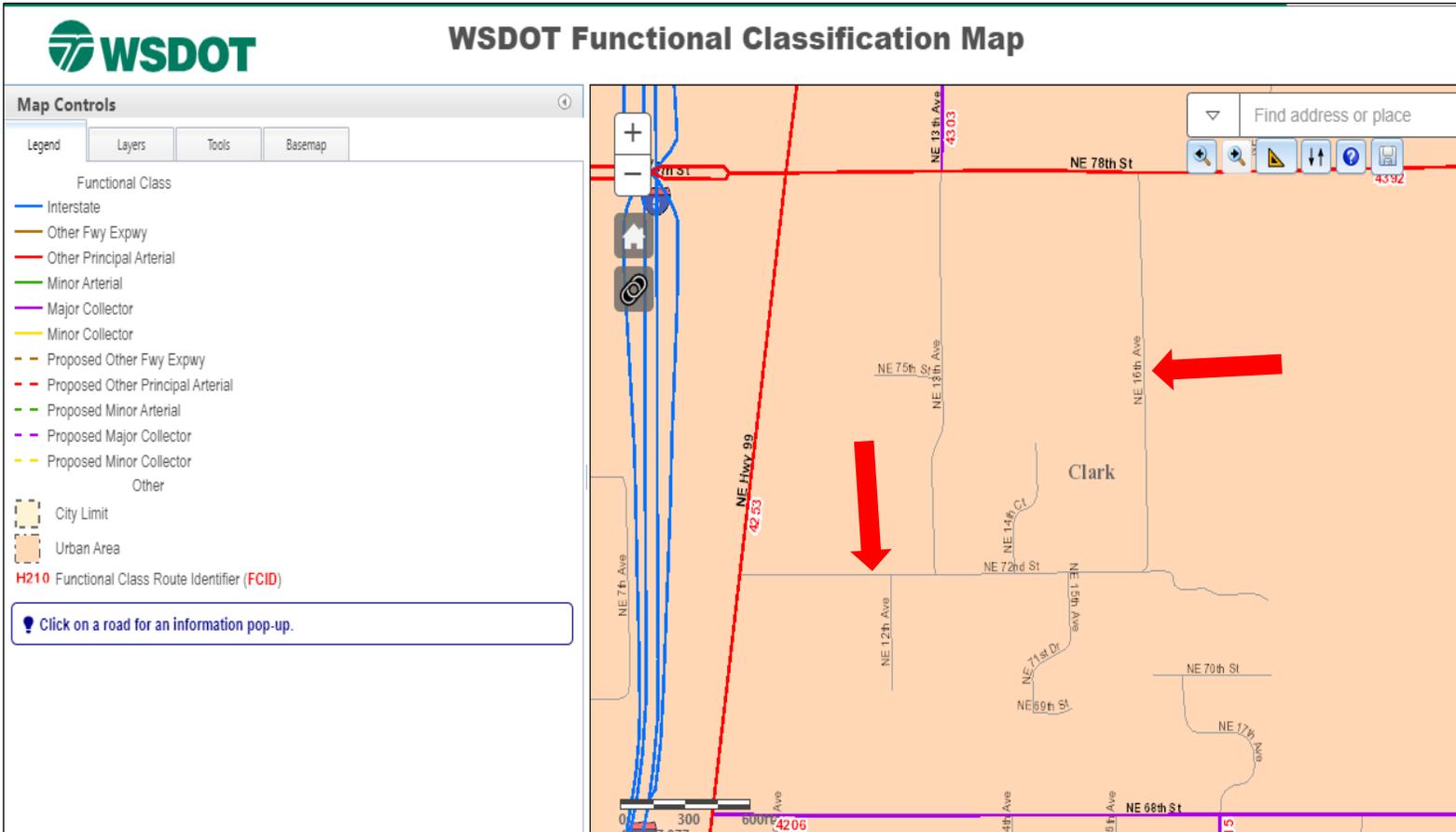
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15. Additional remarks to more fully explain the situation.

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16. Attach a vicinity map showing the **proposed changes**, and **existing Federal Functional Classifications**.

# NE 72ND STREET / NE 16TH AVENUE (NE HIGHWAY 99 – NE 78TH STREET) CURRENT FFC: URBAN LOCAL ACCESS PROPOSED FFC: URBAN MINOR COLLECTOR





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11. Are there zoning ordinances which can restrict growth or encourage growth of any of the above generators? Please indicate below.

**NE 131st Avenue is located in the urban area, just north of the Vancouver City Limits. The street is bordered by commercial land near the intersection of NE Fourth Plain Boulevard and residential land from NE Kerr Road to NE 76th Street. These two land use types are governed by respective zoning ordinances that aim to encourage growth in urban areas.**

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12. TRAFFIC (At significant volume change locations)

Location **875' south of NE 76th St** Existing Traffic **2,905**  
AADT

Future Traffic (20 years) \_\_\_\_\_ AADT

Location \_\_\_\_\_ Existing Traffic \_\_\_\_\_ AADT

Future Traffic (20 years) \_\_\_\_\_ AADT

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13. Written description of route (General characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance.)

**This section of NE 131st Avenue consists of two travel lanes, one in each direction, shoulder on both sides, and intermittent sidewalk with a posted speed of 30 MPH. NE 131st Avenue provides a north-south connection between the two arterials of NE 76th Street and NE Fourth Plain Boulevard.**

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14. A brief description why the proposed change is requested and justification for the change. **Please include any links to your current Comprehensive Plan and T.I.P. referencing this route. Has NEPA documentation been completed? (Where necessary)**

**The proposed classification change to an Urban Minor Collector would support the function of the corridor, which connects local trips to surrounding land uses and to an arterial. This classification change would formalize the function of this roadway.**

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15. Additional remarks to more fully explain the situation.

