



The Regional Transportation Advisory Committee meeting will be held on **Friday, November 15, 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 October 18, 2013, Minutes, Action
- II. Metro 2014 RTP Update, Discussion*
- III. Metropolitan Transportation Plan Capital Facilities Review
- IV. Proposed 2014 RTC Work Plan, Discussion
- V. Urban Area Federal Functional Classification Review and Update
- VI. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - a. Public Participation Plan, Status
 - b. TIB Grant Awards – November 22, 2013
 - c. Washington State Freight Mobility Plan: Project Submittal

**Materials available at meeting*

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

20131115_RTAC_Agenda.docx

An advisory committee to:

Southwest Washington Regional Transportation Council

1300 Franklin Street, Floor 4

P.O. Box 1366

Vancouver, Washington 98666-1366

360-397-6067

fax: 360-397-6132

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

**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
October 18, 2013**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, October 18, 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
Jim Carothers	City of Camas
Mike Clark	WSDOT
Lynda David	RTC
Mark Harrington	RTC
Bob Hart	RTC
Ryan Jeynes	City of Battle Ground
Todd Juhasz	ODOT
Bryan Kast	City of Ridgefield
Colleen Kuhn	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
Steve Schulte	Clark County
Tom Shook	C-TRAN
Jeff Swanson	Clark County
Susan Wilson	Clark County
Bill Wright	Clark County

Dean Lookingbill, RTC, asked for any changes or corrections to the September 20, 2013, meeting minutes.

BILL WRIGHT, CLARK COUNTY, MOVED FOR APPROVAL OF THE SEPTEMBER 20, 2013, MEETING MINUTES, AND MIKE CLARK, WSDOT, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

It was noted Sandi Roberts, RTC, will be retiring next week and this is her last RTAC meeting to take Minutes. Lynda David, RTC calculated that Sandi has attended and transcribed the Minutes of 165 RTAC meetings.

II. Clark County Concurrency Update, Discussion

Dean Lookingbill, RTC, introduced Steve Schulte, Manager of Clark County Public Works' Transportation and Asset Management Division, to present an update to Clark County's Concurrency program. Dean said we are entrusting RTAC members to rearticulate the update to your elected officials so they will be up to speed on the County's Concurrency program.

Steve Schulte gave a PowerPoint presentation titled, "Transportation Concurrency Program Update - Clark County". Steve pointed out the Growth Management Act (GMA) required Concurrency Standards. RCW 36.70A.070 (6.b) says "local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development." Steve noted Transportation Concurrency is the development review tool used to manage traffic congestion on our road system.

Steve provided some background information on Clark County's experience with Concurrency. There are 37 Concurrency corridors in the Clark County/Vancouver Urban Growth Area with 4 travel speed standards (27, 22, 17, and 13 mph). Highways of Statewide Significance are not tested for Concurrency. The history of Clark County's Concurrency program includes the year 2000 Pipeline 1 program for development in east County and 2 development moratoria in Salmon Creek in 2004 and 2007. About 2%-3% of developers have had an offsite mitigation obligation, and over the last 10 years, total mitigation required was about \$150,000 per year.

Steve reviewed the Guiding Principles for the Update to the Concurrency program including having more predictable outcomes, use of a simpler process with easier metrics to understand, promote increased awareness of the Concurrency program and automate transportation system modeling using technology. Steve provided some key definitions for Concurrency measurement. He said Corridor Capacity is the maximum theoretical volume for a corridor. Operating Level is the current traffic on a corridor plus the expected traffic from already permitted development (not yet built). Level of Service (LOS) is established by the County and is the maximum loading allowed on a corridor before it is considered to be in Concurrency failure.

Steve also provided an updated example of concurrency measurement for the 78th Street corridor, east of Highway 99. It has a corridor capacity of 7,000 vehicles in the peak hour, with existing traffic volume of 2,200 vehicles plus new traffic of 1,300 vehicles, totaling an operating level of 3,500 vehicles in the peak hour. The calculated loading is 3,500/7000 or 50% of capacity. If the LOS for the corridor is set at 95%, then the corridor is not in Concurrency failure.

Steve highlighted other elements of the updated program including use of a "two-hour" peak traffic measurement, use of a color system to increase awareness of concurrency status in each corridor, much like the City of Vancouver's system, with possible Board of Clark County Commissioners' actions to provide for more developer predictability. Capital improvement projects needed to support concurrency will be identified for funding in the Capital Facilities Plan. Once roadways and intersections are fully built out to Arterial Atlas standards, they will

not be further widened. Clark County is moving towards more automation of traffic counting and monitoring via remote stations and direct downloading of information into databases to support the concurrency program. Steve said the current 2007 Capital Facilities Plan has a price tag, with inflation, of \$952 million for twenty years. The County cannot afford that and we need to be realistic and downsize the list of projects with safety being the controlling factor.

Dean concluded saying he sees some issues that will need to be addressed moving into the future including a move to use of a two hour peak methodology and a coordinated concurrency program with the City of Vancouver. The County's concurrency program update addressed road segments but intersections need to be considered. Steve noted the County's concurrency program will be working in coordination with RTC's Congestion Management Process for corridor data collection, performance measurement and reporting.

III. Metropolitan Transportation Plan Capital Facilities Review, Discussion

Dean Lookingbill recapped the MTP CFP study noting that RTC is using a 2035 slower growth forecast, has developed a travel forecast model to forecast travel demand and capital facilities needs using the slower growth data to look at where are the critical links that have capacity issues.

Lynda David, RTC, said the RTAC Memorandum has basic information and data that has been provided in past months at RTAC meetings. Table 1 illustrates "Clark County Demographics; Base Year and Comparative Forecasts" including the forecast used for Clark County's GMA Comp Plan (Sep. 2007), RTC's Metropolitan Transportation Plan (Dec. 2011), and 2035 Slower Growth Forecast based on Washington Office of Financial Management's (OFM's) medium 2035 forecast released in August 2012. Lynda explained that as we move forward, RTC will work toward consistency between the forecast to be used in RTC's Regional Transportation Plan update and Clark County Comprehensive Plan update. The state's Growth Management Act requires consistency between local and regional transportation plans.

Table 2 provides the range of analyses RTC has underway with five scenarios with various growth and transportation network combinations. Lynda directed RTAC to the maps that were provided showing analysis results for the following sub-areas: 1] Camas/Washougal Subarea, 2] Discovery Corridor Subarea, 3] Battle Ground Subarea, 4] West Vancouver Subarea, and 5] East Vancouver Subarea. The maps show links with capacity problems with red showing where there are capacity issues when the travel demand resulting from the 2035 slower growth scenario is assigned to the committed transportation network. Links shown in pink are additional links with volume to capacity problems resulting from travel demand resulting from the 2035 MTP level of growth assigned to the committed transportation network. Lynda explained this information was presented to the RTC Board at the September meeting. One of the Commissioners requested that we also show results of the slower growth assigned to the full MTP network. RTC staff is working on a matrix with v/c ratios shown for each growth and transportation network scenario. Results will be brought to RTAC at a future meeting. The results may be useful as we work to update the Regional Transportation Plan in 2014. We may have to delete projects from the current project list because we may not be able to afford them all. We will be looking at what demographic forecast assumptions we make for the 20-year transportation plan update as well as

addressing the financial revenue forecast in the RTP update. Lynda said that the MTP CFP transportation analysis currently focuses solely on v/c analysis but RTC fully understands the 2014 RTP update will need to address transportation needs that include safety and bringing transportation facilities to urban standards and having Complete Streets.

The current scenario analysis allows us to begin to address transportation system policy which will be reviewed as part of the RTP update with consideration of a shift from past emphasis on mobility and capacity expansion to an emphasis on reliability, accessibility, modal choices, and priorities. In addition, the RTP update will need to focus on the significant concerns for transportation system preservation and maintenance as well as transportation system safety issues.

Lynda said that at the December 2013 RTC Board meeting, we may begin the scoping process for the RTP update. We will want the RTC Board to weigh in on what are the visions for the Regional Transportation Plan update? What is the growth vision? We need consistency with the Comprehensive Plan update, need to use the Washington Office of Financial Management (OFM) population forecast to guide the RTP's growth forecast. We need to ask the question, what is the modal vision for the Plan update? What is the modal mix between auto, transit, and active transportation modes? What is the vision for transportation system performance? We have to meet the new requirements of federal MAP-21 regarding setting performance standards and performance measurement. What performance standards are you willing to accept? There are issues of mobility versus reliability as well as access issues to address. How much congestion is the region willing to accept and what time of day do we use to analyze the travel regional forecast model? Another question we will have to resolve is what is the financial vision for the Plan update? Traditional gas taxes are not keeping pace with transportation needs so is the community willing to address innovative funding measures? There are additional questions relating to the vision for sustainability in the transportation system and how will the transportation system be maintained and preserved?

