



MEMORANDUM

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director
DATE: August 30, 2016
SUBJECT: **FAST Act Freight Provisions and Ongoing Activities**

AT A GLANCE – DISCUSSION

The purpose of this agenda item is to keep the Board updated on implementation of freight provisions in the federal transportation act; the FAST Act. The item will cover recent and ongoing freight transportation planning activities including identifying Critical Rural and Urban Freight Corridors and submittal of prospective freight projects eligible for FAST Act freight program funding.

FEDERAL FAST ACT FREIGHT PROVISIONS

Signed into law in December 2015, the federal FAST Act includes several provisions to improve the condition and performance of the national freight network and to support investment in freight-related surface transportation projects. The July 2016 RTC Board meeting focused on freight transportation issues at the federal, state, regional and local levels. In July packets, Board members were provided an overview of the freight provisions in the FAST Act and were made aware of the State’s work to identify highway segments for designation as Critical Rural and Urban Freight Corridors and of the call for projects eligible under the new federal freight funding programs to include in an updated Washington State Freight Mobility Plan. This Memo provides a re-cap of the FAST Act’s freight provisions, its freight funding programs and describes recent freight planning activities to support implementation of the FAST Act.

National Multimodal Freight Policy

The FAST Act establishes a national policy of maintaining and improving the condition and performance of the National Multimodal Freight Network. The FAST Act specifies goals associated with this national policy related to the condition, safety, security, efficiency, productivity, resiliency, and reliability of the freight network.

Freight Plans

The FAST Act requires the development of a National Freight Strategic Plan to implement the goals of the new freight policy. The Plan will address the conditions and performance of the multimodal freight system, identify strategies and best practices to improve intermodal connectivity and performance of the national freight system, and mitigate the impacts of freight movement on communities.

In addition, States are required to develop a comprehensive freight plan. This plan must identify critical rural and urban freight corridors, identify significant congestion or delay caused by

freight movements and mitigation strategies, include a list of priority projects and consult with the State Freight Advisory Committee. In 2014, WSDOT completed a comprehensive Washington State Freight Mobility Plan which will be updated to comply with new federal requirements.

Freight Networks

o National Highway Freight Network

The FAST Act requires the development of a National Highway Freight Network to include the federally designated Primary Highway Freight System and all remaining Interstate routes. In addition, the National Highway Freight Network will include Critical Rural and Urban Freight Network as designated by each state. Statewide, only a limited number of centerline miles are available for CRFC and CUFC designation. WSDOT worked with MPOs to coordinate the designation of the Critical Rural and Urban Freight Corridors. RTC, in turn worked, with local jurisdictions to identify proposed corridor segments.

In Clark County, the Primary Highway Freight System includes I-5, I-205, and SR-501 to the Port of Vancouver. The limited mileage of Critical Urban Freight Corridors available allowed for the proposed designation of both Mill Plain and Fourth Plain routes to the Port of Vancouver, SR-14 between I-205 and 164th Avenue and SR-14 through Washougal. In Skamania and Klickitat Counties the four bi-state Columbia River Bridges (Bridge of the Gods, Hood River Bridge, SR-197 The Dalles Bridge, and SR-97 Biggs Bridge) are proposed as Critical Rural Freight Corridors. In mid-August, WSDOT submitted proposed designations of Critical Rural and Urban Freight Corridor segments to the Federal Highway Administration for certification.

o National Highway System

Under the FAST Act, roads on the National Highway System are eligible for the nationally competitive FASTLANE grant program. The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. In Clark County, the NHS system includes I-5, I-205, SR-14, SR-500 (from I-5 to the SR-503/Fourth Plain), SR-501 (from I-5 to the Port of Vancouver access), SR-502 (from I-5 to the SR-503 intersection), SR-503 (from the SR-500/Fourth Plain intersection to SR-502 intersection) and local principal arterials.

In Clark County, the NHS system includes I-5, I-205, SR-14, SR-500 (from I-5 to the SR-503/Fourth Plain), SR-501 (from I-5 to the Port of Vancouver access), SR-502 (from I-5 to the SR-503 intersection), SR-503 (from the SR-500/Fourth Plain intersection to SR-502 intersection) and local principal arterials. In Klickitat and Skamania Counties, the NHS includes SR-14 and SR-97.

FAST Act Funding Programs

With passage of the FAST Act in 2015, specific funding programs for freight were created:

- **Nationally Significant Freight & Highway Projects Program – FASTLANE.** A freight-specific, nationally competitive grant program, funded at \$4.5 billion nationwide for the duration of the FAST Act. The program is primarily for projects over \$100 million with 10% set aside for smaller projects. There will be Congressional oversight of project selection. Projects must be on either the NHFN or the National Highway System. FASTLANE funds require a 40% match though 20% of the match can come from other federal funding sources.
- **National Highway Freight Program.** Formula funds apportioned to states intended to be used for projects on the National Highway Freight Network (NHFN). \$6.3 billion is available nationwide for the duration of the FAST Act with approximately \$108 million available to Washington state. Projects must be on the National Highway Freight Network (NHFN).

