



The Regional Transportation Advisory Committee meeting will be held on **Friday, January 15, 2016**, 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 December 18, 2015 Minutes, Action
- II. 2016 – 2019 TIP Amendment: City of Battle Ground, Action
- III. 2016 – 2019 TIP Amendment : Bus On Shoulder Study, Action
- IV. FY 2017 UPWP: Overview and Timeline, Discussion
- V. RTC's Certification Process for Local Comprehensive Growth Management Plans: Draft Guidance Document, Discussion
- VI. Regional Grant Funding Process Review, Discussion
- VII. Federal Legislative Update: FAST Act
- VIII. BOS Project Update, Discussion \*
- IX. Other Business
  - A. RTAC Members
  - B. RTC Staff

*\*Materials available at meeting*

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

20160115\_RTAC\_Agenda.docx

An advisory committee to:

**Southwest Washington Regional Transportation Council**

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**Regional Transportation Advisory Committee (RTAC)  
Meeting Minutes  
December 18, 2015**

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

The Meeting of the Regional Transportation Advisory Committee was called to order on Friday December 18, 2015, at 9:00 a.m. in the Public Service Center 6<sup>th</sup> Floor Training Room, 1300 Franklin Street, Vancouver, Washington by Matt Ransom, RTC Executive Director. Those in attendance follow:

Gary Albrecht	Clark County
Andrew Beagle	WSDOT
Ken Burgstahler	WSDOT
Jim Carothers	Camas
Lynda David	RTC
Jim Hagar	Port of Vancouver
Roger Hanson	C-TRAN
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	Battle Ground
Colleen Kuhn	Human Services Council
Stephanie Millar	ODOT
Chris Malone	Vancouver
Shamus Misek	WSDOT
Matt Ransom	RTC
Dale Robins	RTC
Patrick Sweeney	Vancouver
Shann Weishaar	RTC
Susan Wilson	Clark Council

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

**KEN BURGSTAHLER, WSDOT, MOVED FOR APPROVAL OF THE NOVEMBER 20, 2015 MEETING MINUTES AND SUSAN WILSON, CLARK COUNTY, SECONDED THE MOTION. THE MOTION PASSED UNANIMOUSLY.**

**II. 2016-2019 TIP Amendment: WSDOT, Adoption**

Dale Robins, RTC, indicated that WSDOT is proposing to add two new projects to the 2016-2019 TIP that will program \$5.2 million to improve and maintain the transportation system. The projects include the following: I-5/Ridgefield Port of Entry-Scalehouse Reconstruction (\$4,700,000) and the I-5/Woodland Vicinity at Horseshoe Lake-Upgrade Pump System (\$493,919). The amendment is consistent with the Congestion Management Process, air quality requirements, and is financially constrained. This amendment meets the goals of the Regional

Transportation Plan (RTP) by enhancing the regional transportation system. This amendment will program approximately \$5.2 million in federal and local match for improvements on the state highway system in Clark County. RTAC is asked to recommend adoption of the TIP amendment to the RTC Board at their January 2016 meeting.

JIM CAROTHERS, CITY OF CAMAS, MOVED FOR A MOTION TO APPROVE THE 2016-2019 TIP AMENDMENT FOR THE WSDOT I-5/RIDGEFIELD PORT OF ENTRY-SCALEHOUSE RECONSTRUCTION AND THE I-5/WOODLAND VICINITY AT HORSESHOE LAKE-UPGRADE PUMP SYSTEM. THE MOTION WAS SECONDED BY KEN BURGSTAHLER, WSDOT, AND APPROVED UNANIMOUSLY TO FORWARD TO THE RTC BOARD FOR ADOPTION AT THEIR JANUARY 2016 BOARD MEETING.

### **III. Practical Solutions – Andrew Beagle, WSDOT**

Andrew Beagle, WSDOT, presented a Power Point on WSDOT's Practical Design. WSDOT is working towards what needs to be done to address system and performance targets. There was some RTAC discussion about the new policy that is leaning towards coming up with solutions for existing problems and having a focus on a 5-10 year design period. RTAC discussed what will be done about projects, such as bridges, that need to have a longer, perhaps 15-20 year, focus. RTAC also discussed issues regarding a 20 year land supply. Andrew indicated that the new Design Plan has a Context Chapter so when WSDOT talks about context they need to decide whether or not they are going to design for an existing context or a future context. WSDOT needs all to be patient in transitioning to the Practical Solutions approach. WSDOT is hopeful this process will help to spread the money out further addressing transportation problems with smaller projects. There were more questions regarding sustainable safety and how WSDOT will deal with the public being upset with these incremental, shorter-term solutions. WSDOT is working towards the safest and most efficient means for transportation and is thinking of design in terms of performance rather than in terms of standards; moving towards a more practical approach to road projects. WSDOT's updated Design Manual, incorporating Practical Design, was published in November 2015. FHWA has met with WSDOT, has been on board along the way and has approved WSDOT's practical design plan.

### **IV. Washington State Public Transportation Plan – Shamus Misek – WSDOT**

Shamus Misek, WSDOT Olympia, handed out WSDOT's folio on the Washington State Public Transportation Plan 2015-2035. WSDOT and their transportation partners are trying to encourage and solicit input on the Plan through public engagement and have been sending WSDOT staff out to visit agencies. WSDOT wants to let Washington know of the need to take a new look at how transportation needs are addressed and served. The four key public transportation challenges in Washington State are demand, congestion, funding and disruptive change. The proposed statewide public transportation goals are thriving communities, access, adaptive transportation capacity and customer experience. Shamus informed the Committee of ways to submit comments on the plan to WSDOT. The Plan has a two and a half month period for comments and WSDOT is looking for input. Matt Ransom, RTC Executive Director,

encouraged all to review the plan and get comments to WSDOT. The Washington State Public Transportation Plan can be viewed at [WATransPlan.com](http://WATransPlan.com).

