



The Regional Transportation Advisory Committee meeting will be held on **Friday, January 18, 2013**, 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 November 16, 2012, Minutes, Action
- II. 2013-2016 Metropolitan Transportation Improvement Program Amendments, Action
 - Clark County Bridge Grants
 - Clark County Signal Optimization Projects
 - WSDOT Interstate Maintenance Projects
- III. Federal Functional Classification Change Request: Pioneer Street, from Main Avenue to Mill Street, Ridgefield, Action
- IV. MAP-21 Transportation Alternatives Program: Draft Process, Discussion
- V. I-205 Access and Operational Study Scope of Work, Information
- VI. MAP-21 National Highway Performance Program, Discussion
- VII. FY 2014 Unified Planning Work Program: Overview and Timeline, Discussion
- VIII. RTC's Concurrence with C-TRAN's Designation as Recipient of Federal Transit Administration Section 5310 Funds, Review*
- IX. RTC 10-year Priority Projects and Paladin Software, Information*
- X. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - MTIP Corrections
 - NE 10th Av. (154-164 St.)
 - NE 119th Street (72nd-87th Av.)
 - I-5/NB 179th St. to N Fork Lewis Rv. Br.
 - I-5 Columbia River Crossing Project

**Materials available at meeting
Served by C-TRAN Route 3 or 25*

If you have special needs, please contact RTC

20130118_RTAC_Agenda.docxx

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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<http://www.rtc.wa.gov>

**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
November 16, 2012**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, November 16, 2012, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington. Dean Lookingbill, RTC, Transportation Director, served as Chair for the meeting. Those in attendance follow:

Katy Brooks	Port of Vancouver
Mike Clark	WSDOT
Lynda David	RTC
Jim Dunn	City of Washougal
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	City of Battle Ground
Colleen Kuhn	Human Services Council
Laurie Lebowsky	Clark County
Dean Lookingbill	RTC
Chris Malone	City of Vancouver
Josh Naramore	Metro
Scott Patterson	C-TRAN
Sandi Roberts	RTC
Dale Robins	RTC
Sandra Towne	City of Vancouver
Bill Wright	Clark County

Dean Lookingbill, RTC, asked for any changes or corrections to the October 19, 2012, meeting minutes.

JOSH NARAMORE, METRO, MOVED FOR APPROVAL OF THE OCTOBER 16, 2012, MEETING MINUTES, AND JIM DUNN, CITY OF WASHOUGAL, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

II. 2013-2016 MTIP Amendment: Clark County Timmen Road-STP Rural, Action

Dale Robins, RTC, said that staff met with the rural STP partners this past summer, who recommended the programming of the Timmen Road project for STP-Rural funding. At the time, RTC staff was concerned with programming STP-Rural funds prior to receiving an STP-Rural allocation. Dale pointed out that RTC now has a preliminary allocation of STP-Rural funds that can be programmed. The \$600,000 STP-Rural funds would replace local dollars for the construction of Timmen Road from 5th Street to La Center Road.

Bill Wright, Clark County, pointed out that the main improvement of the Timmen Road project is the riding surface. It was an old deteriorated state highway and the concrete will be crushed and used as the base with an overlay placed on top. When the project began, Timmen Road was

all in the County. Now La Center has annexed one-third of the road and Ridgefield wanted to improve their section to the south. This amendment will provide funding for Clark County, La Center, and Ridgefield portion of the project. The project will also be tied to Clark Public Utilities construction of a water transmission line.

BILL WRIGHT, CLARK COUNTY, RECOMMENDED FORWARDING TO THE RTC BOARD OF DIRECTORS FOR APPROVAL OF THIS AMENDMENT WHICH WILL REPLACE \$600,000 IN LOCAL FUNDS WITH FEDERAL STP-RURAL FUNDS FOR CONSTRUCTION OF THE TIMMEN ROAD PROJECT.

III. Federal Functional Classification Change Request: 27th Street and Overpass, from Index Street to E Street, Washougal, Action

Lynda David, RTC, said Washougal has proposed a federal functional classification change for 27th Street and a proposed 27th Street rail overpass, from Index Street to E Street, as a minor arterial. 27th Street, from Index Street to Main Street, is currently classified as a major collector and the proposed 27th Street overpass connection, from Main Street to E Street, does not currently exist and so is unclassified. Both segments are proposed to change to minor arterial. Lynda noted a map is attached to the memorandum: City of Washougal Functional Classification Map.

RTAC is asked to consider Washougal's proposed federal functional classification change request, make comments on the proposal and recommend forwarding the change request to WSDOT Local Programs.

Jim Dunn, City of Washougal, said with the increased train traffic through Washougal he felt this was a very important project for the City and for the Port of Camas-Washougal. It would help to alleviate traffic backup on SR-14, will enhance the economy in that area as well as open up some areas for new development. Lynda said the project is currently identified in the Metropolitan Transportation Plan, (MTP).

Lynda pointed out that with RTAC's recommendations the request will be forwarded to WSDOT for review and then on to FHWA for approval.

JIM DUNN, CITY OF WASHOUGAL, MADE THE MOTION TO CONSIDER WASHOUGAL'S PROPOSED FEDERAL FUNCTIONAL CLASSIFICATION CHANGE REQUEST AND FORWARD THE CHANGE REQUEST TO WSDOT LOCAL PROGRAMS. BILL WRIGHT, CLARK COUNTY, SECONDED THE MOTION AND IT WAS UNANIMOUSLY APPROVED.

IV. Human Services Transportation Plan, 2013-2015 WSDOT Public Transportation Consolidated Grant Applications: RTC Project Rankings, Action

Lynda David, RTC, pointed out that in meeting packets there was a brief memorandum on the Human Services Transportation Plan and the 2013-2015 WSDOT Public Transportation Consolidated Grant program. Lynda said a meeting was held yesterday to decide on project

rankings to submit for program funding consideration. She gave RTAC some background and said every two years Washington State Department of Transportation puts out a call for projects for consolidated public transportation grant program administered by the state. The consolidated program includes federal and state funds. She said projects that apply for the consolidated grant program funding have to first be identified in the Human Services Transportation Plan which is updated every four years.

Lynda explained that MAP-21 results in some changes for public transportation and human services transportation funding. Under MAP-21, the Section 5316 Job Access and Reverse Commute (JARC), program goes away. JARC activities previously funded under Section 5316 are now eligible activities under the Section 5307 urbanized area allocated formula grant funding program. The Section 5317 New Freedom program also goes away with activities now eligible under Section 5310, the Enhanced Mobility of Seniors and Individuals with Disabilities program. Within large urban areas, such as the Portland-Vancouver region, Section 5310 is allocated by formula. Nationwide, Section 5310 funds are apportioned under MAP-21 as follows: 60% of funds are apportioned to urbanized areas over 200,000 populations; 20% are apportioned to states for their urbanized areas of less than 200,000 populations, and 20% apportioned to states for rural areas.

Lynda explained that RTC's role in the Public Transportation Consolidated Grant process is because project applicants are required to participate in the planning process with the local MPO/RTPO. In addition, RTC is required to evaluate and rank project proposals. She said projects must come from the needs and strategies identified in a regionally coordinated Human Services Transportation Plan (HSTP) before being submitted to WSDOT. The number of allotted letter grades for each region is determined by its population, population density, rural population and numbers and percentages of those less than 18 years, over 65, with disabilities, living in poverty and veterans. Lynda pointed out based on these demographics, the RTC region, which includes Clark, Klickitat and Skamania counties, is able to submit 6 As, 5 Bs, 5 Cs and unlimited D graded projects. Eleven proposed project applications were received by RTC so each can be assigned an A or B grade.

Lynda highlighted the projects that were ranked [A]; 1) Employment Transportation, 2) Reserve-A-Ride/Clark County, 3) Continue to Provide Klickitat County with Existing Dial-A-Ride and Route Deviated Services; 4) Gorge TransLink Alliance Mobility Management, 5) Maintain Dial a Ride Program for Skamania County; and 6) Maintain the Existing Route Deviated Service Between Skamania County and the Fisher's Landing Transit Center. The projects that were rated [B]; 1) Community Mobility Solutions, 2) Replace Two Aging ADA Minivans, 3) Purchase of Computer Dispatching Software, 4) Capital Project to Replace Two Mini-Vans, and 5) Capital Project-ITS Software and Hardware for the Transit Bus and Transit Vans.

KATY BROOKS, PORT OF VANCOUVER, RECOMMENDED FORWARDING THE RANKED PROJECT LIST TO THE RTC BOARD OF DIRECTORS FOR BOARD ACTION AT THE DECEMBER 4, 2012 MEETING TO ALLOW THE RANKED PROJECTS TO BE SUBMITTED TO WSDOT FOR FUNDING CONSIDERATION THROUGH THE CONSOLIDATED PUBLIC TRANSPORTATION GRANT PROGRAM. JIM DUNN, CITY

OF WASHOUGAL, SECONDED THE MOTION AND IT WAS UNANIMOUSLY APPROVED.

V. MAP-21 RTC Sub-Allocation, Discussion

Dale Robins, RTC, said that President Obama has signed into law a new federal transportation authorization bill titled Moving Ahead for Progress in the 21st Century Act (MAP-21). The bill funds surface transportation programs for federal fiscal years 2013 and 2014. MAP-21 does make changes to the Federal Highway and Transit programs.

He noted that a state MAP-21 Steering Committee met to develop funding guidelines. Based on their recommendation, a preliminary regional allocation of federal funds was made. The allocation should be considered preliminary until final federal guidance is received. Mr. Lookingbill also explained that there was a desire by the state Steering Committee to hold regions harmless where possible. Dale noted that MAP-21 will shift to a performance based program. This performance based program will likely result in some changes in future project selections.

The Clark County region will annually receive approximately \$5,448,780 in STP funds. This is roughly \$29,000 lower than the 2012 STP allocation to the region. The Clark County region will annually receive approximately \$3,336,036 in CMAQ funds. This is roughly \$30,000 higher than the 2012 CMAQ allocation to the region. Other than the STP-Rural amendment approved earlier, RTC staff is proposing that the region continue to move forward with the existing program. Any needed adjustments could be incorporated into next year's selection process.

Dale highlighted the Transportation Alternatives Program (TA). The TA program replaces the Transportation Enhancement program, with a wider list of eligible activities. He said RTC receives funds for the three county regions of Clark, Skamania, and Klickitat Counties, which totals approximately to \$553,803 in TA funds. RTC is proposing that the region prepare an early spring call for projects, and will begin the discussion of the process at the next RTAC meeting. Dale highlighted the Transportation Alternative program.

