



The Regional Transportation Advisory Committee meeting will be held on **Friday, January 20, 2017**, from **9 a.m. to 11 a.m.**, in the **6th Floor Training Room 679**, Clark County Public Service Center, 1300 Franklin Street, Vancouver, Washington.

## A G E N D A

- I. Call to Order and Approval of October 21, 2016 and November 18, 2016 Minutes, Action
- II. 2017-2020 TIP Amendments, Action
- III. 2017 Federal Obligation, Discussion
- IV. Process for Transportation Alternatives Grants, Discussion
- V. FY 2018 Unified Planning Work Program: Overview and Timeline, Discussion
- VI. Freight & Goods Transportation System Update, Discussion
- VII. Bus On Shoulder Study Update, Discussion
- VIII. Federal Functional Classification: Update, Discussion
- IX. Other Business
  - A. RTAC Members
    - a. Bicycle Counters
  - B. RTC Staff
    - a. ADA Transition Plans
    - b. Project Showcase - NE 47th Avenue/NE 78th Street Intersection
    - c. C-TRAN State of Good Repair/Transit Asset Management Plan

*\*Materials available at meeting*

*Served by C-TRAN Route 25 or 2*

*If you have special needs, please contact RTC*

20170120\_RTAC\_Agenda.docx

*An advisory committee to:*

**Southwest Washington Regional Transportation Council**

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**Regional Transportation Advisory Committee (RTAC)  
Meeting Minutes  
October 21, 2016**

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

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, October 21, 2016, at 9:00 a.m. in the Public Service Center 6<sup>th</sup> Floor Training Room, 1300 Franklin Street, Vancouver, Washington by Bob Hart, RTC. Those in attendance follow:

Jim Carothers	Camas
Rob Charles	Washougal
Tony Cooper	La Center
Lynda David	RTC
Jason Gibbens	WSDOT
Roger Hanson	C-TRAN
Mark Harrington	RTC
Bob Hart	RTC
Matt Hermen	Clark County
Mark Herceg	Battle Ground
Brenda Howell	Ridgefield
Colleen Kuhn	Human Services Council
Chris Malone	Vancouver
David McDevitt	Citizen
Chris Myers	Metro
Dale Robins	RTC
Patrick Sweeney	Vancouver
Shann Westrand	RTC
Susan Wilson	Clark County
Tim Wilson	ODOT

Bob asked if there were any changes or corrections to the September 16, 2016, meeting minutes and asked for a motion of approval.

CHRIS MALONE, CITY OF VANCOUVER, MADE A MOTION FOR APPROVAL OF THE SEPTEMBER 16, 2016, MEETING MINUTES AND TIM WILSON, ODOT, SECONDED THE MOTION AND THE MOTION PASSED UNANIMOUSLY.

**II. Comprehensive Growth Management Plans: RTC Certification - Action**

Lynda David, RTC, noted that RTC as the state-designated RTPO for the region that includes Clark County, has certain responsibilities under the state's GMA. With La Center's Comprehensive Plan being missed from last month's RTAC, RTC is seeking RTAC's recommendation to forward La Center's Plan to the RTC Board to be included with Clark County, Camas, Washougal, Battle Ground and Ridgefield's for RTC's certification action.

RTC has been receiving updated Comprehensive Plans and completed certification checklists from local jurisdictions that have taken Comprehensive Plan update actions in 2016. The City of La Center adopted their updated Comp Plan on March 23, 2016. RTAC is being asked to

recommend approval of the GMA Plan certification for the City of La Center. Following RTC Board action, a letter of certification from RTC will be sent to the local jurisdictions to complete the RTC Certification process.

There was some discussion regarding the population of Urbanized Areas (UZA's). Lynda David, RTC, explained that about 3 years after each decennial Census, the Census Bureau uses a method to determine urbanized areas based on population. Since the 2010 Census, the City of Ridgefield has surpassed 5,000 in population and will therefore become part of the UZA following the 2010 Census. La Center has not yet reached the 5,000 threshold population. There could be an impact on TIP Funding as more areas will be competing for the urban share of funding.

MATT HERMEN, CLARK COUNTY, MADE A MOTION TO RECOMMEND THE GMA PLAN FOR THE CITY OF LA CENTER BE FORWARDED TO THE RTC BOARD FOR RTC CERTIFICATION, SECONDED BY JIM CAROTHERS, CITY OF CAMAS AND PASSED UNANIMOUSLY.

### **III. Public Participation Plan Update, Action**

Lynda David, RTC, emphasized that Public Participation is an important part of the regional transportation decision-making process carried out by RTC and is required by both federal and state laws. Lynda provided a Draft of the Public Participation Plan (PPP) for RTAC review and noted that back in August RTAC made the decision to forward the draft Plan to the RTC Board with the recommendation the Board approve its release for a mandatory 45-day public comment period.

Specific changes in the 2016 draft update include: reference to the current federal transportation act, Fixing America's Surface Transportation Act – the FAST Act; updated electronic hyperlinks; and a new section on page 42 addresses the linkage between RTC's Transportation Improvement Program (TIP) and C-TRAN's Program of Projects (POP). Description of C-TRAN's reliance on RTC's public participation process is needed to satisfy the Federal Transit Administration requirements regarding the transit agency's POP. There have been no changes to the Draft Plan since RTAC last reviewed it in August.

In addition to updating the PPP, RTC has recently been working to review and make minor updates to plans associated with the Public Participation Plan. These include Title VI and the Limited English Proficiency Plans. Mark Harrington, RTC, gave a brief overview of these and explained that the Plan updates are mainly to data and maps included in the Plans. There was some discussion amongst the group about translation options. Mark Harrington, RTC, went over the types of translation services, including the Telelanguage, service RTC uses.

ROGER HANSON, C-TRAN, MADE A MOTION TO RECOMMEND ADOPTION OF RTC'S UPDATED PUBLIC PARTICIPATION PLAN AND RELATED TITLE VI AND LEP PLANS BY THE RTC BOARD AT THE BOARD'S NOVEMBER 1<sup>ST</sup>, 2016 MEETING. SUSAN WILSON, CLARK COUNTY, SECONDED THE MOTION AND THE MOTION PASSED UNANIMOUSLY.

#### **IV. Westside Mobility Strategy Project Presentation: Patrick Sweeney, City of Vancouver.**

Patrick Sweeney, City of Vancouver, gave a presentation on the Westside Mobility Strategy. The Vancouver City Council adopted the Westside Mobility Study in July. The area includes essentially everything West of I-5. With the higher costs in Portland and with Vancouver having a grid very similar to downtown Portland developers and investors are looking at the Vancouver area. Patrick went over some of the phases of the planning process. During the planning process, community engagement included stakeholder interviews, neighborhood meetings, forums and community walk & bike rides. All major public meetings were recorded by CVTV so that anyone not able to attend in person could watch online. Existing conditions data were collected and compiled to help plan for future conditions. The findings and implications reflect four community values representing what many west side residents, employees and business owners believe is most important to improve mobility with a balance between: 1) Safety, 2) Reliability, 3) Connectivity and 4) Vitality.

The City's study determined eight Mobility Goals: 1) Creating a systematic plan to increase safety, 2) Manage arterials to preserve neighborhood livability, 3) Develop efficient and reliable freight routes, 4) Retrofit Main Street to promote vitality and safety, 5) Complete key connections in the bikeway network, 6) Make walking safe and convenient for all, 7) Build partnerships to advocate for regional projects, and 8) Monitor performance of streets.

There was RTAC discussion regarding the transportation system, how to deal with funding constraints and the need to be very strategic. There was also mention of the need to update the Federal Functional Classification of some Vancouver streets as well as in Clark County which should be brought forward in 2017.

