



The Regional Transportation Advisory Committee meeting will be held on **Friday, September 19, 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 August 15, 2014 Minutes, Action
- II. 2015-2018 Transportation Improvement Program, Action
- III. Federal Functional Classification Change Request: Brady Road Corridor, Camas, Action
- IV. I-205 Corridor Study: Findings and Policy Recommendations, Discussion
- V. Regional Transportation Plan Update, Status Report: Projects, Travel Forecast Model, System Performance, Finance, Discussion
- VI. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - a. DRAFT Washington Transportation Plan 2035 (WTP 2035) released for public comment through September 2014.
Open house was held at Vancouver Library on September 8, 2014.
<https://wtp2035.files.wordpress.com/2014/02/wtp-2035-full-report-2014-0731.pdf>
 - b.

**Materials available at meeting*

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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
August 15, 2014**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, August 15, 2014, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington by Chair, Matt Ransom, RTC Executive Director. Those in attendance follow:

Gary Albrecht	Clark County
Katy Brooks	Port of Vancouver
Jim Carothers	City of Camas
Rob Charles	City of Washougal
Mike Clark	WSDOT
Tony Cooper	La Center
Lynda David	RTC
Bob Hart	RTC
BJ Jacobson	Human Services Council
Ryan Jeynes	City of Battle Ground
Bryan Kast	City of Ridgefield
Jon Makler	ODOT
Chris Malone	City of Vancouver
Chris Myers	Metro
Katie Nelson	C-TRAN
Matt Ransom	RTC
Dale Robins	RTC
Tim Shell	OBES Consulting Engineers
Shann Weishaar	RTC
Susan Wilson	Clark County Public Works
Bill Wright	Clark County Public Works

Matt Ransom, Executive Director, asked for any changes or corrections to the July 18, 2014, meeting minutes.

MIKE CLARK, WSDOT, MOVED FOR APPROVAL OF THE JULY 18, 2014 MEETING MINUTES, AND BILL WRIGHT, CLARK COUNTY PUBLIC WORKS, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

II. TIP Evaluation, Action

Dale Robins, RTC indicated that the current Transportation Improvement Program (TIP) project evaluation and prioritization process is the basis for project selection and programming of STP and CMAQ funds. This year there is a call for STP and CMAQ applications, but no TAP projects.

Agencies submitted applications last month and RTC staff has evaluated those projects and are looking for action from RTAC to recommend to the RTC Board the acceptance of the evaluation of projects. The project screening is a review to make sure projects are eligible to compete for funding. This includes consistency with the Regional Transportation Plan. The City of Vancouver submitted two projects that need additional RTAC guidance. The first is the NE 18th Street project, which is asking for \$1 million; even though the project has already exceeded the funding limitation. The additional funds will make the construction fundable, so the City of Vancouver can deliver that project. The second issue is the City of Vancouver's NE 137th Ave. from 49th St. to 4th Plain project funding. With the maximum allowable requested, the City is unable to fully fund right-of-way and by federal rules RTC cannot program anything in the TIP that is partially funded.

The attached Selection Criteria is the same that has been used for several years. RTC went through and evaluated projects by that criteria and emailed the evaluation to all the agencies asking for anything that was missed. There were some minor modifications that were corrected in the evaluation. Dale went over the projects ranking and asked for a recommendation from RTAC for approval of the evaluation and prioritization. Once that has been completed the discussion can start on a proposed funding option.

BILL WRIGHT, CLARK COUNTY, MADE A MOTION TO APPROVE THE REGIONAL PROJECT EVALUATION AND PRIORITIZATION AND TO FORWARD TO THE RTC BOARD OF DIRECTORS AT THEIR SEPTEMBER MEETING. JIM CAROTHERS, CITY OF CAMAS, SECONDED THE MOTION AND IT WAS UNANIMOUSLY APPROVED.

Dale went over the RTC staff proposed 2014 project selection and programming recommendations for CMAQ & STP funds. Dale noted the deadline column is the deadline of when funds have to be obligated by, this date is based on funding schedule included in each project application. To develop the 2015-2018 STIP, all agencies will need to enter their projects into the STIP database by end of day August 29th. Agencies should include proposed projects for the public review. To meet the 30 day public involvement process the draft TIP has to be available to the public for review and comment by September 2nd. Dale let the committee know that he is available if they need any help entering projects into the STIP database.

Bill Wright, Clark County, did mention that when you get your Environmental Classification Statement (ECS) approved there are issues with mile posts at intersections. Your total project mileage between the STIP and ECS must match to the 100th of a mile. If there is a difference it will have to be accounted for. Clark County is working with Highways and Local Programs to correct their NE 47th Avenue and NE 78th Street project. The County is asking for a TIP correction to get the mileage right. RTC staff will work with County staff to make this correction.

Dale also brought up that both the region and State have hit their obligation targets. All projects that are seeking obligation will receive advance construction approval, which means agencies can expend funds for projects but the State won't be able to reimburse you until October.

Matt requested that if any agencies have concerns with the staff proposed 2014 project selection and programming to get with Dale. Jim Carothers, City of Camas, asked about support letters from RTC for TIB grant requests. Upon request, Dale will get letters back to agencies within a day.

