



The Regional Transportation Advisory Committee meeting will be held on **Friday, August 19, 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 July 15 2016 Minutes, Action
- II. August TIP Administration - WSDOT, Action
- III. 2020 Regional Project Evaluation and Prioritization, Action
- IV. Washington State Freight Mobility Plan: Call for Freight Projects, Discussion
- V. MAP-21 and FAST Act Related Rule-Making, Discussion
- VI. Public Participation Plan Update, Discussion
- VII. Congestion Management Process - Data Collection, Discussion
- VIII. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - a. TIB Grants Due Friday August 19, 2016
 - b. 2017-2020 STIP

**Materials available at meeting*

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

20160819_RTAC_Agenda.docx

An advisory committee to:

Southwest Washington Regional Transportation Council

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

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, July 15, 2016, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington by Bob Hart, RTC. Those in attendance follow:

Gary Albrecht	Clark County
Brittany Bagent	CREDC
Ken Burgstahler	WSDOT
Jim Carothers	Camas
Tony Cooper	La Center
Lynda David	RTC
Michael Derleth	Clark County
Jim Hagar	Port of Vancouver
Bob Hart	RTC
Mark Herceg	Battle Ground
Chris Malone	Vancouver
Chris Myers	Metro
Dale Robins	RTC
Sandra Towne	Vancouver
Shann Westrand	RTC
Susan Wilson	Clark County

Bob asked if there were any changes or corrections to the June 17, 2016, meeting minutes and asked for a motion of approval.

MICHAEL DERLETH, CLARK COUNTY, MADE A MOTION FOR APPROVAL OF THE JUNE 17, 2016, MEETING MINUTES AND JIM HAGAR, PORT OF VANCOUVER, SECONDED THE MOTION. THE MOTION PASSED UNANIMOUSLY.

II. Administrative TIP Amendment; WSDOT - Discussion

Dale Robins, RTC, described WSDOT's TIP Amendment for the Re-Decking of the I-5 Lewis River Bridge near Woodland. Dale went over the details of the project; there was no discussion.

III. Federal Project Obligation, Discussion

Dale Robins, RTC, said that as the Metropolitan Planning Organization (MPO) for the Clark County region, RTC is responsible for selecting and programming projects for the local share of the Federal Highway program. WSDOT instituted a policy that limits agencies to no more than two years advance obligation. If that limit is met that would result in an immediate stop of all

obligations until the next year. WSDOT instituted a new FTA transfer policy that limits obligation of CMAQ projects by C-TRAN. Federal policy does require the TIP to be financially constrained by year and RTC can only program projects in years with available financial resources.

RTC's obligation policy must be amended to allow both state and federal policies to be met. 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 selected for funding, the region should be able to annually meet our obligation target and remain within state and federal policies.

Dale provided some tables on the 2016/19 TIP Projects by Designed Funding Year along with the Funding by Planning Obligation Year and the 2017/20 TIP 2-Year Project Selection. The tables show that everyone wants to obligate funds thru 2019 by 2017, which would exceed the two-year funding limit and block C-TRAN from obligating their CMAQ projects. For this reason, RTC has placed a hold on any additional CMAQ projects moving forward in 2016. Only Vancouver's NE 18th Street and La Center's 4th St./Pacific Hwy. Roundabout STP projects can continue to move forward in 2016. The 2-Year Project Selection table shows which projects can proceed in 2017, with the remaining project being able to proceed in 2018.

There was discussion around the table. Agencies are able to work with each other to switch projects around but these adjustments will need to be completed within the next 2 weeks. The New Policies 3.6, 5.2, 5.4, 5.5 and 5.8, regarding obligation dates and programming, will move forward to adoption this fall.

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

Lynda David, RTC, went over the memo provided to RTAC indicating the ongoing freight planning activities and WSDOT's Freight Transportation Call for Local Projects. As the 2014 list is being updated agencies will need to submit the required project application forms to be included in the 2016 list. WSDOT is requesting copies of the project forms required be submitted electronically by August 31st. Lynda went over the list of projects included in Clark County's 2014 list of projects in WSDOT's Freight Plan and also the identified Clark County freight projects NOT included in the 2014 list. Lynda suggested 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 listed in the RTAC memo are now funded under the Connecting Washington program, some are WSDOT projects and others may not be eligible or may no longer be priorities.

