



The Regional Transportation Advisory Committee meeting will be held on **Friday, December 20, 2013**, from **9 a.m. to 11 a.m.**, in the **6th Floor Training Room 679**, Clark County Public Service Center, 1300 Franklin Street, Vancouver, Washington.

A G E N D A

- I. Call to Order and Approval of November 15, 2013, Minutes, Action
- II. 2014-2017 Transportation Improvement Program Administrative Modifications
- III. Public Participation Plan Update, Action
- IV. 2014 Federal Obligation
- V. MAP-21 Implementation, Update
- VI. Other Business
 - A. RTAC Members
 - a. TIB Project Selection: Lessons Learned
 - B. RTC Staff
 - a. STIP Management
 - b. Safety Plan
 - c. RTC Director

**Materials available at meeting*

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

20131220_RTAC_Agenda.docx

An advisory committee to:

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Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
November 15, 2013

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, November 15, 2013, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington. Dean Lookingbill, RTC, Transportation Director, served as Chair for the meeting. Those in attendance follow:

Katy Brooks	Port of Vancouver
Jennifer Campos	City of Vancouver
Jim Carothers	City of Camas
Rob Charles	City of Washougal
Mike Clark	WSDOT
Lynda David	RTC
Bob Hart	RTC
Mark Herceg	City of Battle Ground
Bryan Kast	City of Ridgefield
Dean Lookingbill	RTC
Mike Mabrey	Clark County
John Mermin	Metro
Dale Robins	RTC
Tom Shook	C-TRAN
Bill Wright	Clark County

Dean Lookingbill, RTC, asked for any changes or corrections to the October 18, 2013, meeting minutes.

MIKE CLARK, WSDOT, MOVED FOR APPROVAL OF THE OCTOBER 18, 2013, MEETING MINUTES, AND BILL WRIGHT, CLARK COUNTY, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

II. Metro 2014 RTP Update, Discussion

Dean Lookingbill, RTC, introduced John Mermin, a Senior Transportation Planner with Metro. An information sheet on Metro's 2014 RTP update and a Staff Report describing the RTP work program were distributed. John provided a PowerPoint presentation on the 2014 long-range RTP update. John explained the 2014 RTP update will be limited in scale. The Climate Smart Communities work will be integrated into the 2018 RTP update.

John reviewed the outcomes the RTP helps to achieve including vibrant communities, equity, economic prosperity, clean air and water, transportation choices and regional climate change leadership. John explained federal law requires RTP at least every 4 years and Metro's current RTP expires in September 2014. The update will respond to federal transportation act, MAP-21

requirements as well as other requirements such as Environmental Justice and Title VI updated planning requirements, National Highway System and performance measurement. The Plan update also responds to state requirements and will reflect updated corridor plans and local Transportation System Plans as well as regional initiatives such as the Active Transportation Plan policies including pedestrian and bicyclist enhancements to improve safety and comfort and recommendations of the Regional Safety Plan.

John reviewed the tight timeline for the 2014 RTP update. By December 2013 locals and ODOT are to submit updated project lists to Metro, policies need to be updated and there is ongoing collaboration with Metro's equity initiative. By the end of March 2014, system performance modeling will be complete and a draft RTP update released for public review. By July 2014, air quality conformity analysis will be complete and the RTP update will be adopted and submitted to USDOT and Oregon Department of Land Conservation and Development (DLCD).

RTAC members asked questions on whether the CRC will be included in the list of projects. John said Metro is awaiting a December update from the State of Oregon. Regarding revenues, John said Washington County has a strong local funding program and its revenue projection is up but ODOT's is down compared with the revenue projection used in the current RTP. John reported Metro staff will attend EJ training at PSU on Monday, November 18 and is working on equity initiatives and a methodology to use for the RTP and TIP.

III. Metropolitan Transportation Plan Capital Facilities Review, Discussion

Lynda David, RTC, reviewed the Memo included in meeting packets saying that the demographic forecasts were included on page 1 and, on page 2, Table 2 summarizes the various growth and transportation network combinations with either 2035 slower growth or MTP levels of 2035 growth forecast with either committed or MTP transportation networks. Lynda explained that the attached regional travel forecast model results focused on each of the 2035 forecast scenarios.