Dean noted the state used funds from the MAP-21 Highway and Safety Improvement Program and Transportation Alternative Program to fund a statewide Safe Routes to the School Program. While Safe Routes to School projects are eligible in the regional process, they already have a dedicated state funding source. Dean noted that Transportation Alternatives is now a regional program process. The committee discussed potential parameters to the TA process.

Dean noted we may not have a December RTAC meeting, therefore we could schedule a Workshop at December RTAC timeslot to discuss the Transportation Alternative criteria, needs, plans, and details. We can articulate some of the decisions and bring that back to the January RTAC meeting. RTC will continue to do the research on the program.

VI. Proposed 2013 RTC Work Plan Emphasis Areas, Discussion

Dean noted that the proposed 2013 RTC Work Plan Emphasis Areas was provided to the RTC Board of Directors at their November meeting. RTAC's feedback will be incorporated into the final draft 2013 work plan and budget, which will be proposed for adoption at the Board's December 4, 2012 meeting.

Dean said the proposed Work Plan includes the continuing I-205 Corridor Study, along with supporting the project development phase for the Fourth Plain Transit Improvement project. He noted that the federal transportation bill, MAP-21, changes the federal emphasis toward making performance-managed transportation system investments and said that RTC's project programming process will need to change accordingly if our region is to continue to maximize their opportunities to utilize federal transportation resources. The 2013 Work Plan includes a number of preparatory activities to reformulate the program to meet the performance based investment criteria. The Work Plan also maintains the region's underlying regional transportation planning process that is led by the RTC Board, informed by accurate data/analysis and provides for the multi-jurisdictional, multi-modal forum for the region's collaborative transportation decision making process. Dean highlighted the 2013 RTC Major Project Activities and RTC's Continuing Transportation Program Activities and Program Coordination.

Dean concluded by saying this year is less of a project orientated work program to one that is a fundamental program based on the core federal requirements, but probably appropriate for our time. We are recalibrating because we have a new federal transportation act, we are not chasing growth with a number projects quite like we were. There was discussion on "least cost planning" and looking ahead at the level of development.

VII. Other Business

A. RTAC Members

B. RTC Staff

Dean said the January RTC Board meeting will be canceled. A Transportation Alternatives sub-committee meeting will take the place of the regular December RTAC meeting.

- WSDOT Freight and Goods Transportation System 2013 Update
Lynda noted RTC received notice from WSDOT of the intent to update the Freight and Goods Transportation System in 2013. She noted that cities and other jurisdictions should also have been notified.
- TIB Project Selection-November 16, 2012
Dale said to check TIB's website today for the status of their projects.

The meeting was adjourned at 10:12 a.m. The next meeting will be Friday, January 18, 2013.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: January 11, 2013
SUBJECT: 2013-2016 MTIP Amendment: Clark County Bridge Grants

INTRODUCTION

All regionally significant projects must be listed in the Metropolitan Transportation Improvement Program (MTIP), which in turn become a part of the statewide State Transportation Improvement Program.

Clark County has recently received \$4.1 million in federal Bridge funds to replace one bridge and upgrade four other bridges. By amending the Metropolitan Transportation Improvement Program, RTC agrees that these bridge improvements are consistent with the Metropolitan Transportation Plan and funds are available to be programmed in the Transportation Improvement Program.

Clark County is requesting an MTIP amendment to replace one bridge and upgrade four other bridges, totaling \$4.1 million in federal Bridge Repair funds and \$715,500 in local funds. Projects were selected for funding by the Washington State Department of Transportation through a statewide competitive process. The following projects are included in this amendment:

- Fifth Plain Creek Bridge Replacement, on NE 88th Street about a half mile east of NE Ward Road, \$2.36 million.
- Big Tree Creek Bridge Seismic and Scour Mitigation, on NE Lucia Falls Road near Moulton Falls, \$823,400.
- Brush Prairie Bridge Seismic and Scour Mitigation, across Salmon Creek on NE 156th Street just east of NE 102nd Av, \$744,500.
- Blair-Zeek Bridge Seismic Mitigation, across the Little Washougal River on NE Blair Road about a mile east of Grove Field, \$541,000.
- Van Atta Bridge Seismic and Repainting, across Salmon Creek on NE 112th Av. northwest of Brush Prairie, \$346,225.

This amendment is also found to be consistent with all state and federal requirements. The Clark County News Release and STIP Record Reports are attached.

POLICY IMPLICATION

This change will add federal and local funds for the replacement and repair of five bridges in Clark County. Action on this amendment includes agreement that these projects are consistent with the Metropolitan Transportation Plan and funds are available to be programmed in the

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Metropolitan Transportation Improvement Program. This amendment is consistent with the Congestion Management Process, air quality requirements, and is financially constrained. These projects will improve vital links in the transportation system.

BUDGET IMPLICATION

All regionally significant or federally funded projects must be programmed in the MTIP and STIP prior to obligating federal funds. Action on this amendment will add \$4.1 million in federal Bridge funds and \$715,500 in local funds for the replacement and repair of five bridges in Clark County.

Attachment



proud past, promising future

NEWS RELEASE

December 12, 2012

Contact: Jean Singer, Project Manager, Public Works
(360) 397-6118 ext. 4823; email: Jean.Singer@clark.wa.gov

County to receive \$4.1 million to upgrade or replace five bridges

Vancouver, WA – Clark County will receive \$4.1 million in federal funds to replace one bridge and upgrade four other crossings to withstand earthquakes.

Federal grants also will pay to repair damage from stream erosion on two of the four bridges.

The county plans to begin design work in 2013 and complete all five projects by the end of 2015. Permitting, environmental protections and other factors can affect construction schedules.

The Washington State Department of Transportation reviewed 87 applications from counties and cities before selecting 70 projects to receive \$130 million.

Clark County will replace Fifth Plain Creek Bridge, on Northeast 88th Street about a half mile east of Northeast Ward Road, at an estimated cost of \$2.28 million. Federal funds will pay 80 percent of the cost, with county road funds contributing the remainder.

Four other projects will be 100 percent funded by federal grants:

- Big Tree Creek Bridge, on Northeast Lucia Falls Road near Moulton Falls, \$763,400.
- Brush Prairie Bridge, across Salmon Creek on Northeast 156th Street just east of Northeast 102nd Avenue, \$684,550.
- Blair Zeek Bridge, across the Little Washougal River on Northeast Blair Road about a mile east of Grove Field, \$486,000.
- Van Atta Bridge, across Salmon Creek on Northeast 112th Avenue northwest of Brush Prairie, \$318,725.

Clark County owns, inspects and maintains 78 bridges. Under intergovernmental agreements, Public Works also inspects another 24 bridges owned by cities.

More information on the county's bridge program is available online at:
www.clark.wa.gov/publicworks/documents/BridgeReport.pdf.

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Washington State S. T. I. P.

2013 to 2016

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 10, 2013

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.
16			WA-05169	11	0.010	CE	No	0.50 Mi E of NE Ward Rd	0.51 Mi E of NE Ward Rd.	2,363,000	2

Fifth Plain Creek Bridge

Replace bridge including any necessary mitigation

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2013		BR	320,000			0	80,000	400,000
RW	2014			0			0	50,000	50,000
CN	2014		BR	1,530,000			0	383,000	1,913,000
Project Totals				1,850,000			0	513,000	2,363,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	150,000	250,000	0	0	0
RW	20,000	30,000	0	0	0
CN	0	595,000	1,318,000	0	0
Totals	170,000	875,000	1,318,000	0	0

Washington State S. T. I. P.

2013 to 2016

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 10, 2013

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07			WA-05160	14	0.010	CE	No	0.20 mi S of Sunset Falls Rd	0.21 mi S of Sunset Falls Rd	823,400	2

Big Tree Creek Bridge #120

Seismic retrofit, scour repair and mitigation

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2013		BR	325,000		0	50,000	375,000
RW	2014			0		0	10,000	10,000
CN	2014		BR	438,400		0	0	438,400
Project Totals				763,400		0	60,000	823,400

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	150,000	175,000	0	0	0
RW	5,000	5,000	0	0	0
CN	0	343,000	85,000	0	0
Totals	155,000	523,000	85,000	0	0

Washington State S. T. I. P.

2013 to 2016

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 10, 2013

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.
08			WA-05168	14	0.010	CE	No	NE 156th St	at NE 102nd Ave	744,500	2

Brush Prairie Bridge

Seismic retrofit and scour mitigation of bridge.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2013		BR	315,000		0	50,000	365,000
RW	2013			0		0	10,000	10,000
CN	2014		BR	369,500		0	0	369,500
Project Totals				684,500		0	60,000	744,500

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	165,000	200,000	0	0	0
RW	10,000	0	0	0	0
CN	0	288,000	81,500	0	0
Totals	175,000	488,000	81,500	0	0

Washington State S. T. I. P.

2013 to 2016

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 10, 2013

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07			WA-05167	14	0.010	CE	No	0.01 Mi N of NE Zeek Rd	0.02 Mi N of NE Zeek Rd	541,000	2

Blair-Zeek Bridge

Seismic retrofit of bridge and necessary mitigation

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2013		BR	180,000			0	50,000	230,000
RW	2013			0			0	5,000	5,000
CN	2014		BR	306,000			0	0	306,000
Project Totals				486,000			0	55,000	541,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	140,000	90,000	0	0	0
RW	3,000	2,000	0	0	0
CN	0	306,000	0	0	0
Totals	143,000	398,000	0	0	0

Washington State S. T. I. P.

2013 to 2016

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 10, 2013

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.
09			WA-05170	14	0.010	CE	No	0.20 Mi N of NE 156th St	0.21 Mi N of NE 156th St	346,225	2

Van Atta Bridge

Seismic upgrades and any necessary mitigation as well as repainting of bridge.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code	State Funds			
PE	2013		BR		185,000	0	20,000	205,000
RW	2013				0	0	7,500	7,500
CN	2013		BR		133,725	0	0	133,725
Project Totals					318,725	0	27,500	346,225

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	120,000	85,000	0	0	0
RW	3,750	3,750	0	0	0
CN	0	133,725	0	0	0
Totals	123,750	222,475	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	6,006,625	0	1,050,500	7,057,125



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: January 11, 2013
SUBJECT: 2013-2016 MTIP Amendment: Clark County Signal Optimization Projects

INTRODUCTION

All regionally significant projects must be listed in the Metropolitan Transportation Improvement Program (MTIP), which in turn become a part of the statewide State Transportation Improvement Program.