#### **V. Corridor Sketch Initiatives – Ken Burgstahler, WSDOT**

Ken Burgstahler, WSDOT, handed out a flyer on WSDOT's Corridor Sketch Initiative, Implementing Least Cost Planning. The Corridor Sketch Initiative is a new way for WSDOT to work jointly with partners to capture and document consistent baseline information about each transportation corridor around the state in order to inform future investment decisions. WSDOT will be looking for the community to provide input on corridors and there will be Open Houses to encourage community input, including input on safety and crashes where the available crash data may not convey the full picture. Ken is the contact for comments and ideas. All agencies need to make sure they get all future planning projects to WSDOT so that WSDOT is able to add these projects to the Practical Design and the Corridor Sketch Plan. Matt Ransom, RTC Director, asked about the list of the 35-36 corridors that WSDOT has identified. Ken indicated he would email the lists to RTC and RTC can forward to RTAC members.

#### **VI. RTC's Certification Process for Local Comprehensive Growth Management Plans: Update, Discussion**

Lynda David, RTC, gave an update on the GMA Certification Process. RTC will be contacting RTAC members and GMA planners relating to the GMA Certification Process and particularly regarding Level of Service (LOS) in early January. RTC will be presenting background to the GMA Certification Policy and requirements of RTC as RTPO for the region at the RTC Board meeting in January 2016. RTAC will review the updated Certification Guide with RTAC in January and the draft Guide will be presented at the February RTC Board. A request for Board action to approve RTC's Certification Policy and Process is anticipated to be on the Board's March agenda.

#### **VII. 2016 Federal Obligation, Discussion**

Dale Robins, RTC, said that as the MPO for the Clark County region, RTC is responsible for selecting and programming projects for the local share of the federal highway program. This includes STP, CMAQ and TAP funds. The State has a new policy this year that no region can go more than two (2) years over their allocation of federal funds. This region is already about one year ahead. If the region hits the two year limit it could mean that no more projects could go forward without doing advanced construction unless more obligation capacity frees up. As the region is close to reaching its obligation cap, RTC is asking agencies to verify which projects will be obligated in 2016. Based on dates provided on RTC grant applications, the staff report includes a list of projects that are required to be obligated by August 1, 2016. When combined with additional projects planned for 2016, Dale calculates the region will obligate approximately \$12 million and will get us close to the two-year obligation limit. RTAC members discussed if the region should limit which projects can proceed. RTAC requested that RTC prepare a four-year project obligation estimate to determine when the region will hit the two-year limit.

## VIII. Other Business

### A. RTAC Members

Stephanie Millar, ODOT, asked if a consultant had been selected for the Bus on Shoulder (BOS) study. Bob Hart, RTC, said they are working on the final consultant selection. A Draft Scope and Budget will be available in early 2016.

### B. RTC Staff

- a. Dale Robins announced there were two projects obligated in 2015 and therefore need to be removed from the 2016-2019 TIP. They include the City of La Center's LED sign at Stonecreek and Clark County's Carty Road reconstruction project. Also, the Washougal 34<sup>th</sup> Street Safe Routes to School project needs to be changed from federal to state funding. All three changes have been approved by RTC's Director and will be processed.
- b. TIB Funded Projects. Dale Robins said the RTAC packet includes a memo listing projects that were awarded TIB grants in November.
- c. January 6, 2016, Safe Routes to Schools Workshop – Lynda David reminded RTAC of the upcoming workshop in Clark County and need for registration.
- d. Lynda also talked about the December 15 Safe Routes to Schools webinar which focused on bikeability. The webinar is now available through a link on WSDOT's website at: <http://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/>
- e. Lynda David, RTC, reported that TIB is working on the Complete Streets Program. Dale Robins said it appears TIB will likely select Complete Street projects in 2016 using the first round of Connecting Washington funds. Jurisdictions will need to have a Complete Streets policy in place to be eligible for funding from the Program.
- f. Lynda also reminded that an e-mail requesting input to the FY2017 UPWP was sent out to planning partners yesterday. The FY 2017 UPWP covers July 1, 2016 through to June 30, 2017. A UPWP draft is being prepared by RTC staff. The draft document must be complete by January 28<sup>th</sup> in preparation for RTC's Federal & State review of the FY2017 Work Program to be held on February 18<sup>th</sup>, 2016. WSDOT SW Region and C-TRAN will need to be in attendance at the February 18<sup>th</sup> review meeting.
- g. Approved FY 2016 Work Plan: Matt Ransom, Director, announced that the Annual Report is included in the meeting packet and that the RTC Board approved the 2016 Work Program at the December 1 Board meeting. Matt said he will want RTAC's

input on how to start dialogue about bridges with the Bi-State Coordination Committee next year. RTC will also be doing preparation for their four (4) year MPO Certification review to be held in fall 2016.

- h. Matt announced that the FAST Act was signed by the President on December 4<sup>th</sup> which provides 5 years of transportation funding. Congress has funded the 1<sup>st</sup> year and will be hopeful they fund the additional four (4) years.

The meeting adjourned at 11.49 a.m. The next meeting will be Friday, January 15, 2016.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** January 8, 2016  
**SUBJECT:** 2016-2019 TIP Amendment: Battle Ground

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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).

WSDOT and Battle Ground have agreed to move the \$7.7 million Connecting Washington (CWA) SR-502 Main Street Project from Washington State Department of Transportation to the City of Battle Ground. Battle will use the Connecting Washington funds to complete seven projects in the vicinity of SR-502 and SR-503. This amendment will make the following Changes:

#### Remove:

- SR-502/SR-503 Vic. – Roadway Improvements, WSDOT (\$7.7 million)

#### Add:

- NW 12<sup>th</sup> Avenue/NW 1<sup>st</sup> Street Right Turn Lane, Battle Ground (\$30,000)
- NW 15<sup>th</sup> Avenue/W Main Street Intersection Improvements, Battle Ground (\$85,000)
- NW 5<sup>th</sup> Street, Battle Ground (\$200,000)
- NW 5<sup>th</sup> Way Extension, Battle Ground (\$1,000,000)
- SW 1<sup>st</sup> Way Improvements, Battle Ground (\$1,200,000)
- West Main Left Turn Pocket Re-Alignment, Battle Ground (\$50,000)

#### Amend:

- SR-502/SR-503 Right Turn Lanes, Battle Ground (Add \$2,100,000 CWA funds)

Additional Connecting Washington funds are programmed on these projects outside of the 2016-2019 STIP period.