III. Human Services Transportation Plan Update, Discussion

Lynda David, RTC, handed out an excerpt from the Human Services Transportation Plan (HSTP) – 2014 update. Lynda reminded RTAC that at the June meeting the Committee had reviewed the element of the HSTP update. The HSTP is a federal requirement that RTC puts together. The overall purpose of the plan is to identify the special transportation needs of those in the community such as the aged, people with disabilities, the youth and also low income. Since the last HSTP was published in 2010, this region received technical support from Easter Seals who came to the community to convene an Accessible Transportation Coalition Initiative (ATCI). The ATCI has met regularly since 2011 to discuss special transportation needs and what can be done to improve accessible transportation. Lynda said she has met with stakeholders in the past 18 months and these outreach efforts have included making presentations and gaining stakeholder feedback at meetings of the C-TRAN ADA Task Force, C-TRAN's Citizen Advisory Committee, the SW WA Healthy Living Collaborative and also the Clark County Commission on Aging. The focus for this discussion today will be to emphasize the needs that have been identified through discussion with these stakeholders. Lynda went over the list of needs that was distributed. Mobility management services are needed in the region to identify the most effective transportation means for those seeking service. Lynda explained there is a wide range of individual transportation needs to try to accommodate. C-TRAN provides fixed route transit in Clark County but its service does not extend county wide and within its service area cannot meet the diverse transportation needs.

One of the priorities in special needs transportation is making sure that people can get to life-sustaining medical appointments. The Human Services Council (HSC) is the agency that is helping to make sure these transportation needs are met. There needs to be expansion of the Council's Reserve-a-Ride program to help people get to where they need to go. The Commission on Aging has identified "aging in place" as important for seniors but seniors needs to get out and about to get to services and to avoid social isolation.

Lynda indicated that the Draft Human Services Transportation Plan has to be completed by October 1st and we need to work with stakeholders and partner agencies to make sure they can submit project applications that will help to meet the transportation needs identified in the HSTP by November 19th. The final Human Services Transportation Plan has to be submitted to DOT by December 10th.

Matt Ransom asked about how much money will come to this region, combining both C-TRAN FTA Section 5310 funds and WSDOT's Consolidated Grant program funds. Lynda indicated the region gets about \$140,000 in FTA Section 5310 funds per year with C-TRAN as the designated recipient. In the past, the region has received about \$3.5 million per biennium from the State Consolidated Grant program. Matt Ransom asked about the role of the Human Services Council and BJ Jacobson explained that the HSC is a brokerage which provides no direct transportation but brokers the most cost-effective transportation means and coordinates with every transportation program out there. Jon Makler asked about prioritization of needs. BJ Jacobsen, HSC, said highest priority is given to providing trips to life sustaining appointments first. Other prioritized trips are provided until funding is used up.

IV. 2035 Regional Transportation Plan

A. RTP Project List, Draft Review

Lynda David, RTC, said the main focus of the Regional Transportation Plan is the regional transportation system. As a requirement of the Washington State Growth Management Act, RTC has to designate a regional transportation system and, as indicated in the memo, it is required to include all transportation facilities and services, local freeways, expressways and principal arterials, high capacity transit systems, and all other transportation facilities; such as airports, transit services and facilities, roadways, rail facilities, marine transportation facilities, etc. Lynda said the regional transportation system is identified on the map included with the RTAC Memo. Identifying transportation projects in the RTP is also very important for local jurisdictions and agencies because transportation projects must be identified in the regional plan if they are to receive federal funding in the Transportation Improvement Program. There also needs to be consistency between local, state, regional and federal plans. The list of RTP-identified projects must be fiscally constrained and need to be able to be constructed or implemented within the 20-year timeline of the RTP. Lynda asked that agencies look over the draft project lists attached with the RTAC Memo and let her know of any errors or omissions within the next few days. Mark Harrington, RTC, will be using these lists to update the regional travel forecast model networks. Matt Ransom, Director, emphasized the need to edit/update the lists as soon as possible.

B. RTP Finance Plan, Background Assumptions

Bob Hart, RTC, indicated that the Plan will include financial assumptions, revenue sources and projections, and cost estimates for transportation projects and system maintenance and preservation. The key is that the plan must be financially constrained, meaning future revenues will be available for projects in the Regional Transportation Plan and for maintenance and preservation. Bob went over some of the transportation revenue data that the RTP financial forecast will be based on including how the state gas tax is currently used, how much fuel tax is generated and spent in Clark County, and statewide forecasts of future fuel tax revenue. The statewide forecast accounts for changes to vehicles miles traveled, increase in passenger cars, and improved fuel efficiency for motor vehicles. Bill Wright, Clark County, indicated that the County has adjusted their projections up for their next Six Year Program as they are starting to see a little growth come back, being able to program more projects mostly through property tax and a little on gas tax. Matt mentioned to the group that once a draft forecast is put together they will share with the RTAC group. Also in late September or early October, RTC is planning to convene a summit consisting of county administrators, city managers, city administrators and public works directors to review the financial forecast and provide input on the assumptions and methods used to develop it.

V. Other Business

A. RTAC Members

- a. Jon Makler gave an update on the Airport Way project. The project is nearing completion in fall 2014 with ramps open in the new configuration. Landscaping is being finished.
- b. C-TRAN reported that the Andresen Super Stop is set for completion at the end of August. The BRT project is progressing and is going out for Construction Management bids. Matt announced that the RTC Board of Directors did recommend federal funding for the Right-Of-Way phase.
- c. The Salmon Creek Interchange project ribbon cutting is on August 27th, 2014 at 11:00 AM.
- d. Gary Albrecht, Clark County, reported that the Board is still looking at overall population numbers for the Comprehensive Growth Management Plan update which may result in the population forecast number going up. Matt reported that RTC is waiting for the County to wrap up their growth forecasting so the forecast can be input to the Regional Travel Forecast Model.
- e. Bill Wright had news regarding the 119th St. Project. Construction funds have been obligated and the project went out to bid. Bids are being delayed a month due to the needed Corps. 404 permit. There is word that staffing difficulties at the Corps could carry over to 2015. This could affect project delivery.
- f. Gary Albrecht, Clark County, announced that as a result of the City updating their TIF program the County is updating its TIF program.