Clark County is requesting an MTIP amendment to restore two signal optimization projects into the 2013-2016 Metropolitan Transportation Improvement Program. Clark County anticipated implementing these two projects in 2012, but due to additional design details and equipment purchase requirements, the projects could not be implemented in 2012. This amendment will restore \$1.9 million in CMAQ funds and \$335,000 in local funds so these two projects can go to construction in 2013. This amendment only restores the funds that were previously programmed for these projects. The following projects will be amended into the 2013-2016 Metropolitan Transportation Improvement Program:

- 78th Street Signal Optimization Project (Hazel Dell to St. Johns), Signal hardware and coordination, \$785,000.
- Highway 99 Traffic Signal Optimization (Ross to 117th St.), Signal hardware and coordination, \$1,454,000.

This amendment is also found to be consistent with all state and federal requirements. The Clark County letter requesting these changes and STIP Record Reports are attached.

POLICY IMPLICATION

This change will restore federal and local funds for these two signal optimization projects. Action on this amendment includes agreement that these projects are consistent with the Metropolitan Transportation Plan and funds are available to be programmed in the Metropolitan Transportation Improvement Program. This amendment is consistent with the Congestion Management Process, air quality requirements, and is financially constrained. These projects will improve the operation of the regional transportation system.

BUDGET IMPLICATION

All regionally significant or federally funded projects must be programmed in the MTIP and STIP prior to obligating federal funds. Action on this amendment will add a total of \$1.9 million in federal CMAQ funds and \$335,000 for signal optimization projects along NE 78th Street and Highway 99.

Attachment



proud past, promising future

CLARK COUNTY
WASHINGTON

PUBLIC WORKS

December 21, 2012

Regional Transportation Council
RECEIVED
DEC 21 2012

Dean Lookingbill, Director
Regional Transportation Council
1300 Franklin Street
Vancouver, WA 98666

RE: MTIP Addition of TSO Projects

Dear RTAC Members:

Clark County requests an amendment to the 2013 MTIP, adding the following two projects:

- NE Highway 99 Traffic Signal Optimization CM-0099(116)
- VAST: NE 78th Street Traffic Signal Optimization CM-4392(015)

PE funds were obligated in 2011 for both projects, which were scheduled for construction in 2012. Due to the extensive detail required for design as well as a lengthy discussion about agency purchase of equipment, it was not possible to obligate construction funds in 2012 as planned.

The requested MTIP amendment restoring these two projects will allow construction in 2013.

We appreciate your help with this request and look forward to answering any questions that RTAC or the RTC board might have. Thank you for your consideration.

Sincerely,

Bill Wright, PE
Transportation Programming Manager

c: Cherie Sabug/Lori Pearce – PW Finance
Amanda Miller – Auditor's Office
Scott Fakler – Project Manager/PW Capital
Michael Derleth – Transportation Programming

Washington State S. T. I. P.

2013 to 2016

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 10, 2013

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.
14	4392(015)		WA-02755	44	2.200	CE	No	Hazel Dell Avenue	St. Johns Road	850,000	2

78th Street Signal Optimization Project

Signal hardware, interconnection and coordination of signal operation along corridor. Repair/upgrades to traffic detection. Addition of video cameras and permanent count stations at key locations. Connection of signal equipment to central county monitoring center. Prior \$65,000.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013		CMAQ	650,000		0	135,000	785,000
Project Totals				650,000		0	135,000	785,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	785,000	0	0	0	0
Totals	785,000	0	0	0	0

Washington State S. T. I. P.

2013 to 2016

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 10, 2013

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.
14	0099(116)		WA-02764	44	3.200	CE	No	Ross St.	NE 117th Street	1,576,000	2

Highway 99 Traffic Signal Optimization

Signal hardware, interconnection and coordination of signal operation along corridor. Repair/upgrades to traffic detection. Addition of video cameras and permanent count stations at key locations. Connection of signal equipment to central county monitoring center. Prior \$122,000.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013		CMAQ	1,254,000		0	200,000	1,454,000
Project Totals				1,254,000		0	200,000	1,454,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	1,454,000	0	0	0	0
Totals	1,454,000	0	0	0	0



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: January 11, 2013
SUBJECT: 2013-2016 MTIP Amendment: WSDOT Interstate Maintenance Projects

INTRODUCTION

All regionally significant projects must be listed in the Metropolitan Transportation Improvement Program (MTIP), which in turn become a part of the statewide State Transportation Improvement Program.

WSDOT is requesting an amendment to reduce the cost of one project and add another project to the Metropolitan Transportation Improvement Program. First, WSDOT is amending the I-205, SR-14 to Fourth Plain Pavement Project. This project is currently in the MTIP, but following design work the engineers are reducing the scope and cost of the project. Second, WSDOT is adding \$2.6 million for the design and construction of the I-5, SB Ridgefield to E. Fork Lewis River Bridge Paving project. The two projects will include \$5.3 million in federal Interstate Maintenance funds and approximately \$109,000 in local WSDOT funds.

This amendment is found to be consistent with all state and federal requirements. The STIP Record Reports are attached.

POLICY IMPLICATION

This amendment will allow two regionally significant preservation projects to proceed in 2013. Action on this amendment includes agreement that these projects are consistent with the Metropolitan Transportation Plan and funds are available to be programmed in the Metropolitan Transportation Improvement Program. This amendment is consistent with the Congestion Management Process, air quality requirements, and is financially constrained. These projects will help preserve the regional transportation system.

BUDGET IMPLICATION

All regionally significant or federally funded projects must be programmed in the MTIP and STIP prior to obligating federal funds. Action on this amendment will reduce the funds programmed in the MTIP for the I-205, SR-14 to Fourth Plain project to \$2,696,274 in federal Interstate Maintenance funds and \$55,026 in local funds. The design and construction of the I-5, Ridgefield to E. Fork Lewis River project will be added to the MTIP with \$2,568,910 in federal Interstate Maintenance funds and \$53,965 in local funds.

Attachment

20130118_RTAC_TIPAmend_WSDOT.doc

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

fax: 360-397-6132

<http://www.rtc.wa.gov>

Washington State S. T. I. P.

2013 to 2016

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 10, 2013

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11	2051(283)	420513C	420513C06	05	4.260	CE	No	27.10	37.16	2,951,300	2

I-205/SR 14 to 4th Plain Rd Vic. - Concrete Pavement Rehab. and Safety

Extend the service life of the existing roadway by diamond grinding and upgrade safety items as required. Prior \$200,000.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	State				
CN	2013	IM	2,696,274			0	55,026	2,751,300
Project Totals			2,696,274			0	55,026	2,751,300

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	722,050	2,029,250	0	0	0
Totals	722,050	2,029,250	0	0	0

Washington State S. T. I. P.

2013 to 2016

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 10, 2013

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
01		400514P	400514P06	05	3.620	CE	No	14.59	18.21	2,622,875	2

I-5/SB Ridgefield to E Fork Lewis River Bridge - Paving

Resurfaces deteriorating pavement with an asphalt overlay.

Funding

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total	
		Federal	Fund Code					
PE	2013		IM		72,360	0	3,015	75,375
CN	2013		IM		2,496,550	0	50,950	2,547,500
Project Totals					2,568,910	0	53,965	2,622,875

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	75,375	0	0	0	0
CN	800,000	1,747,500	0	0	0
Totals	875,375	1,747,500	0	0	0

Federal Funds		State Funds	Local Funds	Total
Agency Totals for WSDOT - SW				
		0	108,991	5,374,175
		5,265,184		



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: January 11, 2013
SUBJECT: **Federal Functional Classification Change Request: Pioneer Street, from Main Avenue to Mill Street, Ridgefield**

INTRODUCTION

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. However, highway functional classification is a cooperative responsibility and RTC (as MPO) must review any requested changes. WSDOT's website provides information on federal functional classification and the current [functional classification map](#) for the Clark County region. At the January 2013 meeting, RTAC is asked to consider and recommend the federal functional classification of an extension of Pioneer Street, from Main Avenue to Mill Street, requested by the Port of Ridgefield.

RIDGEFIELD FEDERAL FUNCTIONAL CLASSIFICATION CHANGE REQUEST

The Port of Ridgefield has proposed the federal functional classification of an extension to Pioneer Street and rail overpass, from Main Avenue to Mill Street, as a rural major collector (see attached federal functional classification request form and map). The existing Pioneer Street is currently classified as a rural Major Collector but the proposed extension and bridge does not currently exist and so is unclassified.

RTAC ACTION

At the January 2013 meeting, RTAC is asked to consider Ridgefield's proposed federal functional classification change request, make comments on the proposal and recommend forwarding the change request to WSDOT Local Programs.

NEXT STEPS

With RTAC's recommendation, the request will be forwarded to WSDOT. WSDOT SW Region Highways and Local Programs will then review and comment on the request. 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.

ATTACHMENTS (functional class form and map)

20130118_RTAC_FunctionalClassChangeRequest_Port of Ridgefield.docx

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 agency.

1. COUNTY or CITY NAME Port of Ridgefield	COUNTY or CITY NO. <i>(refer to Local Agency Guidelines)</i> 1085
2. LOCAL AGENCY CONTACT PERSON AND EMAIL ADDRESS Randy Mueller rmueller@portridgefield.org	360-887-3873
3. LOCAL NAME OF ROUTE Pioneer Street (SR-501)	ROUTE NO. <i>(if State Route use SR No.)</i>
4. TERMINI OF ROUTE <i>(Description and milepost (if available))</i> FROM Main Avenue TO Mill Street LENGTH: Miles 0.33	
5. TYPE OF AREA <i>(Federal Aid Highway Urban Area):</i> <input type="checkbox"/> URBAN <input checked="" type="checkbox"/> RURAL	
6. EXISTING FUNCTIONAL CLASSIFICATION Federal: None	PROPOSED FEDERAL FUNCTIONAL CLASSIFICATION Rural Major Collector
<i>(Urban Freeway/Expressway, Principal Arterial, Minor Arterial, Collector, Rural Major Collector, Rural Minor Collector, Local Access)</i>	
7. SPACING <i>(Distance to parallel Federal functionally classified route)</i> 1.1 miles (NW 289 th Street)	
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 Currently, this is an unbuilt, proposed facility. Roadway Width (incl. shoulders): 34' Proposed Surfacing Type <i>(mark appropriate space)</i> <input type="checkbox"/> Gravel <input type="checkbox"/> ACP <input type="checkbox"/> BST <input type="checkbox"/> Earth <input type="checkbox"/> Other:	
10. TRAFFIC GENERATORS <i>(Generators that route serves - VPD)</i> INDUSTRIAL: Employees _____ VPD <u>N/A</u> AIRPORTS: Annual Flights <u>N/A</u> VPD <u>N/A</u> MILITARY INSTALLATIONS: Type <u>N/A</u> VPD <u>N/A</u> SHOPPING CENTER: No. Stores <u>N/A</u> VPD <u>N/A</u> OTHER: Type <u>Port HQ</u> VPD <u>N/A</u>	SHIPPING POINTS: Annual Tons <u>N/A</u> RECREATIONAL: Annual Visitors <u>Boat launch</u> <i>(parks, ski resorts, lakes, beaches, etc.)</i> AGRICULTURE AREAS: <u>N/A</u> COLLEGE OR UNIVERSITY: Enrollment <u>N/A</u> GOV. INSTITUTION: VPD <u>N/A</u>

11. Are there zoning ordinances which can restrict growth or encourage growth of any of the above generators? Please indicate below.
The zoning for the two waterfront zones west of the proposed overpass has recently been rewritten to encourage development.

