



The Regional Transportation Advisory Committee meeting will be held on **Friday, September 20, 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 August 16, 2013, Minutes, Action
- II. Port of Vancouver Freight Access Project - Update, Discussion*
- III. 2014-2017 Metropolitan Transportation Improvement Program, Action
- IV. Federal Functional Classification Change Requests: Grant Street and Esther Street, Vancouver, Action
- V. FY 2014 Unified Planning Work Program Amendment: Human Services Transportation Plan Update, Action
- VI. I-205 Corridor Study, Update*
- VII. Other Business
 - A. RTAC Members
 - Washington's Strategic Highway Safety Plan: Target Zero – 2013 Draft Update, <http://targetzero.com/Update.htm>
 - B. RTC Staff
 - Transportation Revenue Package Listening Tour, Monday, October 7, 2013, Vancouver Community Library, Columbia Room, 901 C St., Vancouver, WA
 - Complete Streets Training, Sep. 30, 2013, 8:30a, - 4:30pm, Vancouver Community Library, Columbia Room, 901 C St., Vancouver, WA
 - FMSIB project submissions are due Thursday, October 31, 2013

**Materials available at meeting*

*Served by C-TRAN Route 3 or 25
If you have special needs, please contact RTC*

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An advisory committee to:

Southwest Washington Regional Transportation Council

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
August 16, 2013**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, August 16, 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
Ken Burgstahler	WSDOT
Jennifer Campos	City of Vancouver
Jim Carothers	City of Camas
Rob Charles	City of Washougal
Mike Clark	WSDOT
Lynda David	RTC
Michael Derleth	Clark County
Bob Hart	RTC
Mark Herceg	City of Battle Ground
B.J. Jacobsen	Human Services Council
Dean Lookingbill	RTC
Chris Malone	City of Vancouver
Paul Montague	Identity Clark County
Randy Mueller	Port of Ridgefield
Sandi Roberts	RTC
Dale Robins	RTC
Jeff Swanson	Clark County
Tom Shook	C-TRAN
Bill Wright	Clark County

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

MIKE CLARK, WSDOT, MOVED FOR APPROVAL OF THE JULY 19, 2013, MEETING MINUTES, AND ROB CHARLES, CITY OF WASHOUGAL, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

II. 2016-2017 Project Evaluation and Prioritization, Action

Dale Robins, RTC presented the 2016-2017 Project Evaluation and Prioritization and said the current Transportation Improvement Program (TIP) project evaluation and prioritization process will be the basis for project selection and programming of 2016-2017 STP and CMAQ projects. Projects currently programmed in the 2013-2016 TIP can be carried into the 2014-2017 TIP. The overall Metropolitan TIP development approach is consistent and meets the Moving Ahead for Progress in the 21st Century Act (MAP-21). The RTC Board of Directors previously adopted the existing overall TIP selection process, including selection criteria. As adopted, the

Metropolitan TIP project selection process includes the following three steps: 1) Project Screening, 2) Evaluation and Ranking by Selection Criteria, and 3) Project Selection and Programming.

Project applications are reviewed for eligibility, including consistency with transportation and land use plans. Of the 19 projects submitted, all projects are considered eligible to compete for STP and CMAQ funds. There was a request of approximately \$25 million, with about \$13 million being available.

Projects were evaluated by the adopted regional selection criteria. In addition, RTC staff provided an opportunity for staff from applicant agencies to review the accuracy of the evaluation. Dale reviewed the ranking for STP, CMAQ, and planning projects as listed in the memorandum.

RTC is conducting a separate process for the STP Rural program. The criteria used for this program are slightly different. The STP Rural Sub-Committee met yesterday and made their recommendation on ranking. Three projects were submitted. The Port of Ridgefield, Pioneer Street Railroad Overpass is ranked highest, with the Clark County, Carty Road and La Center, Pacific Highway and 4th Street Roundabout tying for second.

Dale said RTC staff is asking RTAC members to concur with the evaluation and ranking of the projects. RTAC's recommendation will go to the RTC Board in September to get their concurrence on the evaluation and ranking. In September, RTAC will be asked to recommend a funding scenario and approve the 2014-2017 Metropolitan Transportation Improvement Program.

Dale went on to describe the Federal Obligation and said in 2013, WSDOT implemented a new Local Agency Federal Obligation Authority Policy. He said this policy can be characterized as a "use it or lose it" policy. He pointed out the new policy requires that by August 1st of each year each MPO must obligate 100 percent of their regional target or funds can be lost. He pointed out with this new policy in place, local agencies responded and the region has exceeded our overall 2013 obligation target. Dale said the only funding program for which the region did not exceed our obligation target is the Transportation Alternatives Programs (TAP). Dale said most agencies are communicating with RTC when their projects are obligated. RTC is always encouraging early implementation of projects. He said that he is cautiously optimistic that the region can meet our 2014 target.

Dale reviewed the list of projects that should be obligated by August 1, 2014. Of the projects listed, only the Evergreen Highway Trail has indicated that they cannot meet the deadline for construction. The City of Vancouver has agreed to submit an implementation plan that will need to be met, as a mitigation measure. These are the projects listed: 1] Camas, NW 38th Avenue/SE 20th Street Phase 2-CN, 2] Clark County, NE 119th Street, 72nd Avenue to 87th Avenue- CN, 3] Clark County, Highway 99 Corridor, 99th Street to 129th Street, PE, 3] Clark County, Barberton TSO-CN, 4] Vancouver, SE 1st Street, 162nd Avenue to 192nd Avenue – RW, 5] Vancouver 162nd Avenue, Fiber and Communications-CN, 6] Vancouver, Main Street – Columbia Street TSO-CN, 7] Vancouver, Evergreen Highway Trail-RW/CN (in process) 8] WSDOT, SR-503 Traveler

Information-CN, 9] Washougal, Evergreen/32nd Street Intersection-RW, 10] Fisher's Landing Transit Center Expansion, and 11] Multiple Agencies, PE Phases for all of the TAP projects.

Dale noted 18th Street will exceed the regional cost limitations and have a cost limitation of \$750,000 for PE per mile. C-TRAN's Fourth Plain, BRT would take them up to \$4 million for the project. There were a number of projects that had unsecured funds or funds that were not fully secured. He said 18th Street was in that situation, they had enough funds secured to match their request, but did not have enough funds secure to build the project. We cannot program a project in the TIP unless that phase is fully funded. All City of Battle Ground and Port of Ridgefield projects have unsecured or partially secured funding. All Federal Funded Projects need to be entered in the STIP software by next Wednesday, August 21. RTC needs to have a draft TIP completed next week for the 30 day review period. RTC also needs digital pictures of each project; for their September RTC Board presentation.

Rob Charles, City of Washougal, said his project on Evergreen and 32nd Intersection didn't score well and wanted to make a plea for \$70,000. They needed right turn lane to accommodate truck movements. The project is currently federally funded and the request will allow the needed turn lane and take the project to the \$1 million funding limit.

BILL WRIGHT, CLARK COUNTY, MADE A MOTION TO APPROVE THE STP/CMAQ RANKING OF PROJECTS AND FORWARD THE RANKING TO THE RTC BOARD OF DIRECTORS. JIM CAROTHERS, CITY OF CAMAS, SECONDED THE MOTION AND IT WAS UNANIMOUSLY APPROVED.

