



The Regional Transportation Advisory Committee meeting will be held on **Friday, June 19, 2015**, 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 April 17, 2015 Minutes, Action
- II. 2017-2018 Transportation Alternatives Program Selection – Action
- III. Transportation Programming Guidebook Revisions, Action
- IV. Congestion Management Process (CMP): 2014 Monitoring Report, Action
- V. Regional Complete Streets Policy Study: Alta Planning presentation of study results, Discussion*
- VI. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - a. Clark County TIP Administrative Modifications
 - b. Project Showcase (Hazel Dell Sidewalk)
 - c.

**Materials available at meeting*

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

20150617_RTAC_Agenda.docx

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
April 17, 2015**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, April 17, 2015, 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
Rob Charles	City of Washougal
Tony Cooper	City of La Center
Lynda David	RTC
Nick Ford	Human Services Council
Roger Hanson	C-TRAN
Mark Harrington	RTC
Bob Hart	RTC
Carolyn Heniges	Clark County
Mark Herceg	Battle Ground
Bryan Kast	City of Ridgefield
Jeff Kostechka	Clark County
Jon Makler	ODOT
Chris Malone	City of Vancouver
Chris Myers	METRO
Matt Ransom	RTC
Dale Robins	RTC
Patrick Sweeney	City of Vancouver
Shann Weishaar	RTC
Michael Williams	WSDOT
Bill Wright	Clark County

Matt Ransom, Director RTC, asked if there were any changes or corrections to the March 20, 2015, meeting minutes and asked for a motion for approval.

BRYAN KAST, CITY OF RIDGEFIELD, MOVED FOR APPROVAL OF THE MARCH 20, 2015 MEETING MINUTES, AND ROB CHARLES, CITY OF WASHOUGAL, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

II. FY 2016 Unified Planning Work Program (UPWP) – Action.

Lynda David, RTC, provided a copy of the DRAFT FY 2016 UPWP to RTAC. Lynda noted the beginning of the document provides some background on Planning Emphasis Areas for the federal, state and local levels. Most recently, the federal planning emphasis areas for 2016 are implementation of MAP-21 as it relates to performance based planning, regional cooperation between adjoining regions and ladders of opportunity focused on transportation access to services,

especially service to those with low income. Included in the UPWP is an overview of revenues and expenditures. RTC is requesting RTAC forward the FY 2016 UPWP to the RTC Board recommending adoption at their May meeting. The UPWP Draft has to be submitted no later than June 19th to WSDOT and then the FY 2016 would take affect July 1st. John Makler brought up a question regarding the Bus on Shoulder Study and requested having a meeting with ODOT to mitigate any concerns they have. Bob Hart did add that RTC is developing the framework of the Bus on Shoulder Study to provide information about the purpose and scope. Michael Williams indicated WSDOT is planning on providing a bus on shoulder technical presentation. Chris Meyers mentioned this item had been talked about at the previous Bi-State meeting.

BILL WRIGHT, CLARK COUNTY, MOVED TO FORWARD THE FY 2016 UPWP TO THE RTC BOARD FOR ADOPTION AT THE MAY 5, 2015 MEETING, AND BRYAN KAST, CITY OF RIDGEFIELD, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

III. Transportation Programming Guidebook and STP/CMAQ Selection Criteria, Action

Dale Robins, RTC, went over the Transportation Programming Guidebook that staff has prepared as a resource for RTC's member agencies and their staff. The document provides an overview of the Transportation Improvement Program (TIP), the regional project development process and the specific policies and procedures associated with the development of the TIP. Dale went over the six sections of the guidebook, highlighting additional areas. There was discussion and clarification of sections in the guidebook amongst the Committee. Dale will make all corrections and add comments provided by the Committee. The Committee recognized the Guidebook as a valuable tool for all. RTC is requesting RTAC forward the Transportation Programming Guidebook to the RTC Board for approval at their May 5, 2015 meeting.

CHRIS MALONE, CITY OF VANCOUVER, MOVED TO FORWARD THE TRANSPORTATION PROGRAMMING GUIDEBOOK TO THE RTC BOARD FOR APPROVAL AT THE MAY 5, 2015 MEETING, AND BILL WRIGHT, CLARK COUNTY, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED

Also discussed was the DRAFT RTC Selection Criteria for the Urban STP and CMAQ funds. The revised criteria have been recommended by the TIP Subcommittee and include minor changes to the existing criteria. Dale went over the changes with RTAC and there was discussion by members. RTC is requesting RTAC approve the criteria.