#### **V. C-TRAN Draft 2030 Plan Update: Roger Hanson, C-TRAN**

Roger Hanson, C-TRAN, went over some of the background on C-TRAN's 2030, 20-Year Transit Development Plan adopted in 2010. In the 2010 Plan, C-TRAN had assumed there would be a new Columbia River Crossing with light rail and a higher percentage of sales tax revenue, which didn't take place. The 2030 Plan update will have nothing removed but will add some explanatory text for those items that are significantly different. C-TRAN will continue to contain expenses and preserve service. Since 2010, C-TRAN has been able to move many capital projects forward, such as BRT-The Vine, a maintenance facility expansion, the Fisher's Landing Park & Ride expansion and bus replacement.

C-TRAN will reiterate support for 80% of service designed for productivity and 20% for service coverage. Growth in coverage should consider a more dynamic service delivery approach using technology not anticipated in 2010.

2016 elements of the 2030 update will include 10% service increase in the next 2 years, will identify and prioritize the next BRT corridors and, though productivity increase will mostly be in the existing service area, C-TRAN will look to innovative coverage, additional park-n-rides, increased base capacity, a rework of the Admin/Operations facility and C-TRAN will stay on top of paratransit needs. Roger Hanson said C-TRAN will focus on studies, such as the Bus On

Shoulder Feasibility Study (which RTC is currently conducting), a Mobility on Demand Project, a Park & Ride Study, BRT Corridor Study and Facilities Study that will inform a future C-TRAN 20-year Plan update likely to be published around 2020. There was discussion around the table with questions from RTAC members on current projects and a question on whether C-TRAN will be conducting an analysis of locations for an I-205 corridor park-n-ride.

## **VI. Other Business**

### **A. RTAC Members**

- a) Colleen Kuhn announced that about 20 nominations for TIB Complete Streets awards had been received by Community Transit Association Northwest (CTANW). Colleen said the process has been good and TIB is now looking at nominations.
- b) Susan Wilson announced that Clark County has adopted their 2017-2022 – 6 Year Transportation Improvement Plan.
- c) Chris Malone, City of Vancouver, wanted the group to know that WSDOT Local Programs is scrutinizing plans more thoroughly, for example, on some projects that Vancouver advertised Title VI verbiage was omitted. WSDOT made the City re-advertise those projects.
- d) Susan Wilson said that as of November 1, per new LAG rules, DBE goals will be required on signage plan contracts for contracts exceeding a certain dollar figure, Susan believed it to be \$100,000 or more.
- e) Patrick Sweeney, City of Vancouver, announced the Evergreen Highway Corridor Management Strategy was adopted by the City Council on October 17<sup>th</sup> by Ordinance. It covers the Evergreen Highway corridor from 192<sup>nd</sup> Avenue west toward Chelsea and includes the bike/pedestrian path, traffic calming and speed management to try to balance the needs of all users. Also, the City Council adopted Vancouver's Low Impact Development Standards required by the State of Washington to integrate more innovative stormwater management techniques into arterial upgrades.

### **B. RTC Staff**

- a) Dale Robins, RTC, announced there are copies of the adopted 2017-2020 TIP available at the meeting, though they are not valid until January 1, 2017.

The meeting adjourned at 10:35 a.m. The next meeting will be on Friday, November 18, 2016.

**Regional Transportation Advisory Committee (RTAC)  
Meeting Minutes  
November 18, 2016**

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

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, November 18, 2016, at 9:00 a.m. in the Public Service Center 6<sup>th</sup> Floor Training Room, 1300 Franklin Street, Vancouver, Washington by Bob Hart, RTC. Those in attendance follow:

Gary Albrecht	Clark County
Lynda David	RTC
Michael Derleth	Clark County
Roger Hanson	C-TRAN
Mark Harrington	RTC
Bob Hart	RTC
Brenda Howell	Ridgefield
Rick Keniston	WSDOT
David McDevitt	Citizen
Matt Ransom	RTC
Dale Robins	RTC
Patrick Sweeney	Vancouver
Shann Westrand	RTC

Matt announced that with No Quorum the October 21, 2016, meeting minutes cannot be approved. These will be brought to the December meeting for approval.

**II. Bus On Shoulder Feasibility Study-Update, Discussion**

Bob Hart, RTC, explained that the Bus On Shoulder (BOS) study was initiated as a result of the I-205 Access & Operations study recommendations adopted by the RTC Board in November 2014. The Feasibility Study is to examine the technical, operational, geometric and policy options regarding part-time shoulder running bus operations along I-205 and SR-14. The Study corridor will encompass the I-205 corridor from the 18<sup>th</sup> Street interchange south to the I-84 interchange and on SR-14 from I-205 to 164<sup>th</sup> Avenue.

The BOS Technical Advisory Committee (TAC) includes representatives from C-TRAN, WSDOT, TriMet, ODOT and Metro and has met twice since the beginning of the Study. Their first meeting focused on the study purpose and goals as well as data collection needs. At the second meeting, members reviewed the information compiled and mapped for the study including travel time, bus speeds, and geometric data and also identified data gaps and determined accuracy of mapping.

RTC is hosting a BOS workshop with agency stakeholders and policy makers on December 5 and 6 at the Rose Besserman room at C-TRAN's Fisher's Landing Facility and is a key element of the study.

Session one, on December 5, will include a broad set of participants and will focus on an educational overview of best practices around the country regarding policy, engineering, operations, and technical issues associated with BOS. The workshop will present information about existing conditions, geometrics, and characteristics in the study corridors and also include technical information on a potential pilot project on SR-14.

The second session on December 6 will have more of an engineering focus. Technical and operations staff and other stakeholders potentially affected by any proposed system will attend. It will work to identify and discuss potential BOS concepts and associated engineering, operational and geometric issues for the candidate corridor segments with the goal of selecting a feasible BOS strategy for the study corridor

In preparation for the December workshop, the BOS TAC reviewed the draft packet materials at their meeting on November 17 and RTC staff presented preliminary information to RTAC. RTC Board members were given an update about the study at their November meeting and “Save the Date” invitations for the workshop have been sent to the RTC Board, C-TRAN Board, TAC agency representatives, and other stakeholders.

Bob went over handouts of bus speed times per day and which speeds fall below 35 mph as well as bus speeds by time and place. Bob also provided some schematics of traffic and geometric summaries of I-205 and SR-14. There was some discussion regarding BOS including WSDOT’s awareness of upkeep of the shoulders.

### **III. YR 2017 Work Program, Discussion**

Matt Ransom, RTC Executive Director, wanted to give RTAC a snapshot of the RTC Work Program for Year 2017. Matt gave a description of the Regional Project Funding areas. The 2018 Regional Transportation Plan update will include some type of community engagement process. Emphasis areas also include Studies, Regional Freight/Commerce Planning & Data Collection and MAP-21 Implementation including setting the regional target.

Other areas of the program will include Building Partnerships including studies or activities that RTC might be able to help with and working with Bi-State agencies, partner outreach and engagement and enterprise activity support. There will be ongoing review of administrative policies and procedures.

There was discussion around the table about the traffic impacts on SR-14 during the train derailment affecting I-84 in Summer 2016. RTAC members questioned what backup plan could be implemented if I-84 closes again for any type of incident and where can traffic go.

Roger Hanson noted that the C-TRAN Board is directing their staff to look into identifying the next BRT corridor.

#### **IV. Transportation Performance Management: Rulemaking and Timelines, Discussion**

Lynda David, RTC, identified the purpose of this memo was to provide a status report on federal rulemaking and timelines for implementation of transportation performance management which emerged with MAP-21 and continues under the current federal transportation act (FAST Act). In August, RTAC was updated on performance based planning and its use as a tool to help identify needed transportation projects, strategies and/or capital purchases.

Transportation Performance Management is FHWA's strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. It provides key information to help decision makers understand the consequences of investment decision across multiple markets and modes. It is aimed to improve communications between decision makers, stakeholders and the traveling public. Performance measures and targets are to be based on data and objective information and developed in cooperative partnerships. Lynda went over Federal Transit Administration's (FTA's) graphics summarizing the Performance Management Framework and the seven national goals including Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Mobility & Economic Vitality, Environmental Sustainability and Reduced Project Delivery Delays. Lynda provided the most updated timeline from FHWA and also the FTA schedule.