III. Port of Vancouver Freight Access Project - Update, Discussion

(This Agenda Item will be presented September 20, 2013 RTAC meeting)

IV. MTP Capital Facilities Review, Discussion

Dean noted we are looking at updating the MTP sooner than anticipated. This MTP capital facilities review is set up to provide information to the MTP update process prior to the MTP update scoping process. RTC is looking at having MTP update adoption in 2014/2015. The controversy around Columbia River Crossing and other projects has created interest in amending these projects out of the MTP. RTC has offered to the RTC Board to start our full MTP update process in 2014 and they have agreed to that process. In addition, the CFP review exercise and launch of the MTP update will synch with the County's initiating its Comprehensive Land Use Planning update process.

Lynda David, RTC, said the purpose of this agenda item is to provide RTAC with a status report on review of the adopted Metropolitan Transportation Plan's list of identified capital facilities projects. Lynda spoke of the update provided at the August RTC Board meeting when transportation system performance results using the 2035 slower growth scenario was presented for both region-wide and sub-area levels. Lynda reminded that slower growth means reduced demands on the transportation system but also lowers the revenues available to meet transportation needs. Lynda said RTC staff has analyzed travel demand resulting from a slower

growth scenario with trips assigned to a committed transportation network with the objective of identifying where key transportation projects are still needed.

Lynda directed RTAC members to look at the Table 1 in the Memo that provides a summary of comparative Clark County demographics for the 2010 base year, GMA Comp Plan (adopted Sep. 2007), RTC's 2035 MTP (adopted Dec. 2011), and the 2035 slower growth scenario based on OFM's medium population projection (Aug. 2012). Lynda noted OFM's forecast is updated periodically for local growth management planning purposes. In comparison with the MTP's 2035 demographic forecast, the slower growth scenario has 15.7% less households and 18.9% less employment. RTC staff worked with local jurisdictions in February/March to develop the 2035 slower growth demographic forecast scenario. A regional travel forecast model scenario was developed to analyze the travel demand resulting from this slower demographic growth assigned to the "Committed" transportation network. The Committed network includes today's transportation system together with state-funded Nickel/Partnership projects and improvements included in local six year Transportation Improvement Programs. She reviewed the "Committed" system projects listed in the memorandum.

Lynda directed RTAC members to look at the Memo attachments, the "Sub-Area Transportation System Analyses" maps: Camas/Washougal, the Discovery Corridor, Battle Ground, West Vancouver, and East Vancouver. Lynda explained that each of the 1 page sub-area summaries includes demographic data for 2010 and slower growth 2035 as well as key sub-area performance measures for the map areas shaded in green only. The map on each information page shows highway links with a volume to capacity ratio of 0.9 or greater for the travel demand resulting from the 2035 "Slower Growth" forecast assigned to the "Committed" transportation network. Initial suggestions for core transportation project needs are listed on each sub-area sheet.

Lynda said today RTC wanted RTAC's reaction to these performance measures, volume to capacity ratios, and congested links shown on the maps. For the RTC Board meeting presentation, RTC will be looking at comparisons between the Metropolitan Transportation Plan forecast and the slower growth scenario; looking at projects that may drop off the list. RTC will look at what projects are most needed and where capacity investments will need to be made in the next 20 years.

Lynda pointed out the analysis being carried out as part of the 2035 MTP Capital Facilities Review is preparing us for the MTP update due in 2015. Results of transportation system analysis using the slower growth scenario will not only have value in preparing for scoping the MTP update but will also be of value for local jurisdictions as the next round of updates to local Comprehensive Plans are addressed. She said the 2035 slower growth scenario matches well with the initial population forecast proposed for Clark County's next Comprehensive Growth Management Plan update but there is a difference in employment forecast between the MTP slower growth scenario and County's proposed GMA Comp Plan update. The employment forecast will be aligned with the next MTP update. Lynda noted that regarding the MTP and Comp Plan, the Washington Growth Management laws and guidance use the word "consistency" often so RTC will be working with Clark County to make sure we have consistency in the forecasts we are using.

V. Public Participation Plan Update, Discussion

Lynda said RTC's initial Public Involvement Plan was adopted in July 1994 and updated in October 2001. RTC's existing Public Participation Plan dates back to August 2007 and was adopted to comply with the federal transportation act, SAFETEA-LU. There is a requirement in federal law that the MPO periodically evaluate the Public Participation Process and update the Public Participation Plan to reflect current practices. She noted at RTC's last MPO Certification conducted by FHWA/FTA, federal staff said it was time RTC should update the Public Participation Plan to add more specificity.

Lynda highlighted the general public participation requirements related to the transportation planning process. She reviewed the Federal requirements pertaining to the transportation program. The updated Public Participation Plan will cover both federal and state requirements for public participation in the transportation planning activities of RTC as the designated Metropolitan Planning Organization for the Clark County region and as state-designated Regional Transportation Planning Organization for the Clark, Klickitat and Skamania County region.

She reviewed the RTC's Public Participation Plan Update Process and said to comply with federal and state requirements for periodic Public Participation Plan evaluation, review and update, RTC will conduct an update process. The next steps, RTC will draft a Public Participation Plan update to better reflect its practices for public involvement, consultation with interested parties, interagency consultation, and RTC's governance and operations and return to RTAC for comment on the draft update prior to public release of the draft.

A comment was made to have more detail on "underserved" and have translation services upon request. Lynda said Title VI will be pulled in and RTC has updated the demographic profile of the underserved population. RTC is working on our website update and will have some enhancement features such as translation. RTC will have a draft of the Public Participation Plan next month. RTC has been using Puget Sound's and Spokane's PPP as examples.

VI. Other Business

A. RTAC Members

Jennifer Campos, City of Vancouver, reminded RTAC members of "Streets Alive" to be held on Sunday, August 18 from 11 a.m. to 4 p.m.

Bill Wright, Clark County, said their auditor had noted additional requirements under the Federal Transparency Act.

Randy Mueller, Port of Ridgefield, invited RTAC members to the Commissioners' Picnic on Wednesday, August 21 from 4-7 p.m., at the Ridgefield waterfront. It will include the waterfront trail ribbon cutting ceremony.

B. RTC Staff

- **Washington State Rail Plan, Regional Rail Workshop**

A handout was distributed, "Regional Rail Workshop", which will be held Monday, September 30 from 1-4 p.m. at the Centralia Timberland Library. They encourage the public to attend and share ideas regarding passenger and freight rail.

- **TIB Applications**

Dale reminded that TIB grants are due Friday, August 23.

Lynda noted WSDOT will be updating their Freight and Goods Transportation System, FGTS, mapping and are requesting freight data from local jurisdictions by September 1.

Next month the Port of Vancouver, Freight Access Project will be presented to RTAC members.

The meeting was adjourned at 10:35 a.m. The next meeting will be Friday, September 20, 2013.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: September 13, 2013
SUBJECT: 2014-2017 Metropolitan Transportation Improvement Program

INTRODUCTION

As the Metropolitan Planning Organization for the Clark County region, RTC is required to develop a Metropolitan Transportation Improvement Program (MTIP). The requirements for the MTIP are established in federal surface transportation legislation.

The 2014-2017 Metropolitan Transportation Improvement Program is a four-year program of regionally significant transportation projects. Projects programmed in the MTIP are drawn either directly from specific project recommendations made in the long-range Metropolitan Transportation Plan or are developed from a more general series of recommendations (e.g. preservation, maintenance, safety, etc.).

