



The Regional Transportation Advisory Committee meeting will be held on **Friday, June 21, 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 May 17, 2013, Minutes, Action
- II. 2013-2016 MTIP Amendment: Clark County Traffic Signal Optimization Projects, Action
- III. 2014-2017 Metropolitan Transportation Improvement Program (MTIP) Call For Projects, Discussion
- IV. 2013-2016 Transportation Alternatives Program Selection, Discussion
- V. Congestion Management Process: 2012 Monitoring Report, Discussion
- VI. Information Sharing: Member Agency Construction Projects and Planning Activities, Status
- VII. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - Obligation Authority, Status
 - MTP Assessment/Amendment Process
 - Streets Alive, August 18, 2013

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20130517_RTAC_Agenda.docx

An advisory committee to:

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
May 17, 2013**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, May 17, 2013, 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
Jennifer Campos	City of Vancouver
Jim Carothers	City of Camas
Rob Charles	City of Washougal
Mike Clark	WSDOT
Tony Cooper	City of La Center
Lynda David	RTC
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	City of Battle Ground
Bryan Kast	City of Ridgefield
Colleen Kuhn	Human Services Council
Dean Lookingbill	RTC
Mike Mabrey	Clark County
Josh Naramore	Metro
Scott Patterson	C-TRAN
Susan Wilson	Clark County
Diane Workman	RTC
Bill Wright	Clark County

Dean Lookingbill, RTC, asked for any changes or corrections to the April 19, 2013, meeting minutes.

MIKE CLARK, WSDOT, MOVED FOR APPROVAL OF THE APRIL 19, 2013 MEETING MINUTES, AND SCOTT PATTERSON, C-TRAN, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

On behalf of RTAC, Dean congratulated Scott Patterson on his new position as Director of Cowlitz-Wahkiakum, (COG). Scott will replace Steve Harvey who has retired.

II. FY 2014 Unified Planning Work Program (UPWP), Action

The Unified Planning Work Program (UPWP) is prepared annually and describes transportation planning activities to be completed in the upcoming year. The UPWP should reflect federal, state and local transportation planning emphasis areas. The FY 2014 Work Program covers the period from July 1, 2013 through June 30, 2014. The FY 2014 UPWP Draft Document was attached to the memorandum in the packets. Lynda highlighted sections of the FY 2014 UPWP

with the fourth section including a description of planning activities of State and local agencies to meet federal requirements. The last page of the UPWP has a summary of RTC expenditures and revenues which includes Federal PL funds, Federal Transit Administration Funds, State RTPD Funds, as well as Federal STP CMAQ and Local MPO Funds.

Lynda noted at the last RTC Board meeting a draft copy of the UPWP was included in meeting packets. There were no comments from the Board. We are hoping for approval of the UPWP at the June Board meeting. To meet the Federal timeline we need the RTC Board's approval to have federal PL and FTA dollars in place by July 1, 2013. Lynda said because we are a sister MPO to Metro the RTC Board action includes endorsement of Metro's FY 2013-15 UPWP.

JOSH NARAMORE, METRO, MADE THE MOTION TO RECOMMEND ADOPTION OF THE FY 2014 UPWP AND ENDORSEMENT OF METRO'S 2013-15 UPWP BY THE RTC BOARD. KATY BROOKS, PORT OF VANCOUVER, SECONDED THE MOTION AND IT WAS UNANIMOUSLY APPROVED.

III. 2010 U.S. Census Urbanized Area (UZA) and Federal Aid Urban Area Boundary (UAB) Adjustments, Action

Lynda David, RTC, presented this agenda item and said each decade the need to adjust the federal Urban Area Boundary (UAB) for the region follows after modifications to the Census-defined Urbanized Area Boundary (UZA) are made. The Census Bureau defines the UZA based on population densities. In April, background information was provided on the UZA and UAB. Since then, RTC staff has met with local jurisdictions to consider UAB adjustments. RTAC action is requested to forward the draft adjusted UAB to the RTC Board of Directors for endorsement and for submittal to WSDOT and FHWA.

