



The Regional Transportation Advisory Committee meeting will be held on **Friday, February 21, 2014**, 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 January 17, 2014, Minutes, Action
- II. 2014-2017 TIP Amendment: Washougal Jemtegaard Trail, Action
- III. WSDOT Public Transportation Plan - Cathy Silins, WSDOT
- IV. RTP Policy Framework/Vision
- V. Other Business
  - A. RTAC Members
  - B. RTC Staff
    - a. Safety Management Assessment
    - b. Federal Obligation Status
    - c. 10-Year Project List – I-5/NE 179<sup>th</sup> Interchange, I-5/Mill Plain Interchange, and SR-501, I-5 to Port of Vancouver
    - d. RTC's New Website
    - e. RTC Web Data
    - f. Legislative Update

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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  
January 17, 2014**

**I. Call to Order and Approval of Minutes**

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, January 17, 2014, at 9:00 a.m. in the Public Service Center 6<sup>th</sup> Floor Training Room, 1300 Franklin Street, Vancouver, Washington by Chair, Matt Ransom, RTC Executive Director. Those in attendance follow:

Gary Albrecht	Clark County
Jennifer Campos	City of Vancouver
Jim Carothers	City of Camas
Rob Charles	City of Washougal
Mike Clark	WSDOT
Tony Cooper	City of La Center
Lynda David	RTC
Michael Derleth	Clark County
Mark Harrington	RTC
Mark Herceg	City of Battle Ground
Bryan Kast	City of Ridgefield
Colleen Kuhn	Human Services Council
Paul Montague	ICC
Matt Ransom	RTC
Dale Robins	RTC
Tom Shook	C-TRAN

Matt Ransom, Executive Director, RTC, introduced himself and gave a brief background to the RTAC members and said he was looking forward to working with all the agencies.

Matt asked for any changes or corrections to the December 20, 2013, meeting minutes.

JIM CAROTHERS, CITY OF CAMAS, MOVED FOR APPROVAL OF THE DECEMBER 20, 2013, MEETING MINUTES, AND ROB CHARLES, CITY OF WASHOUGAL, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

Matt noted that for the most part the Agenda was informational. He said a major work activity will be working with RTAC and the RTC Board to update the Regional Transportation Plan (RTP) to be discussed later in the Agenda.

**II. FY 2015 Unified Planning Work Program: Overview and Timeline**

A first draft of the FY 2015 Unified Planning Work Program was distributed to RTAC members. Lynda David, RTC, said the FY 2015 UPWP covers the year from July 1 2014 thru June 30, 2015. Lynda noted that many of the work plan elements were covered in RTC's 2014 Work Plan

discussed at RTAC and adopted by the Board in December 2013. Lynda reviewed the major work elements in the draft UPWP pointing out the key issues as listed in the UPWP's introduction. These include update to the Regional Transportation Plan, implementation of the federal transportation act, MAP-21, update of the Human Services Transportation Plan and support for local Comprehensive Growth Management Plans.

Lynda reviewed the draft timeline leading to UPWP adoption by the RTC Board tentatively scheduled for May 6 with Board review at the April 1 meeting. Lynda said a key date is the February 20 review of both RTC and Metro's draft UPWPs by FHWA and FTA staff. WSDOT and C-TRAN staff representatives usually attend the federal review meeting so Lynda asked Mike Clark and Tom Shook to note the date on their calendars. Lynda also reviewed the preliminary revenue

Lynda asked RTAC to review the draft UPWP to verify that the information provided by local jurisdictions has been correctly stated and to ensure nothing has been omitted. She asked members to let her know of any changes or comments prior to the February 20 federal meeting.

### **III. Safety Management Assessment: Collision Data**

Dale Robins, RTC, presented a Power Point on the Safety Management Assessment update. Dale noted that along with the State's requirement to develop a statewide coordinated safety plan, each Metropolitan Planning Organization (MPO) must develop a Safety Element as part of their regional transportation planning process. Dale reviewed the important 4 E's of Safety; Engineering, Enforcement, Education, and Emergency Medical Services. Washington State's Safety Plan is Target Zero, last updated by the Washington State Traffic Safety Commission in 2013. Target Zero established a goal to reduce traffic fatalities and serious injuries to zero by 2030. Dale requested input from RTAC to determine if the state goal or another goal should be used in the regional safety plan. By setting a goal, the region can assess in future updates how well targets are being met. Colleen Kuhn questioned how much influence there would be over police and education and Dale stated the Safety Plan is a data driven problem identification process; much of the implementation will occur through Target Zero initiatives.