B. RTC Staff

- a. DRAFT Washington Transportation Plan 2035 (WTP 2035) released for public comment through September 2014 <https://wtp2035.files.wordpress.com/2014/02/wtp-2035-full-report-2014-0731.pdf>
- b. 18th Street Interchange bid is out next Monday. This is the last major project funded through the state's TPA funds.

The meeting adjourned at 10:40 a.m. The next meeting will be on Friday, September 19, 2014.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: September 12, 2014
SUBJECT: 2015-2018 Transportation Improvement Program

INTRODUCTION

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

The 2015-2018 Transportation Improvement Program is a four-year program of regionally significant transportation projects and indicates commitment for funding on these projects. Projects programmed in the TIP are drawn either directly from specific project recommendations made in the long-range Metropolitan Transportation Plan or are developed from a more general series of recommendations (e.g. preservation, maintenance, safety, etc.).

The RTC Board has the responsibility for selecting projects for the regionally allocated Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) programs. The regionally selected federal transportation projects are incorporated into the TIP along with other regionally significant projects selected at the state or federal level. The regionally competitive process includes the following three steps:

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

The RTC Board completed the first two steps, via their acceptance with the evaluation and ranking of projects (September 2, 2014). At the September RTAC meeting, staff will initiate the final step by recommending a set of STP and CMAQ projects to be selected for programming and request RTAC's recommendation for the adoption of the 2015-2018 Transportation Improvement Program by the RTC Board.

Attached to this memorandum is a TIP Summary Report that lists all regionally significant projects' phases contained in the 2015-2018 TIP by calendar year. The full Draft of the 2015-2018 Transportation Improvement Program is provided in the September Web RTAC folder.

PROJECT SELECTION

The project selection process is completed by matching the project ranking to the available funding levels. In order to meet financial constraints, project phases are sometimes programmed in a year later than anticipated. However, all projects programmed in the TIP can proceed when ready. RTC staff is recommending that the following projects be selected for either STP or CMAQ funding awards and programmed in the 2015-2018 TIP:

STP-Urban Project Selection

The following STP Urban and Rural projects are recommended for project selection:

Program	#	Jurisdiction	Project Name/Description	Phase	Year	STP	Total	Deadline
STP TMA	1	Vancouver	NE 18th Street, Four Seasons to 136th Av. <i>Widen to 5 lanes with bicycle lanes and sidewalks</i>	CN	2018	\$1,000,000	\$11,000,000	08/01/16
	2	Clark County	NE 94th Av., Padden to 99th St. <i>Intersection and road improvements (3 lane arterial)</i>	CN	2018	\$1,600,000	\$6,641,000	08/01/16
	3	Camas	Brady Rd. NW 16th Av. to 25th Av. <i>Widen to 3 lanes with bicycle lanes, sidewalks, etc.</i>	PE	2016	\$339,000	\$600,000	08/01/16
	4	Clark County	NE 119th Street, 50th Av. to 72nd Av. <i>Widen to 3 lanes with bicycle lanes, sidewalks, etc.</i>	PE CN	2017 2018	\$675,000 \$500,000	\$820,000 \$6,500,000	08/01/15 08/01/18
	5	Battle Ground	SR-502/SR-503 Intersection <i>Improve intersection</i>	PE RW	2016 2017	\$143,900 \$108,100	\$166,400 \$125,000	08/01/16 08/01/17
	6	RTC	VAST Coordination and Management <i>ITS coordination</i>	PE	2018	\$205,000	\$237,000	08/01/18
STP Rural	6	RTC	UPWP and Congestion Management <i>Support work elements of the UPWP and CMP</i>	PE	2018	\$300,000	\$346,821	08/01/18
	1	Clark County	Carty Road Reconstruction <i>Replace culvert, improve sight distance, and add guardrail</i>	PE CN	2015 2016	\$30,000 \$1,270,000	\$406,700 \$1,766,300	08/01/15 08/01/16
	1	La Center	4th Street and Pacific Highway Roundabout <i>Intersection Improvements</i>	CN	2016	\$692,000	\$800,000	08/01/16
	Total STP						\$6,863,000	\$29,409,221

The following CMAQ projects are recommended for project selection:

Program	#	Jurisdiction	Project Name/Description	Phase	Year	CMAQ	Total	Deadline	
CMAQ	1	WSDOT	Vancouver Urban ITS Device Infill <i>Installation cameras and detection devices</i>	PE CN	2017 2018	\$65,600 \$651,900	\$80,000 \$795,000	08/01/15 08/01/17	
	1	WSDOT	SR-503, Fourth Plain to Main St. ITS Device Infill <i>ATIS device infill and communications</i>	PE CN	2017 2018	\$32,800 \$274,700	\$40,000 \$335,000	08/01/16 08/01/18	
	1	Clark County	Signal, Timing, Evaluation, Verification and Enhancement <i>Install ITS devices, collect and analyze data, retime</i>	PE CN	2017 2018	\$160,000 \$760,000	\$200,000 \$950,000	08/01/15 08/01/17	
	1	Washougal	32nd St. Active Traveler Information Feasibility <i>Evaluate 32nd St. traveler information sign on SR-14</i>	CN	2017	\$40,000	\$47,000	08/01/15	
	1	C-TRAN	Open Trip Planner and Alerts System <i>Implement a transit traveler information system</i>	PE	2017	\$128,000	\$160,000	08/01/15	
	2	C-TRAN	4-5 Hybrid Buses <i>Diesel/electric hybrid upgrades of buses</i>	CN	2018	\$720,000	\$3,300,000	08/01/17	
	Total CMAQ						\$2,833,000	\$5,907,000	

Selection Conditions

WSDOT has placed additional responsibility on MPO's to ensure obligation of federal funds. This policy requires that by August 1st of each year that each MPO region must obligate 100 percent of their regional obligation authority target or funds could be lost. With this policy RTC has implemented project delay policy. Based on the date provided on each project application, an obligation deadline is created. Agencies must meet this deadline or funds will be withdrawn and returned to the regional pool of federal funds.