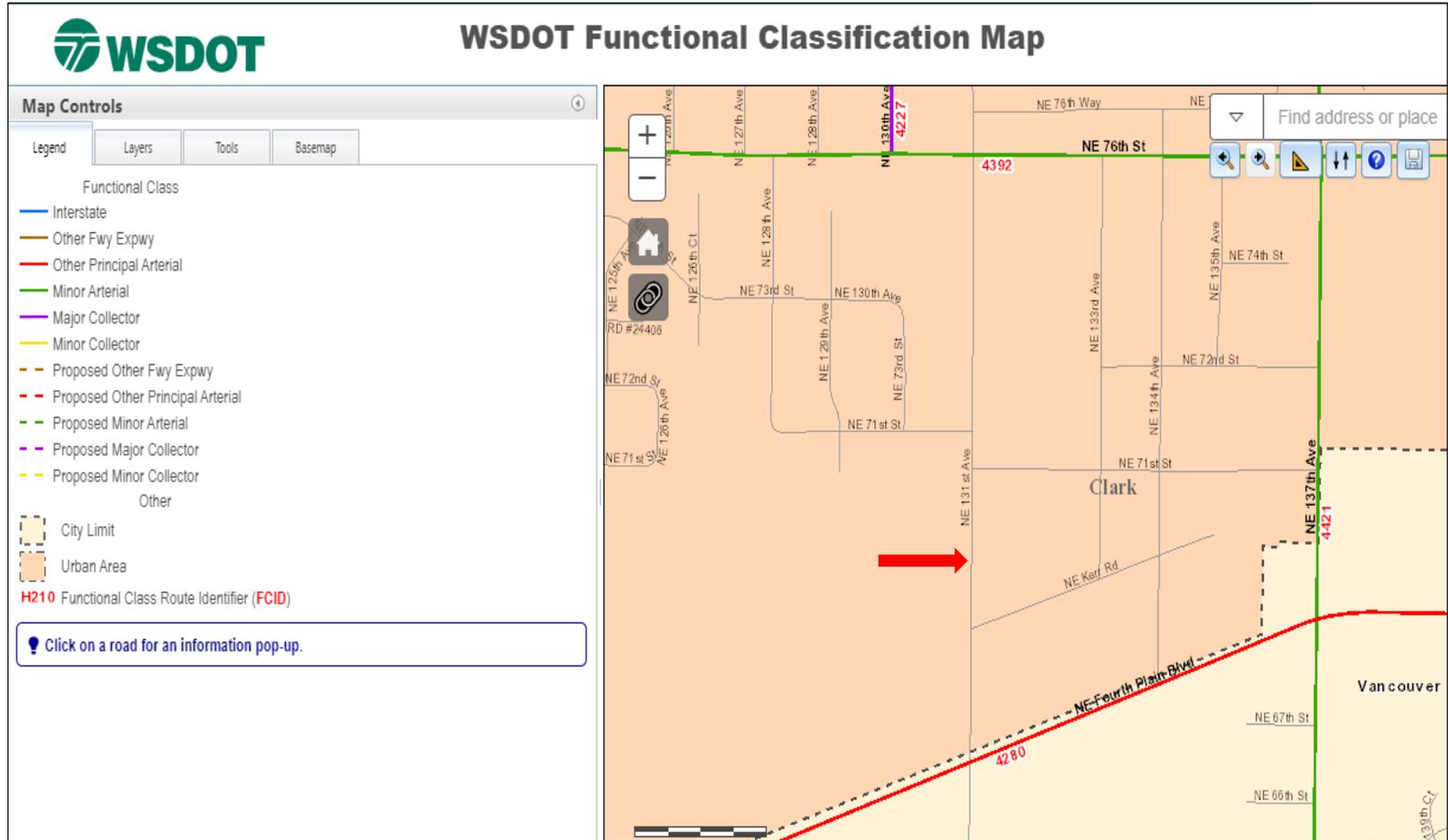
---

16. Attach a vicinity map showing the **proposed changes**, and **existing Federal Functional Classifications**.

# NE 131ST AVENUE (NE 76TH STREET – NE FOURTH PLAIN BOULEVARD)

## CURRENT FFC: URBAN LOCAL ACCESS

## PROPOSED FFC: URBAN MINOR COLLECTOR



**REQUESTS**

This form has been developed for use in all future requests for Federal Functional classification changes. One form should be completed and submitted for each requested classification change. Functional classification changes require coordination with the MPO, if applicable.

Upon completion of the requested forms they should be submitted to the WSDOT Region Local Programs Engineer with a transmittal letter signed by the Mayor, Chairman of the Board or other responsible official of the Requesting Agency.

1. COUNTY or CITY NAME  <p style="margin-left: 20px;"><b>Clark County</b></p>	COUNTY or CITY NO. <i>(Refer to Local Agency Guidelines)</i>  <p style="text-align: center;"><b>06</b></p>
2. LOCAL AGENCY CONTACT PERSON AND EMAIL ADDRESS  <p style="margin-left: 20px;"><b>Michelle Juhlin Michelle.Juhlin@clark.wa.gov</b>  <b>Matt Griswold Matt.Griswold@clark.wa.gov</b>  <b>Susan Wilson Susan.Wilson@clark.wa.gov</b></p>	TELEPHONE NUMBER.  <p style="text-align: center;"><b>564.397.4111</b></p>
3. LOCAL NAME OF ROUTE  <p style="margin-left: 20px;"><b>NE 202nd Avenue/NE 159th Street</b></p>	ROUTE NUMBER. <i>(If State Route use SR No.)</i>  <p style="text-align: center;"><b>95230</b></p>
4. TERMINI OF ROUTE <i>(Description and milepost (if available))</i> FROM <b>NE 212th Avenue</b> TO <b>NE 164th Street</b> LENGTH: Miles <b>0.75</b> <p style="margin-left: 40px;"><b>MP 3.75</b> <span style="margin-left: 150px;"><b>MP 4.50</b></span></p>	
5. TYPE OF AREA <i>(Federal Aid Highway Urban Area):</i> <input type="checkbox"/> URBAN <input checked="" type="checkbox"/> RURAL	
6. EXISTING FUNCTIONAL CLASSIFICATION  <p style="margin-left: 20px;"><b>Rural Local Access</b></p>	REQUESTED FEDERAL FUNCTIONAL CLASSIFICATION  <p style="margin-left: 20px;"><b>Rural Minor Collector</b></p>
<p style="text-align: center;"><i>(Other Principal Arterial, Minor Arterial, Major Collector, Minor Collector, Local Access)</i></p> <p style="text-align: center; color: red;"><b>IF REQUESTED FFC IS PRINCIPAL ARTERIAL, CONSIDER ROUTE'S INCLUSION IN THE NATIONAL HIGHWAY SYSTEM (NHS) AT THIS TIME.</b></p>	
7. SPACING <i>(Distance to parallel Federal functionally classified route)</i> Miles: <b>0.51</b>	
8. DOES REQUESTED FC CHANGE EXTEND INTO ANOTHER JURISDICTION? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <i>(If yes – concurrence from the other affected agency is required.)</i>	
9. EXISTING ROAD CHARACTERISTICS Roadway Width (incl. shoulders): <b>26-28</b> ft. Surfacing Type <i>(mark appropriate space)</i> <input type="checkbox"/> Gravel <input type="checkbox"/> ACP <input checked="" type="checkbox"/> BST <input type="checkbox"/> Earth <input type="checkbox"/> Other:	
10. TRAFFIC GENERATORS <i>(Generators that route serves – est. AADT)</i>  INDUSTRIAL: Employees _____ AADT _____ AIRPORTS: Annual Flights _____ AADT _____ MILITARY INSTALLATIONS: Type _____ AADT _____ SHOPPING CENTER: No. Stores _____ AADT _____ OTHER: Type _____ AADT _____	SHIPPING POINTS: Annual Tons _____ RECREATIONAL: Annual Visitors _____ <i>(parks, ski resorts, lakes, beaches, etc.)</i> AGRICULTURE AREAS: _____ COLLEGE OR UNIVERSITY: Enrollment _____ GOV. INSTITUTION: AADT _____

---

11. Are there zoning ordinances which can restrict growth or encourage growth of any of the above generators? Please indicate below.