RTC is working closely with WSDOT on performance management and participates in quarterly WSDOT meetings. RTC is also coordinating with Metro as Metro develops performance measures to be incorporated into their 2018 MTP update.

At the August RTC meeting, staff spoke of the Notice of Proposed Rule Making on MPO Coordination and Planning Area Reform and of work with the RTC Board to draft a comments letter to submit to the docket. The proposed rulemaking would require unified transportation planning procedures for the entire region, would require that planning activities consider the entire region consistently, would require jointly established performance targets and would require joint development of unified planning products for the entire region including a joint RTP and TIP.

RTC staff will continue to learn from FHWA & FTA and work with WSDOT and Metro to implement performance based planning in our region. Work on performance based planning and target setting is expected to ramp up in 2017 and regular updates will be provided at RTAC meetings. RTC will also work with the feds on RTC's quadrennial MPO Certification in early 2017.

#### **V. 2040 Land Use Forecast and TAZ Allocation, Discussion**

Mark Harrington, RTC, reported one of the major inputs to RTC's regional travel forecasting process is future land use data. Clark County is divided into 665 transportation analysis zones (TAZs) that each have an estimated future number of households and jobs. With the 2016 adoption of the Clark County Comprehensive Growth Management plan update, along with a number of city's comprehensive plans, there is a need to update the future year allocation of households and employment to the region's TAZs so that the regional travel demand forecast model will be representative of current land use plans.

While Clark County's Comp Plan update uses a forecast year of 2035, both RTC and Metro's upcoming regional transportation plan (RTP) updates will require a 2040 horizon year. For the 2016 Comp Plan forecast, total households were estimated by applying a future person per household rate of 2.66 to the total population. The proposed 2040 forecast of households uses the same factor, yielding a total of 225,700 households in 2040.

RTC staff will collaborate with local jurisdictions' land use planners to develop and review a new 2040 TAZ allocation of households and employment. The goal is to have a 2040 TAZ allocation by late January 2017 to support regional travel forecasting work by RTC and Metro.

## **VI. Other Business**

### **A. RTAC Members**

- a) Roger Hanson, C-TRAN, announced the C-TRAN Board will be taking action to adopt the update to their 2030 Plan and anticipate to work on their 2040 Plan in 2019. C-TRAN is also planning an East Side Park-N-Ride study to determine the potential of a park-n-ride on I-205. Roger also announced that Jeff Hamm, C-TRAN Executive Director/CEO, will be retiring in June of 2017.

### **B. RTC Staff**

- a) Dale Robins, RTC, announced that TIB Grant Notifications will be out on the TIB website today.
- b) Lynda David, RTC, mention that related to TIB, no Clark County jurisdictions not received a nomination for the TIB's Complete Streets award program, however, North Bonneville which is in RTC's region did get a nomination.
- c) Dale reminded the members to complete their Project Showcase within 60 days of a project being functionally complete.
- d) Matt Ransom, RTC Executive Director, announced that RTC will be inviting WSDOT staff to provide an update on development of the Washington Transportation Plan.
- e) Matt also said the State is reviewing all At-Grade-Rail Crossings and will be making recommendations. The report will be shared with RTAC once it is available.
- f) Lynda David, RTC, announced that WSDOT will be updating the Freight and Goods Transportation System (FGTS) and are soliciting freight volume data from local jurisdictions. FGTS is a classification system for roadways, railways and waterways based on freight volume. RTC is encouraging jurisdictions to collect and compile any relevant traffic count data to submit to WSDOT.

The meeting adjourned at 10:25 a.m. The next meeting will be on Friday, December 16, 2016.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** January 13, 2017  
**SUBJECT:** 2017-2020 TIP Amendments

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### BACKGROUND

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

Since the Transportation Improvement Program was adopted in October a number of housekeeping changes are required at the start of a new calendar year. These changes include adding, modifying, and deleting projects that have changed over the last few months.

RTC's policies allow many minor to moderate changes to the Transportation Improvement Program to be made at the discretion of the RTC Executive Director with notification of RTAC. The following amendments to the 2017-2020 Transportation Improvement Program are proposed:

1. The City of Vancouver is proposing to change their scope of work and deobligate \$86,500 in STP funds from the Clark County TDM Program. Originally the City planned to update the Carpooling website, but have determined that they do not have the resources to maintain the web site and would like to remove that portion from the scope of the project.
2. The City of La Center is requesting that we restore the construction phase of the 4th Street and Pacific Highway Roundabout into the TIP. The project was programmed in the 2016 TIP, but ran into unexpected right of way delays and has been delayed to 2017.
3. The Clark County NE 10th Avenue, 154th to 164th Street construction project will be removed from the TIP, as the project was obligated using in December 2016. The project needs to be removed from the TIP to maintain financial feasibility.
4. Clark County was recently awarded two safety grants (Curve Safety Improvement Project and Hazel Dell Avenue Adaptive Traffic Signals). The projects must be added to the TIP to allow the County to obligate funds.

The attached STIP project record report provides additional information on each project that will be added to the 2017-2020 Transportation Improvement Program.

RTAC is asked to concur with these TIP amendments.

### *Attachments*

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 12, 2017

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07			WA-09379	21	0.500	DCE	No	Various	Various	331,000	17-01

Curve Safety Improvement Project

Install high friction surface treatments and other safety improvement.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2017		HSIP	62,000			0	0	62,000
CN	2017		HSIP	269,000			0	0	269,000
<b>Project Totals</b>				<b>331,000</b>			<b>0</b>	<b>0</b>	<b>331,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	62,000	0	0	0	0
CN	269,000	0	0	0	0
<b>Totals</b>	<b>331,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2017 to 2020

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 12, 2017

County: Clark

Agency: Clark Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14			WA-09368	44	4.760	CE	No	NW 9th Avenue	NE Padden Parkway	1,004,000	17-01

Hazel Dell Avenue Adaptive Traffic Signals

Add adaptive traffic signal modules to existing traffic signals. Upgrade signals to provide flashing-yellow indicator and add permanent count stations.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2017		HSIP(SR)	188,000		0	0	188,000
RW	2017		HSIP(SR)	5,000		0	0	5,000
CN	2017		HSIP(SR)	811,000		0	0	811,000
<b>Project Totals</b>				<b>1,004,000</b>		<b>0</b>	<b>0</b>	<b>1,004,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	188,000	0	0	0	0
RW	5,000	0	0	0	0
CN	21,000	790,000	0	0	0
<b>Totals</b>	<b>214,000</b>	<b>790,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

Agency Totals for Clark Co.	Federal Funds		State Funds	Local Funds	Total
	Federal	State Fund Code			
	1,335,000		0	0	1,335,000

**Washington State S. T. I. P.**

**2017 to 2020**

**(Project Funds to Nearest Dollar)**

**MPO/RTPO:** RTC

Y Inside

N Outside

**January 12, 2017**

**County:** Clark

**Agency:** La Center

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
07	D063(003)		WA-04003	03	0.120	CE	No	Pacific Highway	Pacific Highway	1,587,400	17-01

4th St and Pacific Highway Roundabout

Intersection Improvement. Construct roundabout to meet LOS standard and pedestrian and traffic safety.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal Funds	State Fund Code			
CN	2017		STP(R)	692,000	TIB	680,930	0	1,372,930
<b>Project Totals</b>				<b>692,000</b>		<b>680,930</b>	<b>0</b>	<b>1,372,930</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,372,930	0	0	0	0
<b>Totals</b>	<b>1,372,930</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Agency Totals for La Center	Federal Funds		State Funds	Local Funds	Total
	Federal Funds	State Funds			
Agency Totals for La Center	692,000	680,930	680,930	0	1,372,930



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** January 13, 2017  
**SUBJECT:** 2017 Federal Obligation

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### BACKGROUND

As the Metropolitan Planning organization for the Clark County region, RTC is responsible for selecting and programming projects for the local share of the Federal Highway program. This includes the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP). In addition, WSDOT has placed responsibility on MPO's to ensure the obligation of the regional allocation of the Federal Highway program.