The attached STIP project record report provides additional information on each project.

RTAC is asked to recommend adoption of the TIP amendment by the RTC Board. This amendment is found to be consistent with all state and federal requirements.

**2016-2019 TIP Amendment: Battle Ground**

**January 8, 2016**

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**POLICY IMPLICATION**

This amendment is consistent with the Congestion Management Process, air quality requirements, and is financially constrained. This amendment meets the goals of the Regional Transportation Plan (RTP) by enhancing the regional transportation system.

**BUDGET IMPLICATION**

Action on this amendment will move \$7.7 million in state Connecting Washington funds from Washington State Department of Transportation to the City of Battle Ground for improvement in the vicinity of SR-503/SR-502 intersection.

*Attachment*

20160115\_RTAC\_TIPAmend-BG.docx

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 8, 2016

County: Clark

Agency: Battle Ground

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.
00			BG11-08e	03	0.050	CE	Yes	NW 2nd Street	NW 1st Street	500,000	16-02

NW 12th Avenue/NW 1st Street Right Turn Lane

Add a southbound right turn lane at the intersection of NW 12th Avenue and NW 1st Street.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2019			0	CWA	30,000	0	30,000
<b>Project Totals</b>				<b>0</b>		<b>30,000</b>	<b>0</b>	<b>30,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	25,000	5,000
RW	0	0	0	0	20,000
CN	0	0	0	0	450,000
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,000</b>	<b>475,000</b>

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 8, 2016

County: Clark

Agency: Battle Ground

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.
00			BG11-08f	03	0.130	CE	Yes	NW 2nd Street	W Main Street	816,000	16-02

NW 15th Avenue/W Main Street Intersection Improvements

Widen road to four lanes with dual left turn lanes, storm drainage, sidewalks, street lighting, and landscaping.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2019			0	CWA	85,000	0	85,000
<b>Project Totals</b>				<b>0</b>		<b>85,000</b>	<b>0</b>	<b>85,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	70,000	15,000
RW	0	0	0	0	200,000
CN	0	0	0	0	531,000
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70,000</b>	<b>746,000</b>

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 8, 2016

County: Clark

Agency: Battle Ground

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.
00			BG11-08d	01	0.500	CE	Yes	SR 503	N Parkway Avenue	2,000,000	16-02

NW 5th Street

Construct new urban neighborhood collector, storm drainage, sidewalks, landscaping, signing, and bike lanes.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal Funds	State Fund Code			
PE	2019			0	CWA	200,000	0	200,000
<b>Project Totals</b>				<b>0</b>		<b>200,000</b>	<b>0</b>	<b>200,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	150,000	50,000
RW	0	0	0	0	300,000
CN	0	0	0	0	1,500,000
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	<b>1,850,000</b>

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 8, 2016

County: Clark

Agency: Battle Ground

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.
00			BG11-08a	01	0.100	CE	Yes	NW 5th Way	SR 503	1,000,000	16-02

NW 5th Way Extension

Extend NW 5th Way from its current terminus to SR 503; create a right in/right out at SR 503 and at NW 12th Ave & SR 502; extend left turn pocket at NW 15th Ave; remove signals at NW 12th Ave & SR 502.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
RW	2016			0		CWA	45,000	0	45,000
CN	2016			0		CWA	955,000	0	955,000
<b>Project Totals</b>				<b>0</b>			<b>1,000,000</b>	<b>0</b>	<b>1,000,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
RW	45,000	0	0	0	0
CN	955,000	0	0	0	0
<b>Totals</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 8, 2016

County: Clark

Agency: Battle Ground

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.
12			BG11-08	03	0.000	CE	Yes	SR 503	SR 503	2,391,400	16-02

SR 502/SR 503 Right Turn Lanes

Add dedicated right turn lanes to the North, East, and West legs of the intersection of SR 502 & SR 503

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2017		STP(UL)	143,900	CWA	210,000	22,500	376,400
RW	2018		STP(UL)	108,100	CWA	500,000	16,900	625,000
CN	2018			0	CWA	1,390,000	0	1,390,000
<b>Project Totals</b>				<b>252,000</b>		<b>2,100,000</b>	<b>39,400</b>	<b>2,391,400</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	200,000	176,400	0	0
RW	0	0	625,000	0	0
CN	0	0	1,000,000	390,000	0
<b>Totals</b>	<b>0</b>	<b>200,000</b>	<b>1,801,400</b>	<b>390,000</b>	<b>0</b>

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 8, 2016

County: Clark

Agency: Battle Ground

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.
00			BG11-08b	01	0.120	CE	Yes	SW 15th Avenue	SW 12th Avenue	1,200,000	16-02

SW 1st Way Improvements

New two lane road, storm drainage, sidewalk, landscaping, and street lighting.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2017	0		0	CWA	120,000	0	120,000
RW	2018	0		0	CWA	500,000	0	500,000
CN	2018	0		0	CWA	580,000	0	580,000
<b>Project Totals</b>				<b>0</b>		<b>1,200,000</b>	<b>0</b>	<b>1,200,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	120,000	0	0	0
RW	0	0	500,000	0	0
CN	0	0	400,000	180,000	0
<b>Totals</b>	<b>0</b>	<b>120,000</b>	<b>900,000</b>	<b>180,000</b>	<b>0</b>

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 8, 2016

County: Clark

Agency: Battle Ground

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			BG11-08c	03	0.250	CE	Yes	SR 503	W 8th Avenue	50,000	16-02

West Main Left Turn Pocket Re-Alignment

Realign left turn pockets for westbound to southbound at 503 and eastbound to northbound at NW 8th (Safeway); removes westbound left turn pocket west of 8th Ave.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code	State Funds			
PE	2017			0	CWA	15,000	0	15,000
RW	2018			0	CWA	10,000	0	10,000
CN	2018			0	CWA	25,000	0	25,000
<b>Project Totals</b>				<b>0</b>		<b>50,000</b>	<b>0</b>	<b>50,000</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	15,000	0	0	0
RW	0	0	10,000	0	0
CN	0	0	25,000	0	0
<b>Totals</b>	<b>0</b>	<b>15,000</b>	<b>35,000</b>	<b>0</b>	<b>0</b>

Federal Funds				State Funds	Local Funds	Total	
<b>Agency Totals for Battle Ground</b>				<b>252,000</b>	<b>4,665,000</b>	<b>39,400</b>	<b>4,956,400</b>



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** January 8, 2016  
**SUBJECT:** 2016-2019 TIP Amendment: Bus on Shoulder Feasibility Study

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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).

