



The Regional Transportation Advisory Committee meeting will be held on **Friday, December 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 November 21, 2014 Minutes, Action
- II. 10 Year Transportation Priorities, Discussion
- III. Commute Trip Reduction Plan Updates: Local and Regional, Discussion
- IV. Traffic Impacts Fee Program Updates - City of Vancouver, Discussion \*  
(<http://www.cityofvancouver.us/ced/page/city-traffic-impact-fee-program-update>)
- V. Other Business
  - A. RTAC Members
  - B. RTC Staff
    - a. City of Vancouver: NE 18<sup>th</sup> Street Project
    - b. FY 2016 Unified Planning Work Program (UPWP)

*\*Materials available at meeting*

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

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*An advisory committee to:*

**Southwest Washington Regional Transportation Council**

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**Regional Transportation Advisory Committee (RTAC)  
Meeting Minutes  
November 21, 2014**

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

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, November 21, 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
Katy Brooks	Port of Vancouver
Rob Charles	City of Washougal
Mike Clark	WSDOT
Tony Cooper	City of La Center
Lynda David	RTC
Roger Hanson	C-TRAN
Bob Hart	RTC
Mark Harrington	RTC
BJ Jacobson	Human Services Council
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
Patrick Sweeney	City of Vancouver
Sandra Towne	City of Vancouver
Shann Weishaar	RTC
Bill Wright	Clark County

Matt Ransom, RTC Executive Director, called the meeting to order, and introduced Roger Hanson, the new Transit Planner at C-TRAN. Mr. Hanson spoke a little about his background.

Matt Ransom asked if there were any changes or corrections to the October 17, 2014, meeting minutes and a motion for approval.

MIKE CLARK, WSDOT, MOVED FOR APPROVAL OF THE OCTOBER 17, 2014 MEETING MINUTES, AND KATIE NELSON, C-TRAN, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED, WITH KATY BROOKS, PORT OF VANCOUVER, ABSTAINING.

**II. 2035 Regional Transportation Plan Final Plan Recommendation, Action**

Lynda David, RTC, reviewed some of the highlights of the draft Regional Transportation Plan (RTP). Chapter one presents an overview of the metropolitan transportation planning process including the federal requirements and state requirements relating to Growth Management Planning and how the regional transportation plan fits within the federal, state and local planning processes.

Each chapter of the RTP contains an Emerging Issues section that is used to track items that will need to be monitored and worked on in the next RTP update. RTP chapter two sets the context for land use in Clark County and demographic projections. Chapter three is characterized as an inventory of what is out there as far as transportation is concerned, which includes a lot of description of the highway system and designated regional transportation system with all modes of transportation included. Traffic volume data were updated in chapter 3 and indicate which corridors are seeing the most growth.

Chapter four is the RTP's Finance Plan, which includes a compilation of projects coming from local jurisdictions, the DOT and C-TRAN and looks at their cost estimates balanced against projected revenues. Bob Hart, RTC, added that the costs of some local projects had changed a little since the last RTAC meeting so he had to reallocate revenue a little bit. Lynda explained that some of the changes included: Washougal revised some of their cost estimates and there were some project duplicates in Ridgefield's listing that were removed. When you look at revenue forecast versus cost estimates there is a slight shortfall that the plan addresses with suggested transportation revenue increases.

Chapter five describes the status of modal elements of the plan including freight transportation, human services transportation planning and safety with hyperlinks to the detailed plans. This chapter also has maps including the designated regional transportation system as it relates to freight. Incorporated by reference is Clark County's Bicycle and Pedestrian Plan, Commute Trip Reduction plans and Transportation System Management and Operations Plan as part of the Vancouver Area Smart Trek (VAST) planning efforts.

Chapter Six addresses how the RTP evolves through amendments and updates, describes public outreach efforts, and looks ahead to the next RTP update when the likely focus will be on implementing performance measurement, monitoring and target setting to guide investment into the transportation system as required by the federal transportation act, MAP-21. The RTP also includes description of state Growth Management Act planning requirements including concurrency management requirements.