Dean said the bottom line for the MTP CFP analysis is it allows us to determine which current MTP projects are absolutely vital to address capacity issues. The work will inform us as we go into the 2014 RTP update. Dean commented on the paradigm shift. He said 20 years ago, we forecast a huge amount of growth for Clark County which took place in the 1990s and early 2000's. The transportation plan largely focused on capacity improvements to accommodate the growth with the notion that growth would bring prosperity to the region. Clark County is now a more urbanized region so urban design of some of the transportation facilities is now an important consideration. Our growth has now slowed down and this affects how we are going to address our regional transportation system needs.

In conclusion, Dean said RTC would be working with the County on the Comprehensive Plan update and committed to share information with all RTAC members to inform CFP updates.

IV. Public Participation Plan, Draft Review, Discussion

Dean Lookingbill, RTC, said RTC's existing Public Participation Plan was adopted in August 7, 2007 to comply with the federal transportation act in existence at that time, SAFETEA-LU, as

well as state RTPO requirements. 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. At RTC's last MPO Certification conducted by Federal Highway Administration and Federal Transit Administration staff, RTC was told to update the Public Participation Plan to add more specificity. Dean said RTC staff wants RTAC to see the draft Plan before presentation to the RTC Board prior to release for public review.

Lynda David, RTC, referred to the Draft Public Participation Plan update, dated October 2013. She said the Plan is about 85% complete and there are some gaps to fill before Board mailout. Lynda was advised by FHWA staff to use Spokane Regional Transportation Council and Puget Sound Regional Council's Public Participation Plans for guidance.

Lynda reviewed the content of the draft Public Participation Plan including the first introductory section and additional sections: II.) RTC's Organization, III.) RTC's Transportation Plans and Programs, IV.) Participation, Involvement, Consultation and Comment, V.) Procedures, Public Notification Methods and Techniques, VI.) Public Participation in RTC's Metropolitan Transportation Plan and Transportation Improvement Program: A Guide to Procedures, and VII.) Evaluation and Update of the Public Participation Program. Lynda explained that some sections repeat information, especially information on how to contact RTC with comments on transportation plans, programs and projects, so the public would not have to pour through the whole Plan. The public release version of the Public Participation Plan will have photos and graphics inserted to make it more visually appealing and to comply with federal requirements to use visualization techniques.

It was noted that ADA accessibility should be bulleted on page 8 and links to information about which C-TRAN lines are available to access meetings. Randy Mueller, Port of Ridgefield, said he felt this document would be useful for a new RTAC or RTC Board member to provide them with information of the work of RTC.

V. Washington State Freight Mobility Plan: Project Submittal, Discussion

Dale Robins, RTC, reported that the WSDOT is accepting freight project proposals for inclusion in the Washington State Freight Mobility Plan. In order for projects to be considered for inclusion in the Freight Plan, WSDOT is requesting agencies to complete an application for their projects. He noted applications are due October 31, 2013.

To be eligible for inclusion in the Freight Plan, projects must be located on a Washington State Freight Economic Corridor and be included in the Regional Transportation Plan. The State Truck Freight Economic Corridors have four elements: 1) T-1 freight corridors that carry more than 10 million tons per year, 2) T-2 freight corridors that carry 4 to 10 million tons per year, 3) Alternative freight routes that serve as alternates to T-1 truck routes that experience severe-weather closures, and carry 600,000 to 4 million tons per year, and 4) First/last mile connector routes between freight-intensive land uses and T-1 and T-2 Freight Corridors.

Dale noted that Port of Vancouver will submit the West Vancouver Freight Access Project and the Port of Ridgefield will submit the Pioneer Street Railroad Overpass, and Port of

Camas/Washougal will submit the SR-14/32nd Street, Washougal project. The City of Vancouver is considering an application for a proposed widening of the tunnel portal under the railroad tracks from SR-14 to Columbia Shores.

VI. Other Business

A. RTAC Members

Port of Vancouver Oil Terminal - Katy Brooks, Port of Vancouver, said the Port is going to conduct a re-vote next week in response to a challenge to the public process regarding a decision on a proposed oil terminal made in Executive Session. The re-vote is a precautionary measure to be as clear as can be in the public process.

B. RTC Staff

RTC's "Metropolitan Transportation Improvement Program (TIP), Clark County 2014-2017" – copies were made available to RTAC members. The TIP will be posted on RTC's website in January 2014.

RTC's 2014 Work Plan - Dean explained the draft Work Plan will be presented at the November RTC Board meeting. The major project will be updating the Metropolitan Transportation Plan, to be known as the 2035 Regional Transportation Plan. RTC will be working with Clark County to make the RTP consistent with the Growth Management Plan, will look at using a 2035 slower growth forecast, and work to comply with MAP-21 performance measured and managed requirements. In addition RTC will continue the I-205 Access and Operations Study, will work to update the Human Services Transportation Plan, will continue the VAST and TSMO Programs, work with Metro to reconvene the Bi-State Coordination Committee, update the Congestion Management Process, and continue to provide Regional Travel Demand Modeling services.

RTC's Website – RTC has been re-working the Website. A preview will be provided to RTAC at a later meeting.

RTC's Transportation Director Recruitment - The RTC Board will meet on Tuesday, November 5 from 4 to 5 p.m. and then go into Executive Session to discuss applicants for the Transportation Director. It is hoped a new Transportation Director can be hired by December.

Federal Functional Classification - Lynda noted the Federal Highway Administration has accepted the updated Urban Area Boundary (UAB). There is now a deadline of December 5 to complete changes to federal functional classification from rural to urban or vice versa as a result of changes to the UAB. At the September RTAC meeting, a City of Vancouver request for changes to the functional classification for Esther and Grant Streets was forwarded to WSDOT. WSDOT has responded with a request for additional information on the road alignments.

The meeting was adjourned at 10:14 a.m. The next meeting will be Friday, November 15, 2013.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: November 8, 2013
SUBJECT: Metropolitan Transportation Plan Capital Facilities Review

INTRODUCTION

At last month’s meeting RTC staff provided a status report on review of the adopted Metropolitan Transportation Plan’s list of identified capital facilities projects. At the November meeting, RTC staff will present Volume to Capacity analysis for the relevant MTP projects. The information is to be used to inform scoping for the Regional Transportation Plan update to begin in 2014.

BACKGROUND INFORMATION

Once again, as background resource information, demographic data is provided in Table 1 (below) and Table 2 (on page 2) provides the range of analysis scenarios with various growth and transportation network combinations.

Table 1: Clark County Demographics; Base Year and Comparative Forecasts

	Base Year Demographics 2010	Clark County GMA Comp Plan (Sep. 2007) 2024	RTC's MTP (Dec. 2011) 2035	Slower Growth OFM Medium (Aug. 2012) 2035
Population	425,363	584,310	641,775	562,207
Households	157,826	225,602	248,750	209,779
Persons/Household	2.70	2.59	2.58	2.68
Population Annual Average Growth Rate from 2010	N/A	2.29%	1.66%	1.12%
Employment	131,954	231,705	256,200	207,681
Job/Household	0.84	1.03	1.03	0.99
Employment Annual Average Growth Rate from 2010	N/A	4.10%	2.69%	1.83%

An advisory committee to:

Southwest Washington Regional Transportation Council

1300 Franklin Street, Floor 4 P.O. Box 1366 Vancouver, Washington 98666-1366 360-397-6067 fax: 360-397-6132 <http://www.rtc.wa.gov>

Table 2: Growth Projection and Transportation Network Scenarios			
#	Description	Demographic Forecast	Network
1	2010 Base	2010 Demographics	2010 Transportation Network
2	2035 Slower Growth Committed	Slower Growth 2035 - based on OFM Medium population projection (Aug 2012)	6 year Transportation Improvement Program (TIP) network
3	MTP Growth Committed	RTC's 2035 MTP (Dec. 2011)	6 year Transportation Improvement Program (TIP) network
4	Slower Growth 2035 MTP	Slower Growth 2035 - based on OFM Medium population projection (Aug 2012)	2035 MTP (projects listed in Dec. 2011 MTP, Appendix B; includes CRC + Fourth Plain BRT)
5	2035 MTP	RTC's 2035 MTP (Dec. 2011)	2035 MTP (projects listed in Dec. 2011 MTP, Appendix B; includes CRC + Fourth Plain BRT)

VOLUME TO CAPACITY ANALYSIS

At last month's meeting staff reviewed transportation system performance at a sub-regional level. As promised at the October RTAC meeting, attached is a worksheet with volume to capacity analysis for MTP listed highway projects for 4 scenarios: 1) 2035 Slower Growth on Committed Transportation Network, 2) 2035 MTP Growth on Committed Transportation Network, 3) 2035 Slower Growth on full MTP Network, and 4) 2035 Growth on MTP Network (i.e. the current adopted MTP). The results allow for comparison of transportation system performance results in an effort to identify the most-needed transportation capacity projects in the twenty-year timeframe. However, keep in mind that volume to capacity is just one performance criterion used to identify transportation system needs in the metropolitan transportation planning process. Listed below are some caveats to be aware of:

- V/C ratios focus on congestion.
- The v/c ratios are from a regional travel forecast model and not the result of detailed corridor planning.
- Not all projects will have v/c issues e.g. bridge projects, safety projects, modal projects, urban standards projects.
- Traffic volumes should be considered as well as v/c. More travel delay occurs on road segments with high volumes and high v/c ratios.