CHRIS MALONE, CITY OF VANCOUVER , MOVED TO FORWARD THE RTC SELECTION CRITERIA TO THE RTC BOARD FOR APPROVAL AT THE MAY 5, 2015 MEETING, AND ROGER HANSON, C-TRAN, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

IV. Commute Trip Reduction (CTR) Local and Regional Plan Updates, Action

Lynda David, RTC, noted that at the December 2014 meeting Jan Bowers, CTR Administrator, had updated RTAC on the current status of Commute Trip Reduction (CRT) implementation efforts at

the state, regional and local levels. The State made it clear they want submittals of updated CTR plans in time for consideration at their May 29th and June 26th CTR Board meetings. The affected CTR jurisdictions in Clark County are Vancouver, Camas, Washougal and Unincorporated Clark County. RTC's role in this effort, as the Regional Transportation Planning Organization for the region, is to review and recommend all four of the local commute trip reduction plan updates and adopt the updated Regional CTR Plan. The goal of Washington State's Commute Trip Reduction program is to improve transportation system efficiency, conserve energy and improve air quality. The Regional CTR Plan Update will need to cross reference the goals and targets worksheet with specific targets for the Plan updates to increase mode share for carpooling and bicycling in this region. One of the notable strategies in place is the website clarkcommute.org which provides a lot of information and linkages. Matt Ransom asked why transit was not specifically targeted for mode share increase with these Plan updates and Lynda explained no major transit expansions are planned at this time. RTC is requesting RTAC action to acknowledge RTC's approval of the four (4) updated local CTR plans and then to forward the updated Regional CTR Plan to the RTC Board for review and adoption at the May 5th 2015 RTC Board Meeting. After Board action, the final draft Plans will be submitted to the State's CTR Board for review.

KATY BROOKS, PORT OF VANCOUVER, MOVED TO ACCEPT THE FOUR (4) LOCAL UPDATED CTR PLANS AND FORWARD THE REGIONAL COMMUTE TRIP REDUCTION (CTR) PLAN UPDATE TO THE RTC BOARD FOR REVIEW AND ADOPTION AT THE MAY 5, 2015 MEETING, AND ROB CHARLES, CITY OF WASHOUGAL, SECONDED THE MOTION. THE MOTION WAS APPROVED WITH MICHAEL WILLIAMS, WSDOT, ABSTAINING AS WSDOT WILL BE ADMINISTERING.

V. 2014 Congestion Management Process (CMP) Initial Data - Discussion

Dale Robins, RTC, indicated the CMP report data compilation has been started and is summarized in the memo provided. The Congestion Management Process (CMP) serves as the foundation for monitoring the regional transportation system. The initial analysis of data has shown that there has been a growth in regional employment and the population which has led to more commuting trips which are leading to substantial increases in delays across the I-5 and I-205 bridges. There was discussion around the table. Dale went over the charts and data provided in the memo. The 2014 CMP will be brought to the June RTAC meeting for Committee recommendation and approval.

VI. Clark County List of Completed Capital Infrastructure Projects - Discussion

Dale Robins, RTC, provided a draft list of Capital Infrastructure Projects completed over the last decade and is requesting RTAC's input. RTC will take the data and run numbers to provide data to the Board at their May or July meeting to show the Board what is going on in the region. Dale would like all agencies to look at the spreadsheet to see if there are any further additions or edits and would like members to get those to Dale as soon as possible. The list will only include COMPLETED projects.

VII. Other Business

A. RTAC Members

- a. Katy Brooks, Port of Vancouver, announced that the Port's \$227 million rail project will be opening for train traffic around May 2015. This project is a big milestone for the Port and the Port has had the biggest quarter ever. Matt Ransom, RTC Director, mentioned this would be a good project showcase to take to the Board.
- b. Rob Charles, City of Washougal, announced that the Mayor of Washougal will be camping out alongside the BNSF rail tracks to count the trains, length and type. Also that the City Council, by unanimous vote, passed a zero cost Transportation Benefit District (TBD) and will set costs at a later date.
- c. Roger Hanson, C-TRAN, noted that the C-TRAN Board will be having their retreat this coming Saturday, April 25th as a kick off to their long range plan update.
- d. Matt Ransom asked if there are any other project showcases to prepare. It was suggested the Port of Vancouver might want to do their POV trail that is wrapping up this summer.