The RTC Board is responsible for selecting projects for the Surface Transportation Program (STP), Congestion Mitigation and Air Quality program (CMAQ), and Transportation Alternatives Program (TAP). The TAP projects were selected at the July RTC Board meeting. The regionally selected federal transportation projects are incorporated into the MTIP along with other federally funded or regionally significant projects selected at the state or federal level. The regionally competitive process includes the following three steps:

1. **Project Screening:** Projects are reviewed for consistency with the Metropolitan Transportation Plan, land use plans, air quality goals, and regional screening criteria.
2. **Evaluation and Ranking by Needs Criteria:** Each project is evaluated and ranked against a set of needs criteria which have been adopted by the RTC Board.
3. **Project Selection and Programming:** Projects are programmed for funding utilizing the project information generated by the previous steps.

The RTC Board at their September 3, 2013 meeting completed the first two steps, via their concurrence with the ranking of projects. At the September RTAC meeting, staff will initiate the final step by recommending a set of STP and CMAQ projects to be selected for programming and request RTAC's recommendation for the adoption of the 2014-2017 Metropolitan Transportation Improvement Program by the RTC Board.

Attached to this memorandum is an MTIP Summary Report that lists all regionally significant projects' phases contained in the 2014-2017 MTIP. The full Draft of the 2014-2017 Metropolitan Transportation Improvement Program is provided in the September RTAC folder.

PROJECT EVALUATION

As a reminder, the RTC Board has concurred with the following ranking of regionally selected projects. Since the RTC Board's concurrence, Clark County has withdrawn the NE 94th Avenue project request.

STP-URBAN Project Evaluation

1. (84 Points) Vancouver 18th Street, Four Seasons-136th Av
2. (82 Points) Clark County NE 119th St, 72nd -87th Av.
3. (81 Points) Multi-Agency VAST 14
4. ~~(78 Points) Clark County NE 94th Av., Padden to 99th St.~~
5. (72 Points) Camas NW 38th Av./SE 20th St., Armstrong-Parker
6. (70 Points) Clark County NE 78th St./NE 47th Av. Intersection
7. (56 Points) Clark County NE 119th St, 50th-72nd Av.
8. (55 Points) Washougal Evergreen Way/32nd St. Intersection
9. (53 Points) Camas NW 6th/Norwood Traffic Signal
10. (50 Points) Battle Ground SR-502/SR-503 Intersection
11. (49 Points) Battle Ground SW 20th Avenue Improvements
12. (45 Points) Battle Ground S. Parkway Avenue Improvements

Regional Planning Projects (STP-URBAN)

1. RTC Unified Planning Work Program Support
1. Vancouver Destination Downtown

STP-Rural Project Evaluation

1. (81 Points) Port of Ridgefield Pioneer Street Railroad Overpass
2. (76 Points) Clark County Carty Road Reconstruction
2. (76 Points) La Center 4th Street and Pacific Highway Roundabout

CMAQ Project Evaluation (Air Quality Points Tripled)

1. (98 Points) C-TRAN Fourth Plain Bus Rapid Transit
2. (96 Points) Multi-Agency VAST 14
3. (51 Points) Vancouver Bicycle Mobility Program

PROJECT SELECTION

The project selection process is completed by matching the project ranking to the available funding levels. RTC staff is recommending that the following projects be selected and programmed in the 2014-2017 MTIP:

STP-Urban Project Selection

The following STP-Urban projects are recommended for project selection:

- NE 18th Street, Four Season to 136th Av. (Vancouver). The project will receive \$3 million STP-Urban funds for construction of a five lane arterial.
- NE 119th Street, 72nd Av. to 87th Av. (Clark County). The project will receive \$1.5 million STP-Urban funds for the construction of a five lane arterial.

- VAST: Communications Master Plan (RTC). The project will receive \$43,000 STP-Urban funds to update the Communications Master Plan.
- VAST: VAST/TSMO Coordination and Management (RTC). The project will receive \$150,000 in STP-Urban funds to manage ITS implementation and participate in the PSU Portal Data archive system.
- NW 38th Avenue/SE 20th Street, Armstrong to Parker (Camas). The project will receive \$1.1 million in STP-Urban funds to construct three lane arterial.
- NE 78th Street/NE 47th Avenue Intersection (Clark County). The project will receive \$1 million in STP-Urban funds to design and construct intersection.
- Evergreen/32nd Street Intersection (Washougal). The project will receive \$70,000 in STP-Urban funds to add right turn lane to the previously funded intersection improvement.
- Destination Downtown (Vancouver). The project will receive \$200,000 in STP-Urban funds to encourage transportation demand management in downtown Vancouver.
- Unified Planning Work Program Support (RTC). The project will receive \$200,000 in STP-Urban funds to support work elements of the UPWP.

STP-Rural Project Selection

The following STP-Rural projects are recommended for project selection:

- Pioneer Street Rail Overpass (Port of Ridgefield). The project will receive \$1.4 million in STP-Rural funds to construct a grade separated railroad crossing to the port.
- 4th Street and Pacific Highway Roundabout (La Center). The project will receive \$138,000 in STP-Rural funds to design a roundabout at the intersection.

CMAQ Project Selection

The Following CMAQ projects are recommended for project selection:

- Fourth Plain Bus Rapid Transit (C-TRAN). The project will receive \$2 million in CMAQ funds to design the Bus Rapid Transit project.
- VAST: Orchards Signal Optimization Project (Clark County). The project will receive \$1 million in CMAQ funds to construct traffic signal upgrades and interconnection.
- VAST: SR-503 Incident Management & Travel Information (WSDOT). The project will receive \$951,000 in CMAQ funds for design and construction to infill detection devices and provide additional traveler information.
- VAST: Highway 99 Traffic Responsive Incident Management (Clark County). The project will receive \$420,000 in CMAQ funds for design and construction to add equipment to improve traffic signal management.
- VAST: Highway 99 Transit Signal Priority (C-TRAN). The project will receive \$140,000 in CMAQ funds to design and construct conditional transit signal priority system.

The RTC staff recommendation would add approximately \$13.2 million in regionally selected funding (STP and CMAQ programs) to the 2014-2017 MTIP. Please note that available funds are higher than a normal year, because of a conservative approach RTC took in the first year of implementing MAP-21 that carried an additional \$3.6 in federal funding into FY2014.

Selection Conditions

Because of its high importance to the regional arterial system, the NE 18th Street project has been recommended to receive funding that will exceed the funding limit, as identified in MTIP procedures.

While the NE 18th Street and Pioneer Street Rail Overpass projects are recommended for MTIP project selection they cannot be programmed until they demonstrate full funding of their construction phase. RTC staff is recommending that the final programming of these funds be tied to each project developing a financial plan that demonstrates full construction funding by December 2014. Further, these projects would need to obligate their STP funds by August 1, 2016. If the two projects do not meet the deadlines, the awarded funds would be withdrawn and returned to RTC's regional pool of STP funds.

PROJECT PROGRAMING

The programming and selection of both regionally selected and other regionally significant projects is completed through the adoption of the 2014-2017 Metropolitan Transportation Improvement Program.

It is important for local agencies to review their project STIP records for accuracy. A mistake could trigger a STIP amendment or administrative modification which could delay a project several months.