Dale went over the factors identified in Target Zero that contribute to collisions resulting in traffic fatalities and serious injuries. Each collision can be the result of multiple factors. Dale reviewed Priority 1 factors (impaired driving, young drivers, speeding, run-off the road, distracted drivers, and intersections) and priority 2 factors (unrestrained passenger, pedestrian, opposite direction, and motorcyclist). Intersections where two or more roads cross, are a major source of encounters between transportation system users. RTC's Clark County Safety Assessment also considers intersections with 20 or more collisions for the three year period of 2009-2011.

Dale is asking to form a committee to meet a couple times over the next month or so to look over the higher accident intersections to see if any solutions might be identified. Dale reiterated that the Safety Plan is a data driven, problem identification process. Future steps will include

developing performance based goals, identifying effective strategies and draft Plan development. Matt Ransom, RTC Director, asked if any agencies have a traffic safety working group that meets internally to trouble shoot intersections. Responses indicated that some agencies do have a process to watch their intersections and corridors for any safety issues.

#### **IV. Human Services Transportation Plan 2014 Update: Introduction**

Lynda David, RTC, said the Human Services Transportation Plan (HSTP) needs to be updated this year. The schedule calls for draft document completion by September and RTC Board adoption by December 2014, at the latest.

The planning process includes identifying stakeholders, convening a stakeholders group and identifying special transportation needs. Lynda commented it is fortunate in the Clark County region as we have a standing group called the Accessible Transportation Coalition that meets periodically to discuss special needs transportation so a lot of the stakeholder interaction will be through the Coalition.

Over the next month or so Lynda said data and information will be gathered. A starting point will be the demographic profile for Clark County put together by RTC's Mark Harrington. The demographic profile includes maps showing location of low income and aged populations. Other data and information will also be gathered from Census, American Community Survey and reports of social and community service departments and agencies.

The following step will be to identify unmet transportation needs for people requiring special transportation services and strategies developed to meet these needs. Most importantly, Lynda said, the needs identified in the HSTP must support grant requests that will be submitted to WSDOT for accessing a combination of both federal and state funds consolidated into one statewide program administered by WSDOT. These grant requests will be submitted to WSDOT in the latter part of 2014. RTC may need help from agencies in providing any updated information they may have to support updated HSTP's development.

Interesting planning efforts are already underway to help meet the needs identified in the 2010 HSTP. C-TRAN's Walt Gordon and Human Services Council staffs are looking into the viability of a community van program. C-Tran could take the lead on acquiring a vehicle as well as providing maintenance and fuel. There is ongoing discussion as to what non-profit group would be the organizer dealing with scheduling and identifying what community groups might be interested in using the van or vans.

Colleen Kuhn, Human Services Council (HSC), talked about the grants HSC has received to help establish a "1-Call, 1-Click" transportation resource center. The HSC is currently conducting a survey in all five (5) counties in Southwest Washington. Information and data collected through these surveys may be very helpful in the HSTP update. Focus groups will also be convened in each of the 5 counties to help identify the transportation needs and barriers. Lynda noted that the HSTP update will include RTC's three (3) county area of the RTPO; Clark, Klickitat and Skamania counties. Matt Ransom wondered if policy makers know how big the special needs transportation market is. Lynda mentioned the demographic factors of a growing number of

aged people that do not have the ability to drive or those with the need for transportation after C-Tran/C-Van hours of operation. Dale also pointed out the growing number of people with disabilities. Colleen Kuhn, HSC, mentioned that Clark County Community Services Department publishes a document annually that reports on the special needs populations and what types of services they need. Transportation is a major barrier for the aged, the young, people requiring health treatments and for the mentally challenged. Matt mentioned that in the HSTP planning process it should be pointed out to decision-makers that this is not as much a physical investment per se but is a human type investment.