Lynda noted, at a minimum, the UAB needs to include the year 2010 Census-defined urbanized area based on population densities and municipal boundaries within the UAB. In Clark County, the UAB must encompass the city limits of Vancouver, Battle Ground, Camas, and Washougal; each having over 5,000 in population at the time of the 2010 Census. RTAC members spent some time reviewing the map, "Proposed 2010 Federal Urban Area Boundary". Lynda pointed out that in a few instances, shown in darker green, the added areas are slightly more expansive than the city limits/UGA due to the adjusted UAB following Census block geography whereas the city limits or UGA sometimes follows right of way or property parcel lines. Lynda noted that after discussions with WSDOT and Clark County staff, the Brush Prairie area shown in dark green, will be rural. The thin strip of Washougal River Road that extends beyond the UGA for over 6 miles but is included in the Census-defined UZA. It would be RTC's preference to exclude this very narrow strip from the UAB but Census rules may prevail over our preference.

Lynda said after the Adjusted UAB is approved by FHWA, work will begin on changes needed to the federal functional classification system. As RTC staff has met with jurisdictions, many have weighed in on whether UAB perimeter roads should have a rural or urban designation. Access to funds is an issue. Clark County staff made the point that rural roads can compete for CRAB funds for road preservation and maintenance needs. The functional classification system change process will run from July 2013 and be finalized before the end of 2013.

BILL WRIGHT, CLARK COUNTY, RECOMMENDED FORWARDING THE PROPOSED ADJUSTMENTS TO THE FEDERAL URBAN AREA BOUNDARY (UAB) WITHIN THE CLARK COUNTY REGION TO THE RTC BOARD FOR BOARD ENDORSEMENT AND TO SUBMIT THE DRAFT UPDATE TO THE WSDOT/FHWA BOUNDARY REVIEW TEAM. JIM CAROTHERS, CITY OF CAMAS, SECONDED THE MOTION AND IT WAS UNANIMOUSLY APPROVED.

Lynda noted that RTC's staff will be updating the base map and will include the Port of Vancouver railway loop once RTC receives the shape file for this feature.

IV. RTC Transportation Improvement Program Policies and Procedures, Discussion

Dean Lookingbill, RTC, presented this agenda item and noted that Dale Robins met with a number of RTAC members in a workshop to develop the final draft. Dean noted some of the changes are prompted by WSDOT Local Programs to ensure the local programs around the state hit obligation authority targets. The Metropolitan Transportation Improvement Program (MTIP) identifies and prioritizes federally funded and regionally significant transportation projects for the Clark County region. RTC, as the regional Metropolitan Planning Organization, has selection and programming authority for Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funds.

The RTC Board of Directors adopted the overall three step MTIP development process used by the region and over the years the RTC Board has updated other policies and procedures to facilitate the development and management of the MTIP. The last major update to MTIP policies and procedures occurred in 2009. Since 2009, the STP/CMAQ selection criteria and Transportation Alternatives policies and procedures have been adopted.

Dean reported on funding obligation authority (OA). He said Dale was looking for hitting a 90% funding obligation target by June 1st and 100% by July. As of now, in May, we have reached 90%+ obligation and Dale believes we will be over 100% by June.

Dean reviewed the "RTC Transportation Improvement Program Policies and Procedures." The RTC Board has adopted a three-step MTIP development process which is not changed. Project Completion is not proposed for change but, as a reminder, by submitting a project for regional federal funds the respective entity is making a commitment to complete the project. If the project is not completed, the local agency may be required to return the federal funds. Dean reviewed the Cost Limitations section and said this is changed. Each STP and CMAQ project, regardless of length, cannot exceed \$4 million per project. Projects can reach the cap based on one of the following: 1) STP and CMAQ projects limited to regional federal funds of \$4 million per mile, with a \$750,000 maximum per mile for PE, \$1.25 million per mile for right of way, and remaining federal funds, up to \$4 million per mile, for construction, 2) Intersection improvements are limited to \$1 million, with high volume intersections limited to \$2 million. High volume intersections have 20,000+ entering vehicles per day. 3) Shorter high cost projects (bridges, interchanges, park and ride) are limited to \$4 million per project.

Dean noted a change in Construction Programming. Except for low cost projects or projects that do not require right of way, the construction phase of a project cannot be programmed in the MTIP using regionally-allocated federal funds until substantial progress (approximately 50%) has been made in the project design. Typically, each project phase will be programmed in a separate calendar year.