Call for Freight Projects

As a first step toward updating the State Freight Plan, WSDOT issued a call for freight projects eligible for funding under the two new federal freight funding programs; FASTLANE and the National Highway Freight Program. RTC has worked with local jurisdictions and WSDOT SW Region to identify prospective projects (see attached list). The list was recently submitted to WSDOT.

WSDOT is scheduled to identify the agency's freight priority projects on state highways by August 31, 2016. WSDOT will then review submittals from the region and locals in September with the Washington State Freight Advisory Committee (WAFAC) scheduled to provide a prioritized tiered list in October. The final project list will be provided to OFM and the Legislature by November 1 for project selection. All eligible projects will be carried into the 2017 State Freight Plan update.

Project Delivery

The FAST Act includes provisions intended to reduce the time it takes to break ground on new freight transportation projects, including by promoting best contracting practices and innovating financing and funding opportunities and by reducing uncertainty and delays with respect to environmental reviews and permitting.

Performance Measures

The FAST Act requires the Bureau of Transportation Statistics to collect and annually report performance measures for the nation's top 25 ports, as measured by total tonnage, containers, and dry bulk tonnage.

NEXT STEPS

RTC staff will continue to work with WSDOT and member agencies to implement the freight provisions of the FAST Act. This work will include coordination on update of the Washington State Freight Mobility Plan. Additionally, RTC staff will continue to provide grant consulting services to member agencies desiring to pursue FASTLANE grant program funds for Regional Transportation Plan improvements.

Attachment: List of proposed freight projects from the RTC region

Prospective Freight Projects: Submittal to WSDOT (8/31/2016)

Project Name	Location Description	Brief Description	Project Owner	Project Cost Estimate
Clark County Region: National Highway Freight Program (Formula Fund) Eligible				
I-205, 28 th St. to SR-500 Auxiliary Lanes	I-205, MP 29.3 to MP 31.0	Add Northbound and Southbound lanes	WSDOT	\$23,000,000
I-205, Padden Interchange with 72 nd Av. Slip Ramp	I-205 at MP 33.04	Reconstruct Interchange with northbound slip ramp to 72nd Av.	WSDOT	\$30,000,000
I-205, SR-500 to Padden Parkway	I-205, MP 30.0 to MP 33.50	Add Northbound and Southbound lanes	WSDOT	\$30,000,000
I-5 Bridge Over Columbia River	I-5, Victory Blvd. OR to SR-500 WA	Replace I-5 Bridge over the Columbia River and associated interchanges.	WSDOT/ODOT	\$3,300,000,000
I-5/East Fork Lewis River Bridge	I-5 at MP 18.21	Replace Bridge	WSDOT	\$50,000,000
I-5/Mill Plain Boulevard Interchange Improvements (connection to the Port of Vancouver)	I-5 at MP 1.05	Reconstruct interchange to improve Freight Movement	WSDOT	\$98,700,000
I-5/SR 500 Build Direct Connection	I-5 at MP 2.25	Construct connection from SR-500 to I-5 north of interchange	WSDOT	\$140,000,000
SR-14, 15 th /27 th /32 nd Street Interchange Project	SR-14, MP 15.0 to MP 17.1	Add lanes and construct Interchanges	WSDOT	\$80,000,000
SR-14, I-205 to 164 th Av. Add Lanes	SR-14, MP 5.5 to MP 9.2	Add lanes and modify ramps	WSDOT	\$38,000,000
SR-501 Couplet, Signal/Intersection Improvements (connects to Port of Vancouver.	SR-501/Mill Plain from I-5 to Port of Vancouver	Modification to improve freight flow. Low traffic signals and high road crown.	WSDOT	\$6,000,000
Clark County Region: FASTLANE Eligible				
32nd Ave. Extension/Fruit Valley Rd. Bridge Replacement	78th Street to SR-501	New truck route into the Port of Vancouver	City of Vancouver	\$100,000,000
SR-14/Columbia Shores Portal, underneath the BNSF line adjacent to SR-14 interchange	SR-14 at MP 1.05	Rail Trestle, widen Portal and improve clearance	City of Vancouver	\$25,000,000
Highway 99 Corridor	Highway 99 north of Ross St.	Widen portal and improve clearance	Clark County	\$15,000,000
I-205, 28 th St. to SR-500 Auxiliary Lanes	I-205, MP 29.3 to MP 31.0	Add Northbound and Southbound lanes	WSDOT	\$23,000,000