Lynda explained there are twelve appendices to the RTP with one more, Appendix M, to be completed based on public comments received. Appendix B is the list of compiled capital projects from the DOT, C-TRAN and local jurisdictions. Projects have to be identified in the RTP before they can be programmed for funding in the Transportation Improvement Program. Appendix C is the determination of conformity with the Air Quality state implementation plan. It is an important part of the plan; although the Federal Highway Administration and Federal Transit Administration do not take action to adopt the plan they need to approve the air quality conformity determination of the plan along with other environmental consultation partners, the Environmental Protection Agency (EPA) and Washington State Department of Ecology. This region is in attainment for Ozone and for CO under a second limited maintenance plan. Lynda said there is a large amount of information in the Appendices that she would not review but pointed out a new Appendix K, which addresses the Environmental Justice (EJ) Analysis. Mark Harrington (RTC) took the lead on the EJ analysis.

There was discussion around the table with Bill Wright, Clark County, noting a minor correction that needed to be made to the description of one of the County's projects. Matt Ransom, RTC, asked RTAC about their comments or thoughts on the plan, if they feel it is heading in the right direction and whether it is a good transportation blueprint for the community to invest in. There was general discussion including very positive comments from the group about the plan. There were specific comments on the need to reinforce the importance of planning for freight and economic development in future planning efforts and also mention of how important inter-city passenger rail service is for people with special needs traveling to medical appointments in Seattle. Additional comments were made by Clark County, ODOT, C-TRAN, Metro, Human Services Council and the City of Vancouver.

Matt asked about bridges crossing the Columbia river. The committee felt there was a much greater need for an updated or improved I-5 crossing. There was mention of a model done in the past that indicated an East County bridge would not draw enough traffic from the I-5 corridor to warrant this bridge being the priority. There was lengthy discussion of the bridge comparisons of East County and I-5, including the questions of where this East County bridge would land on the Oregon side. There were comments regarding future RTP's having more emphasis on a regional bike and trail system as well as more emphasis on inter-city passenger rail.

The City of Vancouver also asked if the I-5 crossing is not constructed will the City improvements with independent utility included in the mega project be added in a separate line so they are still able to be included in the updated RTP. Lynda said the I-5/Mill Plain interchange improvements and Mill Plain corridor improvements to accommodate large loads will be itemized in the Appendix B list of projects.

Katy Brooks, POV, wanted to make sure the project costs for the West Vancouver Freight Access project were updated. Katy emailed Lynda, RTC, from the meeting and Lynda would have it by the time she got back to her desk.

KATY BROOKS, PORT OF VANCOUVER, MADE A MOTION TO RECOMMEND TO THE RTC BOARD OF DIRECTORS ADOPTION OF THE 2014 REGIONAL TRANSPORTATION PLAN. SANDRA TOWNE, CITY OF VANCOUVER, SECONDED THE MOTION AND THE MOTION WAS UNANIMOUSLY APPROVED.

### **III. 2015 Southwest Washington Regional Transportation Council Draft Work Program-Discussion**

Matt Ransom, RTC, reviewed RTC's 2015 Work Program that was presented to the Board in November and will be in front of the Board, together with RTC's Budget, for their consideration at the December meeting. Matt highlighted the key work areas for RTC including regional project funding which will be an emphasis of RTC's next year. Matt explained that one of the key questions the Board had emerged from their RTP policy discussion regarding how to prioritize economic development projects. RTC will be going through an exercise to apply benefit-cost methodology to help figure out what the return on investment may be for the transportation projects. RTC will be working with state and local partners to try to advance the project priorities from this region. The Clark County Transportation Alliance (CCTA) list of transportation priorities will be

going before the Board in January to consider endorsing the Transportation Alliance's legislative priority list. Matt also said the grant program policy and project evaluation scoring process will also be reviewed in the coming year with an RTAC sub-Committee forming to look at potential changes.

The 2035 Regional Transportation Plan Implementation includes MAP-21 performance target setting and regional policy development for safety, congestion and pavement conditions. RTC is required under state GMA law to certify the transportation elements of local comprehensive plans and certify consistency between regional and local plans. An updated policy framework and process describing criteria used and how RTC will certify local plans will be taken to the Board.