Project Delay will be tied to the month and year provided in the RTC funding application. Although the state approval process for the MTIP begins with the calendar year, project implementation will be tied to the federal fiscal year in order to meet obligation authority. The preliminary engineering project phase must be obligated in the federal fiscal year for which funds were requested. Right-of-way and construction project phases can be delayed to the next fiscal year.

Dean concluded by saying all projects will be required to complete a before-and-after analysis submitted to RTC within 18 months of project completion. The intent is not to make this onerous but will provide a summary of project accomplishments including a listing of project goals prior to obligating regionally-allocated funds and a description of how the goals were attained.

It was noted at the workshop there was a lot of discussion on all the points. Bill Wright, Clark County, said his concern was delay issues because there are unforeseen reasons why we see project delay, for example, we cannot apply for construction dollars early and coming up with local match can be a challenge. Dean said we are adjusting these policies to try to attain Obligation Authority each year and felt we need to be on the conservative side.

BILL WRIGHT, CLARK COUNTY, MADE A MOTION TO APPROVE FORWARDING THE UPDATED MTIP POLICIES AND PROCEDURES TO THE RTC BOARD OF DIRECTORS. JOSH NARAMORE, METRO, SECONDED THE MOTION AND IT WAS UNANIMOUSLY APPROVED.

V. 2012 Congestion Management Process – Initial Data, Discussion

Bob Hart, RTC, presented this agenda item and said the memorandum summarizes initial data for the 2012 congestion monitoring effort. The full 2012 Congestion Monitoring Report will be brought to a future RTAC meeting for action. Bob described the Congestion Management Process and said it serves as the foundation for monitoring the regional transportation system. The monitoring element of the Congestion Management Process is designed as an informational tool to be used within the decision-making process. It is also intended to provide an understanding of the transportation system's operating conditions and deficiencies and to assess the impacts of alternative improvement strategies. In this way, it helps to focus efforts while allowing flexibility in the project selection process.

Bob pointed out that congestion monitoring began in 1995 and has continued with an annual monitoring report. The annual report provides valuable information on the performance of the transportation system. Bob said the objective of the report is to provide a continuing analysis of

transportation system congestion and thereby help protect the region's investments and improve the future transportation system.

Bob highlighted the initial findings with maps attached to the memorandum: 1) Areas of Concern: V/C Ratio 2012 AM Peak, 2) Areas of Concern: V/C Ratio 2012 PM Peak, 3) Areas of Concern: Speed 2012 AM Peak, and 4) Areas of Concern: Speed 2012 PM Peak. The corridor capacity ratio provides an indication of how well the transportation facility carries the existing traffic volumes. Another measure of delay and congestion is speed significantly lower than the posted speed limit. Slow corridor travel speed will limit a facility's ability to carry regional traffic. Intersection delay with long average delay for the through movement at an intersection adds to the overall travel time and increases congestion at the locations. Areas of concern are defined as segments within an individual corridor with a volume to capacity (V/C) ratio greater than 0.9 or a travel speed 60% or less of the posted speed limit. Often these segments identify bottlenecks in the regional transportation network.

He said as the region has brought many of its arterials to urban standards the list of segments with volume to capacity ratio concerns gets shorter while the segments with travel speed 60% or less of the posted speed limit continues to grow as intersection delays slow travel speeds.

VI. Metropolitan Transportation Plan Capital Facilities Review, Status

Lynda David, RTC, said at the February RTAC meeting, RTC staff introduced the work element to review the list of twenty-year capital projects identified in the current 2035 MTP (December 2011) and to compare this with transportation needs given a lower population and employment growth projection. The concept, purpose, and scope include review of the adopted MTP's list of projects identified for the Regional Designated Transportation System in light of a slower growth and lower transportation revenue projections. Changes in transportation system policy and investment vision from mobility/capacity expansion to an emphasis on reliability, modal choices, and priorities will also be addressed. "Least cost" planning principles and WSDOT's Moving Washington principles "to operate efficiently, manage demand and add capacity strategically" are examples of policy change.

She stated the current MTP was adopted by the RTC Board in December 2011 with a robust 2035 growth projection and extensive list of transportation projects. Lynda directed RTAC members to look at Table 1, page 2, for a summary of 2010, 2024, and 2035 population, household and employment demographics. Table 2: MTP (Dec. 2011) Summary of Identified Regional Project Costs, shows almost 50% of costs are for interstate and state highways emphasizing the level of investment needed to keep the state transportation system functioning at a reasonable performance level.