Lynda re-capped the purpose of the MTP CFP review. The slower growth forecast is used to look at where there are critical regional transportation system links that have significant capacity issues even with the 2035 lower demographic forecast than was used in the December 2011 adopted Metropolitan Transportation Plan (MTP). Lynda said that attached is a table showing volume to capacity (v/c) results for each of the four 2035 scenarios. Lynda cautioned that the v/c ratios focus only on congestion yet there are many reasons for transportation project needs including bridge rebuild, bringing roads up to urban standards as well as safety projects. Lynda also cautioned that the v/c ratios come from a regional travel forecast model rather than detailed corridor planning. Even on segments of road with a high v/c ratio, traffic volumes and delay should also be considered when determining the most critical needs.

Dean said that data analysis would be summarized for the RTC Board meeting in December with preparation of a map to show where the most congested segments of regional highway system are forecast to be even with a 2035 slower growth. Mike Mabrey, Clark County, commented that the information is very useful for the County as staff begins work on the Comprehensive Plan update.

IV. Proposed 2014 RTC Work Plan, Discussion

Dean Lookingbill, RTC, directed members to review the Memo in RTAC meeting packets with attached draft 2014 RTC Work Plan. Dean said the draft Work Plan was presented to the RTC Board meeting at the November 5 meeting. Dean said the significant work element in 2014 will be the Regional Transportation Plan update and working in coordination with the County on update to the County's Growth Management Plan. Mike Mabrey, Clark County, said the County will be going to the Board of County Commissioners with the suggestion to use the 2035 slower growth population forecast consistent with the forecast RTC has used in 2013 to review capital facility needs. MAP-21 compliance will also be a significant work effort to ensure performance measurement and management requirements are met. Dean commented that the enhanced NHS now includes principal arterials but WSDOT determines NHS funding.

Dean reviewed other anticipated 2014 work elements including the I-205 Access and Operational study, Human Services Transportation Plan update, continuation of Vancouver Area Smart Trek (VAST) and Transportation System Management and Operations (TSMO) efforts including use of blue tooth data and how to actively manage the traffic data stream. In addition, RTC will work with Metro to reconvene the Bi-State Coordination Committee, update the Congestion Management Process, and continue to provide Regional Travel Demand Modeling services. There was some discussion of a 2-hour versus 1-hour peak and how a 2-hour peak might be useful to traffic engineers because the Highway Capacity Manual still focusses on 1 hour. Dean said RTC will soon be launching an updated website which will be previewed for the Board at the December 3 RTC Board meeting.

V. Urban Area Federal Functional Classification Review and Update, Discussion

Lynda David, RTC, outlined the RTAC packet memo. She said this item was placed on the agenda to ensure affected jurisdictions were working to update the federal functional classification system resulting from changes to the Urban Area Boundary approved by FHWA in June 2013. She said the affected jurisdictions are Clark County, Vancouver, Battle Ground, Camas and Washougal.

Lynda encouraged the affected jurisdictions to follow the web-link included in the Memo to access WSDOT's website where there is an updated UAB map for the Vancouver Urban Area Boundary. Cities are asked to submit any changes to WSDOT by the December 5 deadline. She said Clark County is probably most affected by the changes to the Highway Urban Area Boundary because not only does the County have to change some facilities from rural to urban but, because of an updated 2010 U.S. Census methodology, Hockinson now reverts back to rural. Hockinson had been an urban place following the 2000 U.S. Census requiring all roads within to be functionally classified as urban; they now revert back to rural.

Bill Wright, Clark County, suggested all peripheral roads should be given a rural classification because they would be eligible for CRAB and RAP funds. Lynda David, RTC, reminded rural minor collectors are not eligible for federal funding. Lynda said if anyone had questions they should contact her or Vernon Mitchell at WSDOT, Olympia.

VI. Other Business

A. RTAC Members

SE 20th Street/NW 38th Avenue, Camas – Jim Carothers reported the road is now open.

Timmen Road, La Center area and NE 88th Street (St John's to Hazel Dell Ave.) – Bill Wright, Clark County, announced that the Timmen Road project is done and 88th Street is now open to traffic.

Clark County Comprehensive Plan Update – Mike Mabrey reported on the status of the Comp. Plan scheduled for update by June 2016. He said the Board of County Commissioners will soon be asked to approve a proposed public participation plan, a population projection for 2035 and a proposed scope of work.