FEDERAL OBLIGATION

WSDOT has placed additional responsibility on MPO's to ensure obligation of federal projects. This policy can be characterized as a "use it or lose it" policy. The policy requires that by August 1st of each year that each MPO must obligate 100 percent of their regional obligation authority target or funds could be lost. RTC will continue to work with local agencies to ensure that our region meets our target in 2014 and future years.

ACTION

RTAC members are asked to recommend selection of additional STP and CMAQ projects and adoption of the 2014-2017 Metropolitan Transportation Improvement Program (MTIP) by the RTC Board at their October Board meeting.

The RTC Board action to approve the 2014-2017 Metropolitan Transportation Improvement Program indicates the intent for projects to receive federal funds. Approval to receive federal funds cannot be obtained prior to January 2014. This approval process will require an action from each sponsoring agency in order to receive federal funds. If an agency decides not to proceed with a project, that project can be removed from the MTIP.

Attachment

2014 Summary

9/12/2013

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	\$3,881		\$970	\$4,851
	2	C-TRAN	Associated Transportation Improvements	\$39		\$10	\$49
	3	C-TRAN	Bus Replacement	\$4,720		\$1,180	\$5,900
	Section 5307 Program Totals			\$8,640	\$0	\$2,160	\$10,800
Section 5310	1	C-TRAN	ADA Expansion	\$145		\$145	\$290
	Section 5310 Program Totals			\$145	\$0	\$145	\$290
Section 5337	1	C-TRAN	Bus Replacement	\$72		\$18	\$90
	Section 5337 Program Totals			\$72	\$0	\$18	\$90
Section 5339	1	C-TRAN	Bus Replacement	\$440		\$110	\$550
	Section 5339 Program Totals			\$440	\$0	\$110	\$550
CMAQ	1	WSDOT	SR-503 Traveler Information, Incident Mgt. (CN)	\$699		\$221	\$920
	2	Vancouver	Vancouver Bicycle Mobility Program II (CN)	\$309		\$76	\$385
	CMAQ Program Totals			\$1,008	\$0	\$297	\$1,305
STP-Region STP-Urban	1	Clark County	NE 119th Street, 72nd Av to 87th Av (CN) <i>Widen to 5-lanes, with center turn lane</i>	\$2,000		\$11,148	\$13,148
	2	Vancouver	SE 1st Street, 162nd Av. to 192nd Av. (RW) <i>Widen to 3/5 lanes, sidewalk, and bike lanes</i>	\$1,000		\$156	\$1,156
	3	Clark County	Highway 99 Corridor Imp, 99th St. to 129th St. (PE) <i>Improve to Urban Standards</i>	\$1,000		\$894	\$1,894
	4	Washougal	Evergreen/32nd St. Intersection (RW)	\$55		\$10	\$65
	5	RTC	VAST/TSMO Coordination and Management (PE)	\$150		\$23	\$173
STP-Rural	1	La Center	4th St. and Pacific Highway Roundabout (PE)	\$138		\$22	\$160
STP (Regional) Program Totals			\$4,343	\$0	\$12,253	\$16,596	

2014 Summary

9/12/2013

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
TE TAP	1	Vancouver	Evergreen Highway Trail, Ellsworth-Weber (RW) <i>Construct path Ellsworth to Weber Arb. (CN)</i>	\$125 \$661		\$0 \$0	\$125 \$661
	2	Clark County	Hazel Dell Area Sidewalks (CN)	\$427		\$107	\$534
	3	La Center	Aspen Avenue at 18th Street Crosswalk (PE&CN)	\$20		\$5	\$25
	4	Clark County	Salmon Creek Avenue, WSU-PV Park - <i>Path</i> (PE)	\$66		\$34	\$100
	5	Vancouver	Evergreen Trail, Chelsea-Image (PE)	\$100		\$16	\$116
	Transportation Alternatives Program Totals				\$1,399	\$0	\$161
Discretionary	1	Port Ridgefield	Pioneer Street Railroad Overpass, Phase 2 (CN)	\$1,761		\$0	\$1,761
	Discretionary Totals				\$1,761	\$0	\$0
HSIP	1	Vancouver	Mill Plain Blvd.-104 to NE Chkalov Dr. (CN)	\$500		\$0	\$500
	HSIP Totals				\$500	\$0	\$0
STP-State	1	WSDOT	SR-501/Gee Creek Br. to S 56th Pl-Paving (PE)	\$112		\$5	\$117
	STP-State Program Totals				\$112	\$0	\$5
NHPP	1	WSDOT	SR-14 Traveler Information, 164th-NW 6th (CN)	\$466		\$228	\$694
	1	WSDOT	SR-503/4th Plain-119th St.-Median Curb (PE/CN)	\$1,357		\$28	\$1,385
	1	WSDOT	SR-503/SR-500 Orchards to BG (PE)	\$152		\$7	\$159
	NHPP Program Totals				\$1,975	\$0	\$262
STP-BR	1	Clark County	Big Tree Creek Bridge #120 (CN)	\$438		\$0	\$438
	1	Clark County	Blair-Zeek Bridge (CN)	\$306		\$0	\$306
	1	Clark County	Brush Prairie Bridge (CN)	\$370		\$0	\$370
	1	Clark County	Fifth Plain Creek Bridge (CN)	\$1,530		\$383	\$1,913
	1	Clark County	Van Atta Bridge (CN)	\$134			\$134
	BR Program Totals				\$2,778	\$0	\$383

2014 Summary

9/12/2013

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
State/Local	1	Clark County	Big Tree Creek Bridge #120 (RW)			\$10	\$10
	1	Clark County	Blair-Zeek Bridge (RW)			\$5	\$5
	1	Clark County	Brush Prairie Bridge (RW)			\$10	\$10
	1	Clark County	Fifth Plain Creek Bridge (RW)			\$50	\$50
	1	Clark County	NE 94th Avenue, Padden Parkway to 99th St. (RW)			\$518	\$518
	1	Clark County	Orchards Traffic Signal Optimization (RW)			\$10	\$10
	1	Clark County	Sacajawea Elementary Pedestrian Safety (RW/CN)		\$267	\$0	\$267
	1	Clark County	Van Atta Bridge (RW)			\$8	\$8
	1	Vancouver	Endeavour Elementary Pathway (RW/CN)		\$178	\$18	\$196
	1	Vancouver	Vancouver Waterfront Trail (RW)			\$3,000	\$3,000
	1	WSDOT	I-205/Mill Plain Interchange-Stage 2 (CN)			\$55,033	\$55,033
	1	WSDOT	SR-502/I-5 to Battle Ground-Add Lanes (CN)			\$36,653	\$36,653
	WSDOT Program Totals				\$0	\$445	\$95,314