- The MTP update will need to focus on the significant concerns for transportation system preservation and maintenance as well as transportation system safety issues.
-

NEXT STEPS

Next steps will include use of this data to inform the Regional Transportation Plan update in 2014. RTC staff will be working in coordination with Clark County staff as the GMA update is in process to ensure consistency between Plans and will coordinate with other local jurisdictions as Capital Facilities Plan updates are made.

Attachment: Volume to Capacity Worksheet

2035 MTP: LIST OF MTP DESIGNATED REGIONAL TRANSPORTATION SYSTEM HIGHWAY CAPACITY PROJECTS (MTP, Dec. 2011)
(projects listed are part of the MTP's Designated Regional Transportation System)

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost Estimate	V/C Ratios for Scenarios			
							2035 Slower Growth Committed	MTP Growth Committed	Slower Growth 2035 MTP	2035 MTP
2035 MTP Project List (adopted Dec. 2011)										
I-5	Columbia River Crossing (CRC). SR-500 in Vancouver, Washington to Columbia Boulevard in Portland, Oregon	Replacement I-5 river crossing and reconstructed interchanges, Light Rail Transit with terminus in Clark College vicinity.	3 lanes each direction	2018	WSDOT	\$3.2 to \$3.6 Billion	1.1985	1.37	0.71	0.85
I-5/I-205	Salmon Creek Interchange Phase II	Improve access to I-205 with flyover from 134th St to I-205 southbound		2013-2020	WSDOT	\$35,000,000	0.812	0.91	0.632	0.7
I-5	319th Street Interchange	Rebuild Interchange	Interchange	2011-2015	WSDOT	\$40,000,000	0.66 Under & 0.8072 EB	1.15/1.22	0.25/0.875	0.46/1.02
I-5	179th Street to SR-502	Auxiliary lane in each direction	3 lanes each direction	2016-2025	WSDOT	\$22,000,000	0.9931	1.06	0.899	0.96
I-5	179th Street Interchange	Reconstruct Interchange	Interchange	2016-2025	WSDOT	\$40,000,000	0.9173	1.01	0.655	0.82
I-5	SR 500	Build Direction Connection	Partial Interchange	2018-2025	WSDOT	\$120,000,000	1.29	1.29	1	1
I-5	East Fork Lewis River Bridge	Replace Bridge Structure	Bridge	2020-2025	WSDOT	\$72,000,000	0.788	0.817	0.79	0.812
I-5	North Fork Lewis River Bridge	Replace Bridge Structure	Bridge	2020-2025	WSDOT	\$85,000,000	0.788	0.817	0.79	0.812
I-205	I-205/SR14 Interchange to Mill Plain	Rebuild Interchange and Construct Braided Ramps	Interchanges	2025-2030	WSDOT	\$140,000,000	1.0086	1.137	0.853	0.91
I-205	18th St to SR 500	Construct 28th St. Ramps and Connector Roads	Overpass/ Underpass	2016-2025	WSDOT	\$100,000,000	0.992	1.05	0.91	0.95
I-205	SR-500	WB SR-500 to SB I-205 Flyover	Interchange	2025-2030	WSDOT	\$33,000,000	.984 @ on-ramp @ I-205	0.993	0.849	0.81
I-205	Padden Parkway Interchange	Rebuild interchange	2 lanes each direction	2020-2030	WSDOT	\$30,000,000	0.72	0.83	0.916	0.96
I-205	SR-500 to Padden Parkway	3 general purpose and 1 auxiliary lanes each direction	2 lanes each direction	2016-2025	WSDOT	\$58,000,000	1.0309	1.091	0.942	1.0027
I-205	Padden Parkway to 134th Street	3 lanes each direction	2 lanes each direction	2016-2025	WSDOT	\$90,000,000	0.9906	1.054	0.81	0.91
SR-14	I-205 to 164th Avenue	3 lanes ea. direction	2 lanes each direction	2016-2025	WSDOT	\$35,000,000	1.072	1.12	0.776	0.82
SR-14	West Camas Slough Bridge	Rebuild Bridge	1 lane each direction	2016-2025	WSDOT	\$28,000,000	1.02	1.06	0.528	0.52

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost Estimate	2035 Slower Growth Committed	MTP Growth Committed	Slower Growth 2035 MTP	2035 MTP
SR-14	2nd Street to 32nd Street	Add lanes and construct interchanges (for safety and capacity)	1 lane each direction with intersections	2016-2025	WSDOT	\$100,000,000	0.75	0.86	0.4436	0.4446
SR-500	42nd and 54th Avenue	Construct Interchange and Grade-Separated Crossing	Intersection	2016-2025	WSDOT	\$65,000,000	0.872	0.959	0.851	0.95
SR 500	Fourth Plain	Construct SR 500 Flyover	Intersection	2025-2030	WSDOT	\$50,000,000	1	1.12	0.86	0.93
SR-503	at SR-502	Intersection improvement	Intersection	2011-2016	WSDOT/Battle Ground	\$1,050,000	0.8169	0.972	0.79	0.81
SR-503	at Padden Parkway	Add Interchange	Intersection	2020-2030	Clark County/WSDOT	\$32,000,000	1	1.236	0.91	1.01
SR-503	Padden to SR-502	Add Lanes, 3 lanes each direction	2 lanes each direction	2025-2030	WSDOT	\$132,000,000	0.92-0.77	1.44-0.92	0.92-0.74	1.19-0.79
SR-503	SR-502 to Gabriel Road	Add Lanes, 2 lanes each direction	1 lane each direction	2020-2030	WSDOT	\$34,000,000	1.12-0.78	1.66-0.95	0.77-0.45	0.86-0.64
119th Street	87th Avenue to 110th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$28,000,000	1.02	1.13	0.38	0.7
119th Street	Salmon Creek Av. to 72nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2017	Clark County	\$10,912,000	0.73	0.844	0.61	0.79
119th Street	NW 7th Av to NW 16th Av	1 lane ea. direction, w/turn lane	1 lane each direction	2013-2030	Clark County	\$8,655,000	0.36	0.4	0.27	0.31
179th Street	Delfel Rd to NE 15th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2014	Clark County	\$25,000,000	0.73	0.86	0.65	0.82
179th Street	NE 15th to NE 29th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$25,000,000	0.73	1.03	0.36	0.63
179th Street	NE 29th Avenue to NE 72nd Av.	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$37,700,000	0.69	0.98	0.51	0.63
179th Street	NE 72nd Avenue to Cramer Road	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$20,358,000	0.58	0.811	0.3	0.69
179th Street	Cramer Road to NE 112th Av.	2 lanes ea. direction, w/turn lane	None	2017-2035	Clark County	\$5,881,200	0.52	0.88	0.26	0.58
179th Street	Fairgrounds Entrance to NW 11th Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$14,550,000	0.33	0.49	0.28	0.33
Andresen	Padden Parkway	Add Interchange	Intersection	2017-2035	Clark County	\$52,000,000	0.93	1.08	0.81	0.87
Highway 99	NE 99th Street to NE 107th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2017 - 2020	Clark County	\$13,936,000	0.77	0.95	0.599	0.91
Highway 99	NE 107nd Street to NE 117th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2017 - 2020	Clark County	\$20,730,000	0.79	0.98	0.63	0.96
Highway 99	122nd to 129th Street	2 lanes each direction w/ turn lane	2 lanes each direction	2017-2035	Clark County	\$11,310,000	0.72	0.985	0.523	0.81
Highway 99	South RR Bridge (Ross Street) to NE 63rd Street	2 lane ea. Direction w/ bike/ped facilities	2 lanes each direction	2017-2035	Clark County	\$5,460,000	0.76	0.895	0.85	0.97