Freight transportation planning will also be a key topic area in 2015. This work extends to the Gorge where Klickitat and Skamania have issues relating to bridge crossings and freight needs on SR-14. Matt asked if RTAC members have any input on freight data needs and collection. Once the data collection program starts to take form it will be brought back to RTAC for presentation. Katy Brooks, POV, talked about establishing freight corridors to look at planning and identifying key projects within key freight corridors to leverage the economic impacts of these corridors when trying to obtain funding. Matt also mentioned the FACT Committee interest group that is starting to form in Clark County to be freight focused. RTC is a participant in the process and once this starts to get moving the FACT's conversations will be brought to RTAC and the Board. MAP-21 Implementation will be address in more detail once the feds release their guidance.

The final work program item is Partnership Building with member agencies involving doing consultant work or special studies for these groups. There will be continued meetings with the Bi-State Coordination Committee and also looking to build new partnership opportunities with entities such as WSU-Vancouver and Clark College. There was discussion regarding benchmarks and performance monitoring.

## **VI. Other Business**

### **A. RTAC Members**

- a. Brian Kast, City of Ridgefield announced that the grant advisory committee is recommending Ridgefield receive 2.5 million for the wildlife refuge project which would include a road and trail connection from the City to the Refuge.
- b. John Makler shared that ODOT and Washington County were jointly awarded a \$10.1 million Tiger Grant for advanced transportation management system (ATMS) improvements on several state highways and major arterials. They include projects on US-26, the Sunset Highway, and on I-84, the Banfield, for design and construction. He said that the Bi-State Travel time project will be completed around mid-2015.
- c. Katy Brooks, POV, noted that the Port put out a news release that they are in their final phases of the West Vancouver Freight access project. That project includes a grade separated new entrance into the Port, and increase in rail track from 16/18 miles of track to over 40/45 miles of track within their facility. This makes a hub system with a hook that comes off the main line creating better rail flow for the Port area. This project is a decade-

long effort that has received a lot of support from their partners as well as federal TIGER funding and State funding. There will be a celebration announcement in June. RTAC members will be able to tour the final project.

- d. Chris Malone, COV, updated the group on Columbia roadway improvements in the waterfront area. The deep utility work is being done now before the water rises in the Columbia. The project is anticipated to be complete in 2015. Its completion will open up the waterfront area for development. Katy noted the Port is contracting that work on behalf of the City.
- e. Patrick Sweeney, COV, announced the City is going to be starting a Westside Mobility Strategy Study. Patrick reported that final consultant interviews had been held and once the team is contracted, work will get started right away. The Study will include addressing east/west freight issues from I-5 west. Matt noted it would be nice to have a presentation on this topic in 2015.

## **B. RTC Staff**

- a. Dale Robins, RTC, reported that the TIB will be announcing their grants today. Dale will send out an email with the TIB announcement to all RTAC members.
- b. Dale mentioned the State Transportation Improvement Program (STIP) is open for public review and comment. WSDOT takes this region's list of TIP projects and compiles them into the STIP.
- c. Dale also updated RTAC on the obligation of federal funds with the end of 2014 approaching. Vancouver has two projects that will need to be obligated before the end of this calendar year. Chris Malone, COV, indicated Vancouver is submitting their obligation paperwork to WSDOT the second week of December for both projects. Dale said there are a dozen or so projects to be obligated in 2015.
- d. Lynda David, RTC, announced that Commute Trip Reduction (CTR) plans will need to be updated in 2015 with local plans due in February 2015. Jan Bowers, Vancouver, leads CTR efforts in the region.
- e. Matt noted that the December RTAC meeting's tentative agenda will include an update on local and regional Commute Trip Reduction (CTR) plans and a timeline for bringing them up to date as well as an item on Traffic Impact Fee programs focused on the work of Vancouver and Washougal.

