



The Regional Transportation Advisory Committee meeting will be held on **Friday, May 20, 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 April 15, 2016 Minutes, Action
- II. Transportation Programming Guidebook, Action
- III. CY 2020 Transportation Improvement Program Call For Projects, Discussion
- IV. Congestion Management Process Summary, Discussion
- V. I-5 South Strategies - Corridor Operations Study, Discussion \*
- VI. Clark County Comp Plan Update: Gary Albrecht, Clark County \*
- VII. Other Business
  - A. RTAC Members
  - B. RTC Staff
    - a. Project Showcase: WSDOT
    - b. Complete Streets Award Program –TIB (Attachment)
    - c. Critical Urban Freight Corridors Designation, Update.

*\*Materials available at meeting*

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

20160520\_RTAC\_Agenda.docx

An advisory committee to:

**Southwest Washington Regional Transportation Council**

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**Regional Transportation Advisory Committee (RTAC)  
Meeting Minutes  
April 15, 2016**

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

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, April 15, 2016, 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. Those in attendance follow:

Gary Albrecht	Clark County
Rob Charles	Washougal
Tony Cooper	La Center
Lynda David	RTC
Jim Hagar	Port of Vancouver
Roger Hanson	C-TRAN
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	Battle Ground
Chris Malone	City of Vancouver
Stephanie Millar	ODOT
Chris Myers	Metro
Matt Ransom	RTC
Dale Robins	RTC
Sandra Towne	Vancouver
Shann Westrand	RTC
Michael Williams	WSDOT
Susan Wilson	Clark County

Matt Ransom, RTC Executive Director, noted the correction to the March RTAC minutes section VIII.a, addressed by Jim Carothers, Camas. The March 18 minutes are corrected to read “38<sup>th</sup> Avenue Project” rather than 32<sup>nd</sup>. Matt asked if there were additional changes or corrections to the March 18, 2016, meeting minutes and asked for a motion for approval.

MICHAEL WILLIAMS, WSDOT, MOVED FOR APPROVAL OF THE MARCH 18, 2016 MEETING MINUTES WITH THE CORRECTION, AND SUSAN WILSON, CLARK COUNTY, SECONDED THE MOTION. THE MOTION WAS APPROVED UNANIMOUSLY.

**I. 2016-2019 TIP Amendment: WSDOT SR-500 Paving**

Dale Robins, RTC, described that WSDOT is requesting a TIP amendment to add the SR-500, Leadbetter Rd. to SE 3<sup>rd</sup> Avenue paving project. Due to the deterioration of pavement conditions, this project needs to be accelerated into the 2016 program. Design will begin in 2016, with construction scheduled for 2017. Action on this amendment will program \$1,100,834 million in federal STP fund and \$25,174 in local funds for preservation of SR-500 in the Camas area.

## **II. FY 2017 UPWP - Action**

Lynda David, RTC, provided a copy of the DRAFT FY 2017 UPWP and explained that it covers the period from July 1, 2016 through June 30, 2017. Lynda gave a brief overview of the updated draft UPWP. Since RTAC last saw an early draft of the UPWP at the January RTAC meeting, some minor changes recommended by the Federal Highway Administration and Federal Transit Administration at the review meeting held on February 18<sup>th</sup> were made. These changes included adding to the Transportation Improvement Program element documentation that there would be public participation in development of the TIP and that Year of Expenditure (YOE) is addressed in the TIP process. The only other changes were to the Summary Table of Expenditures and Revenues with some updates to the estimated revenues available. The RTC Board at their April meeting agreed to update the local MPO funds coming to RTC and those are now updated in the UPWP revenues summary table. The Board also agreed at their April meeting to go forward with the Bus On Shoulder (BOS) Feasibility Study and that work element is part of the DRAFT UPWP. RTC is planning on taking the FY 2017 UPWP to the RTC Board for adoption at their May 3<sup>rd</sup> meeting.

As RTC is a Bi-State MPO region, development of the UPWP must be done in coordination with Metro so RTC has made a copy of Metro's DRAFT UPWP available through the RTAC website. There was discussion around the table including the need for WSDOT and ODOT to work together to address I-5 corridor congestion. RTAC also discussed a minor change to language in the UPWP's introductory section regarding growth in the region. Lynda said she would send out an email with updated language prior to the draft UPWP being forwarded to the RTC Board for adoption.