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost Estimate	2035 Slower Growth Committed	MTP Growth Committed	Slower Growth 2035 MTP	2035 MTP
NE 119th Street	SR-503 to NE 172nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$19,113,000	0.78-0.48	0.97-0.71	0.58-0.21	0.81-0.39
NE 182nd Avenue	NE 159th to NE 174th St	Turn lanes at intersections	1 lane each direction	2017-2035	Clark County	\$3,016,000	0.92	1.16	0.89	1.02
NE 72nd Avenue	NE 133rd to NE 219th St	2 lanes ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$55,159,000	1.23	2.3	0.85	1.15
NE Ward Rd.	NE 88th Street to NE 172nd Ave	2 lanes ea. direction	1 lane each direction	2017-2035	Clark County	\$5,000,000	1.6	2.24	0.91	1.05
NE Ward Rd.	NE 172nd Avenue to Davis Rd	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$11,344,000	0.88	1.22	0.81	0.94
NE Ward Rd.	NE Davis Rd to NE 182nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$18,850,000	0.66	0.92	0.99	1.07
Padden Parkway	SR-503	Add Interchange	Intersection	2017-2035	WSDOT/Clark Co	See WSDOT section	1	1.23	0.91	1
St. John's Blvd.	NE 68th St to NE 50th Av.	2 lanes ea. direction, w/turn lane	1 lane each direction	2017-2035	Clark County	\$16,328,000	0.83-0.69	1.11-0.85	0.55-0.70	0.75-0.97
Grace Avenue	Grace Av/East Main St	Align S Grace and N Grace	Unaligned intersections	2017	Battle Ground	\$3,239,000	0.85	0.94	0.83	0.94
SE Eaton Blvd	SE Grace to East City Limits	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2014-2018	Battle Ground	\$1,425,000	0.58	0.82	0.58	0.86
SE Grace Avenue	SE Rasmussen Blvd to SE Eaton Blvd	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2012-2013	Battle Ground	\$5,000,000	0.46	0.61	0.423	0.58
SE Grace Avenue	E Main St to SE Rasmussen Blvd	1 lane ea. direction, w/turn lane, bicycle and pedestrian facilities	1 lane each direction	2015	Battle Ground	\$3,000,000	0.42	0.602	0.42	0.57
SR-502 and W 12th Avenue	Reconfigure roadway system and signal removal	1 lane ea. direction, w bicycle and pedestrian facilities	Signalized intersection	2014-2018	Battle Ground	\$220,000	0.79	0.97	0.79	0.81
SR-503 and SW Eaton Blvd		Improve intersection - add turn lanes		2014-2018	Battle Ground	\$525,000	0.85	1.05	0.81	0.87
SR-503 and SW Rasmussen Blvd		Add east legs of intersection and signalize	No intersection	2014-2018	Battle Ground	\$815,000	0.53	0.71	0.44	0.57
SR-502 and W 15th Avenue	Reconfigure roadway system and add turn lanes	1 lane ea. direction, w bicycle and pedestrian facilities	Signalized intersection	2014-2018	Battle Ground	\$450,000	0.79	0.91	0.79	0.81
SR-503	at SR-502	Add turn lanes to intersection	Intersection	2014-2018	Battle Ground/WSDOT	\$2,100,000	0.79	0.97	0.79	0.86
SR-503 and NW 5th Way		Add right-in/right-out intersection	None	2019-2028	Battle Ground	\$250,000	0.79	0.97	0.79	0.81

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost Estimate	2035 Slower Growth Committed	MTP Growth Committed	Slower Growth 2035 MTP	2035 MTP
NE 179th Street,	NE 112th Avenue to SR 503	Construct urban minor arterial with bike lanes and sidewalks	none	2019-2028	Battle Ground	\$2,253,000	0.52 on Cramer/189th	0.88	0.224	0.58
S Eaton Blvd	SW 20th Avenue	Signalize, add left turn lanes on all approaches	none	2014-2028	Battle Ground	\$890,000	0.95	1.29	0.72	0.85
NW 38th Av/SE 20th St	192nd Av to Armstrong St	1 lane each direction w/ turn lane, bike and pedestrian	Partially 1lane each direction, parially none	2013	Camas	\$3,550,000	0.92	1.09	0.63	0.68
NE 18th St	Goodwin to 192nd Av	2 lanes each direction w/ turn lane, bike and pedestrian	None	2016-2022	Camas	\$9,340,000	1.37	1.65	0.89	0.98
NE Goodwin Rd	18th St to 232nd Av	2 lanes each direction w/ turn lane, bike and pedestrian	1 lane each direction	2016-2022	Camas	\$20,530,000	1.17	1.37	0.75	0.88
SR-500/ Everett Rd	Lake Rd to NE 4th St	1 lane each direction w/ turn lane, bike and pedestrian	1 lane each direction	2023-2029	Camas	\$12,710,000	0.63	0.81	0.48	0.67
NW 6th Av	Ivy to Division	Add turn lanes	2 lanes each direction	2016-2022	Camas	\$1,200,000	0.81-0.88	0.86-0.94	0.61-0.39	0.67-0.46
E 4th Street	Stonecreek Drive	Brezee Creek Crossing Pedestrian/bicycle Improvements	Old Culvert, no bike lanes, 1 sidewalk	2016-2020	La Center	\$3,248,000	0.83	1.33	0.83	1.17
E 4th Street	Highland to E. City Limits	Urban upgrade	Unimproved road segment	2016-2021	La Center	\$1,635,000	0.43	0.82	0.38	0.62
La Center Road	at Timmen Road	Construct left turn lanes	Unimproved intersection	Partly complete in 2012. Rest in 2016-2021.	La Center	\$1,450,000	1.16	1.72	0.663	1.06
E 4th Street	Cedar Avenue	Create downtown couplet.	urban road with sidewalks.	2014-2017	La Center	\$101,500	0.83	1.33	0.83	1.17
Hillhurst Road	Sevier Rd to 229th extension	Upgrade to 5 lane principal arterial	1 lane each direction	2015	Ridgefield	\$14,693,000	0.89	1.11	0.61	0.75
Hillhurst Road	SR-501 to Sevier Rd	1 lane each direction w/ turn lane	1 lane each direction	2013	Ridgefield	\$5,414,000	0.61	0.82	0.74	0.84
I-5	219th St. to SR-501	NB auxiliary lane along I-5	None		Ridgefield/ WSDOT	\$8,600,000	0.97	1.03	0.87	0.95
I-5	SR-501 to 219th St.	SB auxiliary lane along I-5	None		Ridgefield/ WSDOT	\$7,900,000	0.83	0.92	0.75	0.85
Pioneer Street Bridge	over Gee Creek	Bridge Replacement	2 lane bridge	2020	Ridgefield	\$2,671,500	0.89	0.92	0.61	0.64

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost Estimate	2035 Slower Growth Committed	MTP Growth Committed	Slower Growth 2035 MTP	2035 MTP
Pioneer St (SR 501) at 9th Ave/Hillhurst Rd	N/A	Signalized Intersection improvement	Unsignalized Intersection	2015	Ridgefield	\$345,000	0.48	0.48	0.43	0.43
Pioneer St (SR 501)	Rieman Road to 35th Ave Roundabout	Widen, 1 lane each direction w/ turn lane	1 lane each direction	2020	Ridgefield	\$5,581,000	0.89	1.14	0.61	0.64
Pioneer St (SR 501) at 35th Ave	N/A	2-lane Roundabout	2-way stop-controlled intersection	2014	Ridgefield	\$1,268,000	0.89	1.14	0.61	0.64
Pioneer St (SR 501)	35th Ave to 45th Ave	Widen, 2 lane each direction w/ turn lane	1 lane each direction	2015	Ridgefield	\$3,530,000	0.89	1.14	0.61	0.64
Pioneer St (SR 501) at 51st Ave	N/A	2-lane Roundabout	N/A	2015	Ridgefield	\$1,268,000	0.85	1.08	0.62	0.63
Pioneer St (SR 501)	45th Ave to 51st Ave	Widen, 2 lane each direction w/ turn lane	1 lane each direction	2018	Ridgefield	\$2,194,000	0.85	1.08	0.62	0.77
Pioneer St (SR 501)	51st Ave to 56th Ave	Widen, 2 lane each direction w/ turn lane	1 lane each direction	2018	Ridgefield	\$2,194,000	0.85	1.08	0.62	0.77
Extend Pioneer St (SR 501) to Port	Main Ave to Division St	Railroad Overcrossing, new road	N/A	2018	Ridgefield	\$12,500,000	0.35	0.43	0.28	0.37
Hillhurst Road at S. Royle Road	N/A	Signalized Intersection improvement	N/A	2018	Ridgefield	\$964,000	1.03	1.57	0.61	0.75
112th Avenue	Mill Plain to 49th Street	2 lanes ea. direction, w/turn lane	2 lanes each direction	2020-2035	Vancouver	\$7,000,000	1.11	1.23	0.94	1
137th Avenue	49th Street to Vancouver City Limits	2 lanes ea. direction, w/turn lane	1 lane each direction	2015-2025	Vancouver	\$8,000,000	1.02	1.26	0.58	0.77
18th Street	162nd Avenue to 192nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2020-2035	Vancouver	\$12,000,000	0.91	0.987	0.78	0.9
18th Street	97th Avenue to NE 138th Avenue	2 lanes ea. direction, w/turn lane		2012-2025	Vancouver	\$21,000,000	1.43	1.57	0.99	1.07
18th Street	138th Avenue to 162nd Avenue	2 lanes ea. direction, w/turn lane	1 lane each direction	2015-2025	Vancouver	\$15,000,000	1.03	1.136	0.93	1.03
18th Street	87th Avenue to 97th Avenue	Extend existing street 1 lane ea. direction, w/turn lane	No street	2015-2025	Vancouver	\$9,000,000	1.00 on 28th	1.31	0.73	0.87
192nd Avenue	SE 1st Street to NE 18th Street	2 lanes ea. direction, w/turn pockets	1 lane each direction	2015-2025	Vancouver	\$7,000,000	1.41	1.74	0.68	0.763
E. Mill Plain	136th Ave. Intersection	Intersection improvement	Substandard	2011	Vancouver	\$2,500,000	1.14	1.28	0.81	0.85