**NE 202nd Avenue is located in rural Clark County. Clark County's rural area is characterized by forests, large and small scale farms, rivers and streams that provide quality habitat for fish and wildlife and a wide variety of homes found in Rural Centers and scattered on lots in a broad range of sizes. Clark County's zoning ordinance restricts urban density in the rural area. The smallest lot size allowed in the rural area is 5 acres in the R-5 zoning district.**

---

12. TRAFFIC (At significant volume change locations)

Location **NE 202nd Ave 600' S/O NE 164th St (MP 4.38)**

Future Traffic (20 years) \_\_\_\_\_ AADT

Location \_\_\_\_\_ Existing Traffic \_\_\_\_\_ AADT

Future Traffic (20 years) \_\_\_\_\_ AADT

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13. Written description of route (General characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance.)

**NE 202nd Avenue/NE 159th Street consists of two travel lanes, one in each direction, and a paved right shoulder with a basic speed limit from MP 3.75 to MP 4.41, and a posted speed limit of 40 MPH from MP 4.41 to MP 4.50.**

---

14. A brief description why the proposed change is requested and justification for the change. **Please include any links to your current Comprehensive Plan and T.I.P. referencing this route. Has NEPA documentation been completed? (Where necessary)**

**The proposed FFC classification change to a Rural Minor Collector would support the functionality of the corridor, which connects NE 164th Street (Rural Major Collector) and NE 212th Avenue (Rural Minor Collector), as well as supporting the corridor function of a primary travel route for the land uses that the roadway is currently serving.**

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15. Additional remarks to more fully explain the situation.

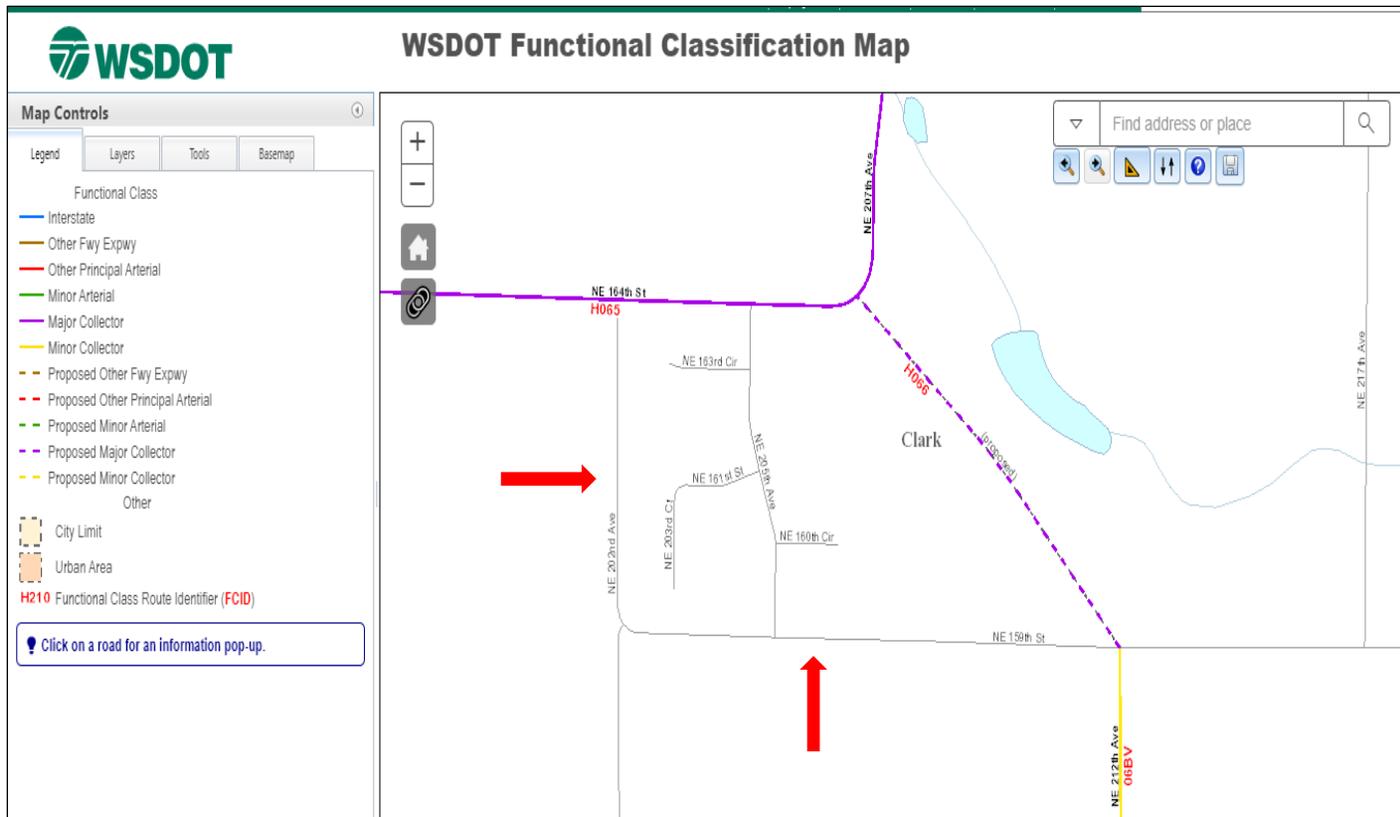
---

16. Attach a vicinity map showing the **proposed changes**, and **existing Federal Functional Classifications**.

# NE 202ND AVENUE/NE 159TH STREET (NE 164TH STREET – NE 212TH AVENUE)

## CURRENT FFC: RURAL LOCAL ACCESS

## PROPOSED FFC: RURAL MINOR COLLECTOR



**REQUESTS**

This form has been developed for use in all future requests for Federal Functional classification changes. One form should be completed and submitted for each requested classification change. Functional classification changes require coordination with the MPO, if applicable. Upon completion of the requested forms they should be submitted to the WSDOT Region Local Programs Engineer with a transmittal letter signed by the Mayor, Chairman of the Board or other responsible official of the Requesting Agency.