Lynda reviewed changing demographic and financial trends including: 1) an increasing population aged 65 and over, 2) slowing net-migration, population in and out of Clark County, 3) increasing minority populations, 4) drop in residential building permits, 5) Generation Y, 20 to 30's, with changed aspirations and lifestyle expectations, 6) flat or decreasing incomes, 7) a downward trend in Vehicle Miles Traveled per capita will impact transportation revenues, and 8) new transportation initiatives such as the performance-based MAP-21, Moving Washington, and

least cost planning. Lynda noted Todd Litman of the Victoria Transport Policy Institute (VTPI) has written of these trends and a resulting paradigm shift for transportation planning; expanding “the range of modes, objectives, impacts and options considered in planning.”

Lynda directed RTAC members to Table 3: Clark County Demographics; Base Year and Comparative Forecasts. RTC staff worked with local jurisdictions in February/March to consider the “new 2035”, lower growth demographic forecast scenario. The “New 2035” forecast was allocated to Transportation Analysis Zones (TAZs) in preparation for building the “New 2035” regional travel forecast model to allow for transportation system analysis. Lynda said over the past few weeks, staff has completed a first round of travel forecast modeling.

Lynda then reviewed performance measures to analyze the transportation system performance. These include: Lanes Miles of Congestion, % Lane Miles Congested, Vehicle Hours of Delay, Average Link Speed, and Lane Vehicle Miles Traveled. Lynda explained these performance measures have been summarized for a range of model scenarios including 2005 base year, 2035 MTP and slower growth 2035 with assigned volumes onto base year network, committed year network and MTP 2035 network. Mark Harrington presented slides showing these summarized model results. Dean noted that the results using the slower growth assignment onto the MTP’s 2035 network was deceptive because if we have slower growth we will probably have less revenue for transportation projects. Dean said the results may be useful for Clark County in reviewing the Capital Facilities Plan as part of the Growth Management planning process.

Lynda noted timelines; RTC will be going to the RTC Board at their June meeting and making a presentation about regional system measures. The July meeting will focus on where the bottlenecks are and what are the key priority projects we really need to push forward for the region. RTC will talk about transportation system performance as we reach a tipping point on the transportation system. If we were to achieve a more robust growth rate, then we need to have a discussion regarding the paradigm shift.

VII. Other Business

A. RTAC Members

B. RTC Staff

- **TAP Public Meeting:** RTC had a public open house for the Transportation Alternatives Program process at the Vancouver Public Library. Applications are in and the review committee will meet on June 6 at 3 p.m. At the June RTAC meeting, RTC will be asking for a recommendation for TAP projects and Board approval will be sought at the July RTC Board meeting.
- **Obligation Authority, Status:** Dean said we attained our 90% obligation target as of May 1st and we expect to be at nearly \$15 million obligation by the end of May.

The meeting was adjourned at 10:10 a.m. The next meeting will be Friday, June 21, 2013.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: June 14, 2013
SUBJECT: **2013-2016 MTIP Amendment: Clark County Traffic 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 increase CMAQ construction funding by 10% for both the Highway 99 and NE 78th Street Traffic Signal Optimization projects. This would provide an additional \$125,000 in CMAQ funds for the Highway 99 TSO project and \$65,000 in CMAQ funds for the NE 78th Street TSO project. This amendment is needed because FHWA did not approve purchasing equipment separate from the construction contract, resulting in higher equipment cost.

This funding increase is allowable under current MTIP policies and procedures with approval from RTAC and RTC Board.

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 add additional federal and local funds to the construction of these two Traffic Signal Optimization projects. The County will match federal dollars at a level higher than the original grant. 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 provide \$190,000 in CMAQ dollars for the construction of Highway 99 and NE 78th Street Traffic Signal Optimization projects.

Attachment

20130621-RTAC-TIPAmend-CCSignals.docx

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WASHINGTON

PUBLIC WORKS

June 13, 2013

Regional Transportation Advisory Committee (RTAC)
c/o Dean Lookingbill
Regional Transportation Council
1300 Franklin Street
Vancouver, WA 98660

Dear RTAC Members:

RE: CMAQ funding Increase - Highway 99 and NE 78th Steet Traffic Signal Optimization (TSO) Projects (Tied Bid).