Unique Circumstances

NE 18th Street (Four Seasons to NE 136th Avenue) – Construction Funding Request: Because of its high importance to the regional arterial system (rated as most deficient regional arterial in recent Congestion Management Process), the NE 18th Street project is recommended to receive funding that will exceed the funding limit, as identified in TIP procedures. Endorsement of the proposed grant award will recognize and advance this exception.

NE 137th Avenue (NE 49th Street to Fourth Plain Blvd) – ROW Funding Request: The NE 137th Avenue project is not eligible for funding under the applicable minimum federal programming requirements. The minimum requirements stipulate that a project phase must be fully funded prior to being approved for programming in the applicable TIP. The City of Vancouver could not demonstrate full funding for the right of way phase.

STIP REVIEW

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

ACTION

RTAC members are asked to recommend to the RTC Board: project selection and new grant funding awards for the STP and CMAQ programs; and adoption of the 2015-2018 Transportation Improvement Program (TIP).

Attachment



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: September 12, 2014
SUBJECT: **Federal Functional Classification Change Request: Brady Road Corridor, Camas**

INTRODUCTION

Functional classification is the grouping of highways, roads and streets by the character of service they provide, recognizing that travel involves movement through a network of roads. Functional classification defines the part that any particular route plays in serving the flow of trips through a highway network. FHWA Directive 23 CFR 470 states that the State transportation agency, WSDOT, has the primary responsibility for developing and updating a statewide federal highway functional classification. However, highway functional classification is a cooperative responsibility and RTC (as MPO) must review any requested changes. WSDOT's website provides information on federal functional classification and the [current functional classification map](#) with the ability to zoom into the Clark County region. At the September 2014 meeting, RTAC is asked to consider and recommend a change to the federal functional classification for the Brady Road corridor in the City of Camas.

CAMAS FEDERAL FUNCTIONAL CLASSIFICATION CHANGE REQUEST

The City of Camas has proposed a change in the federal functional classification of the NW Brady Road corridor. Some sections of the NW Brady Road corridor are already classified as Minor Arterial. The proposed functional classification change is to upgrade other sections of the Brady Road/Parker/Larkspur/Camas Meadows Drive corridor, from SE 192nd Avenue to NE Goodwin Road, to have a consistent Minor Arterial functional classification. The completed change request form and map will be distributed to RTAC within the next week or at the September 19th meeting.

RTAC ACTION

At the September 19, 2014 meeting, RTAC is asked to consider Camas's proposed federal functional classification change request for the Brady Road corridor, make comments on the proposal and recommend forwarding the change request to WSDOT Local Programs.

NEXT STEPS

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

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MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Bob Hart
DATE: September 12, 2014
SUBJECT: **I-205 Corridor Study: Findings and Policy Recommendations**

INTRODUCTION

The I-205 Corridor Study is analyzing both short (2022) and long term (2035) performance in the corridor. The Regional Transportation Plan's long term strategy along I-205 is to incrementally add capacity through system expansion and interchange at key locations with the core projects for the corridor adopted by the RTC Board in November 2012. However, in the interim and in the absence of funds for capital improvement projects, several traffic merging hot-spots can be addressed by implementing low cost operational improvements. Operations and system management strategies serve to make the transportation system operate more efficiently and predictably and could supplement or delay the need for capital roadway expansion.

The consideration of operational strategies is consistent with Washington State Department of Transportation "Moving Washington" principles, a three tiered approach to mitigate congestion or add capacity on their facilities. Moving Washington principles are to:

- Operate efficiently: Get the most out of existing highways by using traffic management tools to optimize the flow of traffic and maximize available capacity.
- Manage demand: Shift travel times, use public transportation or reduce the need to travel altogether, managing demand on overburdened routes to allow the system to function better.
- Add capacity strategically: Target the worst traffic hotspots or fill critical system gaps to fix bottlenecks that constrain traffic flow.

The I-205 Study represents the first comprehensive assessment of low cost/low capital corridor wide improvements in the region and can serve as a model for how and when operational freeway improvements are addressed in other corridors within the region

At the April RTAC meeting, RTC staff presented preliminary findings on the operational strategies analyzed for the I-205 Access and Operations Study. Since that time, RTC has collaborated closely with WSDOT to further refine the findings, develop a set of policy recommendations for operational strategies, and to confirm the core project list in the I-205 corridor. This memo will: describe the promising operational strategies, outline policies for operational strategies, describe the 2035 core projects to be included in the 2035 RTP update and summarize a preliminary of bus on shoulder in the corridor.