(PE) Preliminary Engineering, (RW) Right of Way, (CN) Construction

2015 Summary

9/12/2013

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	\$3,881		\$970	\$4,851
	2	C-TRAN	Associated Transportation Improvements	\$39		\$10	\$49
	Section 5307 Program Totals			\$3,920	\$0	\$980	\$4,900
Section 5310	1	C-TRAN	ADA Expansion	\$145		\$145	\$290
	Section 5310 Program Totals			\$145	\$0	\$145	\$290
Section 5337	1	C-TRAN	Bus Replacement	\$72		\$18	\$90
	Section 5337 Program Totals			\$72	\$0	\$18	\$90
Section 5339	1	C-TRAN	Bus Replacement	\$440		\$110	\$550
	Section 5339 Program Totals			\$440	\$0	\$110	\$550
CMAQ	1	WSDOT	SR-14 Traveler Information, 164th-NW 6th (CN)	\$606			\$606
	2	WSDOT	I-5/I-205 Bi-State Corridor Travel Time (CN)	\$641		\$214	\$855
	3	Vancouver	Fourth Plain Subarea Sidewalk Infill Project (RW)	\$400		\$63	\$463
	CMAQ Program Totals			\$1,647	\$0	\$277	\$1,924
STP-Region STP-Urban	1	Washougal	Evergreen/32nd St. Intersection (CN)	\$795		\$597	\$1,392
	2	Clark County	NE 94th Avenue, Padden Parkway to 99th St. (CN) <i>Intersection and street widening</i>	\$1,800	\$1,412	\$1,057	\$4,269
	3	Camas	NW 38th Av/SE 20th St. Phase 2 (CN) <i>Widen to 3 lanes, sidewalk, and bike lanes</i>	\$1,100	\$1,720	\$0	\$2,820
	4	RTC	VAST/TSMO Coordination and Management (PE)	\$150		\$23	\$173
	5	RTC	UPWP Support (PE)	\$250		\$39	\$289
	STP (Regional) Program Totals			\$4,095	\$3,132	\$1,716	\$8,943
TAP	1	Port Van.	Transit Terminus to Port Center (CN)	\$264		\$66	\$330
	2	Camas	NW 18th Avenue Bike and Pedestrian Trail (CN)	\$200		\$51	\$251
	Transportation Alternatives Program Totals			\$464	\$0	\$117	\$581
Discretionary	1	Vancouver	Vancouver Waterfront Trail (TCSP)	\$750	\$750	\$0	\$1,500
	Discretionary Totals			\$750	\$750	\$0	\$1,500

2015 Summary

9/12/2013

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
HSIP	1	Vancouver	Mill Plain Blvd., 104th to NE Chkalov Dr. (CN)	\$1,280		\$0	\$1,280
	HSIP Totals			\$1,280	\$0	\$0	\$1,280
STP-State	1	WSDOT	SR-501/Gee Creek Br. to S 56th Pl-Paving (CN)	\$1,047		\$21	\$1,068
STP-State Program Totals				\$1,047	\$0	\$21	\$1,068
NHPP	1	WSDOT	I-5/NE 39th St. Vic to NE 99th St.-Paving (CN)	\$2,719		\$55	\$2,774
	NHS Program Totals			\$2,719	\$0	\$55	\$2,774
STP-BR	BR Program Totals			\$0	\$0	\$0	\$0
\	1	WSDOT	I-5/134th St. Interchange (CN)			\$3,400	\$3,400
	WSDOT Program Totals			\$0	\$0	\$3,400	\$3,400

(PE) Preliminary Engineering, (RW) Right of Way, (CN) Construction

2016 Summary

9/12/2013

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	\$3,881		\$970	\$4,851
	2	C-TRAN	Associated Transportation Improvements	\$39		\$10	\$49
	Section 5307 Program Totals			\$3,920	\$0	\$980	\$4,900
Section 5310	1	C-TRAN	ADA Expansion	\$145		\$145	\$290
	Section 5310 Program Totals			\$145	\$0	\$145	\$290
Section 5337	1	C-TRAN	Bus Replacement	\$72		\$18	\$90
	Section 5337 Program Totals			\$72	\$0	\$18	\$90
Section 5339	1	C-TRAN	Bus Replacement	\$440		\$110	\$550
	Section 5339 Program Totals			\$440	\$0	\$110	\$550
CMAQ	1	Clark County	Orchards Traffic Signal Optimization (CN)	\$2,000		\$1,255	\$3,255
	2	Vancouver	Main St.-Columbia St. Traffic Signal Int. (CN)	\$855		\$133	\$988
	3	C-TRAN	Fourth Plain Bus Rapid Transit (PE)	\$2,000	\$300	\$200	\$2,500
	4	WSDOT	SR 503 ATIS Infill, 4th Plain to Main St. (PE)	\$86		\$14	\$100
	4	Clark County	Highway 99 TRIM, Ross to 134th St. (PE)	\$72		\$42	\$114
	CMAQ Program Totals			\$5,013	\$300	\$1,644	\$6,957
STP-Region STP-Urban	1	Clark County	NE 119th Street, 72nd Av to 87th Av (CN) <i>Widen to 5-lanes, with center turn lane</i>	\$1,500		\$0	\$1,500
	2	Vancouver	Mill Plain Blvd.-104 to NE Chkalov Dr. (CN) <i>Signal, access, channelization, and realignment</i>	\$2,000		\$320	\$2,320
	3	Camas	NW 38th Av/SE 20th St. Phase 2 (CN) <i>Widen to 3 lanes, sidewalk, and bike lanes</i>	\$1,100		\$0	\$1,100
	4	Clark County	NE 47th Avenue/NE 78th Street Intersection (PE)	\$20		\$247	\$267
	5	RTC	UPWP Support (PE)	\$250		\$39	\$289
	5	RTC	VAST/TSMO Coordination and Management (PE)	\$150		\$23	\$173
	STP (Regional) Program Totals			\$5,020	\$0	\$629	\$5,649

2016 Summary

9/12/2013

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
TAP	1	Clark County	Salmon Creek Avenue, WSU-PV Park - <i>Path</i> (CN)	\$502		\$223	\$725
	Transportation Alternatives Program Totals			\$502	\$0	\$223	\$725
Discretionary	Discretionary Totals			\$0	\$0	\$0	\$0
HSIP	HSIP Totals			\$0	\$0	\$0	\$0
STP-State	STP-State Program Totals			\$0	\$0	\$0	\$0
NHPP	1	WSDOT	SR-503/SR-500 Orchards to BG (CN)	\$4,488		\$92	\$4,579
	NHPP Program Totals			\$4,488	\$0	\$92	\$4,579
STP-BR	BR Program Totals			\$0	\$0	\$0	\$0
State/Local	WSDOT Program Totals			\$0	\$0	\$0	\$0

(PE) Preliminary Engineering, (RW) Right of Way, (CN) Construction

2017 Summary

9/12/2013

(Year of Expenditure Cost in Thousands of Dollars)

Funding Type	Priority	Agency	Project Description	Federal Funds	State Funds	Local Funds	Total Funds
Section 5307	1	C-TRAN	Preventative Maintenance	\$3,881		\$970	\$4,851
	2	C-TRAN	Associated Transportation Improvements	\$39		\$10	\$49
	Section 5307 Program Totals			\$3,920	\$0	\$980	\$4,900
Section 5310	1	C-TRAN	ADA Expansion	\$145		\$145	\$290
	Section 5310 Program Totals			\$145	\$0	\$145	\$290
Section 5337	1	C-TRAN	Bus Replacement	\$72		\$18	\$90
	Section 5337 Program Totals			\$72	\$0	\$18	\$90
Section 5339	1	C-TRAN	Bus Replacement	\$440		\$110	\$550
	Section 5339 Program Totals			\$440	\$0	\$110	\$550
CMAQ	1	Clark County	Orchards Traffic Signal Optimization (CN)	\$1,000		\$0	\$1,000
	2	Vancouver	Fourth Plain Subarea Sidewalk Infill Project (CN)	\$380		\$59	\$439
	3	WSDOT	SR 503 ATIS Infill, 4th Plain to Main St. (CN)	\$865		\$135	\$1,000
	3	Clark County	Highway 99 TRIM, Ross to 134th St. (CN)	\$348		\$167	\$515
	3	C-TRAN	Transit Signal Priority - Highway 99 (PE)	\$120		\$30	\$150
				(CN)	\$20		\$5
CMAQ Program Totals			\$2,733	\$0	\$396	\$3,129	
STP-Region STP-Urban	1	Clark County	NE 47th Avenue/NE 78th Street Intersection (CN)	\$980		\$610	\$1,590
	2	RTC	Communications Master Plan (PE)	\$43		\$7	\$50
	2	RTC	VAST/TSMO Coordination and Management (PE)	\$150		\$23	\$173
	3	Vancouver	Destination Downtown (PE)	\$200		\$31	\$231
	3	RTC	UPWP Support (PE)	\$200		\$31	\$231
	STP (Regional) Program Totals			\$1,573	\$0	\$702	\$2,275