## **V. Regional Transportation Plan Update: Work Scope and Policy Framework**

Matt Ransom said, as mentioned at the beginning of the meeting, the Regional Transportation Plan (RTP) update will be one of the biggest work efforts for RTC and member agencies throughout the course of this year. Lynda David, RTC, started with the note that the Metropolitan Transportation Plan (MTP) has been retitled the Regional Transportation Plan (RTP) for this 2014 update. The RTP update process was introduced to the RTC Board at the January meeting with the introduction of a list of key elements and process that needs to be worked through. The Board looked at some of the key work elements.

One of the first steps is the need to firm up the long-range transportation Plan's policy framework and vision for the region's transportation system. The 2035 demographic growth forecast and allocation to lands throughout Clark County are also fundamental issues.

RTC is hopeful the timeline for RTP update will result in an updated Plan in place before the end of 2014. This time around there will be a lot of effort directed towards setting transportation system performance targets and also monitoring system performance to meet the requirements of MAP-21. The RTP update timeline does not fit with the federal transportation rulemaking because performance measures rulemaking is not expected until May.

Some other focus elements for RTP update are system preservation and maintenance needs, safety and security, incorporating the Safety Management Assessment into the Plan update, system management and operations and demand management. As there is anticipated to be less revenue available to meet the costs of the transportation system, there will be need to look more and more carefully at whether management and operations and demand management can fulfill some of the travel demand. There will also be emphasis on active transportation; pedestrian and bicycle modes, safe routes to school and access to transit. The changing demographics and lifestyles as well as freight mobility will also be addressed. Lynda said there was comment from an RTC Board member regarding the regional travel forecast model development. He wanted to ensure that existing transportation system performance is addressed. This next RTP update will also address interaction and integration between the federally-required Congestion Management Process and the RTP.

As in past RTP planning efforts, there is need to ensure consistency is maintained between the federal, the state, the regional and local plans, policies and projects. The growth vision will need to stay consistent with Clark County's Comprehensive Plan update now underway. The Board

of County Commissions will meet to discuss the population forecast on January 21 to choose a 2035 population forecast for the Comp Plan update. Other considerations for the RTP update will be the modal mix between autos, transit and active transportation as well as system performance per MAP-21 and a financial vision to determine whether any innovative revenue sources should be pursued, such as a regional transportation funding strategy, to strike a balance between what is available and what is needed.

Public involvement is also a key issue of the Plan's development with opportunities available at each step of the planning process for the public to have their say on the transportation plan. RTC's updated website will be an important tool used to communicate with the public.

Over the next few weeks, Lynda said she will be asking jurisdictions for their latest capital facilities plans listing solutions that agencies have already identified. The CFP project lists will be compiled as part of the process to identify transportation needs and solutions to get at the magnitude of our transportation needs and cost estimates to meet those needs. The regional travel forecast model will also be updated to provide an updated tool to analyze transportation system needs and solutions.

Matt Ransom asked if there were any agencies seeing a shift in the way policy makers are thinking about transportation. He asked whether they might be concerned about money for transportation needs, or congestion or Americans with Disabilities Act issues? From a policy strategy standpoint, Matt said he would be interested to hear from jurisdictions what is at the top of their list of transportation issues. In speaking about transit needs, Matt mentioned that WSDOT wants to come to the February RTAC meeting to present the Washington State Multimodal Transportation Plan (SMTP) update.

## **VI. 2014 Legislative Transportation Update.**

Dale Robins, RTC, noted the State Legislative session started January 13. With questions over "supplemental" budgets, there is pressure to spend little and save most. The big unanswered question is whether or not there will be action on the comprehensive transportation revenue package and related policy bills. In 2010, Washington State Transportation Commission directed agencies to develop a top 10 project list. As the need was far greater than funding available, the Governor convened the Connecting Washington Task Force and directed them to focus on the next decade. 90% of current revenue is dedicated to debt and current projects, including maintenance and upkeep, which leaves no money for new projects. The RTC Board did adopt a Ten-Year Transportation Priority List in November 2012 where projects are categorized based on facility type and prioritized using performance criteria with input from local jurisdictions. The Clark County Transportation Alliance identified ten significant local projects and shared information with local legislators. Matt mentioned that with any revenue package discussion, the interest is in getting a fair share of the funding for this region. Last year's proposal by Senator King did not provide a fair share to this region.