12. TRAFFIC (at significant volume change locations)

Location Pioneer, W of 3rd St Existing Traffic 3,636 (2005)
Future Traffic (20 years) >6,000

Location _____ Existing Traffic _____ VPD
Future Traffic (20 years) _____ VPD

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

The Pioneer Street Rail Overpass project will extend Pioneer Street from the intersection of Pioneer and Main, over the BNSF tracks, touching down near Mill Street and terminating at Division Street.

14. A brief description why the proposed change is requested and justification for the change.

The project will extend Pioneer Street, currently classified as a rural major collector.

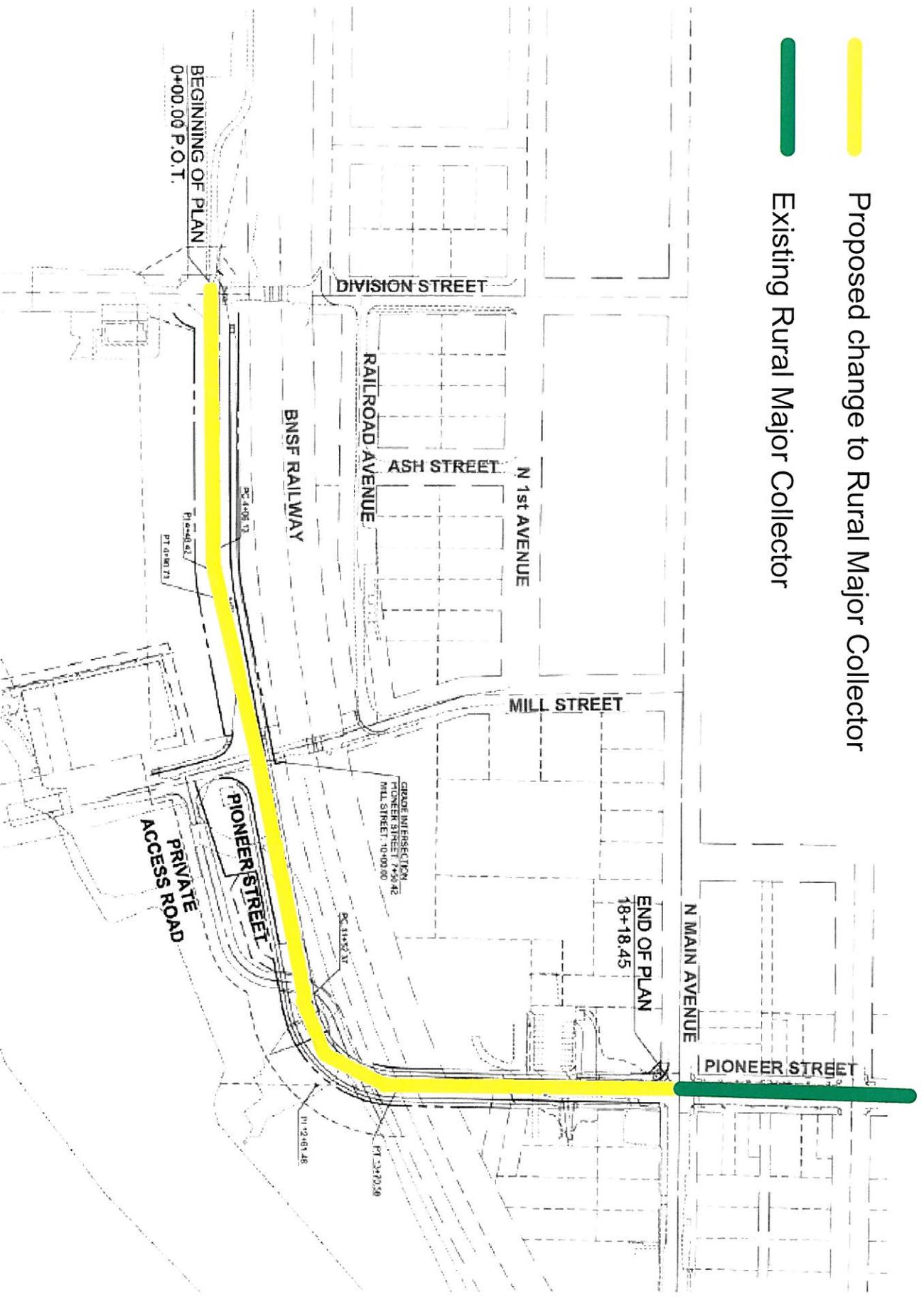
15. Additional remarks to more fully explain the situation.

The Pioneer Street Rail Overpass will allow for safer access to Lake River waterfront activities. Currently a boat launch and Port of Ridgefield headquarters are accessed via at-grade crossings at Mill and Division Streets. Future development of the Ridgefield waterfront is anticipated with zoning allowing for waterfront mixed use and park development accessed via the proposed new overpass. The City of Ridgefield's population grew by 273% between 1990 and 2011.

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

Vicinity Map - Pioneer Street Rail Overpass project

- Proposed change to Rural Major Collector
- Existing Rural Major Collector





MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: January 11, 2013
SUBJECT: MAP-21 Transportation Alternatives Program: Draft Process

INTRODUCTION

The Transportation Alternative Program is a new federal transportation funding program authorized in the current federal transportation act (MAP-21). The Transportation Alternatives Program replaces the Transportation Enhancement Program authorized in previous federal transportation acts. Transportation Alternative projects must meet one or more of the eligible activities. Eligible activities include things such as trails, sidewalks, bicycle lanes, overlooks, and more.

RTC staff is working with member agencies to develop the Transportation Alternative program for our three-county RTPPO region. In December, an RTAC subcommittee met to begin discussion of the Transportation Alternative Program. The attached worksheet includes the input from that meeting. At the January RTAC meeting, staff will be seeking confirmation of the subcommittee input and clarification on additional issues, so that the region can issue a call for projects in early March.

Please come to the January RTAC meeting prepared to discuss evaluation criteria and how to get the mix of projects that RTAC is seeking. Also come prepared to identify an initial set of potential Transportation Alternative projects.

Attachment

20130118_RTAC_TA.doc

DRAFT 2013 MAP-21 Transportation Alternatives Program **Southwest Washington Regional Transportation Council (RTC)** **RTPO Region (Clark, Skamania, and Klickitat Counties)**

Introduction

The Transportation Alternatives Program (TA) is a new federal transportation funding program for 2013 as authorized by the most recent federal transportation act, Moving Ahead for Progress in the 21st Century (MAP-21). The Transportation Alternatives Program builds upon the Transportation Enhancement Program by adding goals that address the following: expanding travel choices, strengthening the local economy, improving the quality of life, and protecting the environment. For more information, please review the Federal Highway Administration Interim Guidance at: <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

The Transportation Alternatives Program is broad and allows each region and/or state to develop their implementation program. Often a mission statement is articulated to help identify the purpose of the program.

RTC’s proposed mission statement could read:

“Transportation Alternative projects are federally-funded community-based projects that expand travel choices and improve the travel experience.”

Funding Levels

The Transportation Alternatives funding comes to the region based on population, with a portion sub-allocated to population sub-areas (Urbanized and rural areas). A portion of the funds are flexible and can be programmed within urbanized or rural areas. (See attached map).

The 2013 three county RTC RTPO regional sub-allocation is \$553,803, of which approximately 52% must be spent in the Vancouver Urban area, 12% in rural areas, and 36% can be spent anywhere across the region. Please note that this percentage may change over time with population growth. In addition to the 2013 allocation, the table below estimates the funding for the same 4-year period as the MTIP. This is an estimate and will depend upon the new federal transportation bill that follows MAP-21.

Estimated Transportation Alternatives Funding Sub-Allocation

Transportation Alternatives Program	Vancouver Urban Area	Rural <i>Clark, Skamania, and Klickitat Counties</i>	Flexible <i>Any Area</i>	Total
2013 Funding	\$288,000	\$65,000	\$200,803	\$553,803
2013-16 Funding	\$1,152,000	\$260,000	\$803,212	\$2,215,212

(Although MAP-21 is a two year funding bill, RTC is proposing that TA projects be selected for the four year Transportation Improvement Program (TIP) period (years 2013-2016).)

Eligible Applicants

- Local Governments;
- Regional Transportation Authorities;
- Transit Agencies;
- Natural Resources or Public Land Agencies;
- School Districts, Local Education Agencies, or Schools;
- Tribal Governments; and
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than MPO's or State agency) that the State determines to be eligible.

All projects must be administered by a certification acceptance (CA) agency. Non CA agencies can apply for TA funds but must have a CA agency sponsor the project. The sponsorship must be in place prior to applying for funds.

Eligible Activities

The following is a summary of eligible activities authorized in the MAP-21 Transportation Alternatives Program. Projects will be selected by the RTC Board through a competitive process. Eligible projects must meet one or more of the eligible activities and relate to the surface transportation system (except for recreation trails). There is no requirement for equal participation among the various eligible activities. For a full explanation of eligible activities please review the Federal Highway Administration Interim Guidance at: <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

1. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
2. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers.
3. Conversion and use of abandoned railroad corridors for trails.
4. Construction of turnouts, overlooks, and viewing areas.
5. Inventory, control, or removal of outdoor advertising.
6. Historic preservation and rehabilitation of historic transportation facilities.
7. Vegetation management practices in transportation right-of-way.
8. Archaeological activities relating to impacts for implementation of transportation projects eligible under this title.
9. Any environmental mitigation activity related to highway construction due to highway runoff.

In addition, eligible Transportation Alternatives projects include any project eligible under the Recreational Trails Program, Safe Routes to School Program, and within the right-of-way of former interstate routes. Please note that Washington State is using a portion of Statewide Transportation Alternatives funds to conduct a statewide Safe Routes to School Program.