B. RTC Staff

Public Participation Plan, Status – Lynda David, RTC, said the Public Participation Plan draft reviewed at the October 18 RTAC meeting was reviewed by the RTC Board and released for the 45-day minimum public comment period. The draft Public Participation Plan is now posted on RTC's website and the public comment period will close on December 30. The Plan update will go to the RTC Board for adoption at the Board's January 7, 2014 meeting.

TIB Grant Awards – Dale Robins, RTC, reported TIB grants will be awarded on November 22. This will be the first grant awards using the TIB's updated project evaluation criteria. RTAC member discussed project applications from this region including the County's application for 72nd Avenue and 119th Street, Vancouver's application for Columbia Way and Battle Ground's application for South Parkway.

Washington State Freight Mobility Plan: Project Submittal – Dale Robins, RTC, explained that a Memo in RTAC meeting packets listed the projects submitted from the Clark County Metropolitan Planning Organization (MPO) region. He said WSDOT is following up and in some cases is asking for additional information.

Legislative Transportation Package – Dean Lookingbill, RTC, reported the special session held earlier in November failed to reach a decision on a transportation package. RTAC members discussed the package and the lack of key transportation projects needed in Clark County. The RTC Board had reviewed and adopted a set of 10-year priority projects back in 2012. Dean said the Legislative Joint Transportation Committee will meet in Vancouver on November 19.

The meeting was adjourned at 10:22 a.m. The next meeting will be Friday, December 20, 2013.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: December 13, 2013
SUBJECT: 2014-2017 Transportation Improvement Program Administrative Modifications

INTRODUCTION

All regionally significant projects must be listed in the metropolitan Transportation Improvement Program (TIP), which in turn becomes a part of the State Transportation Improvement Program (STIP). As a new STIP is implemented in January of each year, it often becomes necessary to correct the TIP to reflect any changes that have occurred since the draft TIP was adopted in October.

The following corrections to the 2014-2017 TIP are all Administrative Modifications within the RTC TIP administration process, as these corrections include the addition of projects programmed in a previous version of the TIP and the deletion of a project. Administrative Modifications require approval of the RTC Transportation Director and notification of RTAC. Since no action is required by the RTC Board, these corrections can be sent to WSDOT for inclusion in the January STIP amendment.

The following projects will be amended in the 2014-2017 TIP:

- Camas, NW Friberg St. and Goodwin Rd. Street Improvements – Program \$2.9 million in State funds for Right of Way and Construction. Project was listed in previous TIP.
- Camas, NW 18th Av. Bike and Pedestrian Trail – Program \$20,000 in TAP funds for Preliminary Engineering. Project phase was delayed from 2013 and needs to be reprogrammed in the 2014 TIP.
- Clark County, Highway 99 Corridor Improvements – Preliminary Engineering \$1 million STP. Project will be removed from the TIP, because funds were obligated in November 2013.
- Vancouver, 162nd Avenue Fiber and Communications Project – Program \$282,000 in CMAQ funds for Construction. Project phase was delayed from 2013 and needs to be reprogrammed in the 2014 TIP.

The corrected STIP records for each project are attached.

Attachments

20131220_RTAC_TIPModification.docx

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Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

December 12, 2013

County: Clark

Agency: Camas

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.
16			01-2013	28	0.330	CE	No	NW Beech Street	SE 201st Avenue	314,920	14-01

NW 18th Avenue Bike and Pedestrian Trail Link

Install bike and pedestrian link within existing right-of-way from NW Beech Street to SE 201st Avenue

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code	State Funds			
PE	2014		TAP(UL)		20,000	0	44,420	64,420
CN	2015		TAP(UL)		200,000	0	50,500	250,500
Project Totals					220,000	0	94,920	314,920

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	64,420	0	0	0	0
CN	0	250,500	0	0	0
Totals	64,420	250,500	0	0	0

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

December 12, 2013

County: Clark

Agency: Camas

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.
16	9906(036)		02-2012	04	0.830	CE	Yes	NW Lake Rd	NW Camas Meadows Dr	5,145,000	14-01

NW Friberg St and Goodwin Rd Street Improvements

Improve to urban standards with three lanes, sidewalks, storm system, illumination, and utilities.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2014			0	OTHER	50,000	0	50,000
CN	2014			0	OTHER	2,862,000	600,000	3,462,000
Project Totals				0		2,912,000	600,000	3,512,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
RW	50,000	0	0	0	0
CN	3,462,000	0	0	0	0
Totals	3,512,000	0	0	0	0

		Federal Funds	State Funds	Local Funds	Total
Agency Totals for Camas		220,000	2,912,000	694,920	3,826,920

Washington State S. T. I. P.