The meeting adjourned at 10:50 a.m. The next meeting will be on Friday, December 19, 2014.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Lynda David  
**DATE:** December 12, 2014  
**SUBJECT:** **10 Year Transportation Priorities**

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### INTRODUCTION

The 2014 update to the Regional Transportation Plan (RTP) for Clark County was adopted by the RTC Board at the December 2, 2014 meeting. Following on from Plan adoption is the need to review the region's 10-Year Transportation Priorities. At the December RTAC meeting, RTC staff will review the status of the 10-Year Transportation Project Priorities report (RTC, November 2012, updated March 2014) as well as the Clark County Transportation Alliance (CCTA) 2015 - 2016 Washington State Legislative Policy Statement.

### TEN-YEAR TRANSPORTATION PROJECT PRIORITIES REPORT

In November 2012, the RTC Board adopted the Ten-Year Transportation Project Priorities report. The report confirmed that while the first priority for use of transportation revenue is preservation and maintenance, it also recognized there remains a need for regional and local capital projects to improve the safety and mobility of Clark County residents and to support the region's economic development.

The list of regional transportation project priorities included in the report were identified as shorter-term needs in the Clark County Metropolitan Transportation Plan (MTP) adopted in December 2011 and were recommended for prioritization analysis by local jurisdictions and transportation agencies. The projects were analyzed based on the following transportation performance criteria: safety, mobility, multi-modal and support for economic development. In March 2014, at the request of the RTC Board, the report was updated to include 3 additional priority projects: 1) Mill Plain Corridor, Port of Vancouver to I-5, 2) I-5 at Mill Plain, interchange, and 3) I-5 at 179th Street, interchange.

Attached for your information is the list of regional priority projects excerpted from RTC's Ten-Year Transportation Project Priorities report (RTC November 2012, updated March 2014). The full report document is available on RTC's website at <http://www.rtc.wa.gov/reports/>

### CLARK COUNTY TRANSPORTATION ALLIANCE (CCTA) 2015 - 2016 WASHINGTON STATE LEGISLATIVE POLICY STATEMENT

The Clark County Transportation Alliance (CCTA) is an alliance of public and private organizations which was formed as a transportation focus unit of the volunteer Clark County

Governmental Affairs Roundtable. The CCTA Statement is a synthesis document which represents regional advocacy for improvements to the region's transportation infrastructure and need for a new state transportation revenue package. Each year the Statement is revised to emphasize a list of priority regional transportation investments and is provided to the region's legislative delegation for their consideration in the upcoming state legislative session. In previous years, the RTC Board has endorsed the CCTA statement.

Attached with this Memo is the Clark County Transportation Alliance, 2015-2016 Legislative Policy Statement, Transportation Needs and Solutions. The Statement is intended to identify a snapshot of regional transportation projects needed to promote community success and economic opportunity. The Statement advances the RTC Project Priorities report and supplements it with locally advocated priority regional projects. The Statement also emphasizes the need for a direct distribution of new gas tax revenue to local governments for preservation and maintenance, and continued support for Port, Freight and Transit investments.

### **NEXT STEPS**

RTC staff would like to have RTAC discussion on updating RTC's 10-Year Project Priorities list with potential updates made to reflect current project descriptions and updated project cost estimates to make the list consistent with the 2014 RTP update (RTC, December 2014).

- Attachments:
1. 10-Year Priorities, Regional Project Evaluations
  2. Clark County Transportation Alliance, 2015-2016 Legislative Policy Statement, Transportation Needs and Solutions

**10-Year Priorities: Regional Project Evaluations, 0-6 Years**

(evaluations for Projects A. through T. completed 11/06/2012; projects U. through W. evaluations completed 3/4/14)