(PE) Preliminary Engineering, (RW) Right of Way, (CN) Construction



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: September 13, 2013
SUBJECT: **Federal Functional Classification Change Requests: Grant Street and Esther Street, Vancouver**

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 September 2013 meeting, RTAC is asked to consider and recommend two changes to the federal functional classification for Grant Street and Esther Street in the City of Vancouver which currently have no federal functional classification.

VANCOUVER FEDERAL FUNCTIONAL CLASSIFICATION CHANGE REQUESTS

The City of Vancouver has proposed the federal functional classification of:

- (1) A .19 mile segment of Grant Street from Columbia Way to W 8th Street. This Grant Street segment is not currently classified. Vancouver proposes a minor arterial federal functional classification.
- (2) A .10 mile segment of Esther Street, from Columbia Way to W 6th Street. This Esther Street segment is not currently classified. Vancouver proposes a minor arterial federal functional classification.

Both streets provide access to the Vancouver Waterfront development which is forecast to grow significantly in household numbers and employment opportunities into the foreseeable future, see <http://www.cityofvancouver.us/ced/page/waterfront-development-project>

Attached with the completed forms is a map showing the proposed federal functional classification change requests for Grant and Esther Streets as well as realignment of routes in the general vicinity.

RTAC ACTION

At the September 2013 meeting, RTAC is asked to consider Vancouver's proposed federal functional classification change requests for Grant and Esther Streets, make comments on the proposals and recommend forwarding the change requests to WSDOT Local Programs.

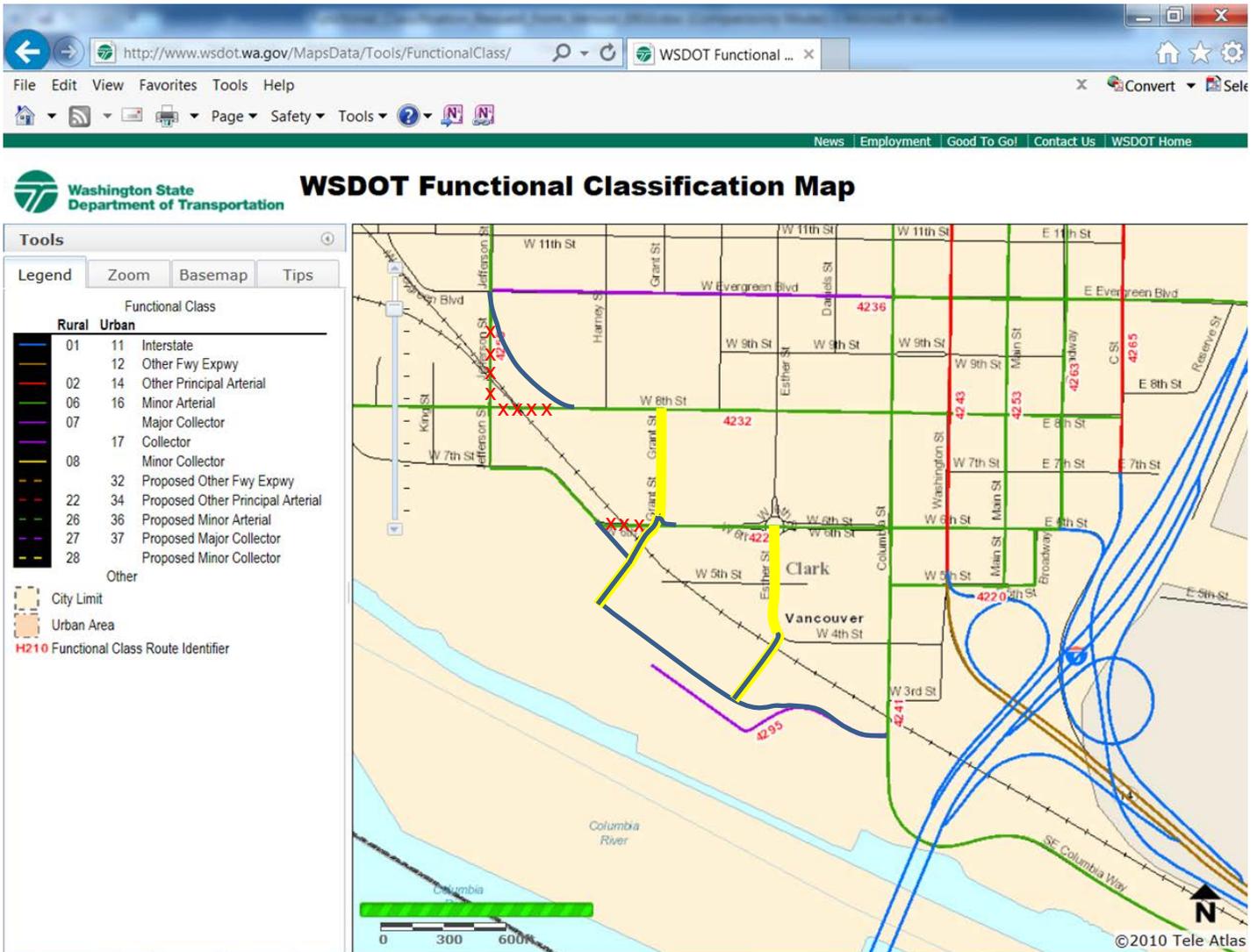
NEXT STEPS

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

ATTACHMENTS (2 functional class forms and 1 map)

City of Vancouver Functional Classification Map Change Request

- New constructed street
- x Existing street to be closed and removed
- Functional Classification change request