ROGER HANSON, C-TRAN, MADE A MOTION RECOMMENDING ADOPTION OF THE FY 2017 UPWP WITH THE AMENDED CHANGES REQUESTED BY RTAC TO BE FORWARDED TO THE RTC BOARD FOR APPROVAL AT THEIR MAY BOARD MEETING, AND JIM HAGAR, PORT OF VANCOUVER, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

## **III. Regional Grant Process and Transportation Programming Guidebook, Discussion**

Dale Robins, RTC, reported that the TIP Subcommittee has been meeting since October 2015 to review the Regional Grant Process and Transportation Programming Guidebook. The TIP Subcommittee is recommending that the overall weighting of the main selection criteria remain the same with a few changes to the detailed criteria.

The Transportation Programming Guidebook is relatively the same as reviewed by RTAC previously with a few minor changes. The most significant change is that the first three years of the TIP will be considered to be the regionally agreed-to list of projects. This means that once a project is programmed in the first three years of the TIP; the project sponsor can proceed with obligation. Projects programmed in the fourth year cannot proceed. Projects selected through the RTC grant process will be programmed in the fourth year of the TIP. After one year, RTC grant projects can be moved into the first three years of the TIP. This is an effort to slow down the obligation process and avoid a complete stop of new obligations.

Also, a Project Showcase needs to be completed 45 days after the project is functionally complete. The purpose of the Showcase is to report on the use of regional federal funds. 18 months after the project completion the Before and After Analysis will need to be submitted. The purpose of this Analysis is to monitor the development of a project towards meeting goals or performance measures to ensure the best use of regional federal funds.

Dale noted a few changes under the Policies and Procedures section including the addition of Policy 1.9 that the first 3 years are considered the agreed-to list of projects. Dale urged all to review and get any comments or concerns to him as early as possible so that any corrections can be made before RTAC mailing on May 13<sup>th</sup>. RTC is hoping for RTAC endorsement at the May RTAC meeting for forwarding to the RTC Board for approval at their June Board meeting. Dale will send out a reminder to the committee.

#### **IV. 2015 Congestion Management Process – Initial Data, Discussion**

Dale Robins, RTC, stated the purpose of this memorandum is to summarize initial data for the 2015 congestion monitoring effort. The Congestion Management Process (CMP) serves as the foundation for monitoring the regional transportation system. The monitoring element of the CMP is designed as an informational tool to be used within the decision-making process. The CMP should be used to identify needs and develop solutions. Overall, the CMP Monitoring Report provides a consolidated assessment of the regional transportation system's operating conditions and deficiencies and corrective actions are implemented by local agencies in part through support provided by the regional TIP funding process.

Dale went over some of the initial findings in regard to increased delay and congestion in both the I-5 and I-205 corridors and on bridges in both AM and PM peak hours. There was also discussion regarding adding locations to collect data that would be beneficial for agencies. The full 2015 Congestion Monitoring Report and the Folio will be brought back to RTAC in May for committee action.

#### **V. FAST Act Funding, Discussion**

Matt Ransom, RTC Executive Director, gave a quick briefing on FAST Act funding. The memo highlights the conversation surfacing at the State level on allocation of federal aid funds. Currently, 66% are allocated to the State and 34% to local agencies and Metropolitan Planning Organizations (MPOs). This allocation will be reviewed this year by the Governor's office and selected stakeholders. The full scope of the funding allocation is not known at this time but with the FAST Act and federal commitment to funding the federal aid programs, RTC's grant amounts through STP and CMAQ programs are anticipated to increase slightly.

#### **VI. National Highway Freight Network: Critical Urban and Rural Freight Corridor Designation, Discussion**

Lynda David, RTC, explained the memo with attached maps relating to statewide and Clark County National Highway Freight Network; a requirement of the FAST Act. Some of the component

pieces of the NHFN include the Primary Highway Freight System (PHFS), the Interstate portions not on the PHFS, Critical Rural Freight Corridors (CRFCs) and the Critical Urban Freight Corridors (CUFCs). The FAST Act funding programs are the Nationally Significant Freight & Highway Projects Program (FASTLANE) and the National Highway Freight Program.