The Congestion Management Process has identified significant congestion at both the I-5 and I-205 Columbia River Bridges and recommended that the region consider near-term operational improvements where long-term improvements are delayed. Consistent with this finding, both the RTP and I-205 Access and Operations Study have recommended the further analysis of Bus on Shoulder operations in the I-205 corridor.

The Bus on Shoulder Feasibility Study will investigate and research the issues associated with potential implementation of Bus on Shoulder and determine its applicability. It will identify the technical and engineering considerations for Bus on Shoulder, including the identification of regulations, challenges and opportunities. The key result of the study will be to recommend to agency stakeholders whether the region should move forward with bus on shoulder operations.

RTC is proposing to add the Bus on Shoulder Feasibility Study to the 2016-2019 TIP, utilizing \$125,000 in unallocated CMAQ funds and matching C-TRAN funds.

The attached STIP project record report provides additional information on the project.

RTAC is asked to recommend adoption of the TIP amendment by the RTC Board. This amendment is found to be consistent with all state and federal requirements.

### POLICY IMPLICATION

This amendment is consistent with the Congestion Management Process, air quality requirements, and is financially constrained. This amendment meets the goals of the Regional Transportation Plan (RTP) by enhancing the regional transportation system.

### BUDGET IMPLICATION

Action on this amendment will program unallocated \$125,000 in regional CMAQ funds and at least \$19,509 in local C-TRAN funds to study bus on shoulders.

*Attachment*

20160115\_RTAC\_TIPAmend-BG.docx

An advisory committee to:

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Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

January 8, 2016

County: Clark

Agency: RTC

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.
11			WA-08771	18	15.700	CE	No	Region-Wide	Region-Wide	144,509	16-02b

Bus on Shoulder Feasibility Study

Investigate and research the issues associated with potential implementation of Bus on Shoulder.

**Funding**

Phase	Start Date	Federal	Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
PE	2019		CMAQ	125,000			0	19,509	144,509
<b>Project Totals</b>				<b>125,000</b>			<b>0</b>	<b>19,509</b>	<b>144,509</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	144,509	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>144,509</b>	<b>0</b>

	Federal Funds		State Funds	Local Funds	Total
<b>Agency Totals for RTC</b>	<b>125,000</b>		<b>0</b>	<b>19,509</b>	<b>144,509</b>



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Lynda David  
**DATE:** January 8, 2016  
**SUBJECT:** **FY 2017 Unified Planning Work Program: Overview and Timeline**

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### INTRODUCTION

The RTC Board of Directors adopted the 2016 Work Plan and accompanying 2016 Budget on December 1, 2015. We now need to move ahead to develop a draft FY 2017 Unified Planning Work Program (UPWP) to be reviewed by FHWA, FTA and WSDOT staff in February. FY 2017 runs from July 1, 2016 to June 30, 2017. The FY 2017 UPWP will use the last six months of RTC's 2016 Work Plan as the basis for the first six months of the FY 2017 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 2017 UPWP development and obtain feedback from RTAC.

### CY 2016 WORK PROGRAM PRIORITIES

RTC's calendar year 2016 Work Program, adopted by the RTC Board in December 2015, sets out a course for RTC's regional transportation planning, policy-setting, and project programming activities. The 2016 Work Program outlines (1) how RTC will address Emphasis Areas and (2) a strategy to continue the Core Functions expected of a regional transportation planning program in the upcoming year.

#### Emphasis Areas

The 2016 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 2016, the RTC will focus on several major initiatives as an outgrowth of ongoing work to implement the Regional Plan (2014), current mandates, strategic opportunities and federal program compliance. In addition, the work program will seek to continue growth of existing and building of new partnerships to help advance long-term regional transportation planning. These emphasis areas will provide an opportunity for focused attention on research, data collection,

policy analysis, and partnerships needed to inform future transportation system investments across the three-county RTC region. Continued collaboration with RTC's peer MPO (Metro) on issues of bi-state significance will be a point of emphasis for YR 2016.

Emphasis Areas for YR 2016 include: Regional Project Funding; 2035 Regional Transportation Plan Implementation; Major Studies: Bus on Shoulders; Regional Freight/Commerce Planning and Data Collection; FAST Implementation; Partnership Building; and Administrative Review and Update of key policy documents ahead of the fall 2016 MPO Certification Review.

### **Core Work Program**

The Work Program also provides a description of the core components, which focus on the continuing and comprehensive regional planning and collaborative decision making process 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 is informed by accurate data, research, analysis, and special program management, each of which is 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 and federal/state compliance of the regional transportation planning program.

### **FY 2017 UPWP FEDERAL AND STATE PLANNING EMPHASIS AREAS**

The FY2017 UPWP builds upon RTC's CY 2016 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 2017 include transition from MAP-21 to FAST Act implementation, models of regional planning cooperation, ladders of opportunity, tribal consultation, annual reporting on the MPO/RTPO's 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 2017 Unified Planning Work Program (UPWP) is underway. The FY 2017 UPWP begins on July 1, 2016 and runs through June 30, 2017. 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 2017 UPWP draft was e-mailed out to RTAC members and/or lead transportation and land use planning staff on December 17. 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 2017 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 2017 which, at present, remain unchanged from FY 2016. WSDOT will be notifying RTC of any changes as a result of the federal FAST Act and state RTPO funding allocation decisions in late February/early March.