B. RTC Staff

- a) Dale Robins, RTC, provided a 2015 Proposed Revised TIP Schedule to RTAC. The schedule will move all the dates up one month. Dale will send out to all RTAC staff so they have a chance to review and get back to him. Bill Wright asked about the STP Rural funding. Dale Robins, RTC, indicated that this cannot be done until the Legislature wraps up which will likely be the end of April/early May. There is the option to wait until next year to do a call for projects and amend the TIP after the first of the year.
- b) Dale Robins, RTC, provided a copy of the Changes to the Federal Requirements for Federal Awards. One of the more significant changes will be the addition of a Project Agreement End Date. Dale wanted to make sure that all agencies are aware of this and urged member to read through the documents.
- c) Dale Robins, RTC, also noted that TAP grant applications are due to RTC today, Friday, April 17, 2015.
- d) Matt Ransom, RTC Executive Director, gave a Legislative update. The House Transportation Committee published their new law revenue budget with the Washington Project List. The four (4) projects from this region included in the Project List are the I-5/Mill Plain Interchange, SR-501 to the Port of Vancouver, the I-5/179th Interchange and the Ridgefield Overpass.

The meeting adjourned at 10:46 a.m. The next meeting will be on Friday, May 15, 2015.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: June 12, 2015
SUBJECT: 2017-2018 Transportation Alternatives Program Selection

BACKGROUND

The Regional Transportation Council (RTC) as the Regional Transportation Planning Organization (RTPO) is responsible for selecting Transportation Alternatives Program (TAP) projects for the Clark, Skamania, and Klickitat County region. Once the RTC Board completes their selection process, the selected projects will be amended into the State Transportation Improvement Program (STIP) and agencies can proceed with project implementation.

The Transportation Alternative Program (TAP) provides funding for a variety of alternative transportation projects. Transportation Alternative eligible projects include pedestrian and bicycle facilities, viewing areas, recreational trails, and safe routes to school.

RTC staff worked with member agencies to develop the process by which TAP projects would be selected. For more information on the selection process and submitted projects, please go to RTC's TAP web page at <http://rtc.wa.gov/programs/tap>.

The purpose of this memorandum is to provide an overview of the 2017-2018 Transportation Alternatives Program selection process and to request an RTAC recommendation on the list of projects to be selected and programmed for TAP funding.

SUBMITTAL PROCESS AND PROJECTS

Applications for Transportation Alternatives Program (TAP) funding were due to RTC on Friday, April 17, 2015. Seven projects were submitted to RTC for a total Transportation TAP request of almost \$2.7 million and total project cost of \$10.9 million. The full list of projects is summarized below:

2015 Transportation Alternatives Program Applications

- **Clark County Highway 99 Pedestrian/Bicycle Improvements:** Clark County will reconstruct approximately 0.75 mile narrow, substandard sidewalk along the west side of Highway 99 between NE 63rd and 78th Streets. TAP request of \$250,000.
- **Clark County/Ridgefield Main Avenue Access Improvements:** Western Federal Lands Highway Division will construct approximately 0.5 mile of multi-use pathway along Main Street from Ridgefield (370' south of City limits) to the northern end of the Carty Unit (approximately NW 291st Street). TAP request of \$200,000.

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- **Klickitat County Fairgrounds Road Sidewalk**: Klickitat County will construct the first phase of 0.26 mile of sidewalk along Fairgrounds Road in Goldendale area. The project includes traffic calming and streetscape. TAP request of \$200,000.
- **La Center East 4th Street at Stonecreek Drive LED Pedestrian Signs**: The City of La Center will provide a safer crosswalk by installing warning signals to allow pedestrians and bicyclists to safely cross 4th Street at Stonecreek Drive. TAP request of \$47,000.
- **Port of Vancouver Port Connector Bike/Pedestrian Path Segment 2**: The Port of Vancouver will construct a 0.5 mile bicycle and pedestrian shared use path along the southern shoulder of State Route 501 from the Port Office to Gateway Avenue trail. TAP request of \$500,000.
- **Vancouver Columbia River Renaissance Trail Extension & Grant Street Overlook**: The City of Vancouver will extend the Renaissance Trail for approximately 0.5 mile through the Columbia Waterfront Park. The trail will widen to form the Grant Street overlook plaza and viewpoint. TAP request of \$800,000.
- **Washougal's Columbia River Trail**: The City of Washougal will construct a 0.63 mile shared-use trail along South A Street from the Port of Camas-Washougal trail to Steamboat Landing Park. TAP request of \$693,364.