WSDOT's Critical Freight Corridors Technical Work Group has convened twice so far to determine the CRFCs and CUFCs in Washington State. WSDOT is looking for help from local agencies to eliminate some of the potential CRFC and CUFC miles that appear on the map because there is only limited mileage available. RTC staff will continue to participate in WSDOT work group meetings and report comments from RTAC and the Klickitat and Skamania RTPO Transportation Policy Committees. These maps will be finalized and submitted to Federal Highway Administration on July 1st.

## **VII. Other Business**

### **A. RTAC Members**

- a) The City of Battle Ground was recognized by Smart Growth America as having the 10<sup>th</sup> best Complete Streets Policy adopted in 2015 in the nation.
- b) The City of Vancouver mentioned that the new Tim Eyman initiative would cap the Car Tab Tax at \$30; the City of Vancouver was proposed to have an increase to \$40. This could result in a substantial cut to transportation revenues.

### **B. RTC Staff**

- a) Dale provided copies of Project Showcases for the City of Camas – NW 38<sup>th</sup> Avenue Phase 2, and the Clark County – Salmon Creek Avenue Pathway projects.
- b) Lynda David, RTC, reminded the committee of the deadlines for submittal of Safe Routes to School funding applications due to WSDOT by May 13<sup>th</sup> and Bike/Ped Safety applications due to WSDOT by May 6<sup>th</sup>. A few agencies plan to submit applications.
- c) Lynda also wanted the committee to be aware that WSDOT is preparing a Truck Parking Strategic Plan and is soliciting input from both the trucking community and local jurisdictions. RTC can compile a response to submit to WSDOT. There is a survey monkey questionnaire being circulated by WSDOT to trucking interests.
- d) Bob Hart updated the committee that the RTC Board did take action and approve the Bus On Shoulder (BOS) Feasibility contract with David Evans and Associates.
- e) Mark Harrington, RTC, let the group know that RTC will be providing a high level, 90-minute or so, training session on the Regional Travel Model in June. RTC will send the date and time out to RTAC once it has been determined.

The meeting adjourned at 10:55 a.m. The next meeting will be on Friday, May 20, 2016.

**MEMORANDUM**

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** May 13, 2016  
**SUBJECT:** Transportation Programming Guidebook

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**BACKGROUND**

The attached Transportation Programming Guidebook is a new document that RTC staff has prepared as a resource for the RTC's member agencies and their staff. The document provides an overview of the Transportation Improvement Program, the regional grant process, and the policies and procedures associated with the development of the Transportation Improvement Program.

The Draft Transportation Programming Guidebook was presented at the April RTAC meeting and May RTC Board meeting. At the May RTAC meeting the Guidebook will be presented in final form for RTAC review and endorsement. The Transportation Programming Guide and RTAC's recommendation to the RTC Board will be presented at the June 7, 2016 RTC Board meeting for adoption.

**NEW POLICIES AND PROCEDURES**

The Transportation Programming Guidebook will add the following new policies and procedures to RTC's Transportation Improvement Program process. An explanation for each new policy follows, with the wording for each new policy shown in purple text within the attached Transportation Programming Guidebook.

**Policy 1.4 –CMP Toolbox Checklist.**

*Federal regulations require that applicants consider alternatives to traditional road widening prior to adding general single occupant vehicle capacity. The CMP Toolbox Checklist is a simple method for the region to ensure that we meet this requirement. On average, less than one project a year would be required to complete the Checklist.*

**Policy 3.2.1 – Scope Modification**

*This policy clarifies how scope modification will be handled.*

**Policy 3.2.2 – Build to project scope**

*This policy clarifies that agencies must build to grant application scope of work or correct construction work.*

**Policy 3.3 - Recognition of grant award through RTC**

*This policy is intended to improve the awareness of RTC's contribution to regional transportation projects.*

An advisory committee to:

**Policy 3.4 – Project Showcase**

*This policy requires the development of a one-page Project Showcase following the completion of a project. This allows the RTC Board to see the public benefits of regionally awarded grants.*

**Policy 3.6 – Regional Selection of first 3-years of TIP**

*The region has obligated funds at such a fast pace over the last few years, that obligation needs to slow down or projects will no longer be able to proceed. This policy will allow only projects programmed in the first 3-years of the TIP to proceed on a first come basis.*

**Policy 4.5 – Move regional funds back to later phases.**

*This policy allows cost savings from design to be moved back to construction without amending the TIP.*

**Policy 5.7 – Project delivery deadline not met**

*This policy clarifies how a project will be handled if a project delivery deadline is not met.*

**Policy 6.1 – Construction Funding**

*This policy ensures that a project is far enough along, so that construction delivery becomes reliable.*



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** May 13, 2016  
**SUBJECT:** CY 2020 Transportation Improvement Program Call For Projects

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### INTRODUCTION

The purpose of this memorandum is to issue a call for Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) projects, utilizing estimated calendar year 2020 funds. The call for projects will be conducted consistent with the process outlined in the Draft Transportation Programming Guidebook, which is available along with other project development materials from the RTC website at <http://rtc.wa.gov/programs/tip>.