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost Estimate	2035 Slower Growth Committed	MTP Growth Committed	Slower Growth 2035 MTP	2035 MTP
Fourth Plain	I-5 to Railroad Bridge	Corridor improvements with targeted widening for capacity	1 lane each direction with center turn lane	2020-2035	Vancouver	\$15,000,000	0.81-0.937	0.89-1.15	0.75-0.55	0.89-0.55
Fourth Plain Boulevard/ Andresen	Intersection Influence Area	Reconstruct Fourth Plain in vicinity of 65th/66th Avenue to Andresen		2017-2025	Vancouver	\$5,000,000	0.83	0.94	0.67	0.83
Fruit Valley Rd	Whitney to 78th Street	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2035	Vancouver	\$28,000,000	1.5	2.4	1.25	2.1
Lieser Road/ NE 87th Avenue	Lieser to E 5th St	Intersection improvement	Offset intersection	2017-2035	Vancouver	\$7,500,000	0.92	0.95	1.03	1.08
Main Street	5th Street to McLoughlin	Reconstruct from 5th to 16th	One-way street	2017-2030	Vancouver	\$10,000,000	0.72	0.801	0.51	0.8
Main Street	5th Street to Columbia Way	Re-connect to waterfront S. of rail berm	No street	2016	Vancouver	\$9,000,000	NA	NA	NA	NA
NE 28th Street	142nd Avenue to 162nd Avenue	1 lane ea. direction, w/turn lane	1 lane each direction	2017-2025	Vancouver	\$6,000,000	1.06	1.32	0.77	0.88
SE 1st Street	164th Avenue to 192nd Ave.	2 lanes ea. direction, w/turn lane	1 lane each direction	2015-2025	Vancouver	\$20,000,000	1.175	1.46	0.5	0.67
SE 20th Street	192nd Ave. to Camas City Limits	New urban minor arterial roadway	No Street	2012-2017	Vancouver	\$1,750,000	0.92	1.09	0.63	0.81
SE 5th Street	Blandford to East Reserve	Upgrade to 3-lane Modified Collector	1 lane each direction	2017-2035	Vancouver	\$1,200,000	not regional (0.68)	0.71	0.51	0.53
Andresen Rd.	MacArthur Blvd Intersection	Intersection operational upgrade	4-way stop control	2017-2025	Vancouver	\$1,000,000	0.65	0.74	0.63	0.78
Main Street	39th St. Intersection	Intersection capacity and operational upgrade	substandard lane width, inadequate storage, inadequate turn lanes	2017-2025	Vancouver	\$3,500,000	0.94	1.15	0.89	1.14
Mill Plain Blvd	104th/105th Intersection	Intersection offset removal	offset intersection north/south of Mill Plain	2017-2035	Vancouver	\$4,000,000	0.85	0.99	0.78	0.94
32nd Street	SR-14 to Evergreen Way	Widen to 3 lanes - striping only	Completed	2007	Washougal		0.94	0.96	0.85	0.89
32nd Street	Evergreen Way to 34th Street	Widen to 3 lanes, plus bike lanes and sidewalk	1 lane each direction	2018-2024	Washougal	\$5,476,000	0.92-0.563	0.94	0.85-0.57	0.91-0.68
Evergreen Way	32nd Street to Sunset View Rd	Widen to 3 lanes, plus bike lanes and sidewalk	1 lane in each direction	2018-2024	Washougal	\$8,117,000	0.62	0.66	0.55	0.59
SR 14 Access & Interchanges	Washougal River Road to 32nd Street			2011-2017	(Washougal) (Port of Camas Washougal) (WSDOT)	\$24,334,000	0.86	1.19 - 0.96	0.44	0.45

Facility	Cross Streets	Project Description	Existing Condition	Estimated Year of Completion	Jurisdiction/ Agency	Project Cost Estimate	2035 Slower Growth Committed	MTP Growth Committed	Slower Growth 2035 MTP	2035 MTP
Evergreen @ 32nd Street	Intersection Influence Area	Intersection reconstruct including radius and turn lanes		2011-2017	Washougal	\$840,000	0.86	0.94	0.85	0.89
Washougal River Road	Shepherd Road, 18th/O, 25th	Intersection improvements, bike ped and trail crossing		2018-2024	Washougal	\$2,482,000	0.74	0.82	0.65	0.75
Evergreen Way And Sunset View Road	Intersection Influence Area	Intersection improvement		2018-2024	Washougal	\$1,963,000	0.15	0.15	0.12	0.12
<i>Evergreen @ 39th intersection</i>	<i>Evergreen and 39th St.</i>	<i>Evergreen @ 39th St. Signalization and intersection improvements</i>	<i>no signal</i>	<i>2025-2030</i>	<i>Washougal</i>	<i>\$1,081,000</i>	0.61	0.67	0.56	0.59



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dean Lookingbill
DATE: November 15, 2013
SUBJECT: **Proposed 2014 RTC Work Plan**

INTRODUCTION

The purpose of this memorandum is to provide RTAC with RTC's proposed 2014 Work Plan. The draft work plan is for review, comment, and recommendation to the RTC Board. RTAC's feedback will be incorporated into the final draft 2014 work plan and budget, which will be proposed for adoption at the Board's December 3, 2012 meeting.

The 2014 Work Plan sets out the path for RTC's regional transportation planning, policy setting, and project programming activities for this next year that is responsive to the ever changing transportation issues facing our region. One of the Work Plan's principal activities will be an update of the Regional Transportation Plan for Clark County. In addition, the 2014 Work Plan includes a host of other transportation planning project and program requirements. A key work program activity to ensure that RTC continues to meet federal transportation requirements relates to the new federal transportation bill, Moving Ahead for Progress in the Twenty First Century (MAP-21). Starting in 2014 MAP-21 will require RTC to transition to "performance-managed" transportation system investments. The Work Plan includes a specific work task for RTC to revise its project programming process to include the performance measures that are now required as a part of MAP-21. The Work Plan also provides the resources for RTC's continuing and comprehensive public transportation planning process led by the RTC Board and supported by informed, accurate data/analysis that result in a collaborative transportation decision making process to address the region's transportation problems and solutions.

RTC's proposed 2014 Work Plan is attached and is presented in two parts. The first is a listing of the major transportation project planning activities, and the second is a listing of RTC's underlying and continuing set of program activities.

Attachment: 2014 RTC Work Plan

20131115_RTAC_2014 Work Plan.docx

An advisory committee to:

Southwest Washington Regional Transportation Council

1300 Franklin Street, Floor 4

P.O. Box 1366

Vancouver, Washington 98666-1366

360-397-6067

fax: 360-397-6132

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

2014 RTC WORK PLAN (DRAFT)

January 1, 2014 - December 31, 2014

INTRODUCTION

2013 was a very productive year for RTC. One of the leading work elements was the Capital Facilities Analysis of the adopted 2035 Metropolitan Transportation Plan. The region's continued economic downturn has resulted in a need to review the previous 20-year growth projection. Hence, the purpose of Capital Facilities work element was to take a new look at the MTP list of capital facility projects, given a slower 20-year growth projection. The purpose of the "slow growth" MTP analysis was to identify the most critical long-range, capital projects that expand transportation system capacity. The further intent was then to use the results of the Capital Facilities Analysis as a starting point for system capacity need for 2014 RTP update process.

The initial phase of the I-205 Corridor Study resulted in a recommended set of core capital facility improvement projects for the corridor that were much lower in cost than the previously recommended MTP long-range set of projects. The 2013 phase continued the study process by identifying a set of operational improvements that could be implemented in the corridor both in the short with no further capital projects and to complement the longer range set of core capacity project recommendations.

The new federal transportation bill, MAP-21, brought with it a new regional funding program titled Transportation Alternatives Program (TAP). The TAP program provides funding for projects similar in scope to the previous Transportation Enhancement program. As a new regional funding program, RTC set up a set of project ranking criteria and selection process to ensure that the new federal funds were utilized for the best project possible.

The adoption of the 2014-2017 Metropolitan Transportation Improvement Program completed the authorization and programming of an additional \$13.2 million in regionally allocated federal funds. Adoption of the MTIP also provided for a total of \$68.2 million in federal funds to be programed for project over the four-year period.

In addition to the major project accomplishments the list of continuing MPO program activities/projects were completed. Examples include the following: congestion monitoring, data/mapping/travel demand model, Skamania and Klickitat County RTP planning process, bi-state coordination, and the overall RTC program and planning process.

The 2014 Work Plan sets out the path for RTC's regional transportation planning, policy setting, and project programming activities for this next year that is responsive to the ever changing transportation issues facing our region. One of the Work Plan's principal activities will be an update of the Regional Transportation Plan for Clark County. In addition, the 2014 Work Plan includes a host of other transportation planning project and program requirements. A key work program activity to ensure that RTC continues to meet federal transportation requirements relates to the new federal transportation bill, Moving Ahead for Progress in the Twenty First Century (MAP-21). Starting in 2014 MAP-21 will require RTC to transition to "performance-managed" transportation system investments. The Work Plan includes a specific work task for RTC to revise its project programming process to include the performance measures that are now required as a part of MAP-21. The Work Plan also provides the resources for RTC's continuing and comprehensive public transportation planning process led by the RTC Board and supported by informed, accurate

data/analysis that result in a collaborative transportation decision making process to address the region's transportation problems and solutions.

