

**Clark County Transportation Alliance**  
**2013-2014 Washington State Legislative Policy Statement**  
**Transportation Needs and Solutions**

**10-Year Regional System Priorities, 0-6 Years**

Rank	Project	Safety (max 28)	Mobility (max 22)	Multi- modal (max 22)	Ec. Devt. (max 28)	Total	Estimated Project Cost
<b>Interstate/State/Expressway Projects</b>							
1	SR-14, I-205 to 164th Av., add lane	11	21	7	22	61	\$ 37,000,000
2	SR-500, NE 42nd Av. & 54th Av., Interchange and limit access	18	15	0	22	55	\$ 70,000,000
3	I-205, SR-500 to Padden, add auxiliary lanes	8	22	0	22	52	\$ 30,000,000
4	SR-501/NW 26th Av. intersection improvement	10	11	4	20	45	n/a
5	SR-14 West Camas Slough Bridge, widen to 4 lanes w. median	15	15	0	13	43	\$ 20,000,000
6	SR 502/SR 503 right turn lanes	12	9	3	13	37	\$ 2,100,000
7	Advanced Traveler Information System (ATIS), SR-500 infill, Padden/SR-503 to NE 162nd Av.	6	16	0	12	34	\$ 1,517,400
8	Advanced Traveler Information System (ATIS), SR-500 infill, SR-500/NE162nd Av. to Fourth Plain Blvd.	3	16	0	14	33	\$ 400,000
Sub-Total, Interstate/State/Expressway Projects (0-6 years)							\$ 161,017,400
<b>Arterial Projects</b>							
1	NE 18th Street, 87th to 162nd Av., urban standards	16	15	16	17	64	\$ 43,000,000
2	NE Highway 99, NE 99th to 107th St., urban standards.	17	7	16	13	53	\$ 10,900,000
2	SE 1st Street, 164th to 192nd Av., widen to urban standards	12	14	9	18	53	\$ 22,000,000
4	NE 137th Av., NE 49th St. to Fourth Plain, urban standards	15	12	7	11	45	\$ 12,000,000
5	Pioneer Street New Rail Overcrossing,	14	9	10	11	44	\$ 12,500,000
6	Grace Avenue, Main to Rasmussen Blvd., urban standards & realign intersection	13	9	7	12	41	\$ 9,520,000
7	Padden/94th Av. Intersection improvements	11	13	2	13	39	\$ 6,000,000
Sub-Total, Arterial Projects (0-6 years)							\$ 115,920,000
<b>Modal Projects</b>							
1	Fourth Plain Transit Improvements, Bus Rapid Transit	15	20	22	19	76	\$ 50,000,000
2	West Vancouver Freight Access	4	22	18	20	64	\$ 190,000,000
3	Downtown Vancouver TMA, demand management	4	17	18	16	55	\$ 300,000
4	Fisher's Landing Park & Ride expansion	4	17	22	11	54	\$ 7,500,000
5	Vanpool Vehicle Acquisition	2	22	12	14	50	n/a
Sub-Total, Modal Projects (0-6 years)							\$ 247,800,000
Total Regional Priority Projects (0-6 years)							\$ 524,737,400

### 10-Year Regional System Priorities, 7-10 Years

Rank	Project	Safety	Mobility	Multi-modal	Ec. Devt.	Total	Estimated Project Cost
<b>Interstate/State/Expressway Projects</b>							
1	I-205, NE 18th St. to SR-500, finish 18/28th Interchange	7	20	7	20	54	\$ 70,000,000
2	SR-503/Padden New Interchange	18	12	5	14	49	\$ 32,000,000
3	I-5/SR-500, construct direct connection	6	19	0	23	48	\$ 140,000,000
4	SR-500/Fourth Plain/SR503, grade separation	13	15	2	16	46	\$ 59,000,000
5	SR-14, Phase 2, SE 6th to 32nd St., construct interchanges/widen	12	15	2	15	44	\$ 100,000,000
6	I-205/134th St Interchange, phase 2	7	18	0	14	39	\$ 35,000,000
7	Pioneer St. (SR-501) Improvements, 35th Av to 56th Pl., widen	11	7	3	12	33	\$ 10,454,000
Sub-Total, Interstate/State/Expressway Projects (7-10 years)							\$ 446,454,000
<b>Arterial Projects</b>							
1	NE 28th St., NE 142nd to 162nd Av., widen/urban standards	12	14	13	11	50	\$ 8,000,000
2	Padden/Andresen, New Interchange	14	13	2	17	46	
2	NE 162nd Av., SE 1st St. to NE 9th St., widen/urban standards	8	14	9	15	46	\$ 22,000,000
4	27th St. Extension/Rail Overpass, Main St. to E St.	13	11	2	15	41	\$ 15,000,000
5	Pioneer Street Extension, 65th Av. to S. 5th St., new road	10	13	2	15	40	\$ 3,000,000
6	NE 119th St., Salmon Cr. To NE 87th Av., widen/urban standards	17	4	3	11	35	\$ 33,300,000
7	Goodwin Rd/28th St, Friberg-Strunk to 232nd Av., widen/urban standards	12	9	3	10	34	\$ 18,600,000
8	Hillhurst Road, Pioneer St. to S. City Limits, widen/urban standards	9	7	6	7	29	\$ 16,378,000
Sub-Total, Arterial Projects (7-10 years)							\$ 116,278,000
<b>Modal Projects</b>							
1	I-5/219th Interchange, new Park & Ride	1	13	21	11	46	\$ 16,200,000
Sub-Total, Modal Projects (7-10 years)							\$ 16,200,000
Total Regional Priority Projects (7-10 years)							\$ 578,932,000
<b>Total Regional Priority Projects, 0-6 and 7-10 years</b>							<b>\$ 1,103,669,400</b>