PUBLIC INVOLVEMENT PROCESS

After receiving projects and prior to beginning the evaluation process, RTC invited the public to comment on proposed Transportation Alternatives projects. The public was able to comment on proposed projects via RTC's website. Several comments and letters of support were received in agreement of the program and for many of the projects. Public comments were provided to the evaluation team to inform their evaluation.

EVALUATION PROCESS

RTC formed an evaluation team to evaluate and rank proposed TAP projects. The evaluation team included a citizen representative from the Clark County Bike Committee and staff members from C-TRAN, WSDOT, Clark County Health Department, and RTC. The Evaluation Team evaluated projects based on regional TAP criteria as adopted by the RTC Board. The evaluation team's ranking, based on average score, is available on the following table:

Rank	Projects	Agency	AVG Score
1	Port Connector Segment 2	Port of Vancouver	87.4
2	Highway 99 Ped/Bike Improvements	Clark County	85.6
3	East 4th St. LED Pedestrian Sign	La Center	82.8
4	Columbia River Renaissance Trail	Vancouver	82.4
5	Main Avenue Access Improvements	Clark Co./Ridgefield	78.2
6	Washougal Columbia Rv. Trail	Washougal	67.0
7	Fairgrounds Road Sidewalk	Klickitat County	64.2

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FUNDING

RTC has a total of \$1,545,000 available for TAP projects in the three county region, for years 2017-2018. Of this \$957,000 must be used in the urban area, \$193,000 must be used in the rural area, and \$395,000 is flexible and can be used in either the urban or rural area. The three county rural-area includes the area outside the federal urban boundaries of Vancouver, Camas, Washougal, and Battle Ground.

STAFF RECOMMENDATION

The RTC staff is recommending that the projects be funded in the order that they rank. This would provide funding for the top 5 projects, although the last two projects would only receive partial funding. RTC staff did check with projects receiving partial funding to confirm that projects can be built as described in the project application. Projects would receive the following TAP grant awards:

Rank	Projects	Agency	TAP Request	TAP Award	Source
1	Port Connector Segment 2	Port of Vancouver	\$500,000	\$500,000	Urban
2	Highway 99 Ped/Bike Improvements	Clark County	\$250,000	\$250,000	Urban
3	East 4th St. LED Pedestrian Sign	La Center	\$47,000	\$47,000	Rural
4	Columbia River Renaissance Trail	Vancouver	\$800,000	\$600,000	Urban/Flex
5	Main Avenue Access Improvements	Clark Co./Ridgefield	\$200,000	\$148,000	Rural/Flex
6	Washougal Columbia Rv. Trail	Washougal	\$693,364	\$0	
7	Fairgrounds Road Sidewalk	Klickitat County	\$200,000	\$0	
				\$1,545,000	

ACTION REQUESTED

At the June RTAC meeting, RTAC members will be asked to recommend to the RTC Board a list of projects to be amended into the Transportation Improvement Program (TIP) and be funded with federal Transportation Alternatives Program funds. RTAC's recommendation will then be taken to the July 7, 2015 RTC Board meeting for final selection of projects.

Projects recommended for funding must be entered into the online STIP software by sponsoring agency and submitted to the MPO by June 26th. The year funds are programmed in the STIP must follow the attached Proposed 2015 TAP Project Selection and Programming sheet.