RTC's proposed 2014 Work Plan is presented below in two parts. The first is a listing of the major transportation project planning activities, and the second is a listing of RTC's underlying and continuing set of program activities.

2014 RTC MAJOR PROJECT ACTIVITIES

Regional Transportation Plan Update

The 2035 Regional Transportation Plan (RTP) is the long-range transportation plan for Clark County that includes all surface modes of transportation. The RTP must be completed to fulfill both federal and state planning requirements and thereby ensure funding for transportation projects in Clark County.

The RTP Update will maintain consistency with the Clark County Comprehensive Growth Management Plan, and reflect changing regional transportation system needs that result from the following: a slower 2035 growth forecast, changing demographic and income levels, a shifting Clark County economy, more limited transportation revenues, and new emerging transportation policy trends. The update process will also provide for a systematic reevaluation of regional transportation alternatives, update of the region's transportation safety assessment as well as strategic input from community, and freight/business leaders. A parallel activity to the RTP Update will be a policy analysis of the need for an additional Columbia River crossing. The policy decision will be informed by a quantitative analysis of transportation system performance.

A comprehensive RTP scoping process will begin in January of 2014 to detail the update process, plan elements, decision-making, and schedule. While the detailed scoping is still to take place, the time line below provides an initial framework.

- January 2014 - RTP Update scope, vision/goals/desired outcomes, finalize growth projections, and set decision-making elements and process
- May 2014 - conduct a system-wide needs and alternatives analysis, identify projects, and develop revenue assumptions that define the finance plan
- September 2014 – system/project evaluation, draft recommendations, comprehensive public review process, and complete draft plan
- March 2015 – final plan adoption

MAP-21 Implementation

Moving Ahead for Progress in the 21st Century, MAP-21, is the current federal transportation bill and it changes the selection process for how federal transportation dollars are to be invested in our region's transportation system. MAP-21 transformed the previous two decades of a federal programmatic approach for revenue distribution into a performance-based approach. The new requirement is intended to have performance measures and a performance managed program result in a more efficient investment of federal transportation funds. The MAP-21 performance measure requirements will necessitate the establishment of a clear direction for the future of the region's transportation system, setting appropriate targets to work toward, and monitoring of transportation system performance.

The MAP-21 work element addresses how RTC's regional transportation planning process will implement the federally required performance-based approach to planning and programming

surface transportation projects (both highway and transit). For example, the RTP and TIP will need to describe how the anticipated effect of their implementation will work toward achieving the region's performance targets. RTC will work with federal and state officials to develop the regional performance targets and performance managed process for the seven national transportation goals set in MAP-21. Throughout 2014, the performance targets and performance measures will be integrated into the long-range Regional Transportation Plan and the four-year Transportation Improvement Program. Over the course of the next several years, the evaluation of the condition and performance of the region's transportation system in comparison with the established targets will become the standard practice for the metropolitan transportation planning process.

I-205 Access and Operational Study

The last phase of the I-205 Access and Operational Study will be completed in early 2014. The previous phase of the I-205 Study identified a core set of capacity-related projects. This final phase will pair the capacity improvements to an interdependent set of cost saving operational improvements. The traffic-operations model developed to analyze the proposed operational improvements and strategies took longer than expected and resulted in delaying the project from being completed in 2013. The continuing operational analysis will further examine the implications of reducing the level of capital project investment in the corridor. The operational analysis will also identify how different sets of operational improvement recommendations can address short term problems and limit the need for the longer term capital improvements beyond the set of core projects already identified.

RTC staff will develop the study recommendations by continuing the coordination process that has been used throughout the study process. The I-205 TAC will provide technical support for the analysis approach, RTAC will help formulate the technical recommendation, and advance recommendations to the RTC Board for their consideration and action. Because of the corridor's bi-state connection to the Portland region, RTC will meet with the Oregon Department of Transportation and Metro to ensure collaboration on strategies and projects that have bi-state implications.

Human Services Transportation Plan

The Human Services Transportation Plan (HSTP) was last updated in 2010 and federal requirements call for an update at least every four years. Hence, the HSTP is targeted for update and adoption by September of 2014. The RTC Plan must include and be coordinated across Clark, Skamania and Klickitat counties. 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.

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 our 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 the locally developed public transit-human services transportation plan.

The completed HSTP will help to enhance transportation access, minimize duplication of services, and encourage the most cost-effective transportation possible. Development of the Plan brings together service providers, agencies that distribute funds, riders, and the community at-large to improve special needs transportation throughout the region. The Plan includes the following elements:

- Stakeholder collaboration
- Data and information on common trip origins and destination, and existing transportation services. This may require collaboration and an agreement with County GIS department for Plan update mapping.
- 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.

CONTINUING TRANSPORTATION PROGRAM ACTIVITIES AND PROGRAM COORDINATION

The 2014 RTC Work Plan tasks listed above address major transportation planning project activities. The programmatic Work Plan elements listed below are necessary to support RTC's continued and comprehensive set of regional transportation planning program activities. This program of activities is listed below and establishes the framework for RTC to meet the federal and state mandated continuing regional transportation planning, programming, and prioritization requirements needed to maintain the region's eligibility for the receipt of state and federal transportation funds.

Vancouver Area Smart Trek Program

The VAST Program has been managed by RTC and is one of RTC's ongoing programs. VAST program activities include regional collaboration on transportation system management and operations (TSMO) and on intelligent transportation systems (ITS). The VAST Program was established in 2001 and is a coalition of state, regional and local agencies who have been working actively together for over 12 years to implement ITS and operations solutions that address the region's transportation needs. The VAST Program has been a successful and beneficial collaboration for the VAST partner agencies. RTC implements the program in coordination with the: City of Vancouver, WSDOT, Clark County, C-TRAN, and City of Camas. The partnership has been an effective way for the agencies to coordinate project delivery, joint project funding, monitoring project development, and project integration to improve transportation operations.

The adopted TSMO plan presents a ten-year vision and strategy to implement system operations projects as a part of low capital-cost approach to meeting the region's transportation needs. The 2014 TSMO work elements include the following: 1) the continued implementation of the TSMO Plan, 2) completion of the evaluation phase of the Andresen/Mill Plain Corridor Pilot Project, 3) ensuring ITS and TSMO project consistency with the regional Intelligent Transportation System Architecture, and 4) enhancement and utilization of the Portal data element.

Continued implementation of the TSMO Plan will involve several elements. TSMO corridors will be monitored and updated as needed to reflect changing conditions. The 10-year TSMO Implementation Strategy will be used to carry out operational improvements in the region. RTC will continue to coordinate with TSMO partners to monitor TSMO corridor performance, to

develop guidelines, and to develop protocols for regional operations. Performance measures will be further developed for assessing operations and identifying the effectiveness of TSMO strategies. RTC will also continue management of the consultant and TSMO stakeholders including the TSMO Steering Committee for TSMO Plan implementation.

Phase one of the TSMO Pilot Project has been completed. The completed project improves upon the current advanced traffic management system on Andresen Road and Mill Plain Boulevard by installing devices to monitor arterial performance via travel times, vehicle origin-destinations, and vehicle volumes. The pilot project provides 24/7 corridor performance data that will be used by Clark County and Vancouver to adjust traffic signal timings and improve corridor traffic flow.

Phase two of the project will be completed in 2014. This last phase includes both evaluations of the initial project as well as adding new operational enhancements based on what has been learned. The operational element upgrades central signal system software to track and log vehicle platoon arrivals at intersections. This data will be used to improve signal timings. The before and after analysis will evaluate the phase one technology as well as system operation and performance to determine whether enhanced data collection should be expanded to other TSMO corridors. In 2014, RTC will manage phase two and coordinate with Clark County, Vancouver, and WSDOT to conduct ongoing meetings to complete phase two.

The regional architecture component of the VAST program is a federally required element for all ITS project implementation. ITS and operational projects must be consistent with the adopted regional architecture. The architecture defines the technical interfaces between the ITS systems and devices to ensure they are interoperable and integrated. It benefits agencies in the region by ensuring better collaboration and by supporting activities and sharing of information among regional transportation systems. In 2014, RTC will coordinate with partner agencies to assure the regional architecture is addressed during project development and to maintain and update the architecture. An architecture compliance checklist will also be developed.

A redesign of the existing RTC/VAST website was completed in 2013 with a focus on the TSMO Plan and initiatives and as a repository for TSMO-related resources, links, and contact information. An interactive regional web based turbo architecture database is also available on the updated webpage. The web based architecture program will provide direct support for agencies to check the architecture consistency of their projects.

The Portal data archive includes freeway, arterial, and transit transportation data. RTC will coordinate with partner agencies as they begin to utilize the data archive. Improvements to the Portal interface will continue in 2014 to refine its usability, expand system coverage, and automate sending data from the agencies. The data archive will support performance measurement, monitoring of system operations, and analysis of improvement strategies. It will also supplement data needed for the federally required Congestion Monitoring Report and other transportation planning purposes.