In 2016, the RTC Transportation Programming Guidebook was amended in response to WSDOT modifying statewide obligation policies and because the region significantly exceeded obligation levels. Amended regional policies are intended to support a fair and systematic process for the obligation of the regional allocation of the Federal Highway program.

The purpose of the memorandum is to remind RTAC members of the regional policy changes and discuss which projects must or could precede in calendar year 2017. Please come to the January RTAC meeting prepared to discuss your planned federal obligation in calendar year 2017.

### RTC PROJECT DELIVERY/OBLIGATION POLICIES

Only the first two years of the TIP are selected and are considered to be the regionally agreed to list of projects. This means that in 2017, only projects programmed in calendar years 2017 and 2018 of the 2017-2020 regional TIP can proceed to obligation.

Project phase obligation date will be tied to the calendar year of project funding award. Projects are to be obligated by August of that year. Project Delays are not allowed for design. However, RTC's policies do allow for a one-year delay for right-of-way and construction; upon notifying RTC by March 1<sup>st</sup> of that year. A delay for a second year can be granted by RTAC. Delays greater than two years require approval of both RTAC and RTC Board.

### 2017 MUST OBLIGATE

Given RTC's policies, the following projects would need to be obligated by August 1, 2017 or RTC must be notified in writing by March 1, 2017: The written request should adequately explain the reason for the project delay.

## 2017 Federal Obligation

January 13, 2017

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Delay would require the approval by both RTAC and RTC Board:

Agency	Project	Program	Phase	Amount
Washougal	Evergreen/32 <sup>nd</sup> St. Intersection	STP	CN	\$850,000

Delay would require approval of RTAC:

Agency	Project	Program	Phase	Amount
La Center	4 <sup>th</sup> Street/Pacific Highway Roundabout	STP-R	CN	\$692,000
Vancouver	Fourth Plain Subarea Sidewalk Infill	CMAQ	CN	\$380,000

Delay would require notifying RTC:

Agency	Project	Program	Phase	Amount
Battle Ground	Chelatchie Prairie Rails with Trails	TAP	CN	\$225,000
Port of Ridgefield	Pioneer Street Rail Overpass	STP-R	CN	\$2,000,000
WSDOT	SR-503 ATIS Infill	CMAQ	CN	\$865,000

## 2017 COULD OBLIGATE

Given RTC's policies, the following projects could proceed to 2017:

Agency	Project	Program	Phase	Amount
C-TRAN	Open Trip Planner and Alerts System	CMAQ	All	\$128,000
Clark Co.	STEVE	CMAQ	CN	\$697,700
Clark Co.	NE 119 <sup>th</sup> St, 50 <sup>th</sup> Av. to 72 <sup>nd</sup> Av.	STP	CN	\$1,885,000
Clark Co.	Highway 99 Pedestrian/Bicycle Imp.	STP	CN	\$200,000
Clark Co.	Highway 99 Pedestrian/Bicycle Imp.	TAP	CN	\$200,000
RTC	VAST/TSMO Coordination	STP	PE	\$355,000
RTC	UPWP & CMP	STP	PE	\$300,000
Vancouver	Mill Plain Blvd. Arrival on Green	CMAQ	CN	\$73,000
WFL	Main Avenue Access Improvements	TAP	CN	148,000
WSDOT	SR-503 ITS Devise Infill	CMAQ	PE	\$32,800
WSDOT	SR-14 ATIS Infill	CMAQ	PE	\$67,000

## CONCLUSION

Please come to the January RTAC meeting prepared to discuss which of these projects will proceed in 2017. If a project is listed under the "2017 Must Obligate" heading and will need to be delayed, RTC must be notified in writing by March 1, 2017 and notification should include an explanation of why a delay is needed.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** January 13, 2017  
**SUBJECT:** Process for Transportation Alternatives Grants

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### BACKGROUND

Fixing America's Surface Transportation Act (FAST Act) replaced the Transportation Alternatives Program (TAP) with a set-aside of Surface Transportation Block Grant (STBG) funding for Transportation Alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, including pedestrian and bicycle facilities, recreational trails, safe routes to school, community improvements, and environmental mitigation measures. For RTC's and WSDOT's purpose, we will continue to refer to these funds as TAP.

In Washington State, a portion of the Transportation Alternatives Program funds are allocated to statewide Safe Routes to School and Recreational Trails programs, with the remainder of the funds allocated to RTPO regions based on population.

The Transportation Alternatives Program provides some flexibility for each region to develop their process for selecting TAP projects within the federal guidelines. The purpose of this memorandum is to provide RTAC with an overview of the proposed regional Transportation Alternatives process and to receive their input.

RTC staff is proposing that the region use a similar process that was used in 2015. The process is outlined on the attached Transportation Alternatives Program Guide and TAP Criteria. At the January meeting, staff will be seeking input on TAP Program. Staff will return at the February RTAC meeting to seek concurrence on the final TAP process.

*Attachments*

20170120\_RTAC\_TAPMemo.docx

# Transportation Alternatives Program Guide

## Southwest Washington Regional Transportation Council

### Clark, Skamania, and Klickitat Counties

#### Introduction

On December 4, 2015, the President signed the Fixing America’s Surface Transportation Act (FAST Act) into law. The FAST Act replaced the Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant Program (STBG). For administrative purposes, the Federal Highway Administration (FHWA) refers to these funds as the TA Set-Aside. RTC will continue to refer to these funds as TAP.

The Transportation Alternatives Program (TAP) was authorized to provide for a variety of alternative transportation projects. The Program goals address expanding travel choices, strengthening the local economy, improving the quality of life, and protecting the environment. Transportation Alternatives projects include pedestrian and bicycle facilities, viewing areas, community improvement activities, environmental remediation, recreational trails, and safe routes to school.

The Transportation Alternatives Program allows each region and/or state to develop their implementation program within the federal guidelines of the program. However, projects must be chosen through a competitive project selection process.

#### Funding Levels

The Transportation Alternatives funding is suballocated to the RTC three-county Regional Transportation Planning Organization (RTPO) region based on population, with varying amounts being allocated to US Census defined urban and rural areas. In addition, a portion of the funds are flexible and can be programmed within either the urban or rural areas. The attached map illustrates these areas.

The 2016 three-county RTC regional sub-allocation is approximately \$500,000. The TAP funding estimate for years 2019-2020 is based on the assumption that funding allocation will remain constant with the current allocation.

RTC will allocate \$200,000 per year of federal CMAQ funds to the TAP process. The CMAQ funds must be spent on CMAQ eligible projects within the Air Quality Maintenance Area boundary, which includes Vancouver, Camas, and Washougal urban areas. The following table demonstrates estimated funding availability:

*RTC Staff is proposing that annual CMAQ funds be increased to \$300,000?*

**Estimated Transportation Alternatives Funding Sub-Allocation**

<b>Funding Source</b>	<b>Urban</b>	<b>Rural</b>	<b>Flexible</b>	<b>Total</b>
<b>2019-2020 TAP</b>	\$525,000	\$135,000	\$365,000	\$1,025,000
<b>2019-2020 CMAQ</b>	\$600,000	-	-	\$600,000
<b>Total</b>	\$1,125,000	\$135,000	\$365,000	\$1,625,000

## **Eligible Applicants**

- Local Governments;
- Transit Agencies;
- Natural Resources or Public Land Agencies;
- School Districts, Local Education Agencies, or Schools;
- Tribal Governments

All projects must be administered by a certification acceptance (CA) agency. Non CA agencies can apply for TAP funds but must have a CA agency sponsor the project. The sponsorship must be in place prior to applying for funds.