2014 to 2017

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

December 12, 2013

County: Clark

Agency: Vancouver

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	4451(013)		WA-02749	24	0.800	CE	No	Poplar Street	NE Fourth Plain Boulevard	377,167	14-01

162nd Avenue Fiber and Communications Project

Installation of fiber and communications hardware. Prior = \$50,867

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
CN	2014	CMAQ		282,000		0	44,300	326,300
Project Totals				282,000		0	44,300	326,300

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	326,300	0	0	0	0
Totals	326,300	0	0	0	0

Agency Totals for Vancouver	Federal Funds		State Funds	Local Funds	Total
		282,000	0	44,300	326,300



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: December 13, 2013
SUBJECT: **Public Participation Plan Update, Action**

INTRODUCTION

At the October meeting, RTAC members reviewed a draft of RTC's Public Participation Plan update and decided the draft Plan should be forwarded to the RTC Board with the recommendation the Board approve its release for a mandatory 45-day public comment period. At the December meeting, RTAC is asked to recommend the draft Public Participation Plan update be forwarded to the RTC Board for adoption. A copy of the draft Public Participation Plan is attached.

BACKGROUND

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. Policies and guidance for public outreach and participation are outlined in RTC's Public Participation Plan. Periodic review and update of RTC's Public Participation Plan is a requirement of the federal metropolitan transportation planning process.

The updated Public Participation Plan addresses both federal and state requirements for public participation in RTC's transportation planning activities; RTC acting as both designated Metropolitan Planning Organization for the Clark County region and as state-designated Regional Transportation Planning Organization for the Clark, Klickitat and Skamania County region. The PPP documents RTC's commitment toward providing opportunity for public participation and sets in place RTC Board policy to allow for public comment and input in the transportation planning process.

The key essentials for public outreach and participation, as required by federal and state transportation laws, are reflected in the updated Public Participation Plan. These essentials include the need for RTC to ensure early and continued public awareness of and access to the transportation decision-making process in the region. There must be commitment to publish, or make available for public view, transportation plans and Transportation Improvement Programs and to hold public meetings at convenient and accessible times and locations. Plans and programs should be understandable with visualization techniques used to simplify concepts where possible. The public and stakeholders should be involved in development of the Public Participation Plan and there must be a minimum 45-day public comment period before adoption of the Public Participation Plan or any updates. The updated Plan has been drafted to better reflect current practices for public involvement,

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consultation with interested parties, interagency consultation, and better describes RTC's existing governance and operations.

RTC's initial Public Involvement Plan was adopted in July 1994 and updated as the Public Participation Plan in October 2001 and August 2007. The process to develop the 2013/14 update included a review of the regulatory basis for public involvement, review of RTC's public outreach and participation practices, review of other Public Participation Plans, review and input by RTAC and the RTC Board, and circulation to stakeholders, public and consultation agencies. Once the Public Participation Plan was drafted, the Regional Transportation Advisory Committee reviewed the draft at the October 18 meeting. Subsequently, the RTC Board reviewed the draft PPP at its November 5 meeting, made some suggestions to improve on the draft and approved its release for public comment. Following the RTC Board meeting, the draft PPP was released on November 14 for a required 45-day public comment period. A media release was issued and notices of its release for public comment were published in local newspapers including the Columbian, the Battle Ground Reflector, the Camas Post Record, the El Hispanic News and the Skanner. Public comment was solicited through the Clark County and City of Vancouver network of neighborhoods. The draft Public Participation Plan was made available at branches of the Fort Vancouver library system and at Camas library and the draft PPP was posted to RTC's website. A member of the public acknowledged the draft Public Participation Plan update during citizen comment time at the December 3 RTC Board meeting but made no suggestion for changes. Comments from the Federal Highway Administration are anticipated within the next week.