The ITS element of the VAST program provides coordination and management for the deployment of ITS projects, infrastructure, and equipment to ensure integration and interoperability of operational projects. In 2014 RTC will continue to manage the VAST Steering Committee (SC) and Communications Infrastructure Committee (CIC). The VAST SC members work together on: project delivery, monitoring project development, project integration, the communications system, and the efficient sharing of resources. The VAST CIC addresses the sharing, maintenance, and standards for ITS communications infrastructure and equipment. RTC staff will coordinate with the CIC for the ongoing development of communications sharing and execution of permits between the

VAST agency partners and will be the lead agency for the maintenance and expansion of the multi-agency shared asset management database and mapping system. In 2014, RTC will manage a significant expansion of the database to add new projects and develop an agreement for the long term maintenance and sustainability of the database. RTC will also lead an effort to update the regional communications plan to bring the existing and planned communications corridors for Clark County, Vancouver and WSDOT ITS and traffic networks and devices into a cohesive regional strategy.

Bi-State Coordination Committee

The Bi-State Coordination Committee is charged with addressing transportation issues of bi-state significance as well as transportation related land use issues of bi-state significance that impact economic development, environmental, and environmental justice issues. The Committee has an advisory role to RTC, and Metro's Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. The Committee is being restarted in 2013. A work program for the Bi-State Committee is being developed and will be presented to the committee at their January meeting. The committee's decisions surrounding the work plan will set in place how it operates in the rest of 2014.

Skamania and Klickitat Counties Regional Transportation Programs

RTC is the state-designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat. As such, RTC staff will continue to support the Skamania and Klickitat Counties' Transportation Policy Committees. Key issues will include updates to both the Skamania and Klickitat County Regional Transportation Plans, continuing the discussion of regional transportation priority projects, transportation data collection, transportation funding, and the Gorge TransLink (transit) coordination.

FY 2015 Unified Planning Work Program (UPWP)

RTC staff will complete the federally required FY 2015 UPWP that will include relevant MAP-21 requirements as well as the identification of the key policy issues, provide the framework for RTC's planning, programming, and coordinating activities, and help to ensure the eligibility for the receipt of federal and state transportation funds.

Congestion Management Process

The Congestion Management Process is a federal transportation planning requirement. The intent of the Congestion Management Process is to apply strategies that can improve transportation system performance and reliability by reducing congestion. In 2014, the CMP will continue to be integrated with the Regional Transportation Plan, Transportation Improvement Program, and Transportation System Management and Operations process. At a minimum, the CMP will contain the set of activities that include collecting up-to-date traffic mobility information, conducting a performance analysis, and the identification of system performance needs.

Transportation Improvement Program (TIP) and Project Grant Request Coordination

The Transportation Improvement Program (TIP) is a four-year program of regionally significant transportation projects. The TIP represents an agency's intent to implement a project and the anticipated flow of funding. The RTC Board is responsible for selecting projects through a regional competitive process for three federal programs (STP, CMAQ, and TAP). The regional project selection is incorporated into the TIP along with other regional significant projects selected at the state or federal level.

The 2014-2017 TIP will be implemented in January 2014 and be amended throughout the year as needed to reflect changes requested by member agencies in the programming of regionally significant projects. In October 2014, a new 2015-2018 will be adopted, which will include the selection and programming of 2018 regional selected projects.

RTC staff will also coordinate with member agencies on federal and state transportation grant requests, to leverage additional transportation funds for regional priority projects.

Regional Travel Demand Model, Data, and GIS

RTC maintains a long-standing regional travel demand model that provides a centralized system analysis for all transportation project, corridor, subarea and region-wide analysis. RTC's transportation data program includes transportation related data, demographic data, geographical systems data, and mapping. The agency's GIS applications provide the visual application and analysis for both the travel demand modeling and data components. The 2014 work elements for each of these are described below.

Travel Demand Modeling - RTC's transportation modeling program is the foundational element of nearly all of RTC's planning activities and programs. The travel modeling process provides the methodologies to analyze and evaluate current and changing future conditions. The information produced helps to establish project or program priorities based on transportation system needs. In early 2014, one of the specific model applications will be to support corridor-level operational modeling for the I-205 Access and Operations Study as it enters its final phase. A major focus in 2014 will be to provide the travel modeling and analysis for the RTP Update. This includes the development of new model inputs, particularly land use and demographic data, and updating transit and highway networks. RTC's travel model will be used to evaluate system-wide need and analyze plan alternatives.

In 2014, specific improvements to the regional model will include finalizing the transition of modeling software from EMME2 to EMME4. Another major model enhancement will be the development and application of a peak 2-hour traffic assignment process to begin looking at congestion duration and support changes to Clark County's concurrency processes. RTC staff will continue to research emerging modeling methods to better evaluate low-cost operational improvements and transportation management strategies. New modeling tools, including mesoscopic modeling and dynamic traffic assignment are maturing and may be well suited to address the changing transportation system analysis needs of the region. RTC will also continue overall model coordination with Metro to ensure a common bi-state modeling system and the development of new tour-based modeling tools.

Data, GIS and Mapping – RTC will continue to collect, process, and disseminate transportation and other related data in support of RTC's transportation program and planning efforts. As more locations and data are added to the Portal regional transportation data archive in 2014, RTC will begin the process of automating data retrieval and processing of Portal data to provide performance measures to supplement the current Congestion Management Process (CMP). As the Portal data archive grows, it will reduce the need for other data collection efforts and provide a rich and robust data set that will improve the ability to calibrate and validate regional travel modeling tools and provide support for transportation and planning studies. RTC will continue to identify regional data needs for performance monitoring of the transportation system and for calibrating and validating models that will begin to look beyond a single PM peak hour.

RTC's data program will continue to leverage the region's investment in GIS to provide mapping and visualization for RTC plans and programs. Additionally, staff will provide administrative and

technical support in the acquisition, installation, update, and management of RTC's computer hardware and software resources. This will include the acquisition and deployment of new web development tools to support the redesign of RTC's website; TSMO efforts; model development and utilization; and other transportation planning activities.

RTC Website Redesign –The RTC website went online in 1995, providing its members and the community information about RTC's programs and planning activities. Since that time, the site has evolved, adding new pieces and functionality over time using a range of information technologies. As the use of the internet has dramatically increased and the web has become completely integrated with our everyday lives; website design has matured and website navigation has become more critical to providing accessible, information to the public.

By the end of 2013, RTC staff implemented a full redesign of RTC's website, creating a modern user-friendly digital information center with a consistent look and navigation scheme. The home page along with the full web site was updated to provide quick and focused access to the most frequently requested information; including calendar, meeting information and materials, and current planning activities. Functionality was enhanced with site-wide search capability and language translation available from any page. The redesigned website provides RTC with a valuable tool for both disseminating information and for receiving feedback from the public at large as well as the RTC Board and its member jurisdictions.

Over the course of 2014, RTC's website will continue to grow, as content accumulated over the last twenty years is more fully incorporated into the new design. Great attention was given during the redesign to supporting data-driven information delivery. The goal will be to provide a more interactive experience for site users, as they access RTC's data stores. Examples would include historical rendering of CMP performance data, easier location and viewing of historical traffic count data, as well as more complete archiving and retrieval of past meeting materials.

RTC Transportation Program and Planning Coordination

This work element includes staff resources for RTC's overall planning and program support activities including the RTC Board and RTAC as well as RTC's partner agency transportation programs. It provides the resource for staff participation in a host of project development, coordination, and management roles across the region. RTC staff will continue to provide support to and participation in the following key boards/committees: C-TRAN Board, Bi-State Coordination Committee, JPACT and TPAC, and continue to coordinate and develop mutually supportive working relationships with Metro, ODOT, and other Oregon jurisdictions' elected officials and staff.

STAFF DEVELOPMENT AND EVALUATION

Employee Performance Evaluations - Continue to utilize the Clark County Management Compensation Plan, which is a merit driven job evaluation system. Conduct RTC employee performance evaluations as compared to individual work performance plans and job responsibilities.

Continuing Education and Conference Participation - Encourage and provide opportunities for RTC staff to attend training seminars and workshops to the extent the budget allows.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: November 8, 2013
SUBJECT: Urban Area Federal Functional Classification Review

INTRODUCTION

Adjustments to the Urban Area Boundary (UAB) following the 2010 Census was on the agenda at RTAC meetings held in both April and May 2013. The RTC Board approved submittal of the suggested adjustments to WSDOT/FWHA at the Board's June 2013 meeting. As noted at these meetings, adjustment to the UAB is the first step in a process to be followed by review and update to the federal functional classification system within the newly approved Highway Urban Areas (HUAs). As noted at the October 2013 RTAC meeting, the federal functional classification is now under review. At the November RTAC meeting RTC wants to ensure affected local jurisdictions are able to carry out this work and meet the deadline for submittal.