Attachment

Proposed 2015 TAP Project Selection and Programming RTC Staff Recommendation

Program	#	Jurisdiction	Project Name/Description	Phase	Year	Program	Federal \$	Total	
	1	Port of Vancouver	Port Connector Bike/Pedestrian Path Segment 2	CN	2018	CMAQ	\$400,000	\$700,000	
				CN	2018	TAP (UL)	\$100,000	\$100,000	
	2	Clark County	Highway 99 Pedestrian/Bicycle Improvement	PE	2017	TAP (UL)	\$50,000	\$111,050	
				RW	2017	TAP (UL)	\$100,000	\$390,000	
				CN	2018	TAP (UL)	\$100,000	\$1,035,950	
	3	City of La Center	East 4th Street at Stonecreek Drive LED Pedestrian Signs	CN	2017	TAP (R)	\$47,000	\$51,700	
	4	City of Vancouver	Columbia River Renaissance Trail Extension & Grant Street Overlook	CN	2018	TAP (UL)	\$600,000	\$2,440,345	
	5	FHWA-WFL	Main Avenue Access Improvements	CN	2018	TAP (R)	\$148,000	\$3,058,352	
	Total CMAQ							\$1,545,000	\$7,887,397

PE = Preliminary Engineering or Design
RW = Right of Way
CN = Construction



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: June 12, 2015
SUBJECT: **Transportation Programming Guidebook Revisions**

BACKGROUND

The Transportation Programming Guidebook is intended as a resource tool for staff and member agencies to describe the Transportation Improvement Program processes. The Guidebook was developed through the regional transportation planning process.

The Transportation Programming Guidebook was developed based on the existing RTC Board adopted policies and procedures. The Guidebook provides an overview of the Transportation Improvement Program, the regional project development process, and the specific policies and procedures associated with the development of the Transportation Improvement Program.

At the April RTAC meeting, the RTAC committee provided input to the draft Guidebook and recommended adoption by the RTC Board. In May, the RTC Board decided that they need more time to consider the document and delayed action to their next meet in July. Based on RTC Board comments and an internal review, RTC staff is recommending a couple minor modifications to the Transportation Programming Guidebook.

Please come to the June RTAC meeting prepared to discuss and take action on the proposed changes to the Transportation Programming Guidebook.

TRANSPORTATION PROGRAMMING GUIDEBOOK

RTC staff is recommending two modifications to the Transportation Programming Guidebook as recommended for approval by RTAC at their April Meeting:

Introduction: This section provides an overview of the general TIP process. Under Transportation Programming Overview the Regional Transportation Plan is described as establishing the long-term vision and goals for the region. To clarify what is meant by long-term, RTC staff is proposing that long-term be changed to 20-year. Attachment 1 provides the context for the change.

Policies and Procedures: This section describes the policies and procedures used in the development of the TIP. Policy 3.2 is a new operational policy that would provide recognition of grant awards through RTC. The intent was to help local elected officials be aware of the regional transportation programming selection process. Upon review RTC staff is recommending that policy 3.2.2 be removed, which required all project signs to include the RTC logo. Policy 3.2.3 would then become policy 3.2.2. RTC staff felt the sign policy would not provide much benefit for the effort required. Attachment 2 provides the context for this change.

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CONCLUSION

Attached are two proposed changes to the Transportation Programming Guidebook. Please come to the June RTAC meeting prepared to provide input and offer a recommendation on the proposed changes to the Transportation Programming Guidebook.

Attachments

20150619-RTAC-TIPGuidebook.docx

Attachment 1

Transportation Programming Overview

At least once every four years, RTC prepares a Regional Transportation Plan (RTP). It represents a coordinated planning process between local jurisdictions to develop regional solutions for long-term transportation needs. The RTP establishes the ~~long-term~~20-year transportation vision and goals for the region, and identifies projects and strategies that will be needed to meet that vision.

RTC prepares an annual regional Transportation Improvement Program (TIP). The TIP is a four-year program of regionally significant transportation projects. Projects programmed in the TIP are drawn either directly from specific project recommendations made in the Regional Transportation Plan or are developed from a more general series of recommendations such as safety and preservation. The TIP represents an agency's intent to implement a specific project and the anticipated flow of funds for that project.

All four years of the TIP are considered selected and the project sponsor can begin implementation when ready. Projects programmed in the TIP can be obligated through FHWA and FTA. The obligation of a federal highway project occurs when FHWA and WSDOT execute a project agreement or when FTA awards a grant. Once obligated, the project sponsor can start work and receive reimbursement for work incurred.