POLICY IMPLICATION

Periodic update of the Public Participation Plan is a requirement of the federal transportation act and Washington state laws. This Public Participation Plan provides information on RTC's organization, on RTC's transportation planning program, addresses how RTC will conduct public outreach, involvement and participation and how the Plan will be periodically evaluated. RTC continues its commitment to publish, or make available for public view, transportation plans, and transportation improvement programs (TIPs), and to hold public meetings at convenient and accessible times and locations. The Public Participation Plan covers both federal and state requirements for public participation in transportation planning activities of RTC as the designated Metropolitan Planning Organization for the Clark County region and as state-designated Regional Transportation Planning Organization for the Clark, Klickitat and Skamania County region. The public participation process must be periodically reviewed and updated to ensure early and continued public awareness of, and access to, the transportation decision-making process. The law requires a 45-day public comment period prior to adoption of the Public Participation Plan and prior to adoption of any updates to the Plan.

BUDGET IMPLICATION

Public participation activities are programmed within the Regional Transportation Program Coordination and Management element of RTC's Unified Planning Work Program (UPWP).

Revenue sources for this element are a combination of Federal Highway Administration and Federal Transit Administration planning funds together with local matching funds and state Regional Transportation Planning Organization funds.

RTAC ACTION REQUESTED

RTAC is asked to recommend adoption of RTC's updated Public Participation Plan by the RTC Board at the Board's January 7, 2014 meeting.

Attachment: Draft Public Participation Plan



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: December 13, 2013
SUBJECT: 2014 Federal Obligation

INTRODUCTION

As RTAC members are aware, WSDOT has placed additional responsibility on MPO's to ensure obligation of the local share of the Federal Highway (FHWA) program. The local Federal Highway program includes the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Transportation Alternatives Program (TAP). This policy can be characterized as a "use it or lose it" policy. The policy requires that by August 1st of each year that each MPO must obligate 100 percent of their regional obligation authority target or funds could be lost.

WSDOT is in the process of establishing final 2014 Obligation Targets. The total available federal allocation will be just under \$8 million for the Clark County region, of which the region obligation target will be approximately \$6 million. Between October and November the region obligated just over \$1 million in local federal funds. The region must obligate an additional \$5 million by August 1, 2014.

The purpose of this memorandum is to review the regional obligation strategies and discuss which projects will be obligated prior to August 1, 2014. Please come to the December RTAC meeting prepared to discuss when projects will be obligated by your agency in 2014.

OBLIGATION STRATEGIES

To ensure that our region meets our obligation target, several regional obligation strategies were implemented in 2013:

- Local agencies will notify RTC when projects are implemented (obligated) or closed with federal funds unused (de-obligated).
- Encourage early implementation of projects.
- Revised project delay policy to allow only a one year project delay.
- Consider project implementation in project programming.

2014 OBLIGATION DEADLINES

The following projects must be obligated by August 1, 2014:

- Battle Ground, Chelatchie Prairie Rails with Trails – Preliminary Engineering \$50,000 TAP, *Needs to be added to 2014 TIP*
- Camas, NW 38th Avenue/SE 20th Street Phase 2 – Construction \$1.1 million STP

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- Camas, NW 18th Avenue Bike and Pedestrian Trail – Preliminary Engineering \$20,000 TAP, ***Needs to be added to 2014 TIP***
- Clark County, NE 119th Street (72nd Av. to 87th Av.) – Construction \$2.0 million STP
- Vancouver, SE 1st Street (162nd Av. to 192nd Av.) – Right of Way \$1 million STP
- Vancouver, Main/Columbia TSO – Construction \$855,000 CMAQ
- Vancouver, Evergreen Highway Trail – Right of Way and Construction \$786,000 TE
- Vancouver, 162nd Avenue Fiber and Communications – Construction \$282,000 CMAQ, ***Needs to be added to 2014 TIP***
- Washougal, Evergreen/32nd St. Intersection – Right of Way \$55,000 STP
- WSDOT, SR-503 Traveler Information – Construction \$699,000 CMAQ

The City of Vancouver must submit an implementation plan prior to August 1, 2014 for the Evergreen Highway Trail project as a mitigation measure to carry construction funds into 2015.