Screening Requirements

- Project must be consistent with the MTP/RTP
- Project must contain at least one eligible Transportation Alternatives Category
- Must have a direct relationship to the surface transportation system (except trails)
- Funds cannot be used to supplement the construction of an existing project. For example, you cannot use TA funds to pay for the sidewalk portion on an existing road project.
- Project must be open for public access

General Applicant Information

- The Transportation Alternatives Program is a reimbursement grant program. Only after a Local Agency Agreement has been approved by WSDOT can project costs become eligible for reimbursement. This means project sponsors must incur the cost of the project prior to being repaid. Any work conducted prior to a signed Local Agency Agreement is not eligible for reimbursement.
- A local match of 20% is required for all Transportation Alternatives projects.
- Once the project is programmed in the MTIP, no cost increase or movement of funds between phases (PE, RW, and CN) will be allowed without RTC Board approval.
- All projects must follow federal and state regulations. Including environmental, right of way, ADA, and etc.
- To ensure project delivery an agency may want to split a large project into segments or separate project development phases. Each segment or phase needs to be deemed as a stand-alone project by RTC. For example, an agency could ask for only design funds and come back for construction funding in future. Also, an agency could break a 3 mile long path into two logical segments.

Project Selection

RTC is proposing that a TA Project Selection Team of five people be formed to evaluate and rank projects. The selection team could be made of staff or citizens drawn from RTC, WSDOT, C-TRAN, Healthy Community Coalition, Health Department, neighborhoods, Clark County Bicycle and Pedestrian Advisory Committee, etc. RTC staff will form the committee.

Projects will be evaluated and ranked by the TA Project Selection Team. The selection team ranking will then be taken to RTAC to recommend a list of project for selection by the RTC Board. The RTC Board will make final selection. Along with this selection process a local public involvement process will be included. This public involvement process will be developed to inform the selection process.

Project Application

A project application will be developed once evaluation criteria are determined.

Evaluation Criteria

(The following is a general list of potential project evaluation criteria for RTAC to consider for ranking Transportation Alternatives evaluation projects. RTC is looking for the RTAC to discuss these or other criteria and to ultimately make a recommendation.)

1. Project fulfills an identified need and will have public benefit-? points
2. Multimodal and Intermodal Connectivity-? points
3. Access to Jobs, Shopping, and Services-? points
4. Safety-? points
5. Financial/Implementation-? points
6. Consistency with Adopted Plans-? points

Timeline

As part of the application process, local agencies will be required to include a reasonable timeline for the implementation of preliminary engineering, right of way, and construction. It will be essential for agencies to obligate project phases on time according to the identified timeline.

As part of the screening process, RTC staff will evaluate application timelines for reasonableness.

Proposed TA Program Development Schedule

The following is a proposed schedule for the development, selection, and programming of the regional TA process:

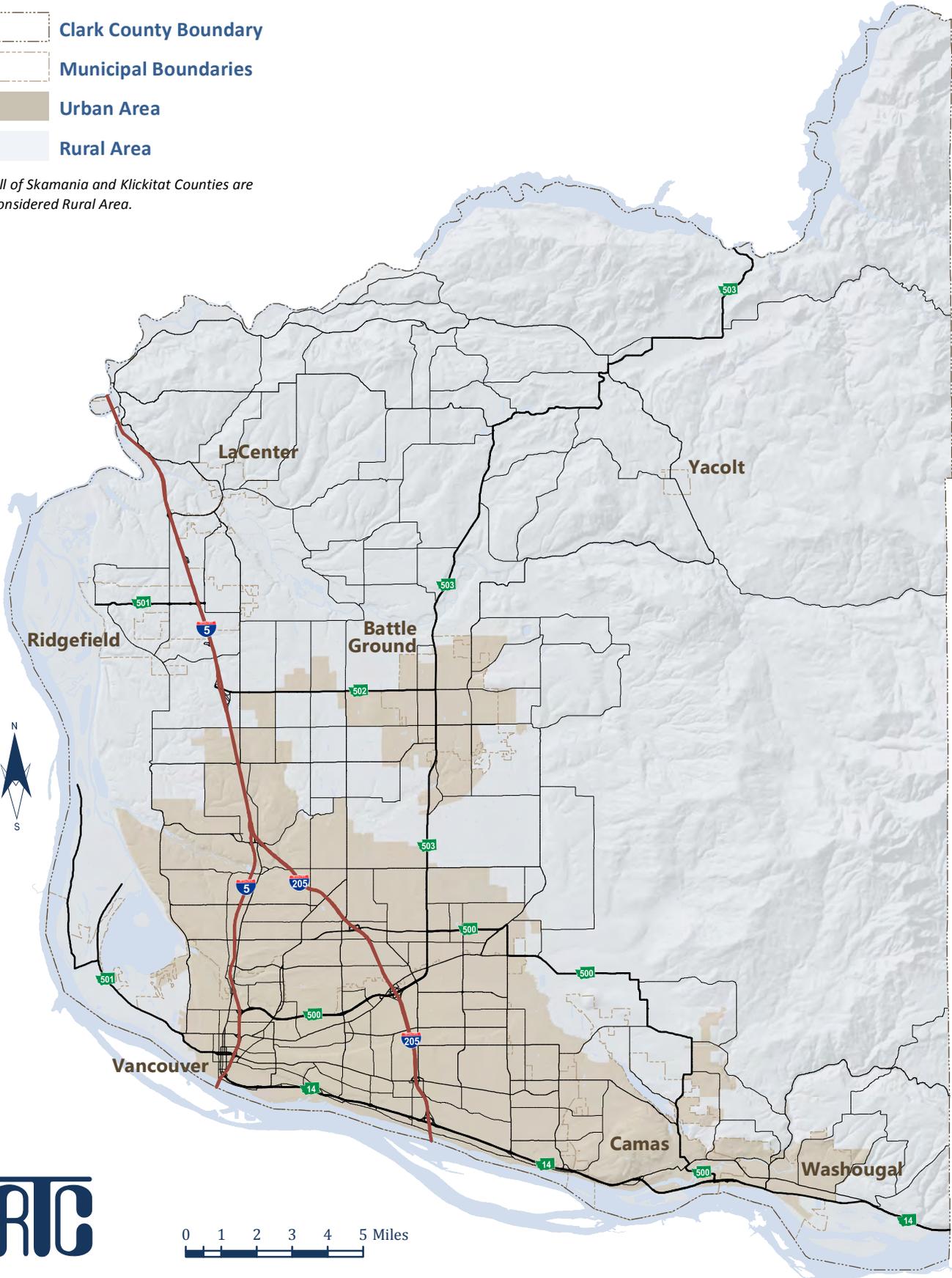
December 21, 2012	RTAC Subcommittee Reviews TA Process
January 18, 2013	RTAC Reviews TA Process
February 15, 2013	RTAC Recommends TA Process
March 5, 2013	RTC Board Establishes TA process
March 8, 2013	Call for TA Projects
April 26, 2013	TA Project Applications Due to RTC
April 29-30, 2013	RTC Staff Screens Applications for Eligibility
May 1-June 7, 2013	Evaluation Team Evaluates TA Projects/Public Involvement Process
June 21, 2013	RTAC recommends TA Projects
July 2, 2013	RTC Board Select TA Projects and Amends MTIP
August 2013	TA Projects can proceed

2010 Federal Urban Area Boundary

Source: U.S. Census Bureau

- Clark County Boundary
- Municipal Boundaries
- Urban Area
- Rural Area

All of Skamania and Klickitat Counties are considered Rural Area.





MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Bob Hart
DATE: January 11, 2013
SUBJECT: **I-205 Access and Operations Study**

BACKGROUND

The I-205 Corridor Study recommendations, adopted by the RTC Board on November 6, 2012, identified a core set of capacity projects that address mainline corridor improvements to address future growth with limited transportation revenue. The core capital projects are considered the top tier capital improvements for funding in the I-205 corridor.

The study recommendations included moving forward with an I-205 Access and Operations Study for a detailed examination of low-cost operational strategies, transit, and TDM to maximize the efficiency and performance of the I-205 corridor without building new mainline capacity beyond currently funded projects and the core capital projects listed above. The Study will look at short-term operations, further refine the core projects and examine long-term operational strategies.

RTC staff has completed a draft purpose and need and scope of work for the I-205 Access and Operations Study. The draft document is attached and will be presented at the January RTAC meeting for review and discussion. RTC staff is requesting that RTAC members inform their respective RTC Board representatives that the purpose and need for the I-205 Access and Operations Study will be presented at the RTC Board meeting on February 5th.

I-205 ACCESS AND OPERATIONS STUDY OVERVIEW

The I-205 access and operational analysis will further investigate the implications of reducing the level of capital project investment in the corridor as well as how different sets of operational improvements may both address short term problems and limit the need for the longer term capital improvements beyond the set of core projects already identified. The study consists of three elements: short term analysis, core capital projects, and long term analysis.

The study process will be iterative, starting with a near term operations analysis that only includes the new 18th Street interchange. This work element will result in a set of low cost, short term alternative improvements for the I-205 corridor. Second, the study will move to the core capital project recommendations. The operational and access issues of this set of improvements will be addressed to determine feasibility and constructability and evaluate impacts to adjacent arterials. Third, the study will conduct a long term operations analysis that would apply low capital improvements to improve corridor performance by using a wide array of operational and

alternative strategies. Study outcomes could include refinements to the core capital projects and a set of short and long term operational and other improvements in the I-205 corridor.

RTC would continue the agency coordination process established during the I-205 Corridor Study. The I-205 Access and Operations Study (AOS) TAC will provide technical support for the analysis approach and results as well as recommendations for the Access and Operations Study. RTAC members will also receive periodic updates for information and comment as the study progresses.

NEXT STEPS

An I-205 AOS Modeling Team, made of TAC agencies is meeting in January to discuss technical modeling and agency coordination needed for the operational analysis. The I-205 AOS TAC is meeting in February to review and finalize the purpose/need and scope of work. In addition, planning for a transportation management and operations workshop is underway. The purpose of the workshop is to inform the TAC on the range of potential operational strategies, their general effectiveness, and conditions that support them. The workshop will assist the TAC in screening and selecting strategies for analysis in the I-205.

ATTACHMENT

I-205 Access and Operational Study Scope of Work

INTRODUCTION AND HISTORICAL CONTEXT

The I-205 corridor is one of the most important travel corridors in Clark County. It serves as the key East County corridor for intra county and bi-state travel as well as for the connection and access to east-west arterials. Today's travel volumes exceed the roadway's capacity in several mainline segments and at several interchange locations along the corridor. Traffic volumes in the corridor have increased more than 16 percent in the last 10 years.