1. COUNTY or CITY NAME  <p style="margin-left: 20px;"><b>Clark County</b></p>	COUNTY or CITY NO. <i>(Refer to Local Agency Guidelines)</i>  <p style="text-align: center;"><b>06</b></p>						
2. LOCAL AGENCY CONTACT PERSON AND EMAIL ADDRESS  <p style="margin-left: 20px;"><b>Michelle Juhlin Michelle.Juhlin@clark.wa.gov</b></p> <p style="margin-left: 20px;"><b>Matt Griswold Matt.Griswold@clark.wa.gov</b></p> <p style="margin-left: 20px;"><b>Susan Wilson Susan.Wilson@clark.wa.gov</b></p>	TELEPHONE NUMBER.  <p style="text-align: center;"><b>564.397.4111</b></p>						
3. LOCAL NAME OF ROUTE  <p style="margin-left: 20px;"><b>NE Canyon Road/NE 227th Avenue</b></p>	ROUTE NUMBER. <i>(If State Route use SR No.)</i>  <p style="text-align: center;"><b>54714</b></p>						
4. TERMINI OF ROUTE <i>(Description and milepost (if available))</i>  <table style="width:100%; border: none;"> <tr> <td style="width:33%;">FROM <b>NE 232nd Avenue</b></td> <td style="width:33%; text-align: center;">TO <b>NE Osman Road</b></td> <td style="width:33%; text-align: right;">LENGTH: Miles <b>1.08</b></td> </tr> <tr> <td style="text-align: center;"><b>MP 0.00</b></td> <td style="text-align: center;"><b>MP 1.08</b></td> <td></td> </tr> </table>		FROM <b>NE 232nd Avenue</b>	TO <b>NE Osman Road</b>	LENGTH: Miles <b>1.08</b>	<b>MP 0.00</b>	<b>MP 1.08</b>	
FROM <b>NE 232nd Avenue</b>	TO <b>NE Osman Road</b>	LENGTH: Miles <b>1.08</b>					
<b>MP 0.00</b>	<b>MP 1.08</b>						
5. TYPE OF AREA <i>(Federal Aid Highway Urban Area):</i> <input type="checkbox"/> URBAN <input checked="" type="checkbox"/> RURAL							
6. EXISTING FUNCTIONAL CLASSIFICATION  <p style="margin-left: 20px;"><b>Rural Minor Collector</b></p>	REQUESTED FEDERAL FUNCTIONAL CLASSIFICATION  <p style="margin-left: 20px;"><b>Rural Local Access</b></p>						
<i>(Other Principal Arterial, Minor Arterial, Major Collector, Minor Collector, Local Access)</i> <b>IF REQUESTED FFC IS PRINCIPAL ARTERIAL, CONSIDER ROUTE'S INCLUSION IN THE NATIONAL HIGHWAY SYSTEM (NHS) AT THIS TIME.</b>							
7. SPACING <i>(Distance to parallel Federal functionally classified route)</i> Miles: <b>0.34</b>							
8. DOES REQUESTED FC CHANGE EXTEND INTO ANOTHER JURISDICTION? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <i>(If yes – concurrence from the other affected agency is required.)</i>							
9. EXISTING ROAD CHARACTERISTICS  Roadway Width (incl. shoulders): <b>22-30</b> ft.  Surfacing Type <i>(mark appropriate space)</i> <input type="checkbox"/> Gravel <input type="checkbox"/> ACP <input checked="" type="checkbox"/> BST <input type="checkbox"/> Earth <input type="checkbox"/> Other:							
10. TRAFFIC GENERATORS <i>(Generators that route serves – est. AADT)</i>  INDUSTRIAL: Employees _____ AADT _____ AIRPORTS: Annual Flights _____ AADT _____ MILITARY INSTALLATIONS: Type _____ AADT _____ SHOPPING CENTER: No. Stores _____ AADT _____ OTHER: Type _____ AADT _____	SHIPPING POINTS: Annual Tons _____ RECREATIONAL: Annual Visitors _____ <i>(parks, ski resorts, lakes, beaches, etc.)</i> AGRICULTURE AREAS: _____ COLLEGE OR UNIVERSITY: Enrollment _____ GOV. INSTITUTION: AADT _____						

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11. Are there zoning ordinances which can restrict growth or encourage growth of any of the above generators? Please indicate below.

**NE Canyon Road/NE 227th Avenue is located in rural Clark County. Clark County's rural area is characterized by forests, large and small scale farms, rivers and streams that provide quality habitat for fish and wildlife and a wide variety of homes found in Rural Centers and scattered on lots in a broad range of sizes. Clark County's zoning ordinance restricts urban density in the rural area. The smallest lot size allowed in the rural area is acres in the R-5 zoning district.**

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12. TRAFFIC (At significant volume change locations)

Location 525' north of NE Osman Rd Existing Traffic  
591 AADT

Future Traffic (20 years) \_\_\_\_\_ AADT

Location Existing Traffic \_\_AADT

Future Traffic (20 years) \_\_\_\_\_ AADT

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13. Written description of route (General characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance.)

**NE Canyon Road/NE 227th Avenue consists of two travel lanes, one in each direction, with a posted speed limit of 25 MPH.**

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14. A brief description why the proposed change is requested and justification for the change. **Please include any links to your current Comprehensive Plan and T.I.P. referencing this route. Has NEPA documentation been completed? (Where necessary)**

**The proposed FFC classification change of Rural Local Access would support the results of recent traffic studies. This corridor does not serve the network function of a collector street as indicated by the ADT of 591. The more traveled route is NE Osman Road rather than this route of NE Canyon Road/NE 227th Avenue. This classification change would formalize the function of the roadway.**

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15. Additional remarks to more fully explain the situation.