As you are aware, Clark County was awarded CMAQ funds to support the Highway 99 and NE 78th Street TSO Projects. At grant submittal we supplied cost estimates that relied on Federal Highway Administration (FHWA) Public Interest Finding Approval (PIF) to purchase equipment and supplies. Unfortunately, FHWA did not approve the PIF and as a result cost will increase. Bid opening for construction is scheduled at the end of this month. As a result, the county is requesting a 10% increase based upon the RTC TIP Amendment Policy (Resolution 06-97-13). This request would increase CMAQ funding that includes:

Project	Original Grant Award	Increase Requested	Total Federal Grant w/ Increase
Highway 99	\$1,346,000	\$125,000	\$1,471,000
NE 78 th Street	\$700,000	\$65,000	\$765,000

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,

Susan Wilson
Sr. Capital Programs Specialist

c: Cherie Sabug/Lori Pearce – PW Finance
Amanda Miller – Auditor's Office
Michael Derteth – Public Works
Scott Fakler – Project Manager
Wilson/file

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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

June 14, 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	1,325,955	7

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	367,955	1,017,955
Project Totals				650,000		0	367,955	1,017,955

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	900,000	360,955	0	0	0
Totals	900,000	360,955	0	0	0

Washington State S. T. I. P.

2013 to 2016

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

June 14, 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	2,241,674	7

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 \$152,000.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2013		CMAQ	1,379,000		0	710,674	2,089,674
Project Totals				1,379,000		0	710,674	2,089,674

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	1,754,000	335,674	0	0	0
Totals	1,754,000	335,674	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Clark Co.	2,029,000	0	1,078,629	3,107,629



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: June 14, 2013
SUBJECT: **2014-2017 Metropolitan Transportation Improvement Program (MTIP)
Call For Projects**

INTRODUCTION

At the April RTAC meeting, the 2014-2017 Metropolitan Transportation Improvement Program Process (MTIP) was reviewed and the current process confirmed. At the May meeting, RTAC recommended the revised Transportation Improvement Program Policies and Procedures for adoption by the RTC Board. With these two elements in place the purpose of this memorandum is to now issue a call for projects based on the recommended MTIP process, policies, and procedures.

The goal is to continue to build upon the successful MTIP process that has been utilized in previous years and results in the adoption of a Metropolitan Transportation Improvement Program. The three step MTIP development process includes the following steps: 1) projects will be screened for consistency with local and regional policies; 2) projects will be evaluated and ranked based on the adopted selection criteria; and 3) projects will be selected and programmed based on their ranking. This regional selection and programming process will be for Federal Highway Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) funds, as well as Federal Transit Administration (FTA) funds for the federal fiscal year 2017. The full MTIP will also include the years 2014-2016 which have already been selected and programmed.

Projects programmed in the MTIP are drawn either directly from specific project recommendations made in the Metropolitan Transportation Plan (MTP) or are developed from MTP recommendations that address preservation, maintenance, safety, and others. Projects that add capacity must be a result of project needs identified by the Congestion Management Process.

CALL FOR PROJECTS

The Southwest Washington Regional Transportation Council (RTC) invites public agencies in the Clark County region to submit applications for available 2017 federal Surface Transportation Program and Congestion Mitigation and Air Quality (CMAQ) funds.

The STP and CMAQ funds are allocated to the Clark County MPO area and programmed by the RTC Board of Directors. The STP funds can be used for a wide range of transportation purposes. The CMAQ funds can be used for transportation projects that will contribute to meeting the attainment of national air quality standards within the Clark County Vancouver Air Quality maintenance Area (basically the Vancouver, Camas, and Washougal urban areas). For

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CMAQ funds, emphasis will be given for electric and natural gas vehicle infrastructure, diesel retrofits, and cost effective congestion mitigation activities that provide air quality benefits.

These federal funds all require a minimum 13.5% local match. In order to receive federal funds, the applicant must have either a "Certification Acceptance" (CA) status or have a CA agency agree to manage their project. Also, projects are required to meet Project Screening Criteria.

Project applications are due to RTC on Friday, July 26, 2013.

In addition, federal Section 5307, Section 5316, and Section 5317 are allocated to local transit agencies. For these funding sources, C-TRAN selects projects to be added to the MTIP. These funds require 20-50% local match. Funds selected at the state and federal level will also be added to the MTIP.