The goal is to continue to build upon the successful regional project development process that has been utilized in previous years. The three step project development process includes the following steps:

- 1) Projects will be reviewed for consistency with local and regional policies;
- 2) Projects will be evaluated and ranked based on the approved selection criteria; and
- 3) Projects will be selected and programmed based on their ranking.

Projects selected through the regional project selection process must be drawn either directly from specific project recommendations made in the Regional Transportation Plan (RTP) or developed from a more general series of RTP recommendations including preservation, maintenance, safety, or other recommendations. Projects that add single-occupant capacity must be a result of project needs identified by the Congestion Management Process and be listed in the RTP.

### CALL FOR PROJECTS

The Southwest Washington Regional Transportation Council (RTC) invites public agencies in the Clark County region to submit applications for estimated calendar year 2020 federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds.

The STP-Urban, STP-Rural, and CMAQ funds are allocated to the Clark County MPO area and programmed by the RTC Board of Directors. The STP funds can be used for a wide range of transportation purposes. The CMAQ funds can be used for transportation projects that will contribute to meeting the attainment of national air quality standards within the Clark County Vancouver Air Quality Maintenance Area (basically the Vancouver, Camas, and Washougal urban areas). For CMAQ funds, emphasis will be given for electric and natural gas vehicle

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infrastructure, diesel retrofits, and cost effective congestion mitigation activities that provide air quality benefits.

These federal funds all require a minimum 13.5% local match. In order to receive federal funds, the applicant must have either a “Certification Acceptance” (CA) status or have a CA agency agree to manage their project. Also, projects are required to meet regional screening criteria. **Project applications are due to RTC on Friday, July 15, 2015.**

Please note that applicants cannot request funds in the first year of the TIP (2017), unless the project is currently construction ready.

## **REGIONAL SCREENING CRITERIA**

All applications must meet the following project screening criteria:

- Project is consistent with the Regional Transportation Plan (RTP), Local Comprehensive Plans, and Congestion Management Process. (*Projects that add single-occupant capacity must be listed in the RTP*).
- Road projects must be federally classified as an urban collector/rural major collector or above.
- Projects competing for STP and/or CMAQ funds must be a capital improvement-type project. STP and CMAQ funds are not to be used for maintenance and preservation.
- STP and CMAQ funds are limited to \$4 million per project. The cap can be reached at \$4 million per mile (PE - \$0.75 M, RW- \$1.25 M, and remaining for CN), \$4 Million for shorter high cost projects, \$1 million per intersection, and \$2 million for high volume intersections (20,000 entering vehicles).
- Submitted projects should be ready to proceed and have a reasonable timeline for implementation.
- All operational improvement projects must follow the Regional Transportation System Management and Operations (TSMO) Plan guidance.

## **PROJECT DEVELOPMENT MATERIALS**

Project application, criteria, and other materials can be viewed and downloaded from the RTC TIP webpage at <http://rtc.wa.gov/programs/tip/>.

## **FUNDING LEVELS**

RTC will continue to program funding for projects beyond the existing federal transportation bill based on the assumption that programs and funding levels are expected to remain constant over the next four years. For the CY 2020 project selection process, RTC estimates the following funding levels:

- Urban Surface Transportation Program (STP-UL) - \$4.85 million
- Rural Surface Transportation Program (STP-R) - \$1.4 million
- Congestion Mitigation and Air Quality (CMAQ) - \$2.9 million

**2017-2020 TIP DEVELOPMENT SCHEDULE**

Friday, May 20, 2016	Call for Projects
Friday, July 15, 2016	Project Applications Due to RTC
July 18-August 4, 2016	Project Evaluations by Criteria
Thursday, August 4, 2016	Agency Review of Evaluations
Monday, August 15, 2016	All Regionally Significant Projects entered in STIP
Friday, August 19, 2016	RTAC Recommendation on Prioritization
August-September 2016	Prepare Draft TIP/Public Involvement
Tuesday, September 6, 2016	RTC Board Review
Friday, September 16, 2016	RTAC Recommends Adoption of TIP
Tuesday, October 4, 2016	RTC Board Adoption of TIP