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 City of Vancouver	COUNTY or CITY NO. <i>(refer to Local Agency Guidelines)</i> 1350
2. LOCAL AGENCY CONTACT PERSON AND EMAIL ADDRESS Jennifer Campos, jennifer.campos@cityofvancouver.us	TELEPHONE NO. 360-487-7728
3. LOCAL NAME OF ROUTE Esther Street	ROUTE NO. <i>(if State Route use SR No.)</i>
4. TERMINI OF ROUTE <i>(Description and milepost (if available))</i> FROM Columbia Way TO W 6th Street LENGTH: 0.10 Miles	
5. TYPE OF AREA <i>(Federal Aid Highway Urban Area):</i> <input checked="" type="checkbox"/> URBAN <input type="checkbox"/> RURAL	
6. EXISTING FUNCTIONAL CLASSIFICATION No designation	PROPOSED FEDERAL FUNCTIONAL CLASSIFICATION Minor Arterial
<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> Miles: 0.11	
8. DOES REQUESTED FC CHANGE EXTEND INTO ANOTHER JURISDICTION? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <i>(If yes – concurrence from the other affected agency is required.)</i>	
9. EXISTING ROAD CHARACTERISTICS Roadway Width (incl. shoulders): no facility from Columbia Way to BNSF rail berm; rail berm to 6th is 47 feet wide Surfacing Type <i>(mark appropriate space)</i> <input type="checkbox"/> Gravel <input type="checkbox"/> ACP <input type="checkbox"/> BST <input checked="" type="checkbox"/> Earth <input type="checkbox"/> Other:	
10. TRAFFIC GENERATORS <i>(Generators that route serves – est. VPD)</i> INDUSTRIAL: Employees NA VPD _____ AIRPORTS: Annual Flights NA VPD _____ MILITARY INSTALLATIONS: Type NA VPD _____ SHOPPING CENTER: No. Stores 50 VPD 3000 OTHER: Type _____ VPD _____	SHIPPING POINTS: Annual Tons NA RECREATIONAL: Annual Visitors 500,000 <i>(parks, ski resorts, lakes, beaches, etc.)</i> AGRICULTURE AREAS: NA COLLEGE OR UNIVERSITY: Enrollment NA GOV. INSTITUTION: VPD 300

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

The City of Vancouver adopted the City Center Vision Plan and a planned action ordinance in 2007 that provides the zoning and incentives to further develop the downtown area. In 2009, a private landowner secured land use and preliminary plat approvals for the currently vacant Columbia Waterfront property that this roadway directly ties into. The development will include 3,300 housing units, 1,120,000 sq. ft. of commercial space, 250,000 sq. ft. of retail space, and 160 hotel rooms.

12. TRAFFIC (at significant volume change locations)

Location Columbia Way Existing Traffic 0 VPD
Future Traffic (20 years) 6000 VPD

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.)

Esther Street currently exists between W 4th Street and W 6th Street and is 47 feet wide with sidewalks and on-street parking. It is currently designated as a local street so the speed limit for the roadway is 25 MPH. A \$45 million project led by the City of Vancouver will wrap up at the end of 2013 that extends Esther Street from W 4th Street south underneath a new railroad berm onto the Columbia Waterfront project property. Esther Street will then be extended south through the property and connecting into a new east/west arterial roadway, Columbia Way. The property site is effectively bare and ready for redevelopment with most of it consisting of pavement, concrete, gravel areas and exposed soil.

The Columbia/Waterfront site is currently served by one arterial roadway from the eastern edge of the site. This intersection would be at LOS F without connecting Columbia Way, Grant Street, and Esther Streets. The new network will create an arterial street grid with connections to three perimeter arterial streets efficient for site ingress/egress. On site development will generate 24,600 ADT and will filter into the Vancouver central business district and distribute on existing streets.

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

Esther Street will serve a 33 acre urban redevelopment site that has been master planned to be 21 new urban mixed downtown city blocks and 10 acres of public park space. The Site is adjacent to (south of) the existing Vancouver central business district. Traffic ingress/egress from the new community will circulate on the proposed collector roadway and into downtown on connecting arterials. The 33 acre community has been planned as an extension of the Vancouver central business district and the roadway network and traffic plan is designed to handle urban traffic loads and seamlessly integrate into the downtown grid for user convenience and safety.

15. Additional remarks to more fully explain the situation.

The development vision for downtown Vancouver and the Columbia Waterfront site was established in Vancouver's City Center Vision plan (2007) and Vancouver Comprehensive Plan (2011-2030). Esther Street will provide a critical network connection allowing for the successful build out of these plans, fulfilling the vision of the community for downtown Vancouver.

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

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 City of Vancouver	COUNTY or CITY NO. <i>(refer to Local Agency Guidelines)</i> 1350
2. LOCAL AGENCY CONTACT PERSON AND EMAIL ADDRESS Jennifer Campos, jennifer.campos@cityofvancouver.us	TELEPHONE NO. 360-487-7728
3. LOCAL NAME OF ROUTE Grant Street	ROUTE NO. <i>(if State Route use SR No.)</i>
4. TERMINI OF ROUTE <i>(Description and milepost (if available))</i> FROM Columbia Way TO W 8th Street LENGTH: Miles .19	
5. TYPE OF AREA <i>(Federal Aid Highway Urban Area):</i> <input checked="" type="checkbox"/> URBAN <input type="checkbox"/> RURAL	
6. EXISTING FUNCTIONAL CLASSIFICATION No designation	PROPOSED FEDERAL FUNCTIONAL CLASSIFICATION Minor Arterial
<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> Miles: .21	
8. DOES REQUESTED FC CHANGE EXTEND INTO ANOTHER JURISDICTION? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <i>(If yes – concurrence from the other affected agency is required.)</i>	
9. EXISTING ROAD CHARACTERISTICS Roadway Width (incl. shoulders): no facility from Columbia Way to BNSF rail berm; rail berm to 8th is 50 feet Surfacing Type <i>(mark appropriate space)</i> <input type="checkbox"/> Gravel <input type="checkbox"/> ACP <input type="checkbox"/> BST <input checked="" type="checkbox"/> Earth <input type="checkbox"/> Other:	
10. TRAFFIC GENERATORS <i>(Generators that route serves – est. VPD)</i> INDUSTRIAL: Employees 200 VPD 500 AIRPORTS: Annual Flights NA VPD _____ MILITARY INSTALLATIONS: Type NA VPD _____ SHOPPING CENTER: No. Stores 50 VPD 3000 OTHER: Type _____ VPD _____	SHIPPING POINTS: Annual Tons NA RECREATIONAL: Annual Visitors 500,000 <i>(parks, ski resorts, lakes, beaches, etc.)</i> AGRICULTURE AREAS: NA COLLEGE OR UNIVERSITY: Enrollment NA GOV. INSTITUTION: VPD NA
11. Are there zoning ordinances which can restrict growth or encourage growth of any of the above generators? Please indicate below. The City of Vancouver adopted the City Center Vision Plan and a planned action ordinance in 2007 that provides the zoning and incentives to further develop the downtown area. In 2009, a private landowner secured land use and preliminary plat approvals for the currently vacant Columbia Waterfront property that this roadway directly ties into. The development will include 3,300 housing units, 1,120,000 sq. ft. of commercial space, 250,000 sq. ft. of retail space, and 160 hotel rooms.	

12. TRAFFIC (at significant volume change locations)

Location Columbia Wat Existing Traffic 0 VPD
Future Traffic (20 years) 16,000 VPD

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.)

Grant Street currently exists between W 8th Street and W 6th Street and is 50 feet wide with sidewalks and on-street parking. It is currently designated as a local street so the speed limit for the roadway is 25 MPH. A \$45 million project led by the City of Vancouver will wrap up at the end of 2013 that extends Grant Street from W 6th Street south underneath a new railroad berm onto the Columbia Waterfront project property. Grant Street will then be extended south through the property and connecting into a new east/west arterial roadway, Columbia Way. The property site is effectively bare and ready for redevelopment with most of it consisting of pavement, concrete, gravel areas and exposed soil.

The Columbia/Waterfront site is currently served by one arterial roadway from the eastern edge of the site. This intersection would be at LOS F without connecting Columbia Way, Grant Street, and Esther Streets. The new network will create an arterial street grid with connections to three perimeter arterial streets efficient for site ingress/egress. On site development will generate 24,600 ADT and will filter into the Vancouver central business district and distribute on existing streets.