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I-205, Padden Interchange with 72 nd Av. Slip Ramp	I-205 at MP 33.04	Reconstruct Interchange with northbound slip ramp to 72nd Av.	WSDOT	\$30,000,000
I-205, SR-500 to Padden Parkway	I-205, MP 30.0 to MP 33.50	Add Northbound and Southbound lanes	WSDOT	\$30,000,000
I-5 Bridge Over Columbia River	I-5, Victory Blvd. OR to SR-500 WA	Replace I-5 Bridge over the Columbia River and associated interchanges.	WSDOT/ODOT	\$3,300,000,000
I-5/East Fork Lewis River Bridge	I-5 at MP 18.21	Replace Bridge	WSDOT	\$50,000,000
I-5/Mill Plain Boulevard Interchange Improvements (connection to the Port of Vancouver)	I-5 at MP 1.05	Reconstruct interchange to improve Freight Movement	WSDOT	\$98,700,000
I-5/SR 500 Build Direct Connection	I-5 at MP 2.25	Construct connection from SR-500 to I-5 north of interchange	WSDOT	\$140,000,000
NE 18th Street – NE Four Seasons Lane to NE 192nd Avenue	NE 18th Street, NE Four Seasons Lane to NE 192nd Avenue	Widen to urban arterial standard.	City of Vancouver	\$53,000,000
SE/NE 162th Avenue – SE 1st Street to NE 9th Street	SE/NE 162th Avenue, SE 1st Street to NE 9th Street	Upgrade to seven lane arterial standard.	City of Vancouver	\$13,000,000
SR-14, 15 th to 32 nd Street	SR-14, MP 15.0 to MP 17.1	Improve access to SR-14 using roundabouts.	WSDOT	\$25,000,000
SR-14, I-205 to 164 th Av. Add Lanes	SR-14, MP 5.5 to MP 9.2	Add lanes and modify ramps	WSDOT	\$38,000,000
SR-14/West Camas Slough Bridge	SR-14 at MP 12.7	Widen bridge	WSDOT	\$25,000,000
SR-500 Interchanges (42 nd /54 th)	SR-500 at MP 1.8 & MP 2.38	Grade Separate	WSDOT	\$80,000,000
SR-500/SR-503/Fourth Plain Intersection	SR-500 at MP	Grade Separate	WSDOT	\$60,000,000
SR-501 Couplet, Signal/Intersection Improvements (connects to Port of Vancouver.	SR-501/Mill Plain from I-5 to Port of Vancouver	Modification to improve freight flow. Low traffic signals and high road crown.	WSDOT	\$6,000,000
West Vancouver Freight Access	Port of Vancouver	Rail improvements at Port of Vancouver	Port of Vancouver	\$275,000,000
Columbia Gateway Connector	Port of Vancouver	Extension into Port of Vancouver	Port of Vancouver	\$30,000,000

Project Name	Location Description	Brief Description	Project Owner	Project Cost Estimate
Klickitat and Skamania Counties: National Highway Freight Program (Formula Fund) Eligible				
Hood River Bridge Replacement	SR-35, I-84 OR to SR-14 WA	Replace bridge over Columbia River	Port of Hood River	\$250,000,000
Klickitat and Skamania Counties: FASTLANE Eligible				
SR-14, Marble Rd. to Salmon Falls Rd.	SR-14, MP 22.7 to MP 26.4	Realign curves	WSDOT	\$8,000,000
SR-14/Wind River Road Intersection	SR-14 at MP 47.5	Realign skewed intersection	WSDOT	\$5,500,000
SR-14/Bridge of the Gods Intersection	SR-14 at MP 41.5	Improve intersection visibility	WSDOT	\$1,000,000
SR-14/Hot Spring Way Intersection	SR-14 at MP 38.5	Add deceleration/acceleration lanes for trucks	WSDOT	\$1,000,000
SR-14 Rockfall	SR-14, MP 21.7 to 77.7	Rockfall Protection	WSDOT	\$100,000,000
SR-14, E. of Stevenson to Carson	SR-14, MP 44.9-48.1	Realignment to remove sharp curves	WSDOT	\$25,000,000
SR-14 Tunnels	SR-14, MP 58.0-60.2	Improve clearance at restricted height tunnels	WSDOT	\$10,000,000
SR-14 Half Bridge to Prindle	SR-14, MP 24.9-27.9	Extend WB Climbing Lane	WSDOT	\$18,000,000
SR-14 Shoulders	SR-14, MP 21.7 to 63.5	Improve non-standard shoulder width	WSDOT	\$25,000,000
Hood River Bridge Replacement	SR-35, I-84 OR to SR-14 WA	Replace bridge over Columbia River	Port of Hood River	\$250,000,000
SR-14/Bingen Overpass	SR-14 at MP 67	New Grade Separated RR Crossing into Port of Klickitat	WSDOT	\$22,900,000
SR-14/SR-97	SR-14 At SR-97	Grade Separation	WSDOT	\$80,000,000
SR-97/Brooks Park Passing Lane	SR-97, MP 25.4-27.2	Truck passing lane	WSDOT	\$10,000,000
SR-14 Improvements, SR-141 Alt. to Dock Grade	SR-14, MP 63.5-64.8	Improve width, grade, and add shoulders	WSDOT	\$20,000,000
SR-97/Little Klickitat River Passing Lane	SR-97, MP 14.5-21.3	Truck passing lane	WSDOT	\$20,000,000