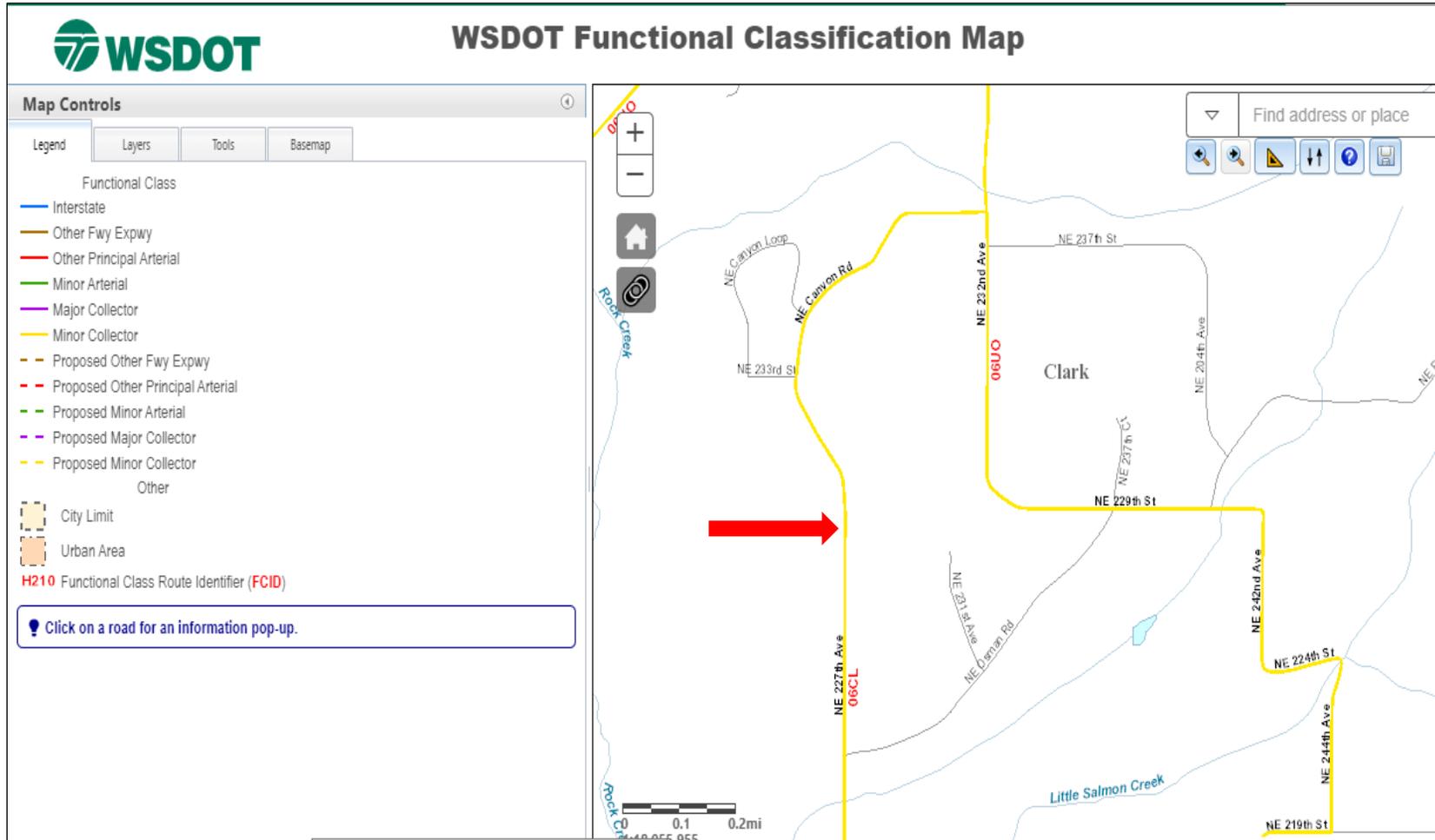
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16. Attach a vicinity map showing the **proposed changes**, and **existing Federal Functional Classifications**.

# NE CANYON RD / NE 227TH AVENUE (NE 232ND AVENUE – NE OSMAN RD)

## CURRENT FFC: RURAL MINOR COLLECTOR

## PROPOSED FFC: RURAL LOCAL ACCESS



**REQUESTS**

This form has been developed for use in all future requests for Federal Functional classification changes. One form should be completed and submitted for each requested classification change. Functional classification changes require coordination with the MPO, if applicable.

Upon completion of the requested forms they should be submitted to the WSDOT Region Local Programs Engineer with a transmittal letter signed by the Mayor, Chairman of the Board or other responsible official of the Requesting Agency.

1. COUNTY or CITY NAME  <b>Clark County</b>	COUNTY or CITY NO. <i>(Refer to Local Agency Guidelines)</i>  <b>06</b>
2. LOCAL AGENCY CONTACT PERSON AND EMAIL ADDRESS  <b>Michelle Juhlin Michelle.Juhlin@clark.wa.gov</b> <b>Matt Griswold Matt.Griswold@clark.wa.gov</b> <b>Susan Wilson Susan.Wilson@clark.wa.gov</b>	TELEPHONE NUMBER.  <b>564.397.4111</b>
3. LOCAL NAME OF ROUTE  <b>NE Osman Road</b>	ROUTE NUMBER. <i>(If State Route use SR No.)</i>  <b>54510</b>
4. TERMINI OF ROUTE <i>(Description and milepost (if available))</i> FROM <b>NE 227th Avenue (MP 0.63)</b> TO <b>NE 229th Street (MP 1.27)</b> LENGTH: Miles <b>0.64</b>	
5. TYPE OF AREA <i>(Federal Aid Highway Urban Area):</i> <input type="checkbox"/> URBAN <input checked="" type="checkbox"/> RURAL	
6. EXISTING FUNCTIONAL CLASSIFICATION  <b>Rural Local Access</b>	REQUESTED FEDERAL FUNCTIONAL CLASSIFICATION  <b>Rural Minor Collector</b>
<i>(Other Principal Arterial, Minor Arterial, Major Collector, Minor Collector, Local Access)</i> <b>IF REQUESTED FFC IS PRINCIPAL ARTERIAL, CONSIDER ROUTE'S INCLUSION IN THE NATIONAL HIGHWAY SYSTEM (NHS) AT THIS TIME.</b>	
7. SPACING <i>(Distance to parallel Federal functionally classified route)</i> Miles: <b>0.65</b>	
8. DOES REQUESTED FC CHANGE EXTEND INTO ANOTHER JURISDICTION? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <i>(If yes – concurrence from the other affected agency is required.)</i>	
9. EXISTING ROAD CHARACTERISTICS  Roadway Width (incl. shoulders): <b>28</b> ft. Surfacing Type <i>(mark appropriate space)</i> <input type="checkbox"/> Gravel <input type="checkbox"/> ACP <input checked="" type="checkbox"/> BST <input checked="" type="checkbox"/> Earth <input type="checkbox"/> Other:	
10. TRAFFIC GENERATORS <i>(Generators that route serves – est. AADT)</i>  INDUSTRIAL: Employees _____ AADT _____ AIRPORTS: Annual Flights _____ AADT _____ MILITARY INSTALLATIONS: Type _____ AADT _____ SHOPPING CENTER: No. Stores _____ AADT _____ OTHER: Type _____ AADT _____	SHIPPING POINTS: Annual Tons _____ RECREATIONAL: Annual Visitors _____ <i>(parks, ski resorts, lakes, beaches, etc.)</i> AGRICULTURE AREAS: _____ COLLEGE OR UNIVERSITY: Enrollment _____ GOV. INSTITUTION: AADT _____

---

11. Are there zoning ordinances which can restrict growth or encourage growth of any of the above generators? Please indicate below.