The following projects must demonstrate full funding in 2014, with obligation of construction funds by August 1, 2016:

- Port of Ridgefield, Pioneer Street Rail Overpass – Construction \$1.4 million STP-Rural, **Must demonstrate full funding by September 2014**
- Vancouver, NE 18th Street (Four Seasons to 136th Av.) – Construction \$3 million, ***Must Demonstrate full funding by December 2014***

OTHER OBLIGATION

Projects with an August 1, 2014 obligation deadline were listed above. However, agencies may anticipate obligating other projects in 2014. Please come to the December RTAC prepared to report on any additional STP or CMAQ projects that will be obligated prior to August 1, 2014.

BEFORE AND AFTER STUDIES

Projects that obligate funds beginning in FY 2014 are required to complete a Before and After Analysis. The final product will be a brief report that includes project goals and analysis of performance measures for accomplishment of project goals. This final report should be no more than a few pages long and are due to RTC 18 months after project completion. The Before and After Analysis is intended to improve communication of information to decision-makers, stakeholders, and the general public.

RTC does not define goals or performance measures, but leaves flexibility to local agencies to develop project-relevant goals and performance measures. As part of the federal transportation legislation (MAP-21) national, state, and regional goals and performance measures will be developed in 2014 and could serve as a basis for developing project goals and performance measures. The federal program will focus on the following national goals: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: December 13, 2013
SUBJECT: **MAP-21 Implementation, Update**

INTRODUCTION

The December RTAC meeting will include an agenda item to share information on the status of implementation of the federal transportation act, MAP-21. We plan to discuss the timeline for rulemaking, the primary freight network (PFN) and the National Highway System.

NOTICES OF PROPOSED RULE MAKING:

The following table includes the expected timeline for Notice of Proposed Rule Making (NPRM) related to MAP-21:

Notices of Proposed Rule Making: Anticipated Timeline	
Rule	Expected
Highway Safety Program Grants	Complete
FTA (Transit State of Good Repair and Transit Safety Plan)	Comments due Jan. 2, 2014
CMAQ Program Interim Guidance	Comments due Jan. 13, 2014
Metropolitan and Statewide Planning (Rule 28)	Feb. 3, 2014
Safety Performance Measure (Rule 26)	Feb. 3, 2014
Highway Safety Improvement Program (Rule 32)	Feb. 3, 2014
CMAQ Weighting Factors (Rule 34)	April 25, 2014
Pavement/Bridge Performance Measure (Rule 29)	May 1, 2014
Asset Management Plan (Rule 33)	May 1, 2014
System Performance Measure (Rule 30)	May 1, 2014

Of particular interest to RTC are rules providing direction on implementation of performance measures.

FREIGHT PRIMARY FREIGHT NETWORK:

MAP-21 included language requiring designation of a Primary Freight Network. USDOT's goal is to designate a highway Primary Freight Network (PFN) that will improve system performance, maximize freight efficiency, and be effectively integrated with the entire freight transportation system, including non-highway modes of freight transport.

USDOT has posted details of the draft initial highway PFN, including the 26,966-mile draft highway PFN map, the 41,518-mile comprehensive map, State maps and lists of designated routes, tables of mileage by State, and information regarding intermodal connectors and border crossings. In Clark County, the PFN includes I-5 and I-205 with an intermodal connector on SR-501 to the Port of Vancouver. Information on the National Freight Network can be found at:

<http://ops.fhwa.dot.gov/freight/infrastructure/nfn/index.htm>

Additional website links of interest include the Notice website at:

http://www.archives.gov/federal_register

and docket for comments at:

<http://www.regulations.gov>

NATIONAL HIGHWAY SYSTEM:

In January 2013, an RTAC agenda focused on MAP-21's National Highway Performance Program (NHPP), the funding program that funds the National Highway System (NHS). As of October 1, 2012, per MAP-21, all arterials having a federal functional classification of Principal Arterial were added to the NHS system which increased the NHS in Clark County from about 78.5 centerline road miles to about 148.5 centerline road miles. Since then, local partners have learned of additional requirements due to Principal Arterials being added to the NHS and want to consider requesting changes to the Federal Functional Classification System to remove some roads from the NHS. At the December RTAC meeting, we would like to share your experiences of the NHS under MAP-21 and consider a timeline for any change requests.