## **VII. Other Business**

### **A. RTAC Members**

a. Matt questioned RTAC members whether any of the agencies are working on a project or planning study they would like to share with the whole membership in the upcoming months such as the County's concurrency update, the Salmon Creek Interchange Project, or even periodic updates on projects. He said if anything comes up during the year let RTC know and they can schedule an RTAC agenda item.

### **B. RTC Staff**

#### **a. Federal Obligation**

Dale noted that Federal Obligation will be a recurring item under Other Business every month now that WSDOT has adopted a use it or lose it policy. The region needs to obligate over \$6 million by August 1, 2014. There is a need for agencies to make sure they tell RTC when projects are de-obligated and when projects are being obligated. Dale will be sending out obligation reports to track project obligation. RTAC members should make sure that their Directors/Boards/Commissions know the magnitude of the use it or lose it policy. As a region we should never get into the situation of having to report to the Board that money has been lost from this region to other regions because funds cannot be obligated in this region.

#### **b. Administrative Modifications**

There are two projects that were programmed in 2013 but were delayed until this year. These projects will be reprogrammed in the 2014 TIP. The two projects are a \$2 million grant for C-Tran buses and \$72,000 for the design of Vancouver's Main Street/Columbia project. These modifications are approved by RTC's Executive Director.

#### **c. Traffic Counts**

If you have traffic counts for your jurisdictions please make sure they get forwarded to Dale. RTC compiles traffic counts on arterials and some major collectors.

#### **d. STIP**

The STIP has been approved. Those projects that were brought before RTAC last month and the ones that were just mentioned will be amended into the STIP in February. Dale urged agencies to look over the STIP to make sure no additional amendments are needed.

#### **e. Public Participation Plan**

The RTC Board adopted the Public Participation Plan update at their January 7<sup>th</sup> meeting. The updated Plan will get uploaded to the RTC website within the next week.

The meeting was adjourned at 10:40 a.m. The next meeting will be Friday, February 21, 2014.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** February 14, 2014  
**SUBJECT:** 2014-2017 TIP Amendment: Washougal Jemtegaard Trail

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### INTRODUCTION

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

The City of Washougal is requesting to add the Jemtegaard Trail Improvements project into the 2014-2017 Transportation Improvement Program. The project received \$599,305 in Safe Routes to School funding and needs to be programmed in the TIP. The project will construct a path and sidewalk for bicyclists and pedestrians to and from Jemtegaard Middle School and neighborhoods to the north. This amendment will provide \$599,305 in federal funds for the project. Design will begin in 2014, with construction in 2017.

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

### POLICY IMPLICATION

This change will add the Jemtegaard Trail project to the Transportation Improvement Program, which will allow this project to proceed. Action on this amendment includes agreement that this project is consistent with the long-range Regional Transportation Plan. This amendment is consistent with the Congestion Management Process, air quality requirements, and is financially constrained. This project will help build a needed trail between Jemtegaard Middle School and nearby neighborhoods.

### BUDGET IMPLICATION

All regionally significant or federally funded projects must be programmed in the TIP and STIP prior to obligating federal funds. Action on this amendment will provide \$599,305 in federal funds for the Washougal Jemtegaard Trail.

*Attachment*

20140221-RTAC-TIPAmend-Jemtegaard.docx



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Lynda David  
**DATE:** February 14, 2014  
**SUBJECT:** **RTP Policy Framework/Vision**