## **Eligible Activities**

The following is a summary of eligible activities authorized in the FAST Act. Projects will be selected by the RTC Board through a competitive process that will apply evaluation criteria to rank projects on their merit. Eligible projects must meet one or more of the eligible activities and relate to the surface transportation system (except for recreation trails). There is no requirement for equal distribution of funding among the various eligible activities. For a full explanation of eligible activities please review the Federal Highway Administration Interim Guidance at: [http://www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/](http://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/)

- On-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.
- Infrastructure-related projects and systems that will provide safe routes for non-drivers.
- Conversion and use of abandoned railroad corridors for trails.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, which include but are not limited to:
  - Inventory, control, or removal of outdoor advertising.
  - Historic preservation and rehabilitation of historic transportation facilities.
  - Vegetation management practices in transportation right-of-way.
  - Archaeological activities relating to impacts from implementation of a transportation project.
- Any environmental mitigation activity
  - Stormwater management, control, and water pollution prevention or abatement.
  - Reduce vehicle-caused wildlife mortality.
- Recreational Trails Program
- Safe Routes to School Program

Please note that Washington State is using a portion of Statewide Transportation Alternatives Program funds to conduct statewide Safe Routes to School and a Recreational Trails programs.

*Should the region allow Safe Routes to School and Recreational Trail projects to apply for regional funds prior to applying for statewide funds?*

### **General Applicant Information**

- The Transportation Alternatives Program is a reimbursement grant program. Only after a Local Agency Agreement has been approved by WSDOT can project costs become eligible for reimbursement. This means project sponsors must incur the cost of the project prior to being repaid. Any work conducted prior to a signed Local Agency Agreement is not eligible for reimbursement.
- A minimum local match of 13.5% will be required.
- Once the project is programmed in the regional TIP, no cost increase or movement of funds between phases (PE, RW, and CN) will be allowed without RTC Board approval.
- All projects must follow federal and state regulations. Including environmental, right of way, ADA, etc.

### **Screening Requirements**

- Project must be consistent with the Regional Transportation Plan (RTP)
- Project must contain at least one eligible Transportation Alternatives Category
- Projects must have a direct relationship to the surface transportation system (except trails)
- Funds cannot be used to supplement the construction of an existing project. For example, TAP funds cannot be used to pay for the sidewalk portion on an existing road project.
- Project must be open for public access

### **Project Selection**

RTC staff will form a TAP Project Evaluation Team of five people to evaluate and rank projects. The evaluation team could be made of staff or citizens drawn from RTC, WSDOT, C-TRAN, Clark County Health Department, Clark County Bicycle and Pedestrian Advisory Committee, etc.

Projects will be evaluated and ranked by the TAP Project Evaluation Team. The evaluation team ranking will then be taken to RTAC to recommend a list of projects for selection by the RTC Board. The RTC Board will make final selection. A local public involvement process will be conducted to inform the selection process.

### **Project Application**

A TAP application is available for download from RTC website at <http://www.rtc.wa.gov/programs/tap/>.

Applicants must complete the application in the space provided and can provide up to five pages of additional attachments. Attachments should include a vicinity map, cross-section, Plan page, and other information such as pictures and text which will assist in the evaluation of the project. All applications will be submitted electronically to RTC.

## **Evaluation Criteria**

The following is a general list of project evaluation criteria and points available. Detail Transportation Alternative Program criteria can be downloaded from the RTC website at <http://www.rtc.wa.gov/programs/tap/>.

- Public Benefit (25 Points):
- Connectivity (20 Points).
- Accessibility/Equity (10 Points)
- Safety (20 Points)
- Financial Support and Project Readiness (15 Points)
- Other (10 Points)

## **Timeline**

As part of the application process, local agencies will be required to include a reasonable timeline for the implementation of preliminary engineering, right of way, and construction. It will be essential for agencies to obligate project phases on time according to the identified timeline and RTC Project Delay Policy.

## **Proposed TAP Program Development Schedule**

The following is a proposed 2017 schedule for the regional TAP process:

March 7, 2017	RTC Board adopts TAP process
March 10	Call for TAP projects
May 1	TAP project applications due to RTC
May 2-5	RTC staff screens applications for eligibility
May 5-31	Public Comment Period
June 1-16	Review by Evaluation Team
June 21	Evaluation Team meets to rank projects
July 21	RTAC recommends ranking and selection of TAP projects to RTC Board
August 1	RTC Board selects TAP projects and amends TIP
August 15	Selected Projects entered into STIP Database



## Transportation Alternatives Program Criteria

### *Screening Requirements*

- Project is consistent with the RTP
- Project contains at least one eligible Transportation Alternatives Category
- Project is directly related to the surface transportation system (except trails)
- Project does not supplement the construction of an existing project.
- Project is open to public access

### *Criteria*

#### Public Benefit (Max 25 Points)

Describe how the project relates to adopted plan such as the GMA plan, modal plan, neighborhood plan or other planning process

- Project is listed, by name, in adopted plan(s) 1-10

Describe how the project will improve the public travel experience and travel options, including the benefit to the community 1-20

#### Connectivity (Max 20 Points)

Describe how the project provides a connection between modes, or improves transportation choices, or connects to land use services such as job locations, a civic center, library, grocery market, playground, retail center, medical office, school, and other.

A mode included in the project or provides access to transit:

- Bicycle 3
- Pedestrian 3
- Transit Access 3

Land uses connected by project (within ½ mile of project):

- Community/Civic Center/Library/Social Service 3
- Park 3
- Retail/Restaurant 3
- Office/Industrial 3
- Hospital/Medical Office 3
- School 3
- Other \_\_\_\_\_ 3

Accessibility/Equity (Max 10 Points)

Describe to what extent the project will improve mobility for disadvantaged populations, including elderly, disabled, minority, and low income population?

- Project within ¼ mile of affordable housing complex(s) 1-4
- Improve low income access to transit, jobs, education, and essential services 1-4
- Percentage of adjacent population of elderly, disabled, minority, or low income 1-4
  - Based on RTC Demographic Profile data

Safety (Max 20 Points)

Describe how the project improves public safety for all transportation users? Does the project address a specific safety issue?

- Identify safety issues. 1-10
  - Collision data
  - Lack of adequate safe crossing or access
  - Lack of separated facility
  - High speed/volume
  - Other
- Project addresses a safety concern 1-10
  - Provides sidewalk or pathway, with curb-cuts
  - Provides bike lanes, markings, and signage
  - Implements traffic calming measures
  - Signage and/or markings directed to safety concern
  - Provides crosswalk enhancement (striping, refuge island, signal, etc.)

Financial/Readiness (Max 15 Points)

Describe project is funding, level of design, environmental approvals, and project schedule.

- Non TAP funding (1 point for every 5% above required 13.5% match) 1-56
- Right of way not needed or already acquired 3
- Design at 70% or higher 3
- All environmental permit approved 3
- ~~Full project can be obligated within 2 years or 1 year~~ 1 or 3

Other (10 Points)

Describe how the local community and other agencies have been involved in the planning process. List any opposition to the project and how it was overcome. 1-5

Describe how the project improves public health and increase physical activity 1-5

Describe how the project includes design elements that contribute to quality of life 1-5

- Lighting, bicycle parking, benches, traffic calming, landscaping, public art, trash receptacles, and other design elements.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Lynda David  
**DATE:** January 13, 2017  
**SUBJECT:** **FY 2018 Unified Planning Work Program: Overview and Timeline**

---

### INTRODUCTION

The RTC Board of Directors adopted the 2017 Work Plan and accompanying 2017 Budget on December 6, 2016. We now need to move ahead to develop a draft FY 2018 Unified Planning Work Program (UPWP) to be reviewed by FHWA, FTA and WSDOT staff in February. FY 2018 runs from July 1, 2017 to June 30, 2018. The FY 2018 UPWP will use the last six months of RTC's 2017 Work Plan as the basis for the first six months of the FY 2018 Unified Planning Work Program. The UPWP is a federally-required document prepared annually by RTC. It describes the transportation planning activities to be completed as part of the regional transportation planning process. The UPWP also details the funding sources required to carry out the program and addresses the major transportation policy issues of the forthcoming year. The January agenda item is to provide information on the UPWP, confirm the timeline for FY 2018 UPWP development and obtain feedback from RTAC.