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

Grant Street will serve a 33 acre urban redevelopment site that has been master planned to be 21 new urban mixed downtown city blocks and 10 acres of public park space. The Site is adjacent to (south of) the existing Vancouver central business district. Traffic ingress/egress from the new community will circulate on the proposed collector roadway and into downtown on connecting arterials. The 33 acre community has been planned as an extension of the Vancouver central business district and the roadway network and traffic plan is designed to handle urban traffic loads and seamlessly integrate into the downtown grid for user convenience and safety.

15. Additional remarks to more fully explain the situation.

The development vision for downtown Vancouver and the Columbia Waterfront site was established in Vancouver's City Center Vision plan (2007) and Vancouver Comprehensive Plan (2011-2030). Grant Street will provide a critical network connection allowing for the successful build out of these plans, fulfilling the vision of the community for downtown Vancouver.

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



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: September 13, 2013
SUBJECT: FY 2014 Unified Planning Work Program Amendment: Human Services Transportation Plan Update

INTRODUCTION

The Unified Planning Work Program (UPWP) is prepared annually to describe transportation activities to be completed as part of the regional transportation planning process. During the course of the fiscal year, the work program is kept current through UPWP amendments. The FY 2014 UPWP was adopted by RTC Board Resolution 06-13-13 at the June 4, 2013 RTC Board meeting. RTC has recently been notified by WSDOT that RTC is to receive \$80,000 in FTA funds to update the Human Services Transportation Plan for Clark, Skamania and Klickitat Counties. RTC Board action is requested to amend the FY 2014 UPWP to add a Human Services Transportation Plan (HSTP) work element and to allow RTC's Transportation Director to enter into an agreement with WSDOT to allow for the receipt of \$80,000 in funds to carry out the work to update the HSTP. RTAC is asked to forward the proposed UPWP update to the RTC Board for Board action.

Initially a requirement of the federal transportation act, SAFETEA-LU, passed in 2005, regular update of a Coordinated Human Services Transportation Plan (HSTP) continues to be a federal requirement. The intent of the Human Services Transportation Plan is to identify transportation needs and solutions and thereby improve transportation services for people with disabilities, seniors, and individuals with lower incomes as well as those in rural locations who cannot provide transportation for themselves. The RTC Board adopted the region's first Human Services Transportation Plan for Clark, Skamania and Klickitat Counties in January 2007 and a Plan update was adopted by the RTC Board in December 2010. The current Plan is available on RTC's website at: <http://www.rtc.wa.gov/reports/index.htm#HSTP>.

From the needs identified in the HSTP, human services transportation providers can then develop projects to submit to WSDOT for funding consideration through the Consolidated Public Transportation Grant Program. Development of an HSTP is a condition for this region receiving Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program funds. Furthermore, within Washington state the Consolidated Grant Program combines applications for FTA 5310 funds as well as FTA Section 5311, Rural Area Apportionments and Rural Transit Assistance Program, and state transit funds for paratransit and special needs and rural mobility competitive programs. Projects funded under this program must be derived from a locally developed public transit-human services

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>

transportation plan. RTC, as Regional Transportation Planning Organization, must work with the local stakeholders and human service transportation providers to update the Plan and project priorities.

In FY 2014 (July 1, 2013 through June 30, 2014) and continuing into FY 2015 (beginning July 1, 2014) RTC is expected to develop an update to the consolidated Human Services Transportation Plan for Clark, Skamania and Klickitat Counties. Plan update is required by federal law at least every four years. The timeline calls for completion of the draft HSTP update by September 1, 2014. Transportation providers and agencies will then have time to develop grant funding requests before the year's end. The final HSTP update and special needs transportation grant applications will need to be submitted to WSDOT by December 31, 2014.

A Coordinated plan can help to enhance transportation access, minimize duplication of services, and encourage the most cost-effective transportation. Development of the Human Services Transportation Plan brings together service providers, agencies that distribute funds, riders, and the community at-large to improve special needs transportation throughout the region.

With previous HSTP efforts, the statewide Agency Council on Coordinated Transportation (ACCT) provided a Plan template with each Plan to include the following elements:

- Stakeholder collaboration
- Data and information on common trip origins and destination, and existing transportation services. Note: this may require collaboration and sub-contracting with County GIS departments to update Plan maps.
- Identification of unmet transportation needs including technology.
- Development of prioritized solutions to meet public transportation needs including unmet needs. This should include coordination, community priorities and performance measures set to determine if priorities are met.

With this update, WSDOT is requesting more specificity and additional outreach efforts. ACCT has provided good resource materials and data available to MPO/RTPOs at <http://www.wsdot.wa.gov/acct/HSTP/library.html> In addition, a first statewide HSTP (July 2013) has been published and made available <http://www.wsdot.wa.gov/acct/HSTP/default.htm>

POLICY IMPLICATION

Development and update of the Human Services Transportation Plan is a requirement of the federal transportation act and Washington state laws. By identifying the transportation needs of the aged, low income and people with disabilities, the HSTP provides a framework for definition of project solutions to meet these transportation needs.

BUDGET IMPLICATION

Action on this UPWP amendment will allow RTC to receive \$80,000 in FTA funding through WSDOT to update the region's Human Services Transportation Plan. RTC may need to enter into contracts with County GIS departments for maps that need to be a part of the Plan. No local matching funds are required.

The award of \$80,000 is a significant increase over the \$20,000 received to complete the last HSTP update in 2010. The increased funds are to allow the RTPO to continue coordination efforts with local stakeholders and human service transportation providers after completion of the HSTP update.

RTAC ACTION REQUESTED

RTAC is asked to recommend the RTC Board approve the proposed amendment to the FY 2014 UPWP to include funding for the required Human Services Transportation Plan update.

Complete Streets Training

for Clark County

If you are a city planner, engineer, community partner or decision maker, come share and learn about implementation of complete streets and the newly passed Neighborhoods Safe Streets Bill (HB 1045).

NEW DATE AND LOCATION

When: September 30, 2013 8:30 a.m. – 4:30 p.m.

Where: Vancouver Community Library, Columbia Room
901 C Street, Vancouver, WA



The training will be facilitated by Smart Growth America, a nationally recognized organization providing support to communities on smart growth practices. Trainers include:

Peter Lagerwey-Regional Office Director for Toole Design Group in the Northwest. He has over 27 years managing pedestrian and bicycle projects and programs with the City of Seattle and as a private consultant.

Michael Ronkin-Previously the Bicycle/Pedestrian Program Manager at Oregon Department of Transportation. He now heads his own consulting firm and is a nationally acknowledged expert in designing streets to better accommodate pedestrians and bicyclists.

Please Register: Lunch provided by Clark County Public Health – no registration fee

Kachina Inman, MPH, Prevention Education Coordinator

Clark County Public Health

Phone: 360-397-8493

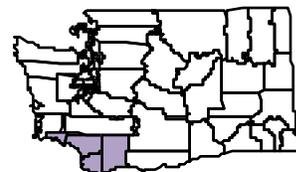
Email: kachina.inman@clark.wa.gov

Parking at the library is limited to 2 hours on weekdays before 6pm. Longer term parking is available at the City Center Parking garage located one block south of the library at 703 Broadway Street

Healthy Communities
Washington

Healthy people in healthy places

www.doh.wa.gov/healthycommunities



Health and Well-Being for all Southwest
Washington Communities