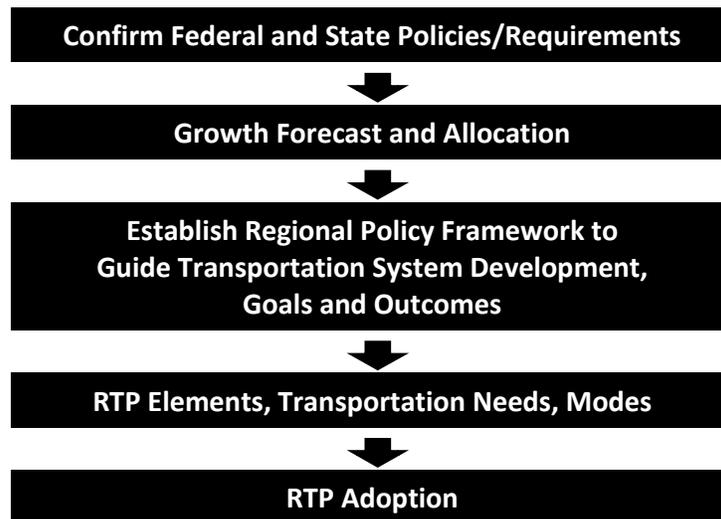
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### INTRODUCTION

At January's RTAC meeting, members considered the list of issues, ideas, and expected outcomes regarding the 2014 Regional Transportation Plan (RTP) update. The long-range Regional Transportation Plan is a part of the required federal and state transportation planning process. At the February meeting, the focus will be on transportation policies which provide the framework for development of Clark County's regional transportation system as well as preview the March RTC Board meeting presentation and public participation and consultation efforts for the RTC update.

### 2014 RTP UPDATE: DEVELOPMENT PROCESS

As reviewed at the January meeting, the graphic below shows the steps in the RTP update process. The current long range transportation plan with a horizon year of 2035, was adopted in December 2011. The 2014 RTP update is driven by federal requirements that a Plan update must be adopted at least every four years.



An advisory committee to:

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## **RTP FRAMEWORK; VISION, PURPOSE AND GOALS**

The starting point of a Plan update should be articulation of key policies and goals that provide the foundation for the Plan, guide the Plan, and shape its priorities. At the February meeting, RTAC's assistance is needed in reviewing the existing RTP goals and making suggestions for revision. Any suggested changes would be forwarded to the RTC Board as part of the 2014 RTP update process. RTP policies need to be reflective of federal, state and local policies to ensure the plans are not at odds. Attachment 1 provides a summary of federal, state and existing regional transportation policies. Attachment 2 provides the countywide transportation planning policies included in the Clark County Comprehensive Growth Management Plan. These local County-wide policies were first developed as part of the Community Framework Plan and first Comprehensive Growth Management Plan back in 1994.

The basic transportation policy framework at all four levels of governance, federal, state, regional and local, focuses on these key policy issues:

- Economy
- Safety and Security
- Accessibility and Mobility
- Environment
- Efficiencies
- Management and Operations
- Preservation
- Finance
- Vision and Values

To encourage discussion of policy issues RTC staff pose the following questions:

- What are our community's values to be applied to regional transportation system development?
- What are the tradeoffs between mobility and accessibility?
- How can transportation policies guide investments to best support economic vitality?
- How do we provide safety?  
(Education, engineering, and enforcement all have a part).
- How do we afford to maintain and preserve the existing system?
- How can we provide transportation options?
- What is an efficient transportation system that works for people and freight?  
Reliability, safety, and affordability are significant factors.

- How do we meet transportation revenue needs into the future?  
The highway trust fund and gas taxes are not keeping pace with need.
- How do we improve land use and transportation integration through the regional transportation planning process?

Recommended RTP transportation projects and strategies should be balanced and result in a transportation system that can adequately and efficiently serve Clark County residents and businesses within the constraints of forecast revenue availability. The policy goals may be revisited during the 2014 RTP update process as we gather updated information on our transportation system and as we begin to consider the updated financial plan element.

### **PUBLIC PARTICIPATION PROCESS**

Opportunities will be provided throughout the development of the 2014 RTP for public participation and input. The goal is to provide education and outreach on the RTP that will involve interested citizens and businesses across Clark County and afford them the opportunity to be a part of the 2014 RTP decision-making process.

The RTP update will be showcased on RTC's re-designed and updated website with enhanced feedback mechanisms available for members of the public to make comments on plans for regional transportation system development. RTC's website will be the prime forum for sharing steps in the 2014 RTP update process and providing easy access to relevant and current information on the RTP.