Rank	Map ID	Project	Safety (max 28)	Mobility (max 22)	Multi-modal (max 22)	Ec. Devt. (max 28)	Total	Estimated Project Cost
<b>Interstate/State/Expressway Projects</b>								
1	B.	SR-14, I-205 to 164th Av., add lane	11	21	7	22	61	\$ 37,000,000
2	D.	SR-500, NE 42nd Av. & 54th Av., Interchange and limit access	18	15	0	22	55	\$ 64,000,000
3	A.	I-205, SR-500 to Padden, add auxiliary lanes	8	22	0	22	52	\$ 58,000,000
4	U.	Mill Plain Corridor, Port of Vancouver to I-5. Removal of road crown and overhead signal and sign obstructions	5	12	10	19	46	\$ 6,000,000
5	G.	SR-501/NW 26th Av. intersection improvement	10	11	4	20	45	n/a
6	V.	I-5 at Mill Plain. Interchange capacity improvements	4	14	5	21	44	\$ 80,000,000
7	C.	SR-14 West Camas Slough Bridge, widen to 4 lanes w. median	15	15	0	13	43	\$ 20,000,000
8	H.	SR 502/SR 503 right turn lanes	12	9	3	13	37	\$ 2,100,000
9	E.	Advanced Traveler Information System (ATIS), SR-500 infill, Padden/SR-503 to NE 162nd Av.	6	16	0	12	34	\$ 1,517,400
10	F.	Advanced Traveler Information System (ATIS), SR-500 infill, SR-500/NE 162nd Av. to Fourth Plain	3	16	0	14	33	\$ 400,000
11	W.	I-5 at 179th Street. Interchange capacity improvements, rebuild to urban standards and urban arterial improvements	5	9	4	11	29	\$ 55,000,000
Sub-Total (0-6 years)								\$ 324,017,400
<b>Arterial Projects</b>								
1	K.	NE 18th St, 87th to 162nd Av., urban standards	16	15	16	17	64	\$ 43,000,000
=2	I.	NE Hwy 99, NE 99th to 107th St., urban standards.	17	7	16	13	53	\$ 10,900,000
=2	L.	SE 1st Street, 164th to 192nd Av., widen to urban standards	12	14	9	18	53	\$ 22,000,000
4	M.	NE 137th Av., NE 49th St. to Fourth Plain, urban standards	15	12	7	11	45	\$ 12,000,000
5	O.	Pioneer Street New Rail Overcrossing,	14	9	10	11	44	\$ 12,500,000
6	N.	Grace Avenue, Main to Rasmussen Blvd., urban standards & realign intersection	13	9	7	12	41	\$ 9,520,000
7	J.	Padden/94th Av. Intersection improvements	11	13	2	13	39	\$ 6,000,000
Sub-Total (0-6 years)								\$ 115,920,000
<b>Modal Projects</b>								
1	Q.	Fourth Plain Transit Improvements, Bus Rapid Transit	15	20	22	19	76	\$ 50,000,000
2	S.	West Vancouver Freight Access	4	22	18	20	64	\$ 190,000,000
3	T.	Downtown Vancouver TMA, demand management	4	17	18	16	55	\$ 300,000
4	P.	Fisher's Landing Park & Ride expansion	4	17	22	11	54	\$ 7,500,000
5	R.	Vanpool Vehicle Acquisition	2	22	12	14	50	n/a
Sub-Total (0-6 years)								\$ 247,800,000
Total Regional Priority Projects (0-6 years)								\$ 687,737,400