Since 1990, there have been a series of planning studies for the corridor that have addressed transportation mobility needs in response to growth and future land use in particular for East County as well as for the entire county. The most significant highway and transit studies are summarized below.

Metropolitan Transportation Plan History for East Clark County and the I-205 Corridor

Over the last twenty years, Regional Metropolitan Transportation Plans (MTP) have identified I-205 as an important high growth corridor.

The 1993 Interim Regional Transportation Plan was the first to identify the need for new access in the I-205 corridor. It analyzed current and future transportation conditions and included the assumption of a new interchange at 18th Street and I-205. *Adopted by RTC Board Resolution 09-23-26.*

The 1994 MTP also recognized the need to address I-205 mobility and capacity improvements. The MTP called for more detailed study of transportation improvement needs in the I-205 corridor between the Glenn Jackson Bridge and 83rd Street and included an interchange in the vicinity of 18th Street. *Adopted by RTC Board Resolution 12-94-30.*

The policy regarding the need for I-205 corridor improvements was continued with the 1996 MTP update which also incorporated the recommendations of the I-205 and East/West Arterials Study described in the next section. *Adopted by RTC Board Resolution 12-96-22.*

The last major last major analysis and planning initiative in the I-205 corridor was completed in 2002 with the publication of the I-205 Access Decision Report (ADR) in 2002. Specific recommendations regarding interchange and ramp modifications, new access in the I-205 corridor, and arterial capacity improvements were included into the 2002 MTP update. *Adopted by RTC Board Resolution 12-02-24.*

All subsequent MTPs since 2002 have included the I-205 recommendations. In addition, two of the I-205 projects from the MTP have been completed or are programmed for construction. The 112th Connector was funded by the Nickel package and was completed in 2010 and 18th Street Interchange project is programmed for construction in 2014 and funded by the Transportation Partnership account. There is no funding currently available for funding additional planned projects in the corridor.

Highway Related Planning Studies

- I-205 and East/West Arterials Study (1996): This was the first study to recommend a split diamond interchange at 18th Street and 28th Street, as well as arterial improvements on 18th and

Burton/28th to relieve SR-500 and Mill Plain interchanges and to support improved traffic circulation in the area. *Endorsed by the RTC Board on August 8, 1996.*

- I-205 Access Decision Report (2002): I-205 Strategic Corridor Pre-Design Study in 2001 conducted operational analysis in the I-205 corridor and detailed the highway capital investment in the corridor needed to address mobility, improve safety, and reduce weaving and led directly to the I-205 Access Decision Report (ADR) which was conducted in order to seek federal approval for a new access point on I-205. The ADR described the transportation problem, analyzed options and solutions. It supported a break in access and recommended a phasing plan and an extensive set of improvements including interchange and ramp modifications, new access in the I-205 corridor, and arterial capacity improvements. The ADR was developed at a time of rapid growth and land use changes in the corridor. *Adopted by RTC Board Resolution 10-01-18.*

Transit Planning Studies

- Clark County High Capacity Transit Study (1991): Study findings concluded that only bus related HCT options should be evaluated in the I-205 corridor.
- South/North I-5/I-205 HCT Pre-AA Study (1994): The study revisited this issue and confirmed the policy decision that bus transit in exclusive lanes was the most appropriate level of HCT investment in the I-205 corridor. *Adopted by RTC Board Resolution 12-94-31.*
- Clark County High Capacity Transit Study (2008): The HCT study did not recommend full bus rapid transit in the I-205 corridor, but did recommend several capital elements to improve transit travel times and reliability including limited stops, new park and ride facilities, and bus on shoulder operation. *Adopted by RTC Board Resolution 12-08-18.*
- C-TRAN 2030 (2010): C-TRAN's 20-year plan, was adopted by the C-TRAN Board in June 2010, is a comprehensive strategy for enhancing public transportation for Clark County residents over the next 20 years. It is designed to respond to growing transportation needs and the need to provide expanded, reliable, and safe service. The 20-year plan incorporates the recommendations of the Clark County HCT Transit Study.

Current I-205 Planning (2010 to Present)

The I-205 Corridor Study began with the Metropolitan Transportation Plan list of highway and transit service improvements that have been previously identified across a series of planning studies and assessed how different sets of improvements addressed today's needs and 2035 travel demand. The study focused on the MTP's adopted list of highway and transit service improvements in the I-205 corridor which are tied to the growth assumptions in the 20-year GMA land use plan and its associated transportation impacts.

The study focused on identifying a set of critical capacity improvement projects in order to both address the high level of growth forecast, as well as the new reality of very limited revenue. The resulting recommendations for core capacity projects address I-205 corridor mainline improvements and identify the most critical set of projects for funding that ensure a reasonable long-term level of operation of the corridor.

The study addressed I-205 mainline mobility needs in the corridor and did not assess operational issues. It called for further operational, transit, and transportation demand management analysis will be to look at both immediate and future problems areas in the corridor with a focus on freeway operations as well as the associated performance of the freeway ramps and the immediate I-205 arterial feeder system.

The core capital project recommendations were adopted by the RTC Board on November 6, 2012. The recommendations included moving forward with an I-205 Access and Operations Study for a detailed examination of low-cost operational strategies, transit, and transportation demand management to maximize the efficiency and performance of the I-205 corridor.

The purpose/need and tasks for the I-205 Access and Operations Study are described in the following sections of the document.

STUDY PURPOSE AND NEED

Defining the need and purpose of the I-205 Access and Operations Study provides the starting point and foundation for the study's development and its evaluation of short and long term project strategies. The need and purpose along with important policy issues are described below.

Need

Current traffic volumes on I-205 exceed the carrying capacity of the corridor. These capacity deficiencies result in mobility/safety limitations and congested/unreliable traffic flow. This trend continues and worsens into the future due to the growth forecast for east County per the adopted Clark County Growth Management Plan. These deficiencies also impact travel reliability for transit and commerce. In addition, revenue forecasts will likely reduce the previously anticipated level of capital investment in the corridor. Today's economic climate points to very limited future revenue picture. Without new revenues, agencies will have to dedicate most of their funding to preservation and maintenance. This scenario of limited revenues makes it essential to first deploy operational improvements in the corridor before major capital investments are made.

Purpose

The purpose of the I-205 Access and Operations Study is to develop both short term and long term operational improvement recommendations that address rising travel demand in the I-205 corridor before building new mainline roadway capacity projects other than the currently funded I-205 projects and the core capital facility projects identified in the recently adopted I-205 Corridor Study.

Policy Issues

The currently adopted MTP identifies \$540 million in capital improvements for I-205. The newly adopted I-205 core capital project recommendations reduced this to \$138 million in capital improvements. Given the current economic climate, it is questionable if funds will be available over the next 20 years to even reach the core level of project needs. Hence, the overarching policy issue for this study is to identify the range of lower-cost operational improvements that do not add freeway lanes yet address safety needs and provide a reasonable level of travel time reliability and travel mobility in the corridor.

The WSDOT "Moving Washington" principles will provide the guideline for this approach. The Moving Washington principles include the following: 1) operate efficiently by implementing traffic management improvements; 2) manage demand by implementing proven demand management strategies and by implementing additional transit services; 3) only add new capacity to address bottlenecks and traffic hotspots.

The I-205 corridor provides for both intra Clark County access to connecting arterials and for bi-state commuters and commerce that travels across the Columbia River. The study recommendations will need to achieve a balance between addressing intra-county access needs and bi-state mainline needs.

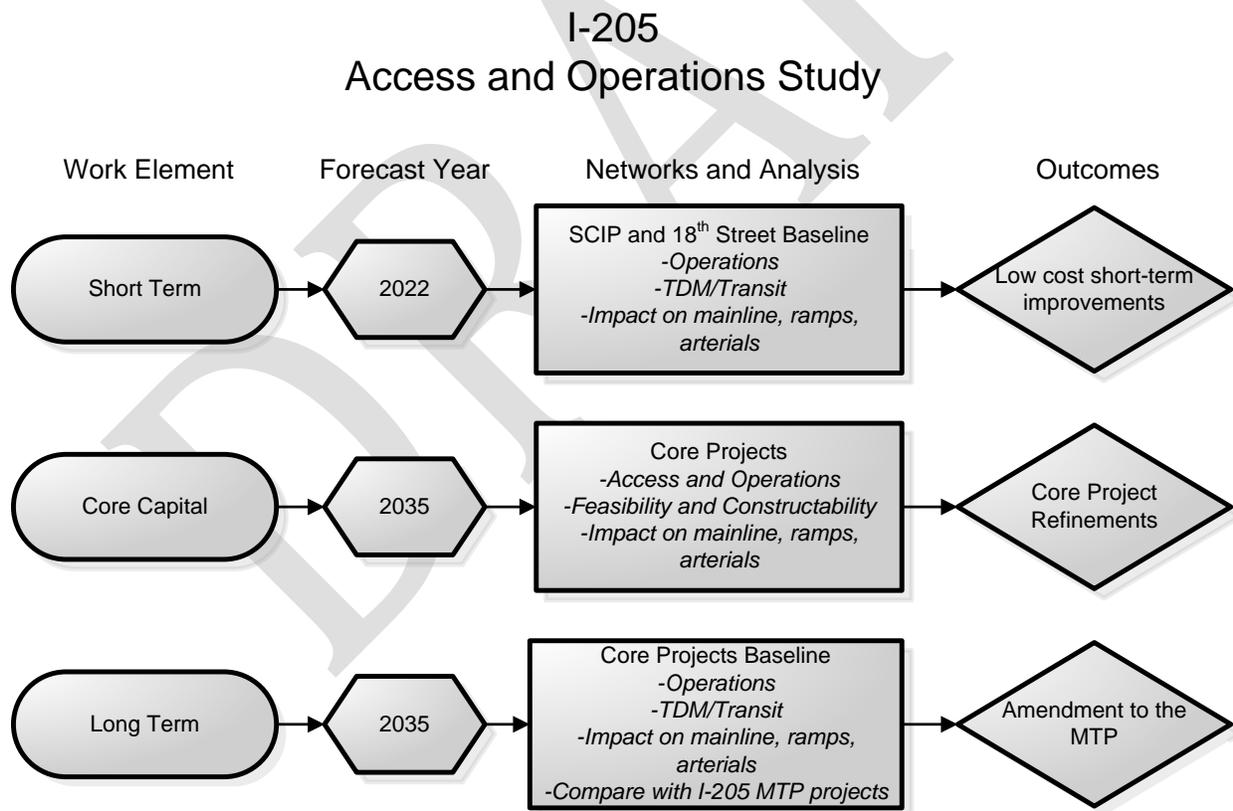
Study recommendations will inform the 2014 update of the region’s MTP while supporting the MTP goals for efficiency, safety, and performance of the region’s multimodal transportation system. The recommendations resulting from the I-205 Access and Operations Study may ultimately result in amendments to the freeway and transit project recommendations in the MTP.

