



The Regional Transportation Advisory Committee meeting will be held on **Friday, July 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 June 17, 2016 Minutes, Action
- II. Federal Project Obligation, Discussion
- III. Washington State Freight Mobility Plan: Call for Freight Projects
- IV. TIB Project Development, Local Agencies, Discussion
- V. Local Agency Transportation Project Updates, Local Agencies
- VI. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - a. July 15, 2016 RTC STP/CMAQ Grants are Due
 - b. August 19, 2016 TIB Grants are Due
 - c. Critical Urban Freight Corridor

**Materials available at meeting*

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

20160715_RTAC_Agenda.docx

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
June 17, 2016**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, June 17, 2016, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington by Matt Ransom, RTC. Those in attendance follow:

Gary Albrecht	Clark County
Bill Baumann	Human Services Council
Jim Carothers	Camas
Rob Charles	Washougal
Jim Hagar	Port of Vancouver
Shari Harer	Clark County
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	Battle Ground
Stephanie Millar	ODOT
Katie Nelson	C-TRAN
Pam O'Brien	DKS
Matt Ransom	RTC
Dale Robins	RTC
Sandra Towne	Vancouver
Shann Westrand	RTC
Susan Wilson	Clark County

Matt asked if there were any changes or corrections to the May 20, 2016, meeting minutes and asked for a motion of approval.

JIM CAROTHERS, CITY OF CAMAS, MOVED FOR APPROVAL OF THE MAY 20, 2016 MEETING MINUTES AND JIM HAGAR, PORT OF VANCOUVER SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

II. June TIP Administration - Action

Dale Robins, RTC, presented the Memo for the Washington State Department of Transportation to add the SR-503/Brush Prairie RR Xing project to the 2016-2019 TIP. This project will construct a school bus pullout lane at the Brush Prairie railroad crossing along SR-503 to reduce the risk of rear end collisions. The project will be funded with \$694,794 in federal STP funds and local match by WSDOT of \$17,085. RTC is asking for a recommendation from RTAC to forward to WSDOT and amend the STIP.

JIM HAGAR, PORT OF VANCOUVER, MADE A RECOMMENDATION TO AMEND THE TIP AND TO FORWARD THE WSDOT SR-503/BRUSH PRAIRIE RR XING PROJECT TO

THE DEPARTMENT OF TRANSPORTATION TO AMEND THE STIP. SUSAN WILSON, CLARK COUNTY, SECONDED THE MOTION AND THE MOTION PASSED UNANIMOUSLY.

III. Congestion Management Process: 2015 Monitoring Report (CMP), Action

Dale Robins, RTC, identified that the CMP is a federal planning requirement for all MTP organizations with a population over 200,000. As RTAC has seen previous drafts of this documents Dale just mentioned highlights including Chapter 4 which is a new Bi-State section and also went over some of the Key Strategies and the Tables identifying the Key Congestion Needs in Chapter 3. There was discussion around the table identifying the need to separate the I-5 Bridge from the I-5 interchange projects and their funding. This will be updated before the RTC Board sees the document at their July meeting. RTC is asking for a recommendation from RTAC to forward the CMP to the RTC Board for endorsement of its strategies.

SUSAN WILSON, CLARK COUNTY, MADE A MOTION TO FORWARD THE CONGESTION MANAGEMENT PROCESS: 2015 MONITORING REPORT TO THE RTC BOARD FOR APPROVAL AT THEIR JULY MEETING. JIM HAGAR, PORT OF VANCOUVER, SECONDED THE MOTION AND THE MOTION PASSED UNANIMOUSLY.

IV. Washington State Freight Mobility Plan Projects: Call for Freight Projects, Discussion

Dale Robins, RTC, went over the memo provided to RTAC indicating the ongoing freight planning activities following enactment of the federal FAST Act. RTAC needs to begin discussions as to what projects to add to the Washington Freight Mobility Plan. Dale provided a list of the projects from the Clark County region and also a list of Clark County Freight projects that were not included in the lists. RTAC should review this 2014 project list, determine project status, and decide which jurisdiction/agency will submit the updated form to WSDOT.

As there are some projects on the list that are not eligible agencies need to review the 2014 list and look over their long range plans to determine if there are projects to consider adding. Though the amount of the submittal needs to be \$100 Million projects can be combined to get to that amount. WSDOT has the money and will be determining which projects will receive funding. There was discussion around the table regarding projects and RTC will need to receive updates to submit prior to the state's deadline of August 31st.