**10-Year Priorities: Regional Project Evaluations, 7-10 Years**

Rank	Map ID	Project	Safety	Mobility	Multi-modal	Ec. Devt.	Total	Estimated Project Cost
<b>Interstate/State/Expressway Projects</b>								
1	b.	I-205, NE 18th St. to SR-500, finish 18/28th Interchange	7	20	7	20	54	\$ 70,000,000
2	g.	SR-503/Padden New Interchange	18	12	5	14	49	\$ 32,000,000
3	a.	I-5/SR-500, construct direct connection	6	19	0	23	48	\$ 140,000,000
4	e.	SR-500/Fourth Plain/SR503, grade separation	13	15	2	16	46	\$ 59,000,000
5	d.	SR-14, Phase 2, SE 6th to 32nd St., construct interchanges/widen	12	15	2	15	44	\$ 140,000,000
6	c.	I-205/134th St Interchange, phase 2	7	18	0	14	39	\$ 35,000,000
7	f.	Pioneer St. (SR-501) Improvements, 35th Av to 56th Pl., widen	11	7	3	12	33	\$ 10,454,000
Sub-Total (7-10 years)								\$ 486,454,000
<b>Arterial Projects</b>								
1	j.	NE 28th St., NE 142nd to 162nd Av., widen/urban standards	12	14	13	11	50	\$ 8,000,000
=2	h.	Padden/Andresen, New Interchange	14	13	2	17	46	\$ 52,000,000
=2	k.	NE 162nd Av., SE 1st St. to NE 9th St., widen/urban standards	8	14	9	15	46	\$ 22,000,000
4	m.	27th St. Extension/Rail Overpass, Main St. to E St.	13	11	2	15	41	\$ 15,000,000
5	n.	Pioneer Street Extension, 65th Av. to S. 5th St., new road	10	13	2	15	40	\$ 3,000,000
6	i.	NE 119th St., Salmon Cr. To NE 87th Av., widen/urban standards	17	4	3	11	35	\$ 33,300,000
7	l.	Goodwin Rd/28th St, Friberg-Strunk to 232nd Av., widen/urban standards	12	9	3	10	34	\$ 18,600,000
8	o.	Hillhurst Road, Pioneer St. to S. City Limits, widen/urban standards	9	7	6	7	29	\$ 16,378,000
Sub-Total (7-10 years)								\$ 168,278,000
<b>Modal Projects</b>								
1	p.	I-5/219th Interchange, new Park & Ride	1	13	21	11	46	\$ 16,200,000
Sub-Total (7-10 years)								\$ 16,200,000
Total Regional Priority Projects (7-10 years)								\$ 670,932,000
Total Regional Priority Projects (0-6 and 7-10 years)								\$ 1,358,669,400

# Clark County Transportation Alliance

## 2015 - 2016 Washington State Legislative Policy Statement

### *Transportation Needs and Solutions*

#### A CALL TO ACTION

Clark County is facing unprecedented transportation infrastructure revenue challenges.

- Local and state transportation **safety and mobility needs** continue to grow for both new facilities and for the maintenance of the transportation system.
- Critical **transit and rail/freight** improvements are needed.

Transportation infrastructure is directly related to economic recovery, community development and overall quality of life in southwest Washington. Meeting our transportation needs will require a unified effort by public and private sector leaders and strong, effective leadership by our local legislative delegation. Organizations on the back of this statement ask that our legislators **support the following transportation priorities** in the 2015-16 legislative sessions.

#### New Revenue Package

A new **comprehensive revenue package**, with direct distributions to local governments for **preservation and maintenance**, is **needed now**. New and enhanced local transportation funding options are needed, as well as, restoration and the maintenance of the Public Work Trust Fund. Recent work of the Connecting Washington Task Force and our own RTC has documented a growing multi-billion dollar transportation infrastructure deficit at the state and regional level in order to meet current and future unmet needs. We respectfully suggest that action take place this legislative session.

Under existing regulatory procedures, transportation projects take too long to build. **Accelerated project permitting with regulatory streamlining** would move projects faster and stretch transportation funding.

**And, protect existing funding:** Protect remaining TPA and Nickel funding for local projects.

#### Regionally Critical Projects

**Critical Clark County and SW Washington projects** need to be **included in any project list** associated with any new transportation revenue package. *We urge legislators to rely on RTC for direction on regionally validated local and state system project priorities, beginning with:*

- Vancouver Interstate 5/Mill Plain Interchange (*capacity improvements*)
- Vancouver SR 501 (Mill Plain) Interstate 5 to Port of Vancouver (*capacity and oversize load improvements*)
- Vancouver SR 14/I-205 to 164<sup>th</sup> Avenue Widening (*add auxiliary lanes*)
- I-205: SR-500 to Padden Expressway (*add auxiliary lanes*)
- Vancouver SR 500 Intersections at 42<sup>nd</sup> Avenue and 54<sup>th</sup> Avenue (*capacity and safety improvements*)
- Camas Washougal SR 14 Widening/West Slough Project and Phase 2 Widening SE 6<sup>th</sup> - 32<sup>nd</sup> St./Stiles Rd. Project
- Clark County NE 10<sup>th</sup> Avenue from 149<sup>th</sup> to 164<sup>th</sup> St./Whipple Creek project (*new bridge and capacity improvements*)
- Clark County Interstate 5/179<sup>th</sup> Street Interchange (*capacity improvements*)
- Battle Ground SR 502/SR 503 Congestion Relief Project (*capacity and circulation improvements*)
- Ridgefield Pioneer Street Rail Overpass (*new bridge*)

#### Public Transit

C-TRAN is an essential component of Clark County's transportation system. The Clark County Transportation Alliance requests that the Legislature support and **enhance funding for public transportation** as a critical mode in the metropolitan and statewide transportation systems, including Regional Mobility Grants and other targeted investment programs.