2022 LOW COST OPERATIONAL STRATEGIES: FINDINGS

The 2022 analysis examined how the addition of low cost operational improvements can manage or improve vehicle flow on I-205. The development of strategies has been an iterative process, and was based on regional model results, information from microsimulation analysis, video observation of current conditions, and review and collaboration with WSDOT staff. The short term 2022 analysis assumed that the Mill Plain to 18th Street project is in place with no other improvements in the corridor. RTC worked closely with WSDOT staff and other local agencies to develop a wide range of operational strategies and low cost projects which best manage corridor performance and improve efficiency without expanding roadway capacity.

The following section describes the 2022 strategies (Attachment 1) that warrant further consideration by WSDOT as “promising”. A “promising” designation means that the strategy has a benefit to performance in the corridor and that further analysis and stakeholder consultation should occur consistent with the proposed policy process prior to implementation in the corridor.

Promising Strategies

I-205 North / Mill Plain Boulevard Interchange

Ramp Meter from Mill Plain to I-205 northbound

- Smooths merging conditions at the ramp terminus by managing and breaking up vehicle platoons entering I-205.
- Further study is required to determine the feasibility of side by side storage lanes on the on ramp, placement of the meter, as well as other details regarding the installation and operation of a “smart” ramp meter.
- Managing platoons at this on-ramp may no longer be required after I-205 is widened between Mill Plain and SR 500.

I-205 South / Padden Parkway Interchange

Maintain two merge locations and meter just the eastbound to southbound ramp

- Smooths merging conditions at the ramp terminus by managing and breaking up vehicle platoons entering I-205.
- Further study is required to determine the feasibility of side by side storage lanes on the eastbound to southbound on ramp, placement of the meter, as well as other details regarding the installation and operations of a “smart” ramp meter.
- Managing platoons at this on-ramp may no longer be required after I-205 is widened between Padden Parkway and SR 500.

I-205 South / SR-500 Interchange

Reduce I-205 southbound from three to two lanes prior to the SR-500 overpass and allow the westbound to southbound on-ramp to become an add lane, and the eastbound to southbound on-ramp merge into this add lane.

- Creating an add lane will improve operations by reducing turbulence for vehicles entering I-205 from SR-500.
- This is a relatively low cost option that could be readily implemented.
- A two lane cross section on I-205 under SR-500 will have sufficient capacity for vehicle demand, as long as capacity is not increased upstream of this segment.
- The benefit and viability of this project would need to be reconsidered if/or when I-205 is widened from Padden Parkway to SR-500. Increased southbound volumes north of SR-500 may require converting back to three through lanes on I-205 at SR-500. Anticipated traffic demand will be evaluated for this section in conjunction with any upstream capacity improvements.

I-205 South / 18th Street Interchange

Ramp meter from 18th Street to I-205 southbound

- Smooths merging conditions at the ramp terminus by managing and breaking up vehicle platoons entering I-205.
- Ramp width will allow for HOV and bus bypass lane onto I-205 when 18th Street opens.

I-205 South / Mill Plain Boulevard Interchange

Ramp meter from Mill Plain Boulevard to I-205 southbound

- Smooths merging conditions at the ramp terminus by managing and breaking up vehicle platoons entering I-205.

OPERATIONAL POLICIES FOR CLARK COUNTY

As noted earlier, the development of the I-205 Access and Operations Study and the associated strategies has utilized the process established by WSDOT's "Moving Washington" principles. In particular, the identification and analysis of strategies for the study focused on the first principle:

Operate Efficiently: Get the most out of existing highways by using traffic management tools to optimize the flow of traffic and maximize available capacity.

While I-205 is the first corridor in the region to follow a systematic approach to assessing operational strategies and improving efficiency through traffic management tools, it can also provide a framework for the region to use a systematic policy based approach to planning and implementing operational strategies on freeway corridors. The proposed operational policies build on this foundation and layout guidance for considering operational strategies for freeways and the implementation of ramp metering in a corridor.

Operational Policies for Freeways

- Provide for the management of freeway transportation corridors through the development of operational strategies that address recurring congestion, traffic bottlenecks, and incident management.
- Consider implementation of operational strategies in transportation corridors where congestion levels are high and where there is potential for improved corridor flow and efficiency.
- Implementation of operational strategies should include ramp metering, incident management, intelligent transportation systems, and other traffic management tools.
- Other treatments to complement operational strategies (such as ramp bypass) should also be considered that would provide priority access for shared ride users.

The assessment of specific operational strategies in a corridor should also consider and balance the following factors:

- What is the cost of the improvement
- What is the life-cycle of the improvement?
- Does the improvement have a positive impact on safety?
- Does the operational improvement replace a future RTP capital improvement?
- Does the operational improvement complement a future RTP capital improvement?
- Does a future capital project negate the operational improvement?

Implementation Policies for Ramp Metering

Prior to the implementation of ramp metering in the I-205 corridor:

- All affected agencies will be consulted.
- Metering needs to consider mainline travel flow and reliability as well as impact to adjacent arterial operations.
- Ramp meters should be “smart” to achieve freeway/arterial balance and meters would be turned off when not needed.
- HOV ramp bypass should be considered where feasible to support shared ride use.
- Bus bypass at metered ramps should be considered at locations where transit vehicles are accessing I-205.

2035 CORE PROJECTS

Since the adoption of the I-205 core project list in 2012, RTC staff has worked with WSDOT to review and confirm the projects. The core project capacity improvements identified the most critical set of projects for funding to ensure reasonable long-term level of operation of the corridor. The core project list has not changed however; some of the projects have been refined based on further analysis and consultation and review between RTC and WSDOT staff.