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** May 13, 2016  
**SUBJECT:** Congestion Management Process Summary

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### BACKGROUND

The Congestion Management Process (CMP) is a federal planning requirement. All metropolitan planning organizations with a population over 200,000 must have a process for developing performance measures, system monitoring, and identifying strategies. As part of our regional congestion management process, RTC staff prepares an annual monitoring report that uses multiple measures. Multiple measures are used because the use of one measure can never fully capture the complexity of the transportation system. Overall the region's monitoring report provides a consolidated assessment of the regional transportation system's operating conditions and deficiencies.

Attached for your review, is a draft front page of the Summary Factsheet and Chapters 2 & 3 of the draft CMP Report.

In April, RTC staff highlighted a select number of the preliminary key findings. In May, RTC staff will provide a comprehensive overview of the early draft report and summary factsheet. RTC staff will return in June with the final report and to seek endorsement of its findings.

Please come to the May RTAC meeting prepared to discuss findings and needs.

Attachments

20160520-RTAC-CMPSummary.docx

# 2015 Congestion Management Process Summary Report



## Introduction

Southwest Washington Regional Transportation Council's (RTC's) federally required Congestion Management Process (CMP) is a regional program that analyzes travel delay characteristics and provides system performance information on major streets and state highways. It is a tool to be used within the transportation decision-making process.

The information and data contained in the congestion management process is used to identify transportation needs and encourages cost-effective strategies that complement major capital needs. Within the annual transportation funding program, prioritization is given to projects which address deficiencies identified through the CMP.

While it may be impossible to totally remove all congestion, congestion needs to be managed in order to provide a reliable transportation system that supports economic vitality.

## Key Findings

Region-wide traffic congestion has been on the rise for the past five years, and has resulted in a decline in both morning and evening peak hour delay on the congestion management system. The Clark County data confirms that the region's traffic is exceeding pre-recession travel levels.

The amount of delay was influenced by the swelling population and employment. Between 2011 and 2015, Clark County's population increased by 26,457 people or 6.2%. The Bureau of Labor Statistics (BLS) shows the Portland/Vancouver region added over 41,000 jobs during the same time period. Clark County accounts for almost 12% of the region's total employment. This increase in population and employment has resulted in additional trips, especially during peak commute periods and on bi-state corridors.

The Congestion Management Process shows that implementation of the 20-year Regional Transportation Plan (RTP) can largely address the corridor capacity needs over the next 20 years. The lack of transportation revenues and regional consensus is leading to deferred maintenance and infrastructure improvements. The deferral of these projects will result in higher future costs, and will make the implementation of the RTP more challenging.

In the near-term, the region will need to implement low cost system operation and management strategies where long-term improvements are delayed. There is an immediate need to implement additional low-cost strategies for the I-5 South Corridor to deal with bi-state travel congestion.

## Regional Summary

### Clark Co. Population

2011 - 425,363

vs.

2015 - 451,820

*OFM Populations*

6%

### Portland/Vancouver Employment

2011 - 1.11

vs.

2015 - 1.15

*In millions of jobs BLS*

4%

### Clark Co. Taxable Sales

2011 - \$4.2

vs.

2015 - \$6.0

*In billions of dollars*

43%

### Bi-State C-TRAN Ridership

2013 - 1,640

vs.

2015 - 1,686

*Daily Evening Peak Riders*

3%

### Columbia River Crossings

2011 - 273,169

vs.

2015 - 294,105

*Daily I-5 and I-205 Bridge Volumes*

8%

### Evening Travel Speed

2011 - 31.7

vs.