#### Ports and Freight

Our ports and rail system play a vital role in the region's economy. Infrastructure investment in our freight systems brings jobs and has direct economic benefits to the region. We ask our legislators to support funding for freight projects: Upgrades to Clark County **Chelatchie Prairie Railroad**; **SR14 improvements** at and near Port of Camas-Washougal; and Port of Ridgefield's **Pioneer Street Railroad Overpass** project.

**FOR MORE INFORMATION REGARDING CCTA CONTACT:**  
**Co-Chairs John McKibbin 360-695-4116 or Mark Brown at 360-790-4427**



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Lynda David  
**DATE:** December 12, 2014  
**SUBJECT:** Commute Trip Reduction Plan Updates: Local and Regional

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### INTRODUCTION

RTAC will be updated on the current status of Commute Trip Reduction (CTR) efforts at the state, regional and local level at the December meeting. Jan Bowers, City of Vancouver, works as the CTR Administrator in this region and she will be at the RTAC meeting to provide information and details on the program as locals and the region prepare 2015 CTR Implementation Plan updates to be submitted to the State's CTR Board. The overall goals of the CTR program are to improve transportation system efficiency, conserve energy, and improve air quality.

### BACKGROUND

A Commute Trip Reduction (CTR) law was first passed by the state legislature in 1991 followed by an updated law, the CTR Efficiency Act (RCW 70.94.527), in 2006. The CTR Efficiency Act (2006) modified the scope of the CTR program to ensure that CTR plans and employer goals are coordinated with transportation and growth plans, to focus on urban growth areas with the most congested state highways, allowed local jurisdictions to create Growth and Transportation Efficiency Centers (GTECs) to obtain funding and flexibility in implementing programs, and expanded the role of WSDOT and Regional Transportation Planning Organizations (RTPOs) in CTR planning. A CTR Board made up of statewide representatives oversees the CTR program by establishing policy, providing guidance and allocating funding.

There are currently four CTR affected jurisdictions in Clark County:

1. Vancouver
2. Camas
3. Washougal
4. Unincorporated Clark County (UGA)

In October 2007, the RTC Board approved CTR Plans for each of these four jurisdictions as well as RTC's Regional CTR Plan and a plan for the downtown Vancouver Growth and Transportation Efficiency Center (GTEC). Since then, annual reports have been submitted to the CTR Board in 2008, 2009, 2010, and 2011. In 2013, summary CTR Plan updates were submitted to the state to address how the CTR program is being implemented by local

jurisdictions and the region. The implementation process requires that local jurisdictions, Regional Transportation Planning Organizations (RTPOs), major employers, transit agencies, WSDOT, and the CTR Board work collaboratively.

### **THE 2015-2019 CTR PROGRAM: STATE**

The attached CTR Board information sheet provides you with an outline of the state's interest in CTR, a list of 2015-2019 CTR program objectives, statewide performance goals and targets, presents options for locals to set local performance goals and targets, lists statewide strategies, performance measures and describes CTR funding. CTR is inter-related with statewide programs such as the Governor's Executive Order 14-04 Washington Carbon Pollution Reduction and Clean Energy Action and *Results WSDOT* working toward better modal integration.

### **THE CTR PROGRAM AT THE LOCAL LEVEL**

CTR planning efforts at the local level focuses on 58 CTR affected worksites. Among her many duties, Jan Bowers, CTR Administrator, supports and trains worksite Employer Transportation Coordinators (ETC's), helps ETC's with worksite promotion of CTR programs and reviews worksite CTR amenities. The state's CTR program requires biennial survey of the commute mode used by employees. The CTR Administrator oversees the administration and submittal of these surveys. Information on commute options is available at the [ClarkCommute.org](http://ClarkCommute.org) website.