The core projects (Attachment 2) shown below are included in the RTP regional project list and include a description of the project as well as any changes since their initial adoption:

I-205 Widening (SR 500 to Padden)

Widen I-205 to three lanes in each direction

SR 14 Widening (I-205 to 164th)

Add one new travel lane in each direction. Reconstruct eastbound on-ramp from I-205 to SR 14, which includes widening the bridge over SR14.

New northbound SR-500 off-ramp/auxiliary lane from Mill Plain to SR-500

Since the adoption of the list, further refinement has resulted in the addition of a south auxiliary lane to this segment

Padden Interchange improvements with 72nd Avenue slip ramp

The preliminary slip ramp concept included several options to bypass the Andresen/Padden intersection for vehicles destined north on 72nd Avenue from I-205 north. WSDOT developed an estimate for one of the options to include in the RTP.

I-205 Park and Ride at 18th Street

This project relocates the existing Evergreen Park and Ride facilities and also includes additional commuter service to Portland. Transit vehicles would access I-205 south from the new 18th Street interchange.

I-205 BUS ON SHOULDER (BOS) ASSESSMENT AND FINDINGS

As part of the Access and Operations Study, RTC met with C-TRAN and WSDOT staff to assess the possibility of BOS operations in the I-205 corridor. C-TRAN's 20-year plan calls for up to 25 buses during the peak period on the Glenn Jackson Bridge by 2035. In addition, the Clark County HCT System Plan recommendations in the I-205 corridor included the following:

- All-day limited stop transit service between Salmon Creek and Gateway
- Includes direct access ramps, flyer stops, and bus on shoulder operations
- Maintain existing traffic lanes
- Serves Van Mall and park and rides at Salmon Creek, Central County and 18th Street

The assessment conducted as part of this study focuses only on one component of the HCT recommendation; whether conditions in the corridor would warrant further investigation on the viability and feasibility of BOS operations on I-205. The assessment looked at several factors based on criteria identified by the Transit Cooperative Research Program. The factors listed below are followed by a brief description of findings based on I-205 corridor characteristics:

1. Are there at least 4 buses per hour?

Yes. C-TRAN has 10 to 22 period buses in 2022 and 16 to 25 buses in 2035.

2. Is mainline speed less than 35 mph?

Yes. Peak hour congested speeds for 2022 and 2035 based on the regional travel model on I-205 from 18th Street to I-84 show potential transit travel time savings on several segments in the corridor with BOS. Actual travel time data would need to be collected in the corridor to

better determine if corridor congestion warrants BOS. In addition, BOS would not be invoked during the full peak period and would only be used during times when mainline speeds are below 35 mph.

3. Are entrance and exit ramps less than 1,000 vph?

Some ramps are higher than 1,000 vehicles per hour, specifically at Airport Way and SR-14. Additional investigation would be needed to determine the feasibility to operate outside BOS at very high volume ramps.

4. Will inside/outside shoulder support buses?

The majority of the asphalt pavement shoulder segments in Washington will need to be reconstructed. Shoulder depth for the Washington portion of the I-205 corridor, north of the Glenn Jackson Bridge, is generally 0.15 ft. with some locations having a pavement depth of 0.35 ft. A detailed examination to determine pavement depths and the cost of reconstruction would be needed.

5. Is inside/outside shoulder at least 10 feet (12 feet desired)?

Some shoulder segments may need to be modified either through reconstruction or restriping to accommodate BOS on an outside or inside lane. Shoulder width varies throughout the corridor.

Based in the findings above, BOS in the I-205 corridor may offer future opportunity for improved transit reliability, travel time savings and improved commuter ridership. However, further study is needed to examine both inside and outside shoulder bus operation, operating characteristics, as well as the operational and physical constraints in the corridor prior to making specific project findings and recommendations. A feasibility to review both the policy and engineering opportunities and constraints is a logical next step. A study would include (at a minimum):

- Travel time studies to determine current mainline freeway speeds in the corridor by segment and time of day.
- Determining operational issues associated with inside versus outside lane operation
- Outside lane feasibility should examine issues associated with high ramp volume locations for outside bus on shoulder operations.
- While inside BOS does not conflict with ramp operations, feasibility should examine issues associated the ability to maneuver transit vehicles to and from the inside median to enter and exit at freeway ramps.
- Conducting an engineering analysis of physical improvements and shoulder reconstruction required for either outside or inside lane BOS operations and order of magnitude cost estimate for both options.

NEXT STEPS

RTC is looking for feedback from RTAC on the findings and policy recommendations for the Study which will be presented to the RTC Board at their meeting on October 7th. RTC, in consultation with WSDOT and other agency staff, is preparing an I-205 report that will include information on the study background and purpose, analysis and findings on the strategies