2015 - 29.9

*Average mph CMP Network*

6%



# Complete Streets Award Program



### Program Goals

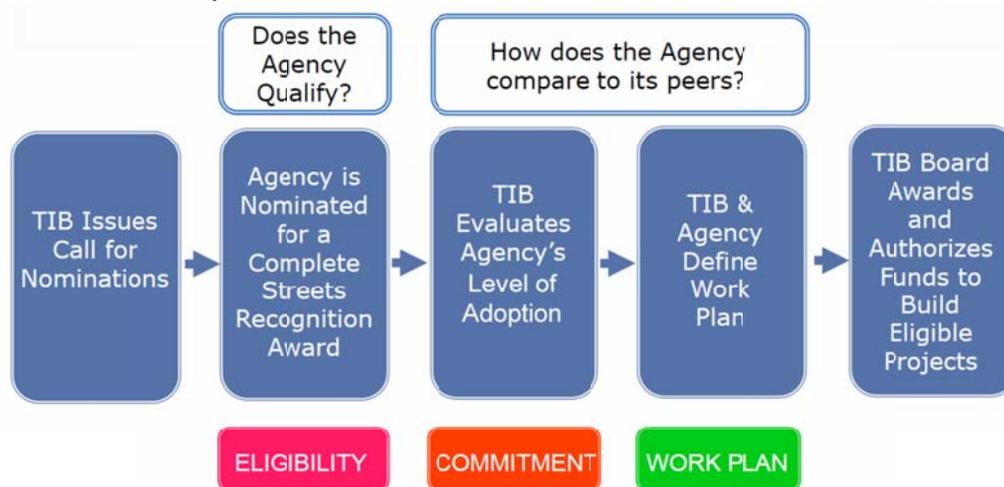
- Incentivize adoption of the Complete Streets design ethic and produce more projects.
- Create a powerful incentive beyond the limitations of available funding.
- Minimize processing and acquisition costs.
- Allow cities and counties to self-direct how funds are spent in order to most effectively benefit all users.

### Overview

The Legislature created the Complete Streets program to encourage local governments to adopt a Complete Streets policy calling for streets and roads designed with consideration of all users. Any city or county can establish eligibility by adopting a system wide Complete Streets policy (see RCW 47.04.320 attached). Current records indicate 34 cities and one county have Complete Streets ordinances. Other agencies have Complete Streets plans and projects but may need to adopt policies through their councils or commissions to establish eligibility.

The Transportation Improvement Board (TIB) encourages going beyond simple adoption of a policy by recognizing design achievement and providing funds to multiply projects through the Complete Streets Award. Agencies that show achievement in planning, designing, building and involving the community in design for all users may receive the Complete Streets award accompanied by flexible funding. The recipient proposes a work plan for TIB approval and may include one or more project(s) to support walking, bicycling, access to transit and streetscape aesthetics.

### Recognition Awards Process Map



**Nominations Process**

Partner organizations will be invited to nominate eligible agencies for the award beginning in fall 2016. Only state agencies and transportation non-profits with a statewide charter can be nominators. The TIB may choose to add other nominating organizations in the future.

Nominations will be limited based on number of eligible agencies, amount of program funding, and size of the nominating organization. TIB plans to invite the following state agencies and statewide non-profits to become nominating organizations:



Redmond 152 Avenue NE Complete Streets Plan

State Agency Partners	Non-Governmental Organizations
Department of Transportation	Feet First
Department of Health	Transportation Choices Coalition
Department of Commerce	WA Bikes/Cascade Bicycle Club
Department of Archeology and Historic Preservation	Community Transportation Association – NW
	Futurewise
	Washington State Transit Association

**Evaluation Process**

TIB staff will evaluate all nominations and determine if an award will be recommended to the Board. The evaluation process consists of a search for markers indicating adoption of the Complete Streets ethic and integration into plans and capital programs of the agency. The anticipated markers are shown in the panel below and may be adjusted during case study practice sessions planned for summer 2016. Additional information may be sought from the nominator and the nominee during evaluation, including the presence of strategic initiatives for modal systems, design of previous projects, future design plans, and the work plan for use of award funds.

**Preliminary indicators of Complete Streets adoption**

- Comprehensive plan integration
- Strategic plan inclusion
- Specific modal plans for ADA, freight, bicycle and sidewalk
- Community engagement regarding design for all users
- Performance data and statistics about users
- Staff training in Complete Streets design
- Standards that allow responsiveness to users
- Evidence of operational preparedness
  - Maintenance
  - Sweeping
  - Striping
  - Landscape management
- Budget prioritization of Complete Streets elements
- Evidence of past implementation
  - History of compliant projects
  - Multimodal level of service standards
  - History of actively implementing modal plans
  - Presence of programs and enforcement of modal access
  - Controlling traffic and speed
  - Clearly apparent integration of Complete Streets elements
  - Pedestrian scale lighting

## Funding

The Legislature provided \$3 million in year one and \$14 million in subsequent biennia for the incentives program. The 2016 call for nominations is expected to incorporate two years of available funding of \$10 million. An additional year may be recommended this fall if many additional agencies establish eligibility. Subsequent calls would be in two or three year cycles.