### CY 2017 WORK PROGRAM PRIORITIES

RTC's calendar year 2017 Work Program, reviewed by RTAC and adopted by the RTC Board in December 2016, sets out a course for RTC's regional transportation planning, policy-setting, and project programming activities. The 2017 Work Program outlines (1) how RTC will address Emphasis Areas and (2) continue the Core Functions expected of a regional transportation planning program in the upcoming year.

#### Emphasis Areas

The 2017 RTC Work Program identifies several Emphasis Areas, where the organization will allocate efforts and resources to advance specific study and policy development in key topic areas currently relevant and of regional interest. The intent of the Emphasis Area designation is to provide focus on a specific topic, due to either a current mandate, due to external influences, and/or in response to contemporary and relevant regional issues discussion.

In YR 2017, the RTC will be working to complete a couple of regional studies that were initiated in YR 2016 (Bus on Shoulder Feasibility Study and Bingen/White Salmon Circulation Study). RTC will begin efforts to develop inputs to the 2018 Regional Transportation Plan (RTP) update. In addition, a significant uptick in work for MAP-21 related performance planning and measures is expected for those measures and targets which need to be adopted in 2017.

Emphasis Areas for YR 2017 include: Regional Project Funding; 2035 Regional Transportation Plan Implementation; Studies: Bus on Shoulders and Bingen/White Salmon Circulation Study; Regional Freight/Commerce Planning and Data Collection; FAST Act Implementation; Partnership Building; and Administrative Tasks including ongoing review and update of key policy and procedural documents.

### **Core Work Program**

The Work Program also provides a description of the core regional transportation planning components focusing on the continuing and comprehensive regional planning process, collaborative decision making, and general MPO administration (consistent with the UPWP). The core work program produces the bulk of the agency product and services to members. The core work program relies on accurate data, research, analysis, and special program management, that are used to identify needs and strategies that address the RTC region's pressing current and future regional transportation demands. The Core Work Program includes a full complement of activities to ensure ongoing delivery of the regional transportation planning program and compliance with federal/state laws and rules.

### **FY 2018 UPWP FEDERAL AND STATE PLANNING EMPHASIS AREAS**

The FY 2018 UPWP builds upon RTC's CY 2017 Work Program. Guidance on development of the UPWP is provided to Metropolitan Planning Organizations (MPOs) / Regional Transportation Planning Organizations (RTPOs) in a UPWP Guidance document for MPOs and RTPOs prepared jointly by WSDOT, FHWA and FTA. The UPWP is expected to reflect federal, state and local transportation Planning Emphasis Areas (PEAs) as outlined in the Transportation Planning Guidance document. State and federal emphasis areas expected to be reflected in regional UPWPs for FY 2018 are unchanged from FY 2017 and include transition from MAP-21 to FAST Act implementation, models of regional planning cooperation, ladders of opportunity, tribal consultation, annual MPO/RTPO performance and expenditure reporting on the planning work program, ensuring interlocal agreements are in place and updated as necessary, statewide planning efforts with MPO's/RTPO's participation in statewide modal plans and the statewide long-range transportation plan (Washington Transportation Plan), corridor sketches and performance measures.

### **UPWP DEVELOPMENT AND FORMAT**

The process of developing the FY 2018 Unified Planning Work Program (UPWP) is underway. The FY 2018 UPWP begins on July 1, 2017 and runs through June 30, 2018. In Transportation Management Areas (TMAs), such as Clark County, the UPWP must include a discussion of the planning priorities facing the metropolitan planning area and describe all metropolitan transportation and transportation-related air quality planning activities (including corridor and subarea studies) anticipated within the area during the next one or two year period, regardless of funding sources or agencies conducting the activities. A request from RTC asking local jurisdictions and agencies to provide an update on anticipated transportation planning activities to include in Section 4 of the FY 2018 UPWP draft was e-mailed out to RTAC members and/or

lead transportation and land use planning staff on January 4. Thanks to all those who have responded to the information request. Development of the UPWP must be coordinated with WSDOT and RTC's UPWP is expected to include a summary of WSDOT's Regional UPWP.

**FUNDING ESTIMATES**

RTC has been provided with estimates for federal PL, FTA and state Regional Transportation Planning Organization (RTPO) funding sources RTC may receive for FY 2018 to carry out the regional transportation planning program. Federal PL funding is distributed among MPOs of Washington State per an agreed-upon formula. FTA Section 5303 funding is distributed among Washington MPOs based on population. RTPO funding levels are subject to decision of the state legislature. The table below shows estimated funding levels for FY 2018.

<b>RTC's Estimated FY 2018 Funding Sources</b>		
<b>Source</b>	<b>Funding Program</b>	<b>Estimated FY 2018</b>
<i>Federal</i>	FHWA PL	\$586,000
<i>Federal</i>	FTA Section 5303	\$187,000
<i>State</i>	RTPO Planning	\$171,000

**UPWP DEVELOPMENT TIMELINE**

The FY 2018 UPWP will be reviewed at the Friday, January 20, 2017 RTAC meeting in preparation for Metro and RTC's federal and state review scheduled for Thursday, February 23, 2017. Metro's review will begin at 8:30 a.m. at Metro and RTC's review will be held at 1:00 p.m. to about 3:30 p.m. in room 433 (4<sup>th</sup> floor) of the Public Service Center on February 23. Staffs from WSDOT SW Region and C-TRAN are expected to participate at RTC's UPWP review. It is anticipated that RTC's FY 2018 UPWP will be forwarded to the RTC Board for adoption in May of 2016. As part of a bi-state region, the RTC Board is usually asked to endorse Metro's UPWP at the same time as RTC's UPWP adoption.

FY 2018 Unified Planning Work Program: Overview and Timeline

January 13, 2017

Page 4

A summary of the draft timeline for FY 2018 UPWP development is provided below.

<b>RTC's FY 2018 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT: Draft Timeline</b>		
<b>DATE</b>	<b>MEETING</b>	<b>ACTION</b>
Fri. Jan. 20 by Wed. Feb. 1	RTAC	FY 2018 UPWP development -- RTAC input on draft FY 2018 UPWP. RTC FY 2018 draft to be submitted for federal and state review.
Thu. Feb. 23	RTC at 1:00 p.m.	RTC meets state and federal representatives at RTC to review draft FY 2018 UPWP. Metro review begins at 8:30 a.m. at Metro.
Tue. Apr. 4	RTC Board	RTC Board's first review of draft FY 2018 UPWP.
Fri. Apr. 21	RTAC	Recommend RTC Board adoption of FY 2018 UPWP.
Tue. May 2 by Jun. 16	RTC Board	Adoption of FY 2018 UPWP. Submit adopted FY 2018 UPWP electronically to WSDOT Tribal and Regional Coordination Office.
by Jun. 21		Adopted UPWPs sent by WSDOT to FHWA/FTA for federal approval.
Jun. 30, 2017		FHWA/FTA issue UPWP formal approval.
Jul. 1, 2017		Approved FY 2018 UPWP takes effect

A preliminary draft FY 2018 UPWP should be available at the January RTAC meeting when input from RTAC members will be welcomed.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** January 13, 2017  
**SUBJECT:** Freight & Goods Transportation System Update

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### BACKGROUND

The Washington State Department of Transportation will start updating the Freight and Goods Transportation System (FGTS) in June 2017 to comply with both state and federal reporting requirements. As part of this update WSDOT will need functional classification counts on freight corridors.

The freight and goods Transportation System is used in grant selection processes, to fulfill reporting requirements, plan for pavement needs, and more. For example, the current freight classification was used to help identify Critical Freight Corridors as part of the National Highway Freight Network under the FAST Act. In addition, points are awarded through RTC grant process according to the freight classification.