**NE Osman Road is located in rural Clark County. Clark County's rural area is characterized by forests, large and small scale farms, rivers and streams that provide quality habitat for fish and wildlife and a wide variety of homes found in Rural Centers and scattered on lots in a broad range of sizes. Clark County's zoning ordinance restricts urban density in the rural area. The smallest lot size allowed in the rural area is acres in the R-5 zoning district.**

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12. TRAFFIC (At significant volume change locations)

Location **0.39 miles NE of NE 227th Ave (MP 1.02)**

Existing Traffic **957** AADT

Future Traffic (20 years) \_\_\_\_\_ AADT

Location \_\_\_\_\_ Existing Traffic \_\_\_\_\_ AADT

Future Traffic (20 years) \_\_\_\_\_ AADT

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13. Written description of route (General characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance.)

**NE Osman Rd consists of two travel lanes, one in each direction, and some gravel/earth shoulder with a basic speed limit.**

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14. A brief description why the proposed change is requested and justification for the change. **Please include any links to your current Comprehensive Plan and T.I.P. referencing this route. Has NEPA documentation been completed? (Where necessary)**

**The proposed FFC change of a Rural Minor Collector would support the observed travel pattern and functionality of the corridor. Based on recent traffic studies, this is the more traveled route rather than taking NE Canyon Rd/NE 227th Avenue. This classification change would formalize the function of this roadway.**

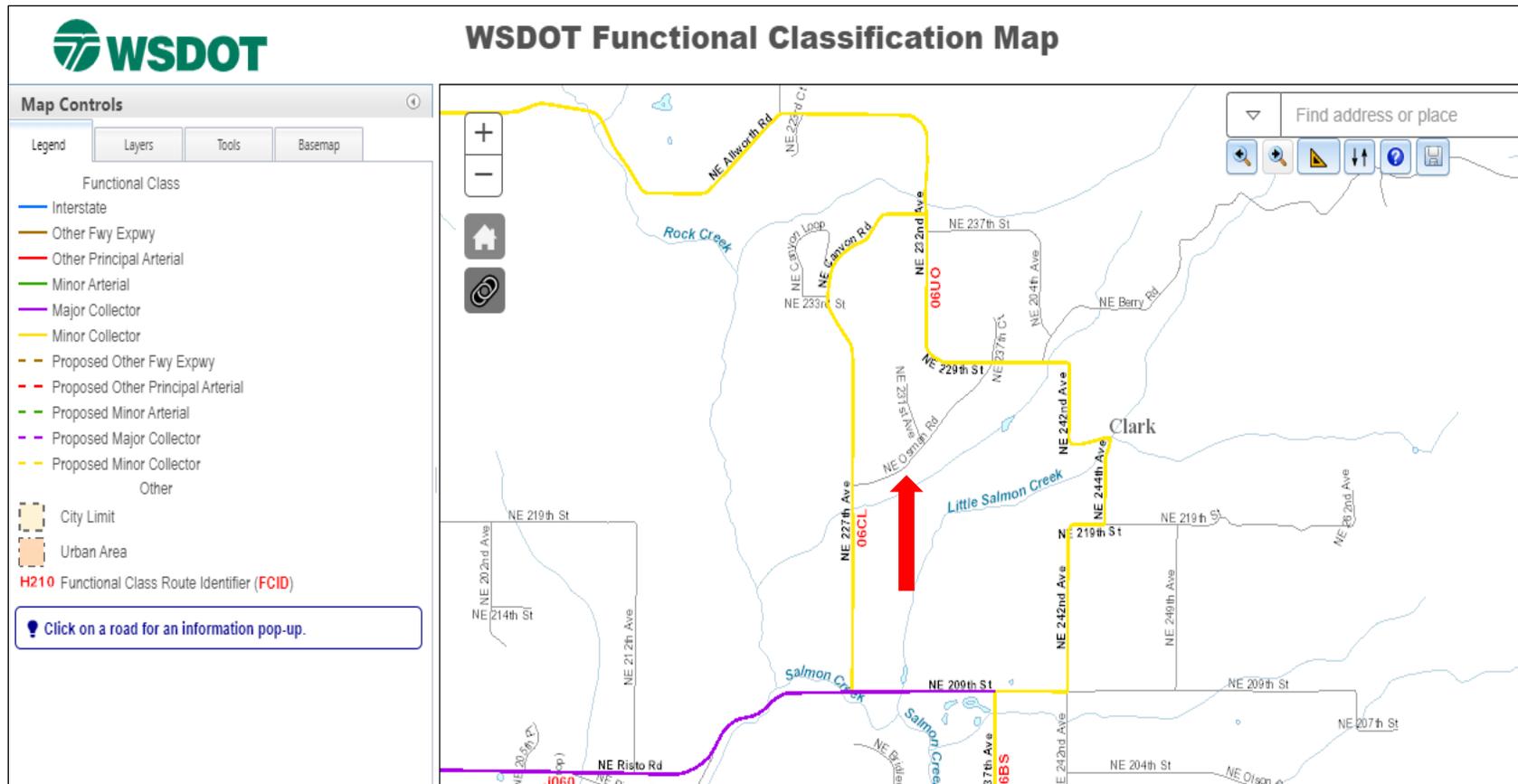
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15. Additional remarks to more fully explain the situation.

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16. Attach a vicinity map showing the **proposed changes**, and **existing Federal Functional Classifications**.