Attachment 2

STP, CMAQ, TAP Programming Policies and Procedures

General Policies

Policy 3.1 – Projects must be completed. By receiving regional federal funds for a project, the respective applicant is making the commitment to complete the project, even if only partial funding is received. If the project fails to proceed to the next phase within 10 years, the agency may be required to repay federal funds (23 U.S.C. 102(b)).

Policy 3.2 – Recognition of grant award through RTC.

Policy 3.2.1 – Written local Council/Board Staff Reports shall cite the federal program (STP, CMAQ, TAP), grant award, and Southwest Washington Regional Transportation Council (RTC) as the granting agency.

~~**Policy 3.2.2 – If an agency includes a project funding sign at the project location, the sign shall cite the funding category (STP, CMAQ, TAP), grant award, and include RTC's Logo acknowledging RTC as the granting agency.**~~

Policy 3.2.3.2.2 – All broad public project communication shall cite the federal program (STP, CMAQ, TAP), grant award, and Southwest Washington Regional Transportation Council (RTC) as the granting agency. Broad project communication includes website, newsletter, etc.

Policy 3.3 – All projects that receive regional federal funds will be required to complete a *Before and After Analysis* within 18 months of project completion.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: June 12, 2015
SUBJECT: Congestion Management Process: 2014 Monitoring Report

BACKGROUND

The purpose of this memorandum is to present the DRAFT *Congestion Management Process: 2014 Monitoring Report*. The report includes a full discussion of the morning and evening peak period findings as well as additional system performance measures. The detailed supporting data will be provided separately from RTC's website.

The Congestion Management Process (CMP) is a federal planning requirement for all metropolitan transportation planning organizations with a population of over 200,000. The CMP serves as the foundation for monitoring the regional transportation system. The monitoring element of the congestion management process is designed as an informational tool to be used within the transportation decision-making process.

The information and data contained in the monitoring report is to be used to identify transportation needs. Local agencies then develop strategies to address the specific congestion needs, which feed into the development of the Regional Transportation Plan. Local priority projects are then submitted to RTC and prioritized through the region's Transportation Improvement Program.

2014 MONITORING REPORT

The 2014 Monitoring Report follows a similar format as previous years. In Chapter 1 the Congestion Management Process is introduced and its general process, statutory authority, network, and performance measures are described. Chapter 2 provides an analysis of the system performance measures on the CMP network. Chapter 3 identifies potential transportation strategies and monitors the effectiveness of implemented strategies. New to the 2014 Monitoring Report is the Strategy Corridor Analysis beginning on page 54. This new section displays the linkage between transportation infrastructure improvements and corridor performance.

OVERALL FINDINGS

With recent population and employment growth, congestion in the Clark County region now exceeds pre-recession levels. This growth is leading to congestion as drivers travel to work, school, and other activities. The 2014 Monitoring Report findings are that the region needs to continue to focus on operational improvements, select capacity improvements, and address strong demand for bi-state travel.

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Overall, the Monitoring Report shows that the implementation of the Regional Transportation Plan (RTP) can generally address the corridor capacity needs over the next 20 years. This does not mean that congestion will not exist, but through the implementation of additional operational improvements and by addressing localized bottlenecks the region can manage congestion.

However, there is reason to express concern. In recent years, transportation revenues have not kept pace with inflation and the region has struggled to reach consensus on priority transportation needs. These obstacles have led to deferred maintenance and transportation improvements, which will result in higher future costs. The region along with state and federal partners will need to work together to address these obstacles.

In the near-term, the region may need to implement low cost system operation and management strategies, where long-term high-cost solutions are not immediately affordable. The greatest need to implement these near-term low cost system strategies is in the I-5 South Corridor. The region could start by reviewing the Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies identified in the Columbia River Crossing Study.

OVERALL STRATEGIES

- With fewer funds available for infrastructure, improving performance of our current roadways has become critical. TSMO strategies must continue to be part of managing each corridor.
- Additional capacity improvements in corridors that have exhausted other lower cost options for maximizing capacity should be considered.
- The region is experiencing strong bi-state travel demand. The region must continue to work towards a long-term solution. In the near-term, the region will need to consider Transportation System Management and Transportation Demand Management option to maximize the capacity that is available.

ACTION REQUESTED

At the June RTAC meeting, RTAC members will be asked to review the draft Congestion Management Process: 2014 Monitoring Report and recommend endorsement of its findings to the RTC Board.

Attachment