Matt Ransom, RTC Executive Director, wanted to mention that an FHWA freight roundtable is scheduled for Thursday June 23, from 9 to 11 am at the Northwest Natural, 220 NW Second Ave, 4th floor conference room in Portland. FHWA freight roundtables are intended to be small informal conversations between the FHWA Administrator and invited guests.

V. Other Business

A. RTAC Members

- a) Jim Hagar, Port of Vancouver, gave a brief update of the Washington Transportation Commission that was held at the Port of Vancouver on Wednesday June 15th. Jim reported that the meeting went well and the attendees received a tour of the County. Matt Ransom, RTC, reported that today the Washington Transportation Commission is hosting a three (3) state meeting including California, Washington and Oregon Transportation Commissions at ODOT Region 1 office in Portland. They will be discussing Funding tools to replace the Gas Tax funding, the FAST Act and a briefing on seismic issues
- b) Matt noted that July RTAC will focus on Agency project updates/highlights.
- c) Katie Nelson, C-TRAN, announced the BRT is moving along on time and are hoping to open by the end of the year. Also finishing up other projects in their service area.
- d) Bill Baumann, Human Services Council (HSC), provided a handout of the 1 Call/1 Click Trip Resource Center. This is a resource to provide transportation resource information and offers additional service options for Veterans, Seniors, People with Disabilities and Low-Income populations. HSC is working on identifying and fixing some issues with the system but is working well so far.
- e) Matt introduced and welcomed Shari Harer, Clark County Public Works representative, to RTAC.
- f) Gary Albrecht, Clark County, announced that the GMA Hearing will be Tuesday the 21st at 10 am and also one on Wednesday the 22nd.

B. RTC Staff

- a) Dale Robins, RTC, provided handouts on two (2) Clark County Project Showcases. One for the Hazel Dell-Felida Traffic Signal Optimization and the other was for the Barberton Traffic Signal Optimization project. Dale noted that once a project funded by RTC is complete agencies need to work with Dale on a one page Project Showcase document.
- b) Dale Robins, RTC, announced the Notice of Proposed Rule Making (NPRMs) for System Performance/Freight/CMAQ. They are trying to standardize nationwide how things are done. Matt Ransom did mention that this will be talked about more at RTAC in the near future now that some of the rulemaking is being completed.
- c) Reminder that STP-Urban, STP-Rural and CMAQ Project Applications are due to RTC by July 15, 2016. Also wanted to remind group that TIB applications are due by August 19th. Agencies will have to adopt, by Ordinance, a Complete Streets Policy to be able to

apply for TIB funding. New to the selection process is the need to be nominated by an external party like the Department of Health or WSDOT who are on the list of nominees. Also there was recognition of Battle Ground's Complete Streets Policy being ranked top in the nation.

- d) Mark Harrington, RTC, reminded the Committee that RTC is holding a Modeling Workshop Friday, June 24th from 10:00 am to Noon, in the PSC Training Room 6th floor.
- e) Matt Ransom, RTC, announced that at the July RTC Board meeting the agenda will include a freight centric agenda which will include providing them a regional freight snapshot and also a second agenda item of the conversation on Freight Corridors and Freight Projects that came to June RTAC. The third agenda piece is the invitation to each of the 5 Ports in the RTC region consisting of the three (3) within Clark County and the Skamania and Klickitat Ports. These agencies have been invited to present a showcase of their ports and the issues they might be facing.
- f) Matt informed the committee that July's RTAC will be a meeting primarily for agencies to give project updates on anything they have going on or that they would like to share.

The meeting adjourned at 10:05 a.m. The next meeting will be on Friday, July 15, 2016.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: July 7, 2016
SUBJECT: Federal Project Obligation

BACKGROUND

As the Metropolitan Planning organization for the Clark County region, RTC is responsible for selecting and programming projects for the local share of the Federal Highway program. This includes the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP).

Beginning in 2012, WSDOT placed additional responsibility on MPO's to ensure obligation of the local share of the Federal Highway (FHWA) program. This policy requires that by August 1st of each year that each MPO must obligate 100% of their regional federal Obligation Target or funds could be lost.

In 2015, WSDOT instituted a policy that limits regional obligation to two years in advance of their current federal allocation. Reaching the two-year obligation limit would result in the immediate stop of all obligations until the next year.

In 2016, WSDOT instituted a new FTA transfer policy that only allows obligation of Federal Highway funded Transit projects that are listed in the first year of the TIP. This policy was instituted to ensure obligation authority for priority transit projects funded with STP and CMAQ funds.

Federal policy requires the TIP to be financially constrained by year. RTC can only program projects in the TIP for years with available financial resources. If the region has obligated a year in advanced, no projects can be programmed in the first year of the TIP.