**NE OSMAN ROAD (NE 227TH AVENUE – NE 229TH STREET)  
CURRENT FFC: RURAL LOCAL ACCESS  
PROPOSED FFC: RURAL MINOR COLLECTOR**





## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Bob Hart  
**DATE:** October 9, 2020  
**SUBJECT:** Urban Freeway Corridor Study Report

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### INTRODUCTION

The Urban Freeway Corridor Operations (UFCO) Study has been underway over the last eighteen months and was completed in July of this year. The purpose of the Study was to analyze near term operational and system management improvements intended to make the transportation system operate more efficiently and predictably. The strategies in the UFCO Report focus on low cost capital improvements and technology-based traffic management tools to optimize the flow of traffic and maximize available capacity. While the Regional Transportation Plan contains long term major capital projects to address on modernization and bottlenecks, the emphasis of the UFCO Study is on high value, lower cost operations improvements that are near term and easier to implement.

The study area encompasses the freeway system in the Clark County urban area consisting of: I-5 from the Columbia River to 179th; I-205 from the Columbia River to I-5; SR-14 from I-5 to 192nd; and SR-500 from I-5 to Fourth Plain, including north from SR-500 on SR-503 up to Padden Parkway.

Assistance for the study was provided by a Technical Advisory Committee made up of representatives from the Washington State Department of Transportation, City of Vancouver, Clark County, and C-TRAN, with periodic coordination with the Oregon Department of Transportation to ensure bi-state collaboration on the I-5 and I-205 corridors.

The UFCO Study report consists of a tiered set of strategy recommendations with detailed information sheets on the relative benefits to operations, safety and cost for each strategy. RTC staff will provide an overview of report at the October 16<sup>th</sup> RTAC meeting. It is available for download at: <https://www.rtc.wa.gov/reports/misc/rtcUFCOStudy.pdf>.

### OVERVIEW

The key UFCO Study goals were to provide a practical solutions approach to freeway corridor operational improvements and to:

- Verify congestion location and cause
- Confirm need for congestion relief and/or safety projects

*An advisory committee to:*

**Southwest Washington Regional Transportation Council**

1300 Franklin Street, Floor 1

P.O. Box 1366

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- Provide flexibility for use in other potential studies
- Identify lower cost capital, operational and ITS projects with benefits to the corridor at spot locations and at a system level

The initial step of the UFCO Study was to collect existing traffic, safety and geometric conditions to serve as a baseline for identifying current and anticipated deficiencies. A broad list of strategies to address the deficiencies was developed through extensive coordination as well as a workshop with project study partners. The workshop identified more than 100 strategies, which were subsequently narrowed to a set of 60 for more detailed evaluation. These remaining strategies were assessed by evaluating their relative impacts to operations, safety and cost.

The type of improvements that were developed for the UFCO Study fell into two major categories: spot improvements and system improvements. Spot strategies, such as an auxiliary lane or restriping, are intended to address bottlenecks, whereas system strategies, such as variable speeds, have a broader application and address overall corridor operations. Other strategies, like ramp metering, are applied at spot locations, but their benefits are seen mainly when applied along a full corridor.

The Study report consists of a tiered set of strategy recommendations with detailed information sheets for each strategy showing its relative benefits to operations, safety and cost. The tiered set of strategy recommendations are not assigned rankings. They are intended to be flexible and provide guidance to WSDOT in prioritizing investment in selecting beneficial strategies from the tiers that align with specific system needs, available funding sources, and existing and future priorities. Tier one strategies, for example are generally lower cost, ready to implement, or address existing needs, and in some cases, are already programmed. Tier three strategies, may have higher costs or address needs just starting to emerge or that are anticipated in the near future.

The report is structured primarily as an atlas. As a quick reference guide, it first includes tables of strategies categorized by tier as well as area maps showing the locations for both spot and system improvements. Each study corridor includes a dashboard that summarizes key information about the corridor including:

- Corridor description
- Area map of strategy locations
- Table listing of corridor strategies and tiers
- Summary of corridor bottlenecks, congestion, and safety

Corridor dashboards are followed by individual information sheets of the associated strategies. Each information sheet has a purpose and need statement, a concept diagram, and a description of the proposed strategy and benefit. It also includes a summary of improvement metrics to: operations, safety and cost, and short narrative of strategy findings.

The electronic version of the report to be presented at RTAC contains hyperlinks to ease navigation through the document and to allow users to easily locate and access sections of the report or strategy maps they are most interested in.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Lynda David  
**DATE:** October 9, 2020  
**SUBJECT:** **Regional Transportation Plan for Clark County: Amendment Process Review and Amendment Requests**

---

### INTRODUCTION

At the March 2020 RTAC meeting, RTAC members took action to forward the Regional Transportation Plan Amendment Policy and Process to the RTC Board for Board adoption at its April 7 meeting. At the October RTAC meeting, RTC staff will review the adopted Policy and Process and begin discussion with RTAC members on amendments their jurisdictions and agencies may want to bring forward for RTP amendment in early 2021.

### BACKGROUND

#### **What is the Regional Transportation Plan or Metropolitan Transportation Plan?**

The Regional Transportation Plan for Clark County is this region's long-range transportation plan. The RTP is part of the required federal metropolitan transportation planning process and Washington State's Regional Transportation Planning Organization (RTPO) process. The RTP is based on the land uses identified in the Comprehensive Growth Management Plan for Clark County. The RTP offers a collective regional strategy for developing a transportation system to provide mobility and accessibility for person trips as well as freight and goods movement.

The RTP considers the region's existing and future travel demands and recommends policies, transportation strategies, and projects to meet the transportation needs. Transportation projects from state and local plans are included in the RTP. Transportation projects and strategies must be identified in the RTP before they can be programmed for funding in the Transportation Improvement Program (TIP).

The current RTP for Clark County was adopted in March 2019 and is available for your review on RTC's website. The projects identified in the RTP are listed in Appendix B with Funded Projects on the RTP's Designated Transportation System identified in Table B-3 (pages 186-187) and Funded Projects on the Local System listed in Table B-4 (page 18). Of most interest in considering RTP amendments are the projects identified in Table B-5 where RTP Projects on the RTP Designated System are listed (pages 189-198) and Table B-6 where Projects on the Local System are listed (pages 199-216). The RTP's Designated Regional Transportation System is described on pages 34-36 of the RTP.

*An advisory committee to:*

**Southwest Washington Regional Transportation Council**

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# **Regional Transportation Plan for Clark County: Amendment Process Review and Amendment Requests**

**October 9, 2020**

**Page 2**

In deciding whether to move forward with RTP amendment(s) in 2021, jurisdictions and agencies should consider that projects must be identified in the Regional Transportation Plan before they can be programmed for federal and state funding in the Transportation Improvement Program. The RTP process requires the Metropolitan Planning Organization (MPO) to work with local planning partners to identify transportation projects to be included in the “fiscally constrained” RTP. Following the 2021 RTP amendment process, the next major RTP update will be developed in 2022 and 2023 with adoption likely in late 2023.