<b>RTC's Estimated FY 2017 Funding Sources</b>		
<b>Source</b>	<b>Funding Program</b>	<b>Estimated FY 2017</b>
<i>Federal</i>	FHWA PL	\$548,000
<i>Federal</i>	FTA Section 5303	\$175,000
<i>State</i>	RTPO Planning	\$172,000

**UPWP DEVELOPMENT TIMELINE**

The FY 2017 UPWP will be reviewed at the Friday, January 15, 2016 RTAC meeting in preparation for Metro and RTC's federal and state review scheduled for Thursday, February 18, 2016. 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 679 (the 6<sup>th</sup> floor training room) of the Public Service Center on February 18. Staffs from WSDOT SW Region and C-TRAN are expected to participate at RTC's UPWP review. It is anticipated that RTC's FY 2017 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 2017 Unified Planning Work Program: Overview and Timeline

January 8, 2016

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A summary of the draft timeline for FY 2017 UPWP development is provided below.

<b>RTC's FY 2017 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT: Draft Timeline</b>		
<b>DATE</b>	<b>MEETING</b>	<b>ACTION</b>
Fri. Jan. 15 by Thu. Jan. 28	RTAC	FY 2017 UPWP development -- RTAC input on draft FY 2017 UPWP. RTC FY 2017 draft to be submitted for federal and state review.
Thu. Feb. 18	RTC at 1:00 p.m.	RTC meets state and federal representatives at RTC to review draft FY 2017 UPWP. Metro review begins at 8:30 a.m. at Metro.
Tue. Apr. 5	RTC Board	RTC Board's first review of draft FY 2017 UPWP.
Fri. Apr. 15	RTAC	Recommend RTC Board adoption of FY 2017 UPWP.
Tue. May 3 by Jun. 17	RTC Board	Adoption of FY2017 UPWP. Submit adopted FY 2017 UPWP electronically to WSDOT Tribal and Regional Coordination Office.
by Jun. 22		Adopted UPWPs sent by WSDOT to FHWA/FTA for federal approval.
Jun. 30, 2016		FHWA/FTA UPWP approval due to WSDOT Tribal and Regional Coordination Office
Jul. 1, 2016		Approved FY 2017 UPWP takes effect

A preliminary draft FY 2017 UPWP will be available at the January RTAC meeting when input from RTAC members will be most welcome.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Lynda David  
**DATE:** January 8, 2016  
**SUBJECT:** **RTC's Certification Process for Local Comprehensive Growth Management Plans: Draft Guidance Document**

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### INTRODUCTION

At the September, November and December 2015 meetings, RTAC considered RTC's role in the Growth Management planning process and RTC's responsibility to certify the transportation element of local Comprehensive Growth Management Plans. At the November meeting, RTAC members reviewed a draft Certification Process Guide which provides details of the GMA requirements and explains RTC's GMA Certification Process. At the January RTAC meeting, members will review an updated Certification Guide (attached) prior to the draft Guide being presented to the RTC Board.

### BACKGROUND

Southwest Washington Regional Transportation Council (RTC) is the Regional Transportation Planning Organization (RTPO) for the Clark County region and, as such, has responsibility for the regional transportation planning process. One of the duties of an RTPO is to certify the transportation element of local Comprehensive Plans and any update to the Plans. The Certification process reviews the transportation element within the Comprehensive Plan to assure that it conforms to the Growth Management Act (GMA), is consistent with the Regional Transportation Plan (RTP) and meets the requirements of Washington State's Level of Service (LOS) Bill.

The certification requirement was first addressed at RTC Board meetings in 1994 during the development of the first Comprehensive Growth Management Plan for Clark County. The certification requirement was again reviewed in 2003 when the RTC Board acted to endorse the updated Certification Process. Certification of local plans was ratified with subsequent updates to the Regional Transportation Plan (RTP) for Clark County, recognizing the close cooperation and coordination between the state, region and locals in developing Plans within the Clark County region. The Certification Process developed in 2003 provides the framework and basis for the Certification Process Guide first reviewed at the November RTAC meeting.

Relisted below are key elements of the Certification Process as reviewed at previous RTAC meetings and described in more detail in the Certification Process Guide.

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- **Guidelines and Principles**

Washington state law (RCW 47.80.026) calls for the RTPO to establish guidelines and principles to provide direction for development and evaluation of comprehensive plan transportation elements.

RTC relies on the RTP's Vision and Goals and the county's County-Wide Planning Policies to guide the certification process.

- **Conformity with the Growth Management Act (GMA)**

The RTPO is asked to certify that transportation elements of local Comprehensive Plans conform with the requirements of the Growth Management Act (GMA) as listed in RCW 36.70A.070. The Growth Management Act prescribes what the transportation element should address.

- **Consistency with the Regional Transportation Plan (RTP)**

The second certification requirement calls for consistency between the transportation element and the Regional Transportation Plan (RTP). Consistency with the RTP will be determined through a comparison of the transportation elements in local plans with the transportation provisions in the RTP.

- **Meeting the Requirements of the Level of Service (LOS) Bill**

The GMA requires that Level of Service must be considered in transportation elements of Comprehensive Plans. LOS standards represent the minimum performance level desired for transportation facilities and services within the region. They are used as a gauge to evaluate the quality of the transportation system.

LOS was addressed at RTC meetings in 2003 and the agreed-to LOS standards were subsequently incorporated into Chapter 3 of the Metropolitan Transportation Plan for Clark County. By law, RTC is required to review level of service methodologies used by cities and counties planning under chapter 36.70A RCW to promote a consistent regional evaluation of transportation facilities and corridors.

As discussed at the December RTAC meeting, LOS relates to performance levels for the transportation system and ripples through many of our federal, state, regional and local planning processes such as:

- LOS coordinated by the RTPO as part of state GMA requirements
- Federal MAP-21 Transportation System Performance Monitoring and Management
- Federal Congestion Management Process
- WSDOT Highway System Plan
- WSDOT State Corridor Sketch Initiatives
- Local Concurrency Programs

**RTC's Certification Process for Local Comprehensive Growth Management Plans: Draft  
Guidance Document  
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There is a nuanced set of requirements for agencies in addressing LOS. WSDOT sets LOS for Highways of Statewide Significance in consultation with locals while RTC coordinates LOS for the remainder of the state system considered as regionally significant. Local jurisdictions must address LOS standards for all arterials and transit routes to gauge system performance as part of the local Comprehensive Plan transportation elements. Locals also have to estimate impacts to state-owned transportation facilities resulting from land use assumptions and identify specific actions to bring deficient facilities up to the LOS standard.