RTC's obligation policies must be amended to allow both state and federal policies to be met. Please come to the July RTAC meeting prepared to discuss RTC's obligation policy and management of the Transportation Improvement Program.

EXISTING OBLIGATION POLICIES

To ensure that our region met our Obligation Target, RTC revised project delay policies to allow for the early delivery of projects beginning in year 2013. Local agencies responded to these changed policies, and have been exceeding obligation targets since 2014. Currently, the region has surpassed our obligation target by over one year. By the end of July 2016, RTC anticipates that obligation authority into year 2018 will have occurred for each of the regional federal programs (STP, CMAQ, and TAP). This will result in the inability of RTC to program any projects for regional federal funds in the first year of the 2017-2020 TIP.

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Further, implementation of WSDOT's revised FTA transfer policy could significantly impact obligation of future FTA projects. Specifically, because the RTC region CMAQ obligations have exceeded "current year" authority, there is no remaining CMAQ obligation capacity for FTA projects. If left unchecked, FTA project obligation authority could be exceeded annually. Therefore immediate corrective actions are needed to retain future first year CMAQ obligation capacity.

It is important to note, that although RTC's policy allowed for the early obligation of projects on a first come basis, this was never a guarantee. RTC's call for projects has always been for anticipated funding in the fourth year of the next TIP. The early obligation over the last several years has been a great benefit for local agencies allowing for the early implementation of many projects.

Concern for over obligation of regionally allocated federal funds has been discussed at several RTAC meetings over the last year, resulting in the region moving from a four-year project selection to a three-year project selection. Given the situation, RTC staff is recommending that RTC's obligation policies be revised to allow all agencies an equal opportunity to proceed with their projects. In addition, the region will need to develop a transition plan to manage projects currently programmed in the TIP.

These new policies will not remove any funds from existing programmed projects and will only impact when funds are available. Also, RTC staff is working with other MPO's and WSDOT to try to develop a short-term solution.

TRANSITION PROCESS

RTC staff has been working with agencies that have projects programmed in the TIP to attempt to manage the obligation of funds. This has resulted in some positive results, but did not result in a solution. Further remedies will be needed.

RTC staff is suggesting that we immediately stop the obligation of all CMAQ projects, until all agencies have an equal chance to obligate their projects. If RTC is unable to develop a solution with other MPO's or WSDOT this could result in the freezing of CMAQ projects until January 2018.

All other STP and TAP projects currently programmed within the TIP will be allowed to proceed on a first come basis. Agencies should note that since the region is so far ahead on the obligation of projects that WSDOT may only provide advanced construction funding. This would result in a delay of repayment of federal funds.

NEW OBLIGATION POLICIES

RTC staff is recommending that the region move to a two-year project selection. This would mean that only projects programmed in first two years of the TIP will be allowed to proceed with obligation. New projects added through the project selection process this year will be programmed in 2020 and would not be able to proceed until January 2019.

RTC is recommending that the following transportation program policies be modified:

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Policy 3.6 – Remove the exemption for construction ready projects, being programmed earlier than the fourth year of the TIP.

Policy 5.2 – Change to a policy that the obligation date will be tied to the year the project is programmed in the TIP, instead of the date provided in the project grant application.

Policy 5.4 & 5.5– Change policies to indicate delay is tied to the year a project is programmed in the TIP, rather than the date provided in the project grant application.

New Policy 5.8 – The first two years of the TIP are selected and are considered to be the regionally agreed to list of projects. This means that only projects programmed in the first two years of the TIP can proceed with obligation.

CONCLUSION

The region will no longer be able to proceed with a first come, first serve obligation of all four years of the TIP. By moving to a two year project selection and having obligation tied to the year a project is programmed in the TIP, the region should be able to annually meet our obligation target and remain within state and federal policies.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: July 8, 2016
SUBJECT: **Washington State Freight Mobility Plan: Call for Freight Projects**

INTRODUCTION

In June RTAC discussed ongoing freight planning activities and WSDOT's Freight Transportation Call for Local Projects. At the July RTAC meeting, the intent is to finalize a list of projects for submittal to WSDOT for inclusion in the 2016 update to the Washington State Freight Mobility Plan.

WSDOT 2016 CALL FOR REGIONAL, TRIBAL, AND PORT FREIGHT PROJECTS

The state's freight planning document includes a list of high priority local, regional, port, and state freight mobility capital investments, as well as programmatic freight system preservation needs. WSDOT is requesting our assistance as well as copies of the project forms required to be submitted electronically by August 31. WSDOT's freight website provides the electronic version of the required forms through the following link: <http://www.wsdot.wa.gov/freight/> as well as other significant resource information. The forms will download in one Excel worksheet. Submittal of project application forms is a vital step to help qualify for funding of the high-priority freight projects.