## **Federal Regulations Regarding RTP Development, Update and Amendment**

In the Code of Federal Regulations (CFR) the metropolitan transportation planning process is addressed in § 450.312. Responsibilities of the Metropolitan Planning Organization are outlined including the need to develop a regional transportation plan as outlined in § 450.324. The MPO shall review and update the transportation plan at least every 5 years in air quality attainment areas, such as the Clark County region, to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends. Federal regulations do not limit the number of times an RTP can be amended but the expectation is that RTP amendments follow the same process as RTP updates and include review of fiscal constraint and allow for public outreach and participation. In air quality attainment areas, such as the Clark County region, RTP updates and amendments are not subject to air quality conformity determination.

## **Washington State Regulations Regarding RTP Development, Update and Amendment**

In Washington State, Regional Transportation Planning Organizations (RTPOs) were authorized as part of the 1990 Growth Management Act (GMA) to ensure local and regional coordination of transportation plans. One of the requirements of an RTPO is to prepare a Regional Transportation Plan, as outlined in RCW 47.80.030, which must be periodically updated. The RTPO shall review the regional transportation plan biennially for currency and forward the adopted plan along with documentation of the biennial review to the state department of transportation.

## **RTC'S REGIONAL TRANSPORTATION PLAN FOR CLARK COUNTY AMENDMENT POLICY AND PROCESS**

The adopted RTP for Clark County Amendment Policy and Process is attached with this Memo.

### **NEXT STEPS**

RTC staff will bring back the RTP Amendment Process at a meeting early in the new year. In the meantime, agencies that wish to pursue RTP amendments in 2021 should work with Lynda David ([Lynda.David@rtc.wa.gov](mailto:Lynda.David@rtc.wa.gov)) to discuss the proposed amendments for purposes of addressing the public outreach and fiscal constraint to ensure a smooth amendment process in 2021.

### **Attachment**

## **RTC'S REGIONAL TRANSPORTATION PLAN FOR CLARK COUNTY AMENDMENT POLICY AND PROCESS**

Occasionally, projects or assumptions made in a Regional Transportation Plan will change. When new projects arise that are not in the Plan or when changes need to be made to identified RTP transportation projects or strategies, the Plan can be amended. A formal process to address periodic requests to amend the Regional Transportation Plan for Clark County (RTP) clarifies the review process to determine whether or not an amendment should be made, outlines the amendment process, and the approximate time needed to carry out and complete adoption of RTP amendments.

There are several general sources for RTP amendment requests including:

- (1) periodic requests from the Washington State Legislature and/or WSDOT that require an amendment to the RTP for specific projects or the phasing of existing projects.
- (2) local requests from cities or county involving transportation projects that are either partially or fully funded; these may result from Transportation System Plan, Capital Facilities Plan or Transportation Improvement Program (TIP) updates.
- (3) requests from transit agency to align transit plans and the Regional Transportation Plan.
- (4) amendments resulting from environmental impact statements (EIS) that make specific recommendations that change the RTP project listing or phasing.

### **Policy on Timing of RTP Amendments**

When a major update to the RTP is developed, published and adopted, planning staff will endeavor to set in place an RTP that anticipates needed transportation projects and strategies and identifies them in the RTP in order to minimize the number of RTP amendments that will be needed in the five years between major RTP updates.

In the five-year window between major RTP updates, there will be one opportunity for agencies and jurisdictions to submit any proposed RTP amendments. This opportunity will occur two years after adoption of any major RTP update. Two years after a major RTP update, RTC will solicit potential RTP amendments from sponsoring agencies with projects to be submitted in the time period from January 1 to March 1. Adoption of RTP amendments would follow at the August RTC Board meeting to align with timing of the Transportation Improvement Program development and adoption process; the TIP is typically adopted annually at the October RTC Board meeting. The first opportunity for submittal of proposed RTP amendments will begin January 1, 2021.

The only exception to this proposed RTP amendment timeline is if there is a major statewide initiative, such as the Statewide Transportation Needs Assessment<sup>1</sup>, where it is in the best interest of the region to carry out RTP amendments in order to ensure consistency between identified transportation projects at the state and regional levels.

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<sup>1</sup> A [Statewide Transportation Needs Assessment](#) has been commissioned by the Washington State Legislature's Joint Transportation Committee to assess statewide transportation needs and priorities over the ten-year timeframe spanning 2022-2031. The Needs Assessment is to be presented to the 2021 Legislative session for the Legislature's consideration.

*RTC'S Regional Transportation Plan for Clark County Amendment Policy and Process (continued)*

Outside of the two-year RTP amendment process described in the timeline above, RTC will issue a call for projects to be identified in the RTP update that occurs at least every five years.

**Process for RTP Amendments**

RTP amendments would be reviewed by local agency planners, RTAC and the RTC Board of Directors. The approval of RTP amendments would require the following procedures:

- RTC staff review and coordinate with sponsoring agency representatives – planners, engineers, and/or elected officials on proposed RTP amendment(s) and confirm whether projects are part of the Designated Regional Transportation System or the local transportation system.
- RTC staff validate that proposed changes to transportation projects come from transportation plans of transportation agencies or adopted transportation plans of local jurisdictions.
- RTC staff conducts financial constraint analysis in coordination with sponsoring agency.
- RTC staff coordinates with sponsoring agency regarding public outreach and participation on the proposed RTP amendment(s) and documents public outreach already conducted.
- Review and recommendation of proposed amendment made by the Regional Transportation Advisory Committee (RTAC).
- Review of the proposed RTP amendment made by the RTC Board with release for public comment.
- A minimum 30-day public comment period would be invited on RTC's website.
- A written RTC staff response within 30-days to all public comments received.
- Review and recommendation made by the Regional Transportation Advisory Committee (RTAC). If additional significant modifications are necessary as a result of the comment period, then a new 30-day comment period would be warranted.
- Review and approval by the RTC Board of Directors.
- Update and notification of RTP amendment changes, including any tables, spreadsheets and/or maps, on the RTC website.
- Submittal of RTP amendment change to WSDOT headquarters, Federal Highway Administration and Federal Transit Administration.

*RTC'S Regional Transportation Plan for Clark County Amendment Policy and Process  
(continued)*

**Timeline RTP Amendment Process**

The timeline to conduct the procedures outlined in the process section above could take as much as six months to complete given the need to meet fiscal constraint and public participation requirements.