- **Process for Certification: checklist and timeline**

To expedite the certification process, local jurisdictions will be asked to complete a Consistency and Certification Report Form. This form is essentially a checklist based on current statutory GMA and LOS requirements. Clark County and local jurisdictions will need to submit updated Comprehensive Growth Management Plans with completed checklist for certification by RTC in sync with submittal of the Notice of Intent to Adopt to the Department of Commerce Plan. The Department of Commerce requires a Notice of Intent to Adopt at least 60 days prior to the anticipated Plan adoption. RTC staff will review draft Comprehensive Plan updates prior to their adoption. If necessary, RTAC will discuss coordination issues and the RTC Board will be asked to take action to complete the certification process after the Comprehensive Plan updates are adopted by local jurisdictions.

## **NEXT STEPS**

At the January RTC Board meeting, the Board was provided with an overview of RTC's GMA responsibilities as Regional Transportation Planning Organization for the region. After discussion of an updated Certification Guide at the January RTAC meeting, the draft Guide will be reviewed by the RTC Board at its meeting on February 2. A request for Board action to approve RTC's Certification Policy and Process Guide is anticipated to be on the Board's March agenda.

**Attachment:** Draft Certification Process Guide



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** January 8, 2016  
**SUBJECT:** **Regional Grant Funding Process Review**

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### BACKGROUND

At the January 5<sup>th</sup> RTC Board meeting, RTC staff provided an overview of the regional grant process and requested Board input regarding the scope of the current Funding Strategies. RTC staff will return to the February 2<sup>nd</sup> RTC Board meeting with additional information on the Regional Grant Funding Process.

Attached is the memorandum that was provided to the RTC Board. Please come to the January 15, 2016 RTAC meeting prepared to discuss the Regional Grant Funding Process.

*Attachment*

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MEMORANDUM

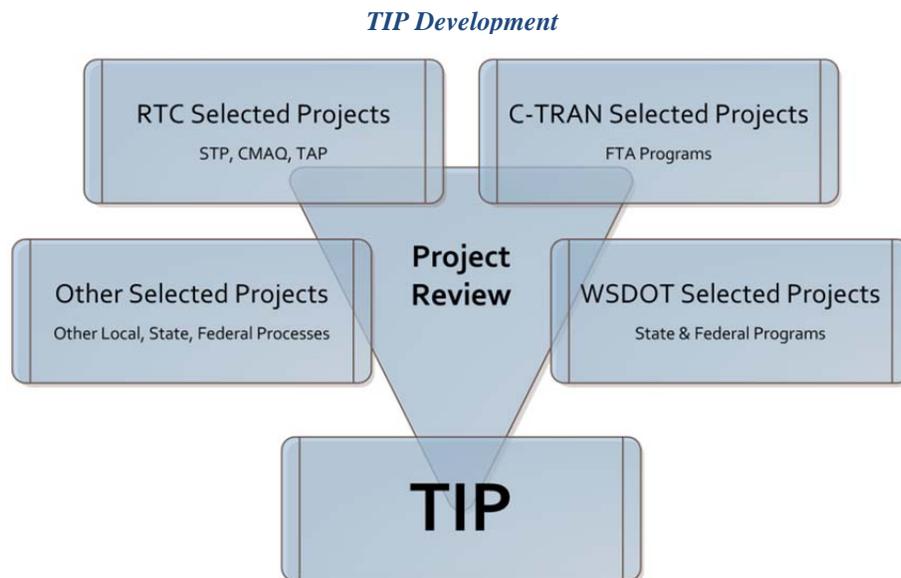
TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director
DATE: December 29, 2015
SUBJECT: Transportation Improvement Program – Regional Grant Process

AT A GLANCE

This memorandum outlines the existing policies and goals of the regional grant process and seeks RTC Board policy concurrence of the Funding Strategies used to guide the selection of projects. RTC staff will continue to work with member agencies through RTAC to refine the process and selection criteria for the 2017-2020 regional grant process.

BACKGROUND

As the Metropolitan Planning Organization for the Clark County region, RTC is required to develop a four-year Transportation Improvement Program (TIP). The purpose of the TIP is to demonstrate that available transportation resources are being used to implement the Regional Transportation Plan (2014).