STUDY TASKS

The I-205 access and operational analysis will further examine the implications of reducing the level of capital project investment in the corridor as well as how different sets of operational improvement recommendations may both address short term problems and limit the need for the longer term capital improvements beyond the set of core projects already identified.

The framework consists of three elements: short term analysis, core capital projects, and long term analysis. Each study element has a distinct set of characteristics regarding project assumptions, analysis and outcomes which are summarized in the diagram below. The following section provides a detailed description of the specific issues and outcomes to be addressed for each of the three study elements.

Analysis methodologies, scope and tools are described below in the “Data Collection” section. The “Strategies” section delineates the range of potential strategies, analysis areas and locations.



Short Term

This task will incorporate a 2022 travel forecast and assume that the 18th Street Interchange, programmed for construction in 2014, is in place with no other improvements in the corridor.

In addition, the planned flyover ramp from 134th Street to I-205 south will be analyzed in this phase of the study. One of the justifications for the flyover project was to support the build out of the Washington State University-Vancouver campus. High levels of retail and commercial growth are forecast in the vicinity of the improvement. These together could affect circulation and congestion in the Salmon Creek, 134th, Hwy 99 area. This task will also review the reason and need for the original project through discussion with County staff and with WSU-Vancouver personnel.

A new park and ride facility in the vicinity of I-205 and 18th Street is recommended as a core capital project; however, preliminary analysis for it will occur in the short term analysis task. RTC will coordinate with C-TRAN and the City of Vancouver to determine the prospects for a new transit facility in the area. Detailed analysis will be conducted during the core capital task.

Core Capital

This task will fully examine the core projects using a 2035 travel forecast. It will assess operational and access issues, determine feasibility and constructability, and evaluate impacts to adjacent arterials.

In addition, further evaluation of the core capital projects will include but are not limited to the following:

- I-205 from SR-500 to Padden Parkway improvement will be initially evaluated with an additional travel lane in each direction with the ability for future expansion. Analysis will include trade-offs of this segment at three versus four lanes, overall need, and balancing corridor capacity.
- SR-14 widening from I-205 to 164th will be evaluated for traffic operations issues at the endpoints for access to and from I-205 and 162nd Avenue. Impacts to the I-205 mainline will also be assessed.
- I-205 auxiliary lane from Mill Plan to SR-500. Auxiliary lane concepts will be developed to determine feasibility and refine costs as well as to identify how the auxiliary lane would affect the design and cost of the future construction of the 28th Street Interchange.
- 72nd Avenue slip ramp. The new ramp will be evaluated to identify feasibility, access and roadway impacts, as well as assessing traffic operations on the Padden Parkway interchange, Andresen Road, Padden Parkway, and 72nd Avenue. A range of improvement concepts for new connection from I-205 off-ramp to 72nd northbound will be developed. Associated issues will be identified and order of magnitude cost estimates developed. RTC and the I-205 TAC will work collaboratively identify land use and access issues. In addition, future land use and access changes that may be triggered by different improvement concepts will be described, including impacts and issues associated 88th Street. RTC will coordinate with WSDOT staff and the TAC to investigate FHWA concerns regarding changes to freeway access in the corridor. One issue may be concepts where the ramp modification combines on-ramp and off-ramp functions.
- I-205 and 18th Street Park and Ride. Size and location of new park and ride facility will be based on work completed in the short term operations work task. Analysis will evaluate access and traffic circulation to and from the park and ride facility for commuters and transit vehicles and will also examine impacts on freeway ramps due to additional traffic resulting from the new park and ride facility.

Long Term

This task will incorporate the same types of strategies examined as the short term operations task, but will incorporate the 2035 travel demand forecast. The core projects from the previous task will be the network baseline for the long term analysis. The purpose of the long term operations task is to apply low capital improvements to improve corridor performance by using a wide array of operational and alternative strategies consistent with the Moving Washington principles and the Clark County Traffic System Management and Operations strategies.

The effectiveness of low cost alternate strategies will be compared to performance with the remaining I-205 corridor MTP capital projects in place. The final step of this task is to identify opportunities for strategically adding capacity that can provide performance benefits in the corridor instead of the full I-205 MTP project list.

Agency Roles and Decision Process

RTC will be the project lead for the overall study and the management of work tasks. The I-205 Technical Advisory Committee (TAC) comprised of representatives from the City of Vancouver, Clark County, C-TRAN, and the Washington State Department of Transportation will provide a key role during the Study. The TAC will provide support regarding analysis approach and results, development strategies for an analysis, technical expertise and consistency of study activities with transportation goals and policies of their respective agencies. A process will be established for periodic meetings with transportation agencies in Oregon, consisting Oregon State Department of Transportation and Metro, to coordinate the Study with relevant activities in the Portland region.

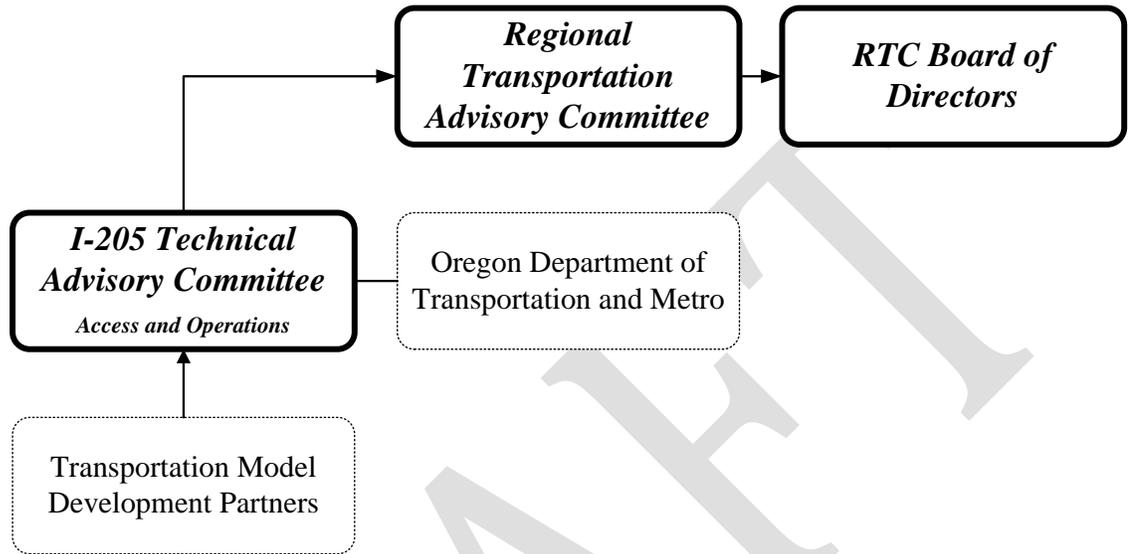
In addition, agency participation and technical assistance will be provided for specific study tasks during the course of the study.

Findings and recommendations of the TAC will be forwarded to the Regional Transportation Advisory Committee for their comment and review prior to consideration by the RTC Board.

Recommendations coming out of the I-205 Access and Operational Study could result in amending the Metropolitan Transportation Plan to modify or delete roadway projects and transit improvements in the adopted MTP and will also include a set of recommended management and operational strategies for the I-205 corridor.

Study recommendations adopted by the RTC Board may also require follow up action regarding plan or policies of partner agencies. Therefore, recommendations will also be forwarded the individual agencies as needed for their discussion and consideration.

Access and Operations Decision-making Process



Short Term, Core Capital, Long Term: Data Collection, Information Development, and Methodologies

Compile Information on Previous Studies in the I-205 Corridor and Identify Key Conclusions

This task will include identifying studies related to the corridor and summarizing findings and conclusion as they relate to the Access and Operations Study. Possible studies include: the I-205 and East/West Arterials Study; the I-205 Access Decision Report; and the Clark County High Capacity Transit Study, C-TRAN's Transit Development Plan, the WSDOT System Plan, the Regional TSMO Plan and the Growth Management Plan.

Conduct Information Scan and Develop Findings on Operational, TDM and Transit Strategies

Research and (current best practice, etc.) review literature on the full range of potential strategies for consideration during the Study. RTC will also request assistance from other agencies and jurisdictions on their knowledge of research and experience of their respective agencies regarding various strategies. Findings for this task will include identification of characteristics that are conducive to the effectiveness of alternative strategies.

Analysis Tools and Travel Forecasting Needs

Identify appropriate analysis tools needed for the Study and develop methodology for analysis. Tools will include use of the regional travel model and microsimulation analysis. This task will also determine if additional analysis techniques are needed. Possible additional analysis options include the use of Syncho, HCM Software, and other application tools. The outcome of this task will be to identify the best

set of applications for the type of analysis needed for the study. Analysis must also be able to assess in detail:

- Merge/weave and conflicts for traffic entering and exiting the freeway
- Vehicle queuing and delay on the mainline and connecting ramps
- Operational impacts on the adjacent arterial system
- Arterial volumes and turn movements
- Impacts on arterials parallel to the freeway
- Impacts of bus on shoulder operation to the freeway mainline
- The impact of park and ride facilities on local streets and access to I-205
- The impact of new access to or from I-205 on local streets

RTC, in coordination with the partner agencies, will also develop an approach to evaluate Transportation Demand Management strategies such as vanpool and carpooling.

Transportation Model Development and Review Team

RTC will work with the TAC representatives to assemble a transportation modeling team to provide expertise and assistance on the application of the travel model and transportation analysis software. The team will be comprised of representatives RTC, WSDOT, Clark County and the City of Vancouver. The team will collaborate on model development, technical assumptions, review and oversight as well as techniques and procedures for transportation analysis.

Short Term, Core Capital, Long Term: Develop and Evaluate Strategies

Prior to the initiation of this task, RTC will host a workshop made up TAC and modeling staff. The workshop will have two goals. It will coordinate with agencies to identify and invite knowledgeable staff from outside the region who can provide expertise and share their experience on the feasibility and effectiveness on the range of freeway operations strategies for consideration on I-205. Second, modeling staff will discuss and provide their input on the most effectiveness analysis tools to examine the impacts of the wide range of strategies on the roadway facilities in the study area.