In the coming months, local jurisdictions and RTC will be working to update both local and regional CTR implementation plans as well as update local CTR goals and targets. Additional information on the required Plan updates and a status report on CTR goals and targets will be provided at the December RTAC meeting. The state CTR Board timeline calls for locals to submit their CTR implementation plan updates to RTC by February 17 and RTPOs are to submit an updated regional CTR plan along with the local plan updates to the CTR Board by March 31.

Attachment: CTR Board Information Sheet, 2015-2019 Program

The Commute Trip Reduction program contributes to important statewide performance goals and accomplishes its mission to reduce transportation-related air pollution, energy consumption and traffic congestion by promoting energy-efficient choices.

The CTR Board adopts the following as its State Commute Trip Reduction Plan for 2015-2019:

### **Program objectives**

- Engage communities and enhance program effectiveness and flexibility.
- Expand the trip-reduction market from commute trips to all types of trips.
- Evolve performance measurement for data efficiency and the new all-trips plan.
- Leverage the Governor's and WSDOT's policy direction and support.
- Integrate planning to support multimodal transportation choices.
- Respond to emerging issues and opportunities.

### **Statewide performance goals and targets**

- Goal: Increase the use of transportation alternatives for commute trips among residents to 33 percent by 2015 (Governor's Results Washington). Correlate this goal if and when the Governor's office issues an update after 2015.
  - Target: 40% use of transportation alternatives for commutes by 2019. 6% percent point increase in jurisdiction's CTR program over their baseline.
- Goal: Reduce the state's annual per capita vehicle miles traveled by 18 percent by 2020 (RCW 47.01.440 – state VMT goals).
  - Target: 18% reduction of VMT for employees in jurisdiction's CTR program.
- Goal: Reduce the state's greenhouse-gas emissions to 1990 levels by 2020 (RCW 70.235.020 – state GHG goals).
  - Target: 18% daily GHG emissions reduction per employee (based on CTR VMT target).

### **Local performance goals and targets: three options**

1. State goals and state targets
2. State goals and locally tailored targets
3. Locally defined goals and targets

### **Statewide strategies**

- Leverage the policy direction set forth in Governor's Executive Order 14-04 *Washington Carbon Pollution Reduction and Clean Energy Action*, which directs the development of a new program to help local government implement measures to improve transportation efficiency and update comprehensive plans to maximize travel and land-use efficiency for the movement of goods and people with reduced GHG emissions.

- The CTR legislative proposal to expand to all trips is a strategy for implementing local transportation-efficiency measures. WSDOT, Commerce and Ecology are developing planning improvements that support this direction.
- Leverage the goals set by *Results WSDOT* for modal integration (better interconnectivity of all transportation modes) and environmental stewardship (improving the energy efficiency of transportation systems). The CTR program directly supports agency and statewide goals.
- Support legislation and funding to expand the program's focus from commute trips to all trips, through community-designed and determined trip reduction plans.
- Support for legislation to amend and extend the CTR tax-credit program.
- Develop and implement the new community all-trips program with competitive grants.
- Field-test experimental strategies for enhanced trip-reduction performance, efficiency and community customization through the board's ongoing pilot of alternate plans.
- Move the program toward community-based tailoring of plan types, goals, and successes.

### **Performance measures**

The statewide performance goals for GHG, VMT and the percentage of residents commuting using alternatives are measured or tracked by Ecology, WSDOT and the Governor's office. Implementers will continue to measure the effectiveness of their local management strategies. The return on investment and benefit to the transportation system is a product of local implementation and success.

### **Funding**

The CTR program budget has been and continues to be approximately six million dollars a biennium. Program funding has not increased from its original budget amount twenty years ago, despite a significant increase in the number of employer worksites and a doubling of the employees covered by the program. Twenty years of inflation has eroded more than half of the budget's purchasing power (conservatively assuming 3% inflation per year over twenty years).

To create a more sustainable and effective financial plan, efforts are being made to secure additional trip reduction-related funding.

The board may revisit its state plan upon the passage of its legislation or amended goals from the Governor's office.