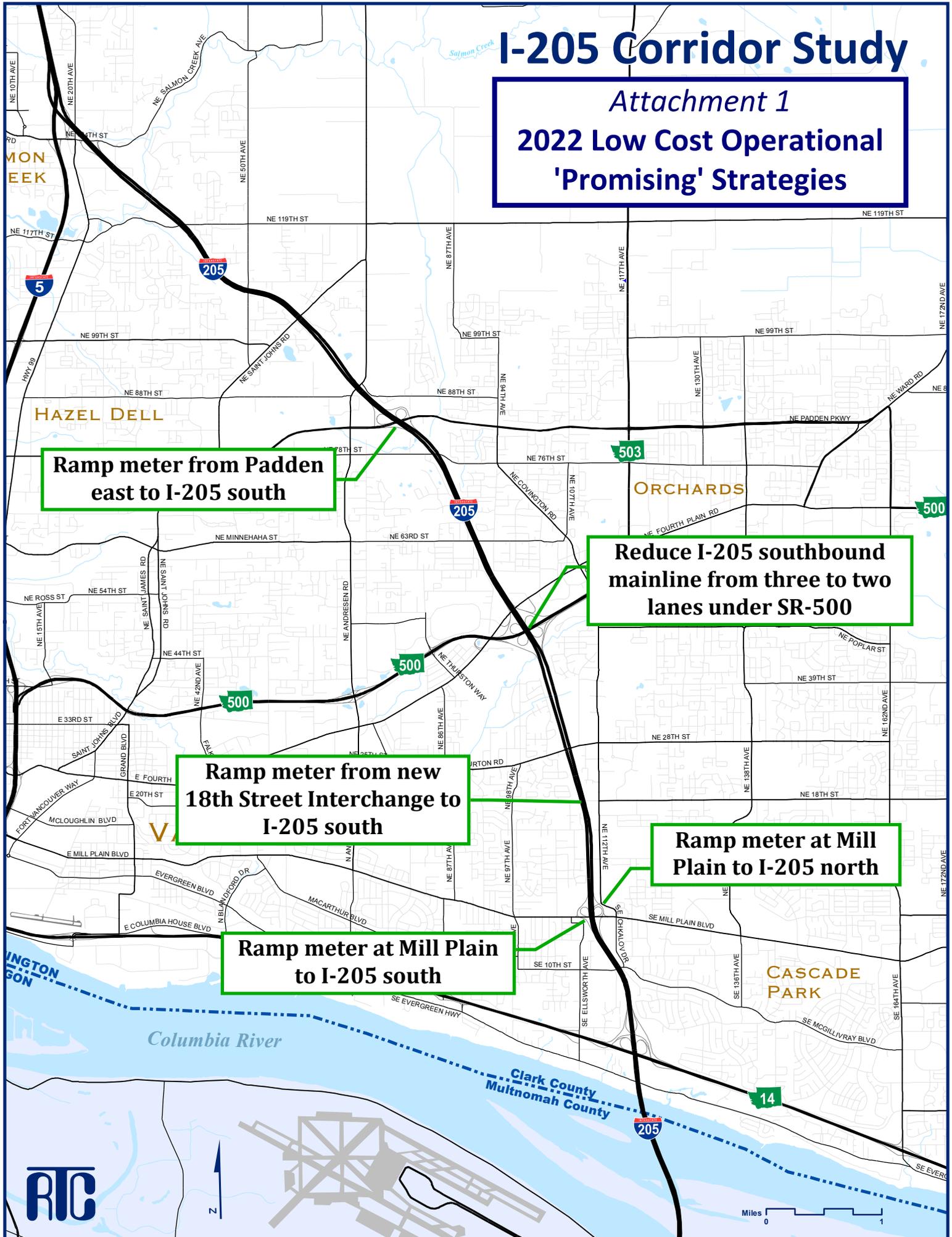
considered, including those not carried forward, and recommended operational policies for the region.

Findings on the I-205 bus on shoulder assessment will further be reviewed with WSDOT and C-TRAN to gauge the interest in pursuing a feasibility study. If so, with approval by the RTC Board, RTC will work to develop a study proposal, scope of work, and budget.