CHANGES FROM THE PREVIOUS FY 2016 CALL FOR PROJECTS

With approval from the RTC Board, the following significant changes will occur from last year's call for projects:

- Project cost limitations have been increased.
- Project Delay policies have been modified.
- All projects will require a before and after analysis.

PROJECT SCREENING CRITERIA

All application must meet the following project screening criteria:

- Project is consistent with the Metropolitan Transportation Plan (MTP) and Local Comprehensive Plans. All projects that add capacity for single occupancy vehicles must be listed in the MTP.
- Road projects must be on a federally classified facility of an urban collector or a rural major collector; or a higher classification to use STP funds.
- Projects competing for STP and/or CMAQ funds must be a capital improvement-type project. STP and CMAQ funds are not to be used for maintenance.
- STP and CMAQ funds are limited to \$4 million per mile (PE - \$0.75 M, RW- \$1.25 M, and remaining for CN), \$4 Million for shorter high cost projects, \$1 million per intersection, and \$2 million for high volume intersections (20,000 entering vehicles).
- Submitted projects should be ready to proceed and have a reasonable timeline for implementation.
- All operational improvement projects must follow the Regional Transportation System Management and Operations (TSMO) Plan guidance.

SELECTION CRITERIA AND PROJECT APPLICATION

The region will use the same criteria as approved by the RTC Board in 2012. Criteria, project application, and additional details on the call for projects can be viewed and downloaded from the RTC MTIP webpage at <http://www.rtc.wa.gov/programs/tip/>.

FUNDING LEVELS

The existing federal transportation authorization act MAP-21 is a two year authorization bill. RTC will continue to program funding for projects beyond the two-year bill based on the assumption that programs and funding levels are expected to remain constant over the next four years. For the current FY 2017 project selection process, RTC projects the following funding levels:

- Urban Surface Transportation Program (STP-TMA) - \$7.3 million
- Rural Surface Transportation Program (STP-R) - \$2.2 million
- Congestion Mitigation and Air Quality (CMAQ) - \$4.5 million
- Section 5307 - \$4.9 million
- Section 5310 - \$290,000
- Section 5337 - \$90,000
- Section 5339 - \$550,000

2014-2017 MTIP DEVELOPMENT SCHEDULE

Friday, June 14, 2013	Call for Projects
Friday, July 26, 2013	Project Applications Due to RTC
July 29-August 7, 2013	Staff Evaluation of Projects by Selection Criteria
Thursday, August 8, 2013	Agency Review of Evaluations
Friday, August 16, 2013	RTAC Recommendation on Prioritization
August-September 2013	Prepare Draft MTIP/Public Involvement
Tuesday, September 3, 2013	RTC Board Review Prioritization/Draft MTIP
Friday, September 20, 2013	RTAC Recommends Adoption of MTIP
Tuesday, October 1, 2013	RTC Board Adoption of MTIP



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: June 14, 2013
SUBJECT: 2013-2016 Transportation Alternatives Program Selection

INTRODUCTION

The Regional Transportation Council as the MPO and RTPPO is responsible for selecting Transportation Alternatives Program projects for the Clark, Skamania, and Klickitat County region. Once the Board completes their selection process, the selected projects will be amended into the Metropolitan Transportation Improvement Program (MTIP) and State Transportation Improvement Program (STIP). After the selected projects are programmed in the MTIP and STIP, agencies can proceed with project implementation.

As RTAC members are aware, the Transportation Alternative Program (TAP) is a new federal transportation funding program authorized by Moving Ahead for Progress in the 21st Century (MAP-21). The TAP program is similar in project eligibility and builds upon the previous Transportation Enhancement Program. Since late 2012, RTC staff has worked with RTAC and RTC Board members to develop the process by which TAP projects would be selected. This effort resulted in adoption of a Transportation Alternatives Program Project Selection Process, which was adopted by the RTC Board at their March 2013 meeting. This process included evaluation criteria, public outreach, and a selection schedule.

The purpose of this memorandum is to provide an overview of the 2013-2016 Transportation Alternatives Program selection process and to request an RTAC recommendation on the list of projects to be selected and programmed for TAP funding.