WSDOT regularly conducts functional classification counts along the state highway system. Additional functional classification counts are needed along the local arterial system.

Please come to the January RTAC meeting prepared to discuss freight classification count needs.

### FUNCTIONAL CLASSIFICATION COUNTS

Freight routes are classified according to the annual gross freight tonnage they carry. In order to accurately estimate the truck tonnage on freight routes, an accurate functional classification counts is required.

RTC is collecting functional classification counts within the regional traffic count program. However, critical corridors may remain and local agencies may need to conduct their own critical corridors this spring and summer.

Attached are a list and a map of the locations of functional classification counts conducted by RTC over the last several years.

### CONCLUSION

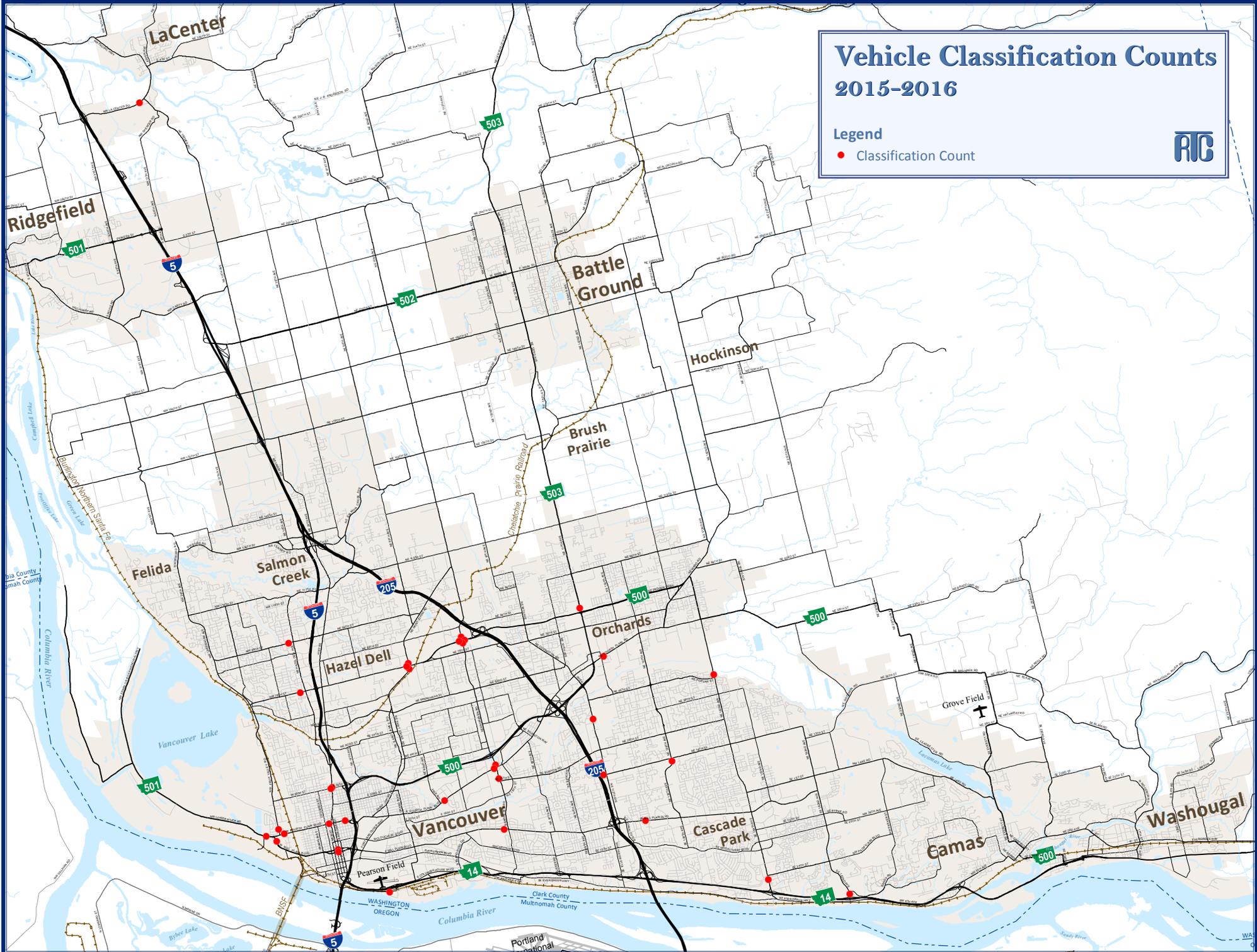
Please come to the January RTAC meeting prepared to discuss where additional classification counts are needed for the WSDOT update to the Freight and Goods Transportation System.

**RTC Functional Classification Counts**

<b>Year Counted</b>	<b>Classification Count Location</b>
2016	NE 117th Avenue north of Padden Parkway
2016	NE 138th Avenue south of NE 18th Street
2016	NE 18th Street west of NE 112th Avenue
2016	NW La Center Road west of Timmen Road
2016	SE Columbia Way east of Columbia Shores Blvd.
2016	NE Fourth Plain east of Falk Road
2016	NE 99th Street east of Hazel Dell Avenue
2016	NE Andresen Road north of NE 25th Street
2015	Mill Plain west of NE 124th Avenue
2015	NE 112th Avenue north of NE 39th Street
2015	Mill Plain south of Fourth Plain
2015	Fourth Plain west of Mill Plain
2015	Fruit Valley Road north of Fourth Plain
2015	Fourth Plain east of Fruit Valley Road
2015	NE 78th Street west of Hazel Dell Avenue
2015	SE 192nd Avenue south of SE Brady Road
2015	Mill Plain west of Andresen Road
2015	Mill Plain East of Broadway Street
2015	E 15th Street east of Broadway Street
2015	SE 164th Avenue south of SE 34th Street
2015	Fourth Plain east of "F" Street
2015	Andresen Road north of Fourth Plain
2015	Fourth Plain west of Andresen Road
2015	Fourth Plain west of Main St.
2015	NE 162nd Avenue north of NE Popular St.
2015	St. Johns Road north of NE 78th Street
2015	St. Johns Road south of NE 78th Street
2015	NE 78th Street west of St. Johns Road
2015	Main Street north of 39th Street
2015	39th Street west of Main Street
2015	Fourth Plain east of NE 121st Avenue
2015	Andresen Road north of Padden Parkway
2015	Padden Parkway east of Andresen Road
2015	Andresen Road south of Padden Parkway
2015	Padden Parkway west of Andresen Road

# Vehicle Classification Counts 2015-2016

Legend  
● Classification Count





## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Bob Hart  
**DATE:** January 13, 2017  
**SUBJECT:** Bus on Shoulder Study Update

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### INTRODUCTION

The BOS Study was initiated as a result of the I-205 Access and Operations Study recommendations, adopted by the RTC board in November 2014 which identified bus on shoulder as a possible low cost way to improve transit performance, bus service reliability, and ridership.

The Study is examining the technical, operational, geometric, and policy options regarding part-time shoulder running for transit bus operations along I-205 and SR-14. This effort will culminate in findings and recommendations in regards to the viability of this transit strategy, and if warranted, a recommended BOS concept for the corridors.

The study area encompasses the I-205 corridor from the 18<sup>th</sup> Street interchange, south to the I-84 interchange and on SR-14 from I-205 to 164<sup>th</sup> Avenue.

RTAC members were previously given an update about the Bus on Shoulder (BOS) Feasibility Study in November 2016. This memo will provide additional information about the study and will update RTAC members about other study progress since November.

### STUDY NEED

Bus on shoulder was identified as a transit mobility strategy because of increasing freeway congestion and the amount of commuter bus service on SR-14 and I-205. In addition, as the economy improves, capital investment in new roadway capacity is not keeping pace and congestion in the region continues to worsen. In response, the region is looking at innovative strategies to manage congestion more efficiently and improve system performance:

- WSDOT has a study underway to analyze the benefits and impacts of ramp metering on Clark County freeways.
- RTC has programmed funds for a comprehensive operations study. It will incorporate the results of the ramp metering study and look at advanced traffic management techniques, such as variable speeds, queue notification, lane control, enhanced incident management strategies, and other operational and high technology approaches.
- ODOT has a project programmed for construction in 2018 to add northbound auxiliary lanes on I-205 between I-84 and Killingsworth.