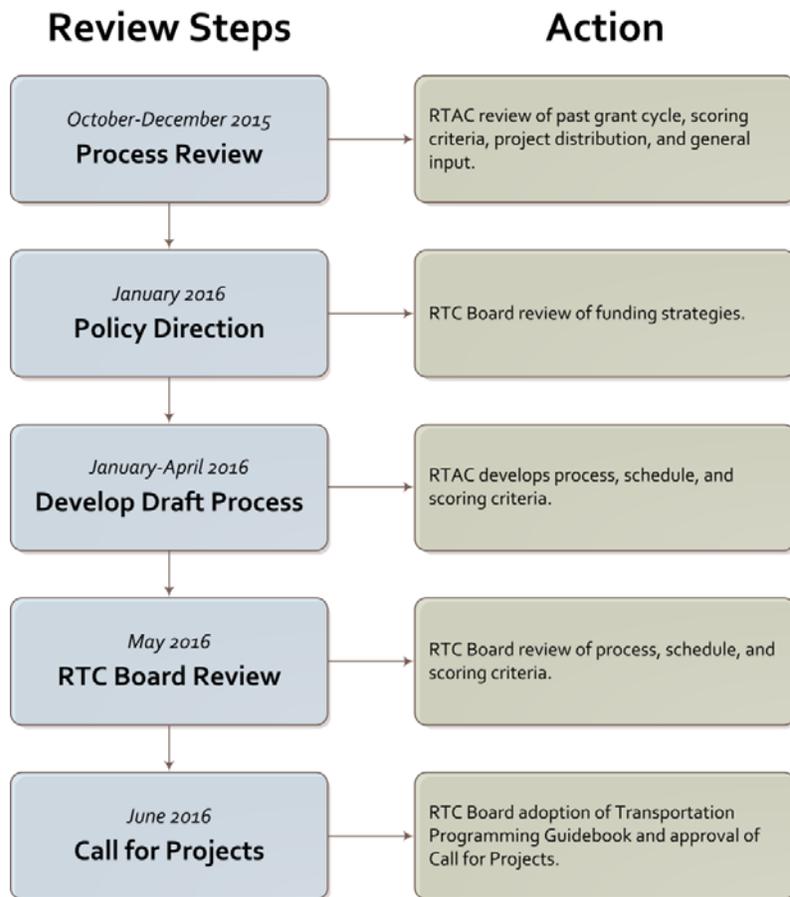


RTC, in consultation with member agencies, is responsible for selecting projects for the regional allocation of federal highway funds. This includes the regional allocation of Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternative Program (TAP) funds.

The purpose of this memorandum is to outline the existing goals and process of the regional grant process and seeks RTC Board review of the funding strategies used to guide the selection of projects.

### REVIEW OF REGIONAL GRANT PROCESS

RTC has developed the following outline for the update to the 2017-2020 regional grant process. This process began with RTAC members meeting over the last few months to review last year's regional grant process. In January 2016, RTC staff will be seeking RTC Board policy direction. RTAC will then develop a recommended process and scoring criteria, which will be brought back to the May RTC Board meeting. Based on RTC Board input, RTAC will make final recommendations for the regional grant process. This will result in a June adoption of the TIP Programming Guidebook and a call for projects.



## REGIONAL TRANSPORTATION PLAN GOALS

Guiding the investment in the regional transportation system is the policy framework established in the current Regional Transportation Plan, 2014 (RTP). As stated in the RTP, the goals of the region are balanced to promote a vibrant community. Implementation of the RTP promotes goals which invest resources in the transportation system to enhance economic development, mobility, and safety. The RTP also promotes the efficient operations of the multimodal transportation system for the traveling public. Investments of the regional federal funds should continue to be diverse and aligned with implementing the goals of the RTP.

The goals of the RTP include:

**Economy:** Support economic development and community vitality.

**Safety and Security:** Ensure safety and security of the transportation system.

**Accessibility and Mobility:** Provide reliable mobility for personal travel and freight movement by addressing congestion and transportation system bottlenecks. Also, provide access to locations throughout the region while protecting the integrity of neighborhoods by discouraging cut-through traffic. These policy goals should be accomplished through development of an efficient, balanced, multi-modal regional transportation system.

**Management and Operations:** Maximize efficient management and operation of the transportation system through transportation demand management and transportation system management strategies.

**Environment:** Protect environmental quality and natural resources and promote energy efficiency.

**Vision and Values:** Ensure the RTP reflects community values to help build and sustain a healthy, livable, and prosperous community.

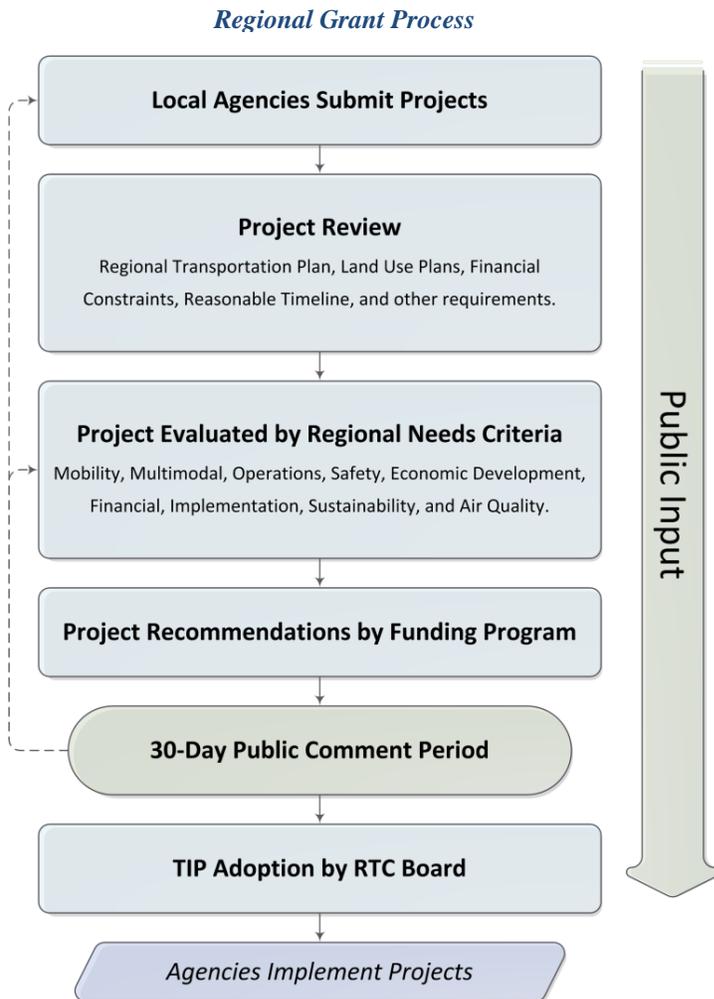
**Finance:** Provide a financially-viable and sustainable transportation system.

**Preservation:** Maintain and preserve the regional transportation system to ensure system investments are protected.

## REGIONAL GRANT PROCESS AND SCORING CRITERIA

Scoring criteria were developed to advance the goals of the RTP (ie. diverse versus singular project types), while providing objective metrics so that projects could be compared one to another in a project review process. The process begins with local agencies identifying and submitting their priority projects for consideration. Projects are reviewed for consistency with the RTP and then evaluated by regional scoring criteria. Projects are selected for funding based on individual project merits as established by the scoring evaluation results.