Throughout the RTP development process, the public outreach and participation program will include an array of activities that may include: meetings with neighborhood and business groups, media releases and content, web-based information and tools, and opportunities for comment ranging from electronic public comment forms available on RTC's website to formal Citizen Communications time at monthly RTC Board meetings. RTC Board meetings are usually held on the first Tuesday of each month, beginning at 4 p.m., in the 6<sup>th</sup> floor training room of the Public Service Center at 1300 Franklin Street, Vancouver.

Key public outreach opportunities are anticipated to coincide with stages of Plan development as follows:

- May Regional Transportation Plan process, vision, framework, and key RTP policies
- July-August Review of RTP modal elements (road, public transit, rail, sidewalk, bicycles, marine, air), and issues (e.g. safety, economic development, travel system management and demand management, system maintenance, preservation and operations, environmental mitigation), and initial financing assumptions

- September                      Review of draft RTP components (goals, transportation system performance, recommendations for transportation projects and strategies, and finance plan)
- October-November          Draft plan recommendations

## **NEXT STEPS**

RTC is undertaking an ambitious task to develop and adopt the 2014 RTP by the end of the year. RTAC members, as both Committee participants and in providing liaison between their individual jurisdictions and RTC, will play a key and vital role in accomplishing the goal. RTC staff will provide RTAC with reports, action items and ask for technical feedback throughout the year. RTAC will also play a key role in keeping their RTC Board members up to date on the various plan elements as they are developed.

## **Attachments**

<b><u>ATTACHMENT 1: FEDERAL, STATE, and EXISTING REGIONAL TRANSPORTATION POLICIES</u></b>			
<b>Policy Theme</b>	<b>Federal Planning Factors and RTP Policies</b>	<b>State Policy Goals</b>	<b>Regional Transportation Policies Regional Transportation Plan (December 2011)</b>
<b>VISION</b>			In 2035, the Clark County region is a vibrant community with centers of commerce, business and industrial activity and safe neighborhoods that promotes livability and helps to achieve broad community goals for its residents. The region is served by an integrated transportation system that balances modal needs while providing mobility and access to support the region's growing prosperity and protecting the environment. The transportation system is funded with sustainable levels of revenue.
<b>GOALS:</b> There needs to be consistency between federal, state, regional and local transportation plans so they are not at odds. The consistency requirement also applies to goals and policies. In determining policy goals for the RTP update, a review of key themes and issues in federal, state, regional and local laws, codes and plans was carried out. The basic transportation policy framework at all four levels of governance (federal, state, region and local) focuses on these key policy themes: Economy, Safety and Security, Accessibility and Mobility, Environment, Efficiencies, Management and Operations, Preservation, Finance, Vision and Values. These key policy themes are reflected in the Goals established for this region's RTP.			
<b>Economy</b>	Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	Economic Vitality: to promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy	Support economic development and community vitality
<b>Safety</b>	Increase the safety of the transportation system for motorized and non-motorized users	Safety: To provide for and improve the safety and security of transportation customers and the transportation system	Ensure safety and security of the transportation system
<b>Security</b>	Increase the security of the transportation system for motorized and non-motorized users		

<b>ATTACHMENT 1: FEDERAL, STATE, and EXISTING REGIONAL TRANSPORTATION POLICIES</b>			
<b>Policy Theme</b>	<b>Federal Planning Factors and RTP Policies</b>	<b>State Policy Goals</b>	<b>Regional Transportation Policies Regional Transportation Plan (December 2011)</b>
<b>Accessibility Mobility</b>	Increase accessibility and mobility of people and freight	Mobility: To improve the predictable movement of goods and people throughout Washington state	Provide reliable mobility for personal travel and freight movement as well as access to locations throughout the region and integrity of neighborhoods accomplished through development of an efficient, balanced, multi-modal regional transportation system.
<b>Management and Operations</b>	Promote efficient system management and operation	Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system	Maximize efficient management and operation of the transportation system through transportation demand management and transportation system management strategies.
<b>Efficiencies</b>	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight		
<b>Environment</b>	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment	Protect environmental quality and natural resources and promote energy efficiency.
<b>Vision Values</b>			Ensure the RTP reflects community values to help build and sustain a healthy, livable, and prosperous community
<b>Finance</b>	Fiscal constraint required in RTPs – the cost estimate for the list of identified RTP projects should not exceed the forecast revenues.		Provide for the development of a financially viable and sustainable transportation system
<b>Preservation</b>	Emphasize the preservation of the existing transportation system	Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services	Maintain and preserve the regional transportation system to ensure system investments are protected