Identify, Screen and Select Strategies for Analysis

RTC will coordinate with TAC member agencies to determine the range of strategies to consider for the Study. The general list of potential strategies is listed below and will be the starting point for developing the menu of strategies. The screening and selection process will result in specific strategies and locations where they should be considered.

Roadway strategies include:

- Ramp metering and/or bus bypass
- Auxiliary lanes additions/extensions
- Static lane assignment
- Advanced informational signage
- Variable lane speeds
- Incident management
- Associated roadway improvements not on the mainline that may benefit I-205 operations

Transit/TDM Strategies include:

- Improved transit operations and reliability
- Bus on shoulder operation
- New transit service

- New park and ride
- Vanpool, carpool, and telecommuting

General Analysis Scope

In addition to the freeway mainline, the scope of analysis will include the I-205 connecting roadways and associated arterials made up of:

- Mill Plain from 104th Avenue to Chkalov Drive
- 18th Street from 103th Avenue to 112th Avenue
- SR-500 from Thurston Way to 112th Avenue
- Padden Parkway from Andresen Road to I-205 and east to SR-503
- Andresen Road/72nd Avenue north to 119th Street and south to 78th Street
- 134th Street from Hwy 99 to NE 23rd Avenue
- Parallel facilities including SR-503 and 112th Avenue



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: January 11, 2013
SUBJECT: **MAP-21: National Highway Performance Program**

INTRODUCTION

Throughout 2013 there will be recurring agenda items related to bringing the regional transportation planning process into compliance with Moving Ahead for Progress in the 21st Century (MAP-21). The January agenda item will focus on MAP-21's National Highway Performance Program (NHPP), the funding program that funds the National Highway System (NHS).

NATIONAL HIGHWAY SYSTEM (NHS)

The NHS is designated to focus federal investment on a set of high priority routes. Prior to MAP-21, the National Highway System (NHS) system in Clark County comprised of:

I-5	Oregon State Line to Clark County line (north)
I-205	Oregon State Line to I-5 Interchange
SR-14	I-5 to Clark County line (east)
SR-500	I-5 to SR-503/Fourth Plain intersection
SR-501	I-5 to Port of Vancouver access
SR-502	I-5 to SR-503 intersection
SR-503	SR-500/Fourth Plain intersection to SR-502 intersection

As of October 1 2012, per MAP-21, all arterials having a federal functional classification of Principal Arterial are added to the NHS system. This increases the NHS in Clark County from about 78.5 centerline road miles to about 148.5 centerline road miles.

Maps of the NHS system, a sub-set of the MTP's designated regional transportation system, will be available at the January RTC meeting. FHWA provides a link to maps of the NHS at http://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/oregon/portland_or.pdf

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

The National Highway Performance Program (NHPP) provides funding support for preservation and improvement of the National Highway System (NHS). Under MAP-21, the NHPP is the largest of funding programs with \$21.88 billion available nationwide in 2013 compared with \$10.0 billion available under the Surface Transportation Program (STP) program.

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements.

ISSUES

At the RTAC meeting, we want to have a discussion of issues related to the NHS and NHPP. Some of the issues are:

- NHS Change. How can changes be made to the NHS?
- Project Selection. How will NHS projects be selected for funding?
- Design Standards. NHS roadways must use AASHTA Green Book standards for new construction and reconstruction. Design exceptions may be available.
- Project Oversight. FHWA is responsible for NHS project oversight regardless of funding source used for projects.
- Performance Standards and Measures. RTC will want to have input on mobility standards established for the NHS.

NEXT STEPS

RTC staff will provide the RTC Board with information on the NHS and NHPP as part of an agenda item that will review transportation networks and introduce the Board to performance-based transportation planning and investment decision-making.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: January 11, 2013
SUBJECT: **FY 2014 Unified Planning Work Program: Overview and Timeline**

INTRODUCTION

The RTC Board of Directors adopted the 2013 Work Plan and accompanying 2013 Budget on December 4, 2012. We now need to move ahead to develop a draft FY 2014 Unified Planning Work Program (UPWP) to be reviewed by FHWA, FTA and WSDOT staff in February. FY 2014 runs from July 1, 2013 to June 30, 2014. The FY 2014 UPWP will use the last six months of RTC's 2013 Work Plan as the basis for the first six months of the FY 2014 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. The January agenda item is to provide information on the UPWP, confirm the timeline for FY 2014 UPWP development and obtain feedback from RTAC.

CY 2013 WORK PROGRAM PRIORITIES

RTC's 2013 calendar year Work Plan, adopted by the RTC Board in December 2012, sets out a course for RTC's regional transportation planning, policy setting, and project programming activities that continue to respond to the challenge of the region's slow economic recovery. The Work Plan has two parts. Part I describes major planning projects and part II lists RTC's continuing set of underlying regional transportation planning program and activities. These are the activities that form the framework for RTC to meet the federally mandated continuing regional transportation planning, programming, and prioritization requirements to maintain the region's eligibility for the receipt of federal transportation funds. The Work Plan includes the continuing I-205 Corridor Study and support for the project development phase for the Fourth Plain Transit Improvement project. The new federal transportation bill, Moving Ahead for Progress in the Twenty First Century (MAP-21), changes federal emphasis toward making performance-managed transportation system investments. RTC's project programming process will need to change accordingly if the region is to continue to maximize opportunities to compete for and effectively utilize federal transportation resources. The 2013 Work Plan includes a number of preparatory activities to reformulate the program to meet performance based investment criteria. The Work Plan also maintains the region's underlying regional transportation planning process led by the RTC Board, informed by accurate data/analysis, and provides for the multi-jurisdictional, multi-modal forum for the region's collaborative transportation decision making process.

An advisory committee to:

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FY 2014 PLANNING EMPHASIS AREAS

The UPWP is expected to reflect federal, state and local transportation planning emphasis areas. The Federal Highway Administration, the Federal Transit Administration, and Washington State Department of Transportation identify transportation planning emphasis areas (PEAs) to promote priority themes for consideration, as appropriate, in metropolitan and statewide transportation planning processes. The emphasis areas are intended to provide federal/state guidance for the development of local work programs. RTC has not yet been provided with guidance relating to emphasis areas for FY 2014 but implementation of MAP-21 is likely to be a priority with its focused approach on objectives-driven, performance-based planning.

UPWP DEVELOPMENT AND FORMAT

The process of developing the FY 2014 Unified Planning Work Program (UPWP) is underway. The FY 2014 UPWP begins on July 1, 2013 and runs through June 30, 2014. As in previous years, the proposed UPWP will have four major areas: (1) Regional Transportation Planning Program, (2) Data Management and Travel Forecasting Process, (3) Transportation Program Coordination and Management, and (4) Transportation Planning Activities of State and Local Agencies. 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 and transportation-related air quality planning activities (including corridor and subarea studies) anticipated within the area during the next one or two year period, regardless of funding sources or agencies conducting the activities.

A request from RTC asking local jurisdictions and agencies to provide an update on anticipated transportation planning activities to include in Section 4 of the FY 2014 UPWP draft was e-mailed out on January 8. The deadline for providing RTC with a response to the e-mail is January 25 and several responses have already been received. Development of the UPWP must be coordinated with WSDOT, and the UPWP must address WSDOT's Regional UPWP.

FUNDING ESTIMATES

RTC has not yet been advised of funding estimates for federal PL, FTA and state Regional Transportation Planning Organization (RTPO) funding sources RTC may receive for FY 2014 to carry out the regional transportation planning program. PL funding is distributed among MPOs of Washington State per an agreed upon formula. At this point, negotiations regarding update of the formula with MAP-21 funding levels are still ongoing. FTA Section 5303 funding is distributed among Washington MPOs based on population. RTPO funding levels are subject to decision of the state legislature. RTPO funding is likely to be lower than in previous years because there is an additional MPO in Washington State to share revenues with. The table below shows FY 2013 funding levels as well as a preliminary estimate for FY 2014.

FY 2014 UPWP: Overview and Timeline

January 11, 2013

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RTC MPO/RTPO Funding: Current and Anticipated under MAP-21			
Source	Funding Program	FY 2013	Anticipated FY 2014 (Prelim. Estimate)
<i>Federal</i>	FHWA PL	\$438,144	\$560,000
<i>Federal</i>	FTA Section 5303	\$147,894	\$165,936
<i>State</i>	RTPO Planning	\$175,108	< \$175,000

UPWP DEVELOPMENT TIMELINE

The FY 2014 UPWP will be reviewed at the Friday, February 15, 2013 RTAC meeting in preparation for Metro and RTC’s federal and state review scheduled for Wednesday, February 20, 2013. RTC’s review is scheduled from 1:30 p.m. to about 4 p.m. in room 679 of the Public Service Center. Metro’s review is scheduled for 9:00 a.m. to noon at Metro. Staffs from WSDOT SW Region and C-TRAN are expected to participate at RTC’s UPWP review. It is anticipated that RTC’s FY 2014 UPWP will be forwarded to the RTC Board for adoption in May of 2013 together with Metro’s UPWP which the RTC Board is asked to endorse because we are part of a bi-state region.

A summary of the draft timeline for FY 2014 UPWP development is provided below:

RTC’s FY 2014 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT: Draft Timeline		
DATE	MEETING	ACTION
Fri. Jan. 18	RTAC	FY 2014 UPWP development -- RTAC input.
by Fri. Feb. 1		RTC FY 2014 draft to be submitted for federal and state review.
Fri. Feb. 15	RTAC	RTAC comments on draft FY 2014 UPWP.
Wed. Feb. 20	RTC at 1:30 p.m.	RTC meets state and federal representatives at PSC to review draft FY 2014 UPWP. Metro review begins at 9:00 a.m. at Metro
Tue. Apr. 2	RTC Board	RTC Board’s first review of draft FY 2014 UPWP.
Fri. Apr. 19	RTAC	Recommend RTC Board adoption of FY 2014 UPWP.
Tue. May 7	RTC Board	Adoption of FY2014 UPWP.
by Fri. May 31		Submit adopted FY 2014 UPWP electronically to WSDOT Planning.
by Jun. 6		Adopted UPWPs sent by WSDOT to FHWA/FTA for federal approval.
Jun. 28, 2013		FHWA/FTA UPWP approval due to WSDOT Planning Office
Jul. 1, 2013		Approved FY 2014UPWP takes effect

Input from RTAC members on the FY 2014 UPWP will be most welcome at the January RTAC meeting and RTAC can anticipate reviewing a draft copy of the FY 2014 UPWP at the February RTAC meeting.