At the regional level, the scoring criteria are intermodal and multimodal. The scoring criteria support the Regional Transportation Plan and Congestion Management Process. The range of criteria, grouped by major category, is summarized in the following table:



*Urban STP/CMAQ Criteria*

Evaluation Criteria	Weight
Mobility	20
Multimodal/Operations	15
Safety	20
Economic Development	20
Financial/Implementation	15
Sustainability/Air Quality	10
<b>Total</b>	<b>100</b>

*\*Air Quality points are tripled for CMAQ projects*

*Rural STP Criteria*

Evaluation Criteria	Weight
Project Need	15
Safety	25
Road Condition	25
Economic Development	10
Financial/Implementation	25
<b>Total</b>	<b>100</b>

*TAP Criteria*

Evaluation Criteria	Weight
Public Benefit	25
Connectivity	20
Accessibility/Equity	10
Safety	20
Financial/Readiness	15
Other	10
<b>Total</b>	<b>100</b>

**FUNDING STRATEGIES**

Since the need for transportation improvements exceed the available revenue, a competitive project selection process is conducted for the distribution of RTC’s regional federal funds. The overarching strategy is to implement the goals and policies of the Regional Transportation Plan. Specific funding strategies were developed to promote multi-modal outcomes and create agency leverage due to the limited grant funds available.

STP and CMAQ Strategies

**Leverage other grant sources.** One of the successes of the regional grant process lies in its flexibility; allowing local governments to create projects that fit their local needs and use regional federal funds to leverage other grants to complete priority projects.

**Implement Transportation Management and Operations improvements.** Transportation System Management and Operations strategies provide money-saving, multimodal solutions that relieve congestion and optimize infrastructure investments.

**Build multimodal urban arterials.** The urban areas of Clark County have grown rapidly, resulting in many urban areas being served by a rural character transportation system (ex. two-lane roadways with no sidewalks, bike lanes, street lights and storm drainage serving urbanized areas). Arterials built to urban standards provide an efficient, balanced, multimodal regional transportation system that improve modal options, safety, reduce congestion, and support economic development.

**No Preservation of transportation system.** Local agencies have the primary responsibility for maintaining the transportation system and regional federal funds will not be used for maintenance or preservation projects.

#### TAP Strategies

**Build bicycle and pedestrian projects.** There is a strong need for stand-alone bicycle and pedestrian projects that improve the multi-modal travel experience and benefit local communities.

#### **POLICY CONSIDERATIONS**

At the January RTC Board meeting, staff will review this memorandum and solicit Board input regarding the scope of the current Funding Strategies. The following question is posed for Board consideration: Do the current Funding Strategies align with the RTP and regional interests and guide the use of limited grant funds?



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Matt Ransom, Executive Director  
**DATE:** January 8, 2016  
**SUBJECT:** **Federal Legislative Update: FAST Act**

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### INTRODUCTION

Congress passed and President Obama signed a new federal transportation funding bill (Fixing America's Surface Transportation Act, or "FAST Act") which stabilizes federal funding to state and metropolitan regions. Funding from the FAST Act will advance planning and project improvements within the RTC region. The region's Congressional delegation, Senators Murray and Cantwell and Representative Herrera Beutler, each provided meaningful leadership in many strategic areas and each supported passage in Congress.

### BACKGROUND

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." The FAST Act provides for an 11 percent increase in federal funding for states and metropolitan areas over the life of the 5-year act. This long-term Act provides some funding certainty for States and local governments to move forward with critical transportation projects. That alone is an improvement over the previous Act (MAP-21) which required 36 short-term funding extensions to keep the funding flow on track.

On December 18, President Obama signed Congress' Fiscal Year 2016 Omnibus Appropriations bills which provided portions of the annual funding needed to implement the FAST Act mostly in sync with Congressional funding authorizations. In addition to funding the Act as proposed by Congress, the Appropriations bills also funded the TIGER competitive grant program. Locally the Port of Vancouver has received a TIGER grant and other agencies have applied for grants under this important national grant program.

The FAST Act includes select changes to the federal surface transportation program in relation to both funding and policy programs. The Act continues the transition of the federal program to performance based planning and monitoring as established by MAP-21. Other highlights include:

#### *Select Highlights*

- **The FAST Act is a brand new 5-Year Federal policy bill and funding program.** The Act replaces current law MAP-21 and provides relative funding certainty over a 5-year period.

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Although most of the funds for the Act are derived from the Highway Trust Fund, Congress will need to appropriate additional funds to satisfy the Act's funding plan, and that will occur through Congress' normal budgeting process.

- **Maintains the MPO Process.** The bill maintains the statewide and metropolitan planning processes to continue advancement towards a performance-based approach to transportation decision making (ie. performance metrics in MAP-21). Major elements of the MPO process are maintained, with select minor refinements. Two new planning factors are added, requiring MPO's to integrate system resiliency and reliability as well as reduce or mitigate storm-water impacts of surface transportation projects in the regional planning process.
- **Maintains the core funding programs.** Over the term of the bill, RTC and member agencies will benefit from increased formula allocation of funds for the major grant programs (ie. STP, CMAQ). The Transportation Alternatives Program (TAP) was renamed and funding was consolidated into the Surface Transportation Block Grant program, and annual funding will increase modestly over the length of the Act.
- **Provides two dedicated funding programs to focus on freight and goods movement.** The bill establishes a formula funding program to states for nationally significant freight corridors (National Highway Freight Program). It also establishes a new competitive grant program designed to fund large projects (Nationally Significant Freight and Highway Projects Program).
- **Retains Transit grant programs.** The core transit programs are relatively unchanged. However the Act reinstates the Bus and Bus Facilities competitive grant program.
- **Other Provisions.** The Act clarified eligibility for transportation projects within National Scenic Areas (the Gorge) for certain competitive grant programs. It also establishes a competitive Community Safety Grant program to assist communities with preparation and response to incidents involving hazardous shipments by rail and also retains a grant program for improvements at at-grade rail crossings.

## **NEXT STEPS**

In the coming months RTC staff will work with WSDOT and partners in review of the Act and in upcoming discussions regarding the grant funding provisions and general implementation of the Act.

Detailed summaries of the FAST Act and major program / policy provisions as compiled by two national associations are hyper-linked below:

[Association of Metropolitan Planning Organizations](#) (AMPO)

[American Association of State Highway and Transportation Officials](#) (AASHTO)