Attachments

I-205 Corridor Study

Attachment 1 2022 Low Cost Operational 'Promising' Strategies



Ramp meter from Padden east to I-205 south

Reduce I-205 southbound mainline from three to two lanes under SR-500

Ramp meter from new 18th Street Interchange to I-205 south

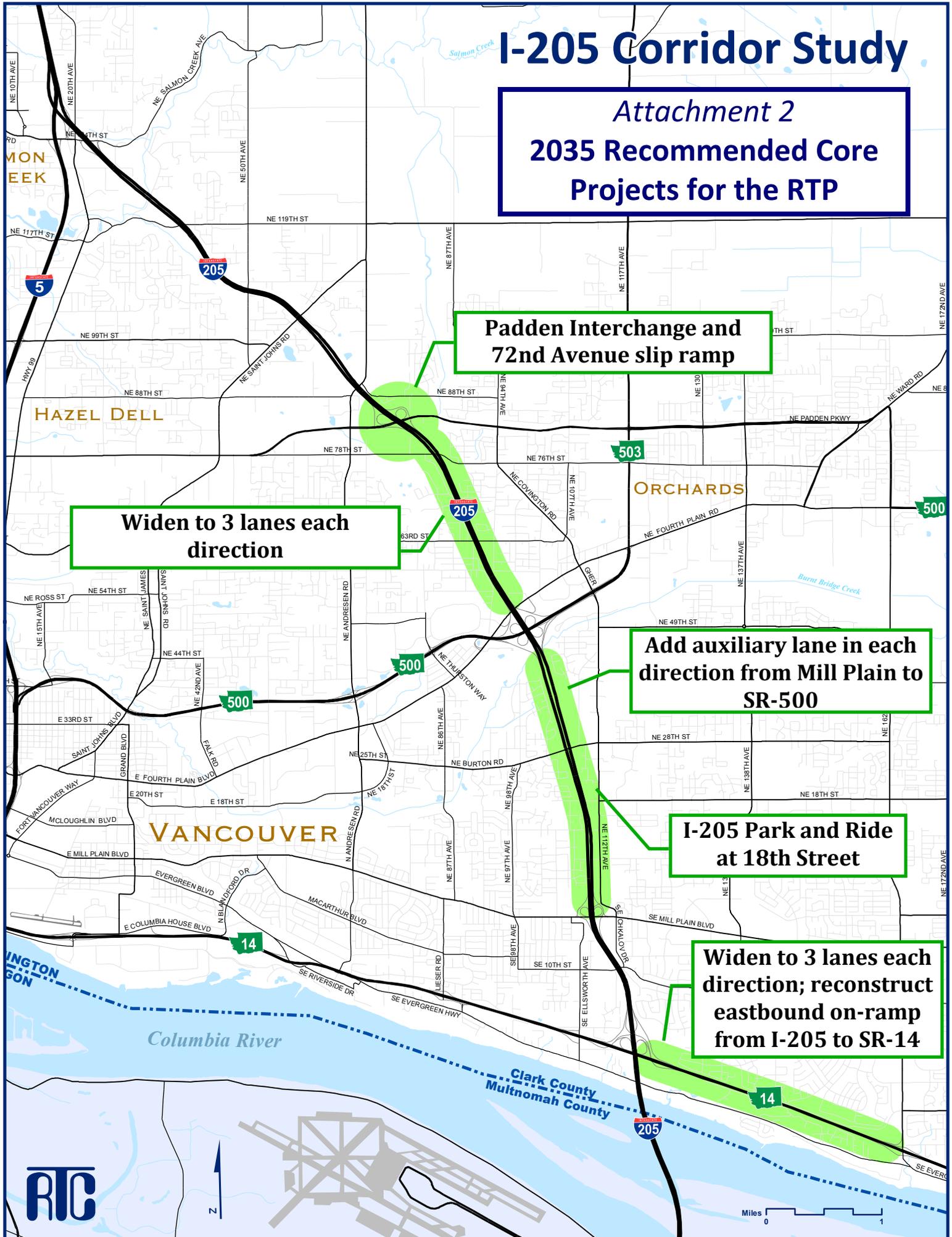
Ramp meter at Mill Plain to I-205 north

Ramp meter at Mill Plain to I-205 south



I-205 Corridor Study

Attachment 2 2035 Recommended Core Projects for the RTP



**Padden Interchange and
72nd Avenue slip ramp**

**Widen to 3 lanes each
direction**

**Add auxiliary lane in each
direction from Mill Plain to
SR-500**

**I-205 Park and Ride
at 18th Street**

**Widen to 3 lanes each
direction; reconstruct
eastbound on-ramp
from I-205 to SR-14**





MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: September 12, 2014
SUBJECT: **Regional Transportation Plan Update, Status Report: Projects, Travel Forecast Model, System Performance, Finance, Discussion**

INTRODUCTION

RTC is in the process of updating the long-range Regional Transportation Plan (RTP) for Clark County to comply with federal requirements and to ensure continued consistency between federal, state, regional and local plans. The purpose of this agenda item is to provide a progress report on the 2014 RTP update and gain RTAC feedback on key issues. The agenda item will focus on several RTP elements including the draft list of RTP projects, the 2035 regional travel forecast model development and system performance as well as the RTP's financial plan.

RTP: 2035 PRELIMINARY PROJECT LIST

Over the past few weeks, RTC staff has worked with RTAC local partners to compile a preliminary list of RTP projects from the local jurisdictions' Capital Facilities Plans and Transportation Improvement Programs, from WSDOT and C-TRAN plans. Projects must be identified in the Regional Transportation Plan before they can be programmed for federal funding in the Transportation Improvement Program.

At the August RTAC meeting, members provided feedback on the preliminary draft list of projects tentatively identified for inclusion in the RTP update. Since the August RTAC meeting a few changes to the listings were made based on TIP projects in progress. Staff subsequently presented the preliminary list of projects to the RTC Board at the Board's September 2 meeting. The Board provided some feedback largely focused on the County's 10th Avenue project from 164th Street to the Fairgrounds. We heard from WSDOT that the I-205/SR-500 flyover ramp should be deleted from the preliminary RTP list and we are awaiting Vancouver's review of the preliminary list. An updated RTP project list will be available at the September 19th RTAC meeting for RTAC members' review with all changes suggested to date.

REGIONAL TRAVEL FORECAST MODEL AND SYSTEM PERFORMANCE

RTC staff has been coordinating with Clark County staff on demographic and land use forecast data and information as input to the 2035 Regional Travel Forecast Model update. The model is used to measure performance of the transportation system. By the September 19th RTAC

meeting, RTC staff hope to have completed the first round of 2035 Regional Travel Forecast modeling and be able to provide a report on preliminary model results. The preliminary project list was used in developing the regional travel forecast model transportation system networks.

FINANCIAL PLANNING ELEMENT

Work has also been underway on the financial planning element of the RTP update. At the August RTAC meeting, RTC staff provided an overview of the RTP's Finance Plan and background assumptions to be made in developing the revenues forecast for the 20-year Plan. At the September meeting, RTC staff will provide an update on coordination efforts with WSDOT HQ staff to review assumptions and revenue forecast methodology and anticipates being able to provide the RTP's preliminary revenue forecast.

NEXT STEPS

RTC staff will continue to work with local jurisdictions and partner agencies to complete the analysis of system performance and to refine transportation solutions that can be incorporated into the fiscally constrained RTP update. Also, as draft chapters of the RTP become available over the next few weeks, they will be distributed to RTAC members for review. As an opportunity to provide public outreach on transportation planning underway, RTC collaborated with the Washington State Transportation Commission at a September 8th Open House at the Downtown Vancouver Library. The event provided RTC with the opportunity to gain public feedback on the RTP, the Human Services Transportation Plan and the Transportation Improvement Program. Public outreach and involvement activities to support the RTP update will continue with focus on publicizing the RTP update and on welcoming public feedback on RTC's website.