TIMELINE FOR FEDERAL FUNCTIONAL CLASSIFICATION REVIEW

Cities and counties affected by changed Urban Area Boundaries are now being asked by WSDOT to review and submit updates to the federal functional classification in their respective areas. In Clark County this affects Vancouver, Battle Ground, Camas, Washougal and Unincorporated Clark County. All agencies with classified roads that changed from rural to urban or urban to rural as a result of the recent Highway Urban Area updates are asked to submit changes by December 5. WSDOT and FHWA need to approve the updated system by December 31, 2013 so the 2013 annual Highway Performance Monitoring System (HPSM) data can be reported consistent with the updated HUA and functional class system. A list of the approved federal functional classification changes will be distributed to all affected agencies in January 2014.

PROCESS FOR FEDERAL FUNCTIONAL CLASSIFICATION REVIEW

WSDOT is asking cities affected by the HUA change to review their roads and make necessary changes to existing arterial or collector functional classifications. The changes should be listed, preferably in an Excel spreadsheet, and provided along with a map, showing the name of the roadway, beginning and ending termini, functional classification, urban or rural status, and the reason for the functional class change. Arterial or collector classification changes resulting from the review need to be sent to WSDOT (Mitch Vernon; VernonM@wsdot.wa.gov, 360-570-2441).

At WSDOT's request, RTC staff forwarded an e-mail providing information on the functional classification review from WSDOT to Battle Ground, Camas, Washougal and Woodland on October 25. It is RTC's understanding that WSDOT communicated instructions directly to Vancouver. Clark County has been working in coordination with CRAB since August 13 to make their federal functional classification review.

Counties are asked to submit changes from rural to urban and vice versa for all roads affected by the HUA change. Cities are asked to submit changes, rural to urban and vice versa, only for those roads with a current federal functional classification. For cities, the description of beginning and ending termini can be the names of intersecting streets because it is understood by WSDOT that the streets may not have mile post descriptors.

GUIDANCE ON FEDERAL FUNCTIONAL CLASSIFICATION

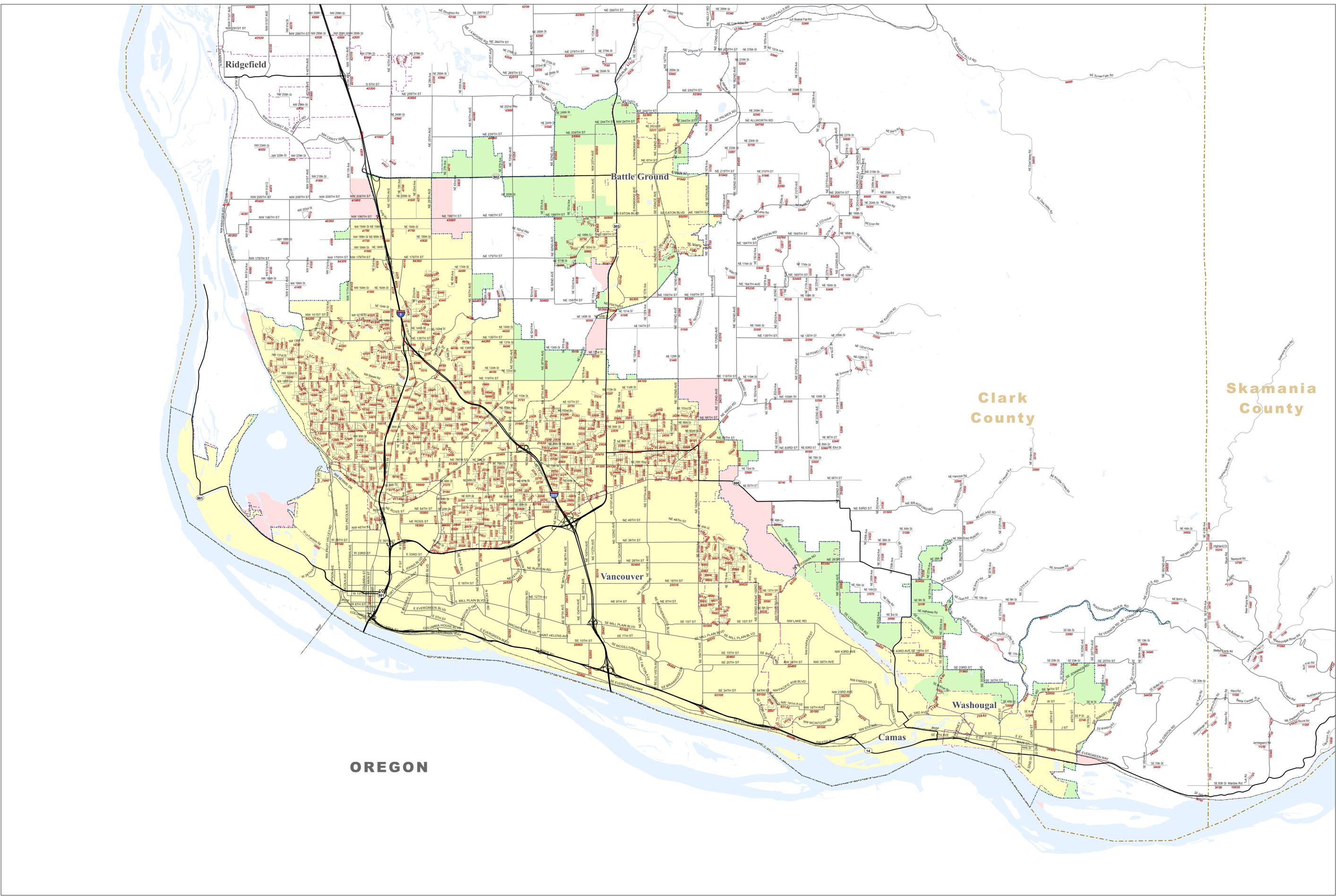
Guidance on the federal functional classification system is provided in WSDOT's publication, *Guidelines for Amending Functional Classification in Washington State*, (WSDOT's Transportation Data and GIS Office (TDGO), October 2013). http://www.wsdot.wa.gov/mapsdata/travel/hpms/pdf/GuidelinesForAmendingFC_WaState.pdf) Criteria and characteristics of each functional classification type can be found in the publication. Trip length, route spacing and system continuity are all criteria that should be considered in the functional classification of roadways. Characteristics of urban and rural arterials are summarized on page 15. Vehicle Miles Traveled (VMT) and Mileage Guidelines by Functional Classifications are addressed in a series of tables on pages 22 to 23.

MAP OF THE UPDATED HIGHWAY URBAN AREA, CLARK COUNTY

A map showing the updated and approved Highway Urban Area covering Vancouver, Battle Ground, Camas, Washougal and unincorporated Clark County is attached with this Memo.

Further maps and shapefiles are available on WSDOT's website at: <http://www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclasschanges2013.htm>

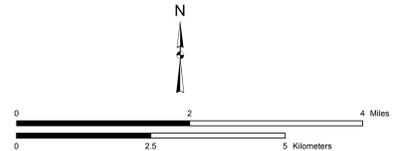
Attachment: Highway Adjusted Urbanized Area Clark County Map, Boundary Changes (WSDOT/FHWA, September 2013)



Highway Adjusted Urbanized Area Map
Boundary Changes 2013

Prepared by
 WASHINGTON STATE
 DEPARTMENT OF TRANSPORTATION
 Strategic Planning Division
 in cooperation with the
 U.S. DEPARTMENT OF TRANSPORTATION
 Federal Highway Administration
 September 2013

- Vancouver/Camas/Battle Ground Urbanized Area**
- Current Urban Area Boundary
 - Unchanged Urban Area
 - Changed from Rural to Urban
 - Changed from Urban to Rural
 - County Boundary
 - City Boundary
 - Indian Reservation



**Vancouver/
 Camas/
 Battle Ground
 Urbanized Area**



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: November 15, 2013
SUBJECT: **Washington State Freight Mobility Plan: Project Submittal**

INTRODUCTION

State law requires that Washington State Department of Transportation (WSDOT) develop a state freight mobility plan. WSDOT began the development of a freight mobility plan in 2011 and should complete the plan in 2014.

The State Freight Mobility Plan will help Washington successfully compete for federal freight funds by providing a data-driven benefit/cost analysis supporting truck highway and intermodal freight projects that meet federal freight criteria and goals and by integrating existing state modal plans into one state freight plan. To support potential new law transportation funding, the State Freight Mobility Plan will recommend prioritized freight system improvement strategies and performance measures to track progress towards objectives.

As part of this effort, WSDOT accepted freight project proposals for inclusion in the Freight Plan. Project applications were due by October 31, 2013.

PROJECT SUBMITTAL

The following projects from the Clark County region were submitted to be considered in the State Freight Mobility Plan:

- Pioneer Street Railroad Overpass, Port of Ridgefield
- SR-14, 6th St. to 32nd St., Port of Camas-Washougal
- West Vancouver Freight Access, Port of Vancouver
- Highway 99, Vancouver City limit (just north of Ross St.) to 139th St., Clark County
- Columbia Shore Portal, Vancouver
- Union Ridge Parkway, S. 56th Av. to S. 10th St., Ridgefield

20131115-RTAC-FreightProjects.docx