TRANSPORTATION ALTERNATIVES PROGRAM

In order for a project to be eligible for Transportation Alternative Program funding, that project must include at least one of the qualifying activities and relate to the surface transportation system. The following is a list of the qualifying activities:

- Bike/Pedestrian facilities
- Safe routes for non-drivers
- Abandoned railroad corridors for trails
- Turnouts, overlooks, and viewing areas
- Control of outdoor advertising
- Historic preservation of transportation facilities
- Vegetation management practices
- Archaeological activities

An advisory committee to:

Southwest Washington Regional Transportation Council

- Environmental mitigation activities
- Recreational Trails Program
- Safe Routes to School Program

FUNDING

RTC as the MPO/RTPO for Clark, Skamania, and Klickitat counties received an allocation of \$553,803 in Transportation Alternatives Program Enhancement Funds for 2013, of which 12% must be spent in rural areas. For the purpose of the 2013-2016 selection, RTC has assumed that the allocation would remain constant over the four year period. This would result in a total allocation of \$2,215,212 in Transportation Alternatives Program funds for the four year period, of which \$260,000 must be spent in the rural areas. The three county rural area includes the area outside the federal urban boundaries of Vancouver, Camas, Washougal, and Battle Ground.

SUBMITTAL PROCESS AND PROJECTS

While all public agencies can apply, all projects must be administered by a Certification Acceptance agency. Applications for Transportation Enhancement funding were due to RTC on Friday, April 26, 2013. Ten projects were submitted to RTC for a total Transportation Enhancement Project request of just over \$3 million. Eight of the projects were within Clark County, and two projects were outside of Clark County. The full list of projects is summarized below:

- **Battle Ground Chelatchie Prairie Rails-with-Trails:** The City of Battle Ground will construct a portion of the Chelatchie Prairie Rails-with-Trails between Main Street and Rasmussen Boulevard. The Trail will be a 12-foot wide shared use path with amenities.
- **Camas NW 18th Avenue Bike and Pedestrian Trail Link:** The City of Camas will construct a pedestrian and bike link on the south side of NW 18th Avenue from NW Beech Street to SE 201st Avenue.
- **Clark County Hazel Dell Area Sidewalk:** Clark County will construct over a half-mile of concrete sidewalk at two locations in Hazel Dell area. On the east side of Hazel Dell Avenue from NE 63rd Street south to almost Alki Road and on the south side of NW/NE 68th Street from NW 4th Avenue east to almost Hazel Dell Avenue.
- **Clark County Salmon Creek Avenue Multi-Use Pathway:** Clark County will construct a detached multi-use path on the north side of NE Salmon Creek Avenue from the WSU-Vancouver entrance to Pleasant Valley Park.
- **Klickitat County 6th Street Sidewalks (Lyle):** Klickitat County will construct 6-foot wide sidewalk along 6th Street in the Town of Lyle, from Lyle Avenue to SR-14, including frontage improvements.
- **La Center Aspen at 18th Street Crosswalk:** The City of La Center will construct a crosswalk, concrete access ramp, and warning signal to allow pedestrians and bicyclists to cross Aspen Avenue at 18th Street.
- **Port of Vancouver Multi-Modal Path:** The Port of Vancouver will construct approximately one-half mile section of multi-modal path along SR-501 from the convergence of Mill Plain/Fourth Plain to Port Office.

- **Port of Vancouver Port Connector Bike/Pedestrian Path:** The Port of Vancouver will design a bicycle and pedestrian shared use path along the southern shoulder of State Route 501 from the Port Office to Gateway Avenue trail.
- **Stevenson Bridging Byway Communities, Phase II:** The City of Stevenson will pave 12-foot pathway and landscape from the Scenic Overlook on Rock Creek Drive to a new plaza/rest area on Mallicott Road.
- **Vancouver Evergreen Trail:** The City of Vancouver will complete a portion of the Evergreen Highway Trail by constructing a 10-foot shared use path on the south side of SE Evergreen Highway from SE Chelsea Avenue to SE Image Road.

PUBLIC INVOLVEMENT PROCESS

After receiving projects and prior to beginning the evaluation process, RTC invited the public to comment on proposed Transportation Alternatives projects. The public was able to comment on proposed projects via RTC's website or by attending an Open House held at the Vancouver Community Library on May 8, 2013. Comments were received from nine individuals, in support of the program and projects. Public comments were provided to the evaluation team to inform the evaluation process.