*An advisory committee to:*

**Southwest Washington Regional Transportation Council**

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- Finally, the BOS Feasibility Study is to examine a transit option that can offer improved mobility and efficiency for transit.

## **WORK TO DATE**

The BOS Technical Advisory Committee (TAC), made up of representatives from C-TRAN, WSDOT, TriMet, ODOT and Metro have met several times since the beginning of the Study. The first meeting, in June, focused on the study purpose and goals as well as data collection needs required to support the analysis and feasibility of BOS concepts. This included roadway geometrics, traffic volumes, traffic speeds, bus specific speeds, and crash and incident history in the corridor. The next several months were spent gathering information and creating an inventory of available data and conducting analysis. In addition, a consistent and comprehensive mapping system to display geometric conditions and operations data was created for the study area.

In September, TAC members reviewed the information compiled and mapped for the study including travel time, bus speeds, and geometric data and also identified data gaps and determined accuracy of mapping. In addition, the committee was presented with information on the national experience with bus on shoulder projects and initial guidance on minimum conditions for a BOS project, including a preliminary look at the legal, policy, and operating parameters to support the facility. There was also a review of preliminary material regarding a potential pilot project on SR-14.

The information developed by the study team over the summer and fall fed directly into a key element of the study, the December Bus on Shoulder Workshop. The last meeting of the TAC was in November to prepare for and review materials for the workshop.

## **BUS ON SHOULDER WORKSHOP**

The Bus on Shoulder Workshop was held on December 5th and 6th at the Rose Besserman room at C-TRAN's Fisher's Landing Facility.

Session one, on December 5th, was attended by more than fifty people comprising a wide array of stakeholders including elected officials, executive staff, as well as public safety and incident management personnel. Also participating were TAC member agencies and representatives from the Washington State Patrol, the Federal Highway Administration, and the Federal Transit Administration. The session focused on an educational overview of best practices around the country regarding policy, engineering, operational, and technical issues associated with BOS. It presented information about existing conditions, roadway geometrics, and characteristics in the study corridors and also included technical information on a potential pilot project on SR-14.

The second session, on December 6th, had more of an engineering emphasis. It was made up of design and traffic engineers, technical and operations staff, and other stakeholders affected by any proposed system. The key objective of session two was to develop bus on shoulder minimal and low cost improvement concepts for the SR-14 and I-205 corridors.

Minimal cost options, target what can be done with roadway signing and minor striping of the existing roadway. Low cost or low capital options, emphasis signing, more significant striping,

merge/diverge adjustments and other minor modifications to complete gaps at key locations. The workshop outcome successfully identified bus on shoulder concepts for SR-14 and I-205.

### **SR-14 BOS IMPROVEMENT CONCEPTS**

The preliminary improvement concepts for SR-14 are described below; however they may undergo further refinement. The I-205 BOS concept is still being reviewed by staff.

#### *Minimal cost*

- SR-14 Westbound begins from end of 164<sup>th</sup> ramp bus only lane and ends at the gore area next to I-205 northbound exit
- SR-14 Eastbound is from end of the guardrail on I-205 entrance ramp to 1,000 feet before 164<sup>th</sup> exit

#### *Low Cost*

- Restripes shoulder at the east end of SR-14 to allow buses to stay out of the traffic lane and move directly onto the shoulder from the bus only onramp from 164th
- Extends westbound BOS approximately 1,000 feet to the west by restriping collector/distributor road shoulder between the I-205 NB exit and the entrance ramps to westbound SR-14

### **PRELIMINARY BOS INFORMATION**

RTC staff will present information about traffic and transit speeds as well as well as the SR-14 improvement concepts at the Regional Transportation Advisory Committee meeting on January 20th.

### **NEXT STEPS**

Nick Thompson, the project team's BOS expert, provided a briefing to the C-TRAN Board on January 10th about the design, operational and policy issues associated with bus on shoulder as well as improvement concepts for a possible SR-14 pilot project. C-TRAN executive staff obtained positive feedback from Board members regarding future pilot project implementation on SR-14.

There is also a BOS Study update planned for the RTC Board on February 7th.

A draft of the Bus on Shoulder Feasibility Study Report should be complete by the end of February after review and comment by the BOS Technical Advisory Committee.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Lynda David  
**DATE:** January 13, 2017  
**SUBJECT:** **Federal Functional Classification: Update**

---

### INTRODUCTION

At the January RTAC meeting, RTC will begin the process of working with local jurisdictions to review the federal functional classification of arterials and roads in the Clark County region in order to update the system. Ultimately, the process will result in submittal of proposed updates to the functional classification system to WSDOT for approval by the Federal Highway Administration.

### BACKGROUND: Federal Functional Classification

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.

### CURRENT MAP and GUIDANCE ON FEDERAL FUNCTIONAL CLASSIFICATION

WSDOT has information about [federal functional classification](#) of streets on its website. The [map](#) showing the current federal functional classification of roads in Washington can be accessed from the website page, click on "WSDOT Functional Classification Map". You can zoom in on the map to show detail for individual jurisdictions.

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

## **FEDERAL FUNCTIONAL CLASSIFICATION UPDATE**

In a typical year, RTC reviews about two requests from jurisdictions for changes to the federal functional classification system. Following 2016 local Comprehensive Plan updates, adoption of the latest local Transportation Improvement Programs and submittal of funding requests, locals and RTC staff recognized a need to review and comprehensively update the federal functional classification system for the Clark County region.

Over the next 3 months or so, RTC will work with local jurisdictions to review and update the federal functional classification system. Jurisdictions may want to review the current federal functional classification map and look for changes they may want to make.

Reasons for proposed change may include:

- Inconsistencies between federal functional classification and local classification systems e.g. 18<sup>th</sup> Street, east of I-205. While it may not be possible to have complete consistency between federal and local classifications given the statewide mileage limitation for designation of principal arterials, we should strive to make the two classification systems as consistent as possible.
- Lack of continuity of functionally classified roads e.g. NW Bliss Road area.
- Changed usage of functionally classified roads e.g. 18<sup>th</sup> Street now connects to an interstate and development along 119<sup>th</sup> Street east of 50<sup>th</sup> Avenue has resulted in higher traffic volume.
- Need to include proposed future roads e.g. north of Lacamas Lake.

## **NEXT STEPS**

RTC will discuss the optimal timeline for completing the update to the region's federal functional classification system at the January RTAC meeting. Over the next two months, jurisdictions should review the current federal functional classification system and be ready to suggest proposed changes to RTC. RTC will compile the proposed changes and submit to WSDOT after review at the March or April RTAC meeting.

# NE 47<sup>th</sup> Avenue/NE 78<sup>th</sup> Street Intersection

Project Completed: December 2015

## Project Information

RTC funding: \$1,000,000 in STP Funds

Total Project Cost: \$2,402,000

Project Type: Intersection Improvement

Project Length: 0.02 miles



## Project Description

Reconstruct urban intersection to correct skewed alignment, installing a new traffic signal, reconfiguring roadway striping, upgrading railroad crossing through the intersection and improving access into Clark County's Operations Center.

## Project Benefits

- Reduces collisions by reconfiguring intersection to eliminate skewed legs.
- New/upgraded traffic signal better manages train, vehicle and pedestrian traffic at this intersection.
- Improves safety for vehicles entering and leaving the Public Works Operations Center.

## Project Funding

Phase	Year	Federal Funds	Other Funds	Total
Design	2013	0	289,000	289,000
Right of Way		0	1,000	1,000
Construction	2015	1,000,000	1,112,000	2,112,000
Total		1,000,000	1,402,000	2,402,000

## Project Map