Clark County Projects included in the 2014 List of Projects

The 2014 Washington State Freight Mobility Plan included the following projects from the Clark County region:

- I-5 Columbia River Crossing
- I-205, SR-500 to Padden, Widening
- SR-14, I-205 to 164th Av. Add Lanes
- SR-14, 15th/27th/32nd Street Interchange Project
- Highway 99 Corridor
- SR-500 Interchanges (42nd/54th)
- Columbia Shores Portal, underneath the BNSF line adjacent to SR-14 interchange
- Pioneer Street Railroad Overpass (Ridgefield)

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- Union Ridge Parkway (Ridgefield)
- West Vancouver Freight Access

Identified Clark County Freight Projects Not Included In The 2014 List Of Projects: Status

The following regional freight projects have been identified, but were not included in the 2014 Washington State Freight Mobility Plan:

- East Fork Lewis River Bridge (I-5)
- North Fork Lewis River Bridge (I-5, southbound)
- I-5/SR 500 Build Direct Connection
- West Camas Slough Bridge (SR-14)
- Mill Plain Boulevard and I-5 Interchange Improvements (T1 facility, provides connection to the Port of Vancouver)
- SR-501 Couplet, Signal/Intersection Improvements (T1 facility, provides connection to the Port of Vancouver. Low traffic signal height and crown of the road require long loads to divert to other city streets)
- NE 18th Street – NE Four Seasons Lane to NE 192nd Avenue
- SE 1st Street – SE 162nd Avenue to SE 192nd Avenue
- SE/NE 164th Avenue – SE 1st Street to NE 9th Street
- I-205, 28th St. to SR-500 Auxiliary Lanes
- I-205, Padden Interchange with 72nd Av. Slip Ramp
- SR-500/SR-503/Fourth Plain Intersection

RTAC should consider these projects as a first step in identifying potential projects for submittal in 2016. Consideration should be given to the project's current status, funding status, and project eligibility for the 2016 project list update. Some of the projects are now funded under the Connecting Washington program, some are WSDOT projects and others may not be eligible or may no longer be priorities.

CONCLUSION

RTAC's help is requested in identifying eligible freight projects to be submitted from the Clark County region for consideration by WSDOT in updating the Washington State Freight Mobility Plan 2016 project list.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: July 7, 2016
SUBJECT: TIB Project Development

BACKGROUND

The purpose of this memorandum is to begin to outline a set of projects, from our region, for submittal to the Transportation Improvement Board (TIB) for statewide competitive funding. **Please come to the July RTAC meeting prepared to discuss TIB projects from your agency.**

FUNDING PROGRAMS

This year's TIB program includes the following amount for competition within our region. Also shown in brackets are the general limits on grant request:

- Urban Arterial Program – SW Region: \$10.3 million (\$5 million)
- Urban Sidewalk Program – West Region: \$1.21 million (\$500,000)
- Arterial Preservation Program – State-wide \$10 million
- Small City Arterial Program – West Region: \$3.6 million (\$1 million)
- Small City Sidewalk Program – West Region: \$0.8 million (\$350,000)
- Small City Preservation Program – State-wide \$5 million (\$200,000)
- Complete Streets Program – State-wide \$10 million

TIB generally requires a 20% match for urban programs and 5% match for small city programs. The preservation program requires 10% in urban areas and 0% match in small cities. Only Battle Ground, Ridgefield, and Washougal are eligible for the Arterial Preservation Program.

SELECTION

TIB uses a banding evaluation process for the Urban Arterial Program. Top scoring projects under each of the four bands (Safety, Growth & Development, Mobility, and Physical Condition) with sustainability and constructability scores are selected for funding. For other programs TIB evaluates projects against overall selection criteria.

SCHEDULE

The following is the general TIB grant schedule:

August 19, 2016	Postmarked Deadline
September-October	TIB Application Review
November 18, 2016	TIB Board Selection

20160715-RTAC-TIB.docx

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MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: July 7, 2016
SUBJECT: Local Agency Transportation Project Updates

BACKGROUND

At the July Regional Transportation Advisory Committee meeting, RTC would like to have each local agency come prepared to update RTAC members on their transportation projects. The focus should be on projects located on the federal aid system (major collector, arterial, and interstate). Please be prepared to discuss in greater detail any project that will be under construction in 2016.

Through coordination of transportation projects among WSDOT, County, Cities, and others; committee members will be informed of all projects that affect the movement of people, goods, and services within the region.

Please come to the July RTAC meeting prepared to discuss your current transportation projects.

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