The Board will confer the awards and approve the funding level. The award consists of two funding targets; \$250,000 for agencies early in the Complete Streets adoption process and \$500,000 for agencies with highly developed policy and project integration. The Board may also set different funding levels depending on amount of available funds, number of eligible agencies, quality of potential projects and recovery of unused funds.

Awarded funds are paid immediately after approval of the agency's proposed work plan and schedule. Funds will be held by the recipient in a restricted account and expended on activities in the approved work plan. Work plan amendments can be approved administratively. Funds must be expended within three years of payment or recovered by TIB.

## Implementation Schedule

May	June	July	August
<ul style="list-style-type: none"><li>• Framework adoption at board meeting</li></ul>	<ul style="list-style-type: none"><li>• Invitations to nominators</li><li>• Training for nominators and agencies</li></ul>	<ul style="list-style-type: none"><li>• Practice with case studies</li></ul>	<ul style="list-style-type: none"><li>• Prepare communications<ul style="list-style-type: none"><li>○ Announcements</li><li>○ Nomination form</li><li>○ Press release</li></ul></li></ul>
September	October	December	January
<ul style="list-style-type: none"><li>• Call for nominations</li></ul>	<ul style="list-style-type: none"><li>• Nominations due Oct 21<sup>st</sup></li><li>• Pull info from nominees</li></ul>	<ul style="list-style-type: none"><li>• Evaluation</li><li>• TIB staff jury</li><li>• Negotiate work plans</li></ul>	<ul style="list-style-type: none"><li>• Board award January 27, 2017</li></ul>

**RCW 47.04.320**

**Complete streets grant program—Purpose—Goals—Awards—Report.**

- (1) The transportation improvement board shall establish a complete streets grant program within the department's highways and local programs division, or its successor. During program development, the board shall include, at a minimum, the department of archaeology and historic preservation, local governments, and other organizations or groups that are interested in the complete streets grant program. The purpose of the grant program is to encourage local governments to adopt urban arterial retrofit street ordinances designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users, with the goals of:
  - (a) Promoting healthy communities by encouraging walking, bicycling, and using public transportation;
  - (b) Improving safety by designing major arterials to include features such as wider sidewalks, dedicated bicycle facilities, medians, and pedestrian streetscape features, including trees where appropriate;
  - (c) Protecting the environment and reducing congestion by providing safe alternatives to single-occupancy driving; and
  - (d) Preserving community character by involving local citizens and stakeholders to participate in planning and design decisions.
- (2) For purposes of this section:
  - (a) "Eligible project" means (i) a local government street or road retrofit project that includes the addition of, or significant repair to, facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users; or (ii) a retrofit project on city streets or county roads that are part of a state highway that include the addition of, or significant repair to, facilities that provide access with all users in mind, including pedestrians, bicyclists, and public transportation users.
  - (b) "Local government" means incorporated cities and towns and counties that have adopted a jurisdiction-wide complete streets ordinance that plans for the needs of all users and is consistent with sound engineering principles.
  - (c) "Sound engineering principles" means peer-reviewed, context sensitive solutions guides, reports, and publications, consistent with the purposes of this section.
- (3) In carrying out the purposes of this section, the transportation improvement board may award funding, subject to the availability of amounts appropriated for this specific purpose, only to eligible projects that are designed consistent with sound engineering principles.
- (4) The transportation improvement board must report annually to the transportation committees of the legislature on the status of any grant projects funded by the program created under this section.

[2015 3rd sp.s. c 44 § 401; 2011 c 257 § 2.]

**NOTES:**

Effective date—2015 3rd sp.s. c 44: See note following RCW 46.68.395.

Intent—2011 c 257: "Urban main streets should be designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users. Context sensitive design and engineering principles allow for flexible solutions depending on a community's needs, and result in many positive outcomes for cities and towns, including improving the health and safety of a community. It is the intent of the legislature to encourage street designs that safely meet the needs of all users and also protect and preserve a community's environment and character." [ 2011 c 257 § 1.]