EVALUATION PROCESS

RTC formed an evaluation team to evaluate and rank proposed Transportation Alternatives projects. The evaluation team included two citizens and staff from C-TRAN, WSDOT and RTC. The Evaluation Team evaluated projects based on regional TAP criteria as adopted by the RTC Board. The evaluation team's Transportation Alternatives evaluation and ranking for the region follows:

Rank	Projects	Agency	Average Ranking	TAP Request
1	6 th Street Sidewalk (CN)	Klickitat Co.	2.6	\$125,000
2	Hazel Dell Area Sidewalk (PE,CN)	Clark Co.	2.8	\$442,000
3	Port Multi-Modal Path (PE,CN)	Port of Van.	4.0	\$289,600
4	NW 18 th Av. Bike & Ped. Trail (PE,CN)	Camas	4.2	\$220,000
5	Aspen Av. at 18 th St. Crosswalk (CN)	La Center	5.2	\$19,700
6	Chelatchie Prairie Rails-with-Trails (PE,CN)	Battle Ground	5.4	\$275,000
7	Bridging Byways Communities (CN)	Stevenson	5.6	\$66,400
8	Port Connector Bike/Ped Path (PE)	Port of Van.	6.8	\$60,800
9	Salmon Creek Av. Multi-Use Path (PE,CN)	Clark Co.	8.2	\$646,000
10	Evergreen Trail (PE,RW,CN)	Vancouver	8.8	\$925,000

The RTC staff is recommending that the top 8 projects be selected for full funding. This would fund all three rural projects (Klickitat Co, La Center, and Stevenson) and five urban projects. RTC is also recommending that the preliminary engineering phase of both the Salmon Creek

Avenue (\$66,000) and Evergreen Trail (\$100,000) be funded. This would leave approximately \$500,000 of Transportation Alternatives Program funds that will be carried over to the next call for projects.

RECOMMENDATION

At the June RTAC meeting, RTAC members will be asked to recommend to the RTC Board a list of projects to be amended into the Metropolitan Transportation Improvement Program (MTIP) and be funded with federal Transportation Alternatives Program funds. RTAC's recommendation will then be taken to the July 2, 2013 RTC Board meeting for final selection of projects.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: June 14, 2013
SUBJECT: Congestion Management Process: 2012 Monitoring Report

INTRODUCTION

The purpose of this memorandum is to present the DRAFT *Congestion Management Process: 2012 Monitoring Report*. The report includes a full discussion of the PM and AM peak period findings as well as additional system performance measures.

At the May RTAC Meeting, RTC staff highlighted a select number of the preliminary key PM peak period findings. At the June RTAC meeting, RTC staff will provide a comprehensive overview of the Draft report. This presentation will cover changes from the 2011 report, key PM period findings, other transportation measures, areas of concern, and findings.

The *2012 Congestion Management Process* (CMP) includes the following notable changes:

- 1) Reformatting of the Report to a new look.
- 2) Expanded description of how the CMP is connected to the regional planning process (page 4).
- 3) Expansion of Chapter 3 to better describe applicable strategies and project prioritization process.

CONGESTION MANAGEMENT PROCESS REPORT

The 2012 Report will represent the 13th consecutive year for the annual report. The Congestion Management Process is a tool for monitoring the region's traffic congestion. The CMP provides information to help guide the investment of transportation funding.

The draft of the first two chapters is included in the June RTAC folder. A draft of the third chapter will be added to the June RTAC folder prior to the June 21st RTAC meeting.

CONCLUSIONS

The June RTAC presentation will highlight the 2012 Congestion Monitoring Report including a full discussion of system performance measures. RTAC members will be asked to review the draft report and to come back to the July RTAC meeting to recommend endorsement of its findings to the RTC Board.

Attachment

20130621-RTAC-CMP.docx

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MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Mark Harrington
DATE: June 14, 2013
SUBJECT: **Information Sharing: Member Agency Construction Projects and Planning Activities**

This agenda item will provide an opportunity for RTAC member jurisdictions to share information on transportation projects and transportation planning activities.

Please come to the June 21 RTAC meeting prepared to provide a very brief overview of construction projects underway or imminent projects likely to go to ad in 2013. Also, jurisdictions can provide an update on any transportation planning activities currently in process.

20130621-RTAC-ProjectsPlans.docx

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