**ATTACHMENT 1: FEDERAL, STATE, and EXISTING REGIONAL TRANSPORTATION POLICIES**

<b>Policy Theme</b>	<b>Federal Planning Factors and RTP Policies</b>	<b>State Policy Goals</b>	<b>Regional Transportation Policies Regional Transportation Plan (December 2011)</b>
<b>RTP FRAMEWORK</b>			Development of the transportation system is one component required to support the land uses defined in local Comprehensive Growth Management Plans. The RTP is a collective effort to address the development of a regional transportation system that will help to achieve the land use vision presented in the local comprehensive plans, to facilitate planned economic growth and help sustain the region's quality of life.

## **ATTACHMENT 2**

### **COUNTY-WIDE TRANSPORTATION PLANNING POLICIES**

Excerpts from Clark County's adopted *Community Framework Plan* and the County-wide Planning Policies relating to transportation from the transportation element of the *Comprehensive Growth Management Plan for Clark County* (September 2004) are re-printed below. These constitute the Principles and Guidelines with which the transportation elements of local comprehensive plans required under the Growth Management Act are reviewed for certification purposes.

From the Comprehensive Growth Management Plan for Clark County (adopted 1994, updated August 2004).

#### **COMMUNITY FRAMEWORK PLAN**

The Community Framework Plan and the comprehensive plans of the county and its cities envision a shift in emphasis from a transportation system based on private, single-occupant vehicles to one based on alternative, higher-occupancy travel modes such as ridesharing, public transit, and non-polluting alternatives such as walking, bicycling and telecommuting. This shift occurred due to changes in funding constraints at the federal and state level as well as consideration of the thirteen GMA planning goals contained in 36.70A.020 RCW.

Regional policies are applicable county-wide. Urban policies only apply to areas within adopted urban growth areas (UGA's) and are supplemental to any city policies. Rural policies apply to all areas outside adopted UGAs.

#### **5.0 COUNTY-WIDE PLANNING POLICIES**

5.0.1 Clark County, Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO), state, bi-state, municipalities, and C-TRAN shall work together to establish a truly regional transportation system which:

- reduces reliance on single occupancy vehicle transportation through development of a balanced transportation system which emphasizes transit, high capacity transit, bicycle and pedestrian improvements, and transportation demand management;
- encourages energy efficiency;
- recognizes financial constraints; and
- minimizes environmental impacts of the transportation systems development, operation and maintenance.

5.0.2 Regional and bi-state transportation facilities shall be planned for within the context of county-wide and bi-state air, land and water resources.

- 5.0.3 The State, MPO/RTPO, County and the municipalities shall adequately assess the impacts of regional transportation facilities to maximize the benefits to the region and local communities.
- 5.0.4 The State, MPO/RTPO, County and the municipalities shall strive, through transportation system management strategies, to optimize the use of and maintain existing roads to minimize the construction costs and impact associated with roadway facility expansion.
- 5.0.5 The County, local municipalities and MPO/RTPO shall, to the greatest extent possible, establish consistent roadway standards, level of service standards and methodologies, and functional classification schemes to ensure consistency throughout the region.
- 5.0.6 The County, local municipalities, C-TRAN and MPO/RTPO shall work together with the business community to develop a transportation demand management strategy to meet the goals of state and federal legislation relating to transportation.
- 5.0.7 The State, MPO/RTPO, County, local municipalities and C-TRAN shall work cooperatively to consider the development of transportation corridors for high capacity transit and adjacent land uses that support such facilities.
- 5.0.8 The State, County, MPO/RTPO and local municipalities shall work together to establish a regional transportation system which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility and movement of goods and people.
- 5.0.9 State or regional facilities that generate substantial travel demand should be sited along or near major transportation and/or public transit corridors.