**Southwest Washington Regional Transportation Council (RTC)  
Local Transportation System 10-Year Priorities**

Project	Estimated Project Cost
<b>Local Projects, 0-10 Year Implementation</b>	
NE 10th Avenue, 149th to 164th St., construct bridge/road to urban standards	\$ 32,000,000
Jefferson/Kauffman Realignment, 8th St. to Mill Plain Blvd.	\$ 12,600,000
Columbia Way, Grant to Columbia St., new access road	\$ 8,000,000
S Parkway Avenue, Rasmussen to Eaton Blvd., widen/urban standards	\$ 3,400,000
NE 94th Av., NE Padden to NE 119th St., widen, new 2-lane road	\$ 15,200,000
NE 99th St., 94th Av. to SR-503 (117th Av.), widen, new 2-lane road	\$ 20,730,000
Columbia Shores Portal, reconstruct & widen existing portal	\$ 18,000,000
SW/NW 20th Av., Eaton Blvd. to NW 239th St., widen/urban standards	\$ 2,710,000
NW Brady Road, NW 16th to NW 25th Av., widen/urban standards	\$ 675,000
NW 38th Av., Armstrong St. to Astor, widen/urban standards	\$ 5,430,000
45th Av., N. 10th to S. 15th St., widen/urban standards	\$ 6,143,000
85th Avenue Improvements, S. 5th to N. 10th St., widen/urban standards	\$ 3,608,000
N. 65th Avenue, Pioneer to N. 20th St., widen/urban standards	\$ 2,672,000
5th and Aspen Realignment	\$ 369,000
<b>Total, 10-Year Local Project Priorities</b>	<b>\$ 131,537,000</b>



## MEMORANDUM

**TO:** Southwest Washington Regional Transportation Council Board of Directors  
**FROM:** Dean Lookingbill, Transportation Director  
**DATE:** February 5, 2013  
**SUBJECT:** **Request For Proposals: Traffic Data Collection**

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### INTRODUCTION

The purpose of this agenda item is to ask for Board approval to release a Request for Proposal (RFP) for a private firm to collect traffic data. The data collected would include vehicle volumes, turn movement volumes, vehicle occupancy, travel time, and any other identified transportation data collection for the congestion management process.

The Congestion Management Process (CMP) is required to be developed as an integral part of the metropolitan planning process in Transportation Management Areas (TMA), urbanized areas with a population over 200,000. As the TMA for the Vancouver Urban Area, RTC is required to develop and implement a Congestion Management Process. The Congestion Management Process began in 1995 and has been continued from that point forward and provides valuable information on the performance of the transportation system.

In order to monitor congestion, transportation data needs to be collected. Some of the needed data is regularly collected by transportation agencies within the Clark County region. In addition to the transportation data collected by local transportation agencies, there is a need to collect additional transportation data. This additional data collection includes vehicle occupancy counts, additional traffic and turn movement counts, and corridor travel time.

The data is collected in cooperation and coordination with local agencies. All data is made available to local agencies. For example, travel time data is collected in coordination with the City of Vancouver and Clark County. This has allowed the City and County to substantially reduce their cost and staff time for travel time collection.

Since 2000, RTC has entered into several three-year service contracts for traffic data collection. The most recent contract expired on December 31, 2012. These contracts have been limited to a maximum of \$25,000 per year for the collection of traffic data. Funding has come from the CMAQ funds allocated to the Congestion Management Process.

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