Lynda also reported that WSDOT is conducting a truck parking report to better understand the magnitude of truck parking issues statewide. As part of the process, several roundtable discussions have been scheduled in key areas of the state to hear from truck drivers, companies

that hire truck drivers and local officials. The meeting is intended to better understand the truck parking issues and to focus on specific areas, policies, etc. The next roundtable discussion is scheduled for Wednesday, July 20th from 10:00 a.m. to Noon in reception conference room #124 at WSDOT SW Region, 1108 NE 51st Circle, Vancouver WA, 98682.

V. TIB Project Development, Local Agencies, Discussion

Dale Robins, RTC, asked those jurisdictions applying for TIB funding to give a brief outline of projects they are submitting. The deadline to submit TIB Grants is August 19, 2016. Listed are the projects from each of the jurisdictions.

City of Washougal is submitting two (2) grant applications for sidewalks on Evergreen Way from 36th to 39th Streets and also for pavement preservation for Index St. and 27th Street.

City of Camas is submitting a grant for the Camas Meadows Drive project.

City of Vancouver has some sidewalk projects in various locations.

Clark County will be submitting two separate applications for their NE 119th Street East projects in the amounts of \$2.5 million each and also for the Highway 99 sidewalk project starting north of Kline Line Bridge, the amount applied for will be based upon the cost estimate.

La Center is applying for a small grant for the Pacific Highway overlay.

Battle Ground is applying for Grace Avenue and 20th Avenue projects. They are also looking into what it would take to get nominated for a Complete Streets award as they have a policy in place.

VI. Local Agency Transportation Project Updates; Local Agencies

Each agency was asked to come to RTAC prepared to give an update on their current transportation projects. Following are the agency updates.

City of Camas is working on their 6th & Norwood roundabouts and is expecting construction completion by this fall. The Brady Road, 16th to Pacific Rim, project is at about 60% design. They are ready to start right-of-way acquisition but it will depend on funding.

City of Vancouver reported that they are hopeful they will advertise the 18th Street project in September, which should start construction by end of this year and completion by end of summer 2017. The Mill Plain, 104th to Chkalov, project should start in 2018. They also have some fiber optic projects, the 4th Plain sidewalk project scheduled for construction in 2017, and the Fort Vancouver Way project scheduled for 2018 construction. The Vancouver Waterfront project is

underway. The 137th Avenue project is at 50% design and Vancouver is applying for right-of-way funding. Also the 1st Street project is on the schedule but the City is talking about the possibility of splitting into 2 phases.

City of Washougal has their SR 14 conceptual improvements including roundabouts on SR 14 which is a Connecting Washington project. The Jemtegaard Safe Routes to School project for \$600,000, the 32nd/Evergreen intersection reconstruction project in the amount of \$1.7 Million, the 34th Street Safe Routes to School project for \$520,000, the Evergreen Way, 34th to 36th Street, sidewalks for \$230,000, and the Traveler information sign project for \$47,000.

Clark County provided a handout that included their projects consisting of NE 94th Avenue to be completed by the end of the year. The NE 119th Street project is expected to be completed by summer 2017. The 47th Avenue/78th Street intersection has been completed, and the Cedar Creek Bridge Replacement and the Brush Prairie Bridge are to be completed early next year. Clark County is hopeful the Orchards Traffic Signal Optimization project will be complete by early spring 2017. The NE 10th Avenue including a bridge over Whipple Creek and the NE 119th Street projects are scheduled for construction in 2017 and 2018. Various guardrail safety projects and sidewalks projects are underway. The County also has their STEVE and WRIGHT Technology projects under design.

La Center has design of the 4th Street Pacific Highway roundabouts and are starting construction in July on upgrading an 8" sewer to an 18" sewer line. They will also be working on their 4th Street/Stonecreek LED project.

Battle Ground provided handouts to the group that included their projects. The maps included the SR503/SR502 congestion relief projects that are funded by Connecting Washington funds. The 10 projects related to congestion relief will be spread out over a three biennium period. They also have transportation projects consisting of the SW 20th Avenue, the S. Parkway Avenue Overlay, the Chelatchie Trail and the Grace Avenue Phase II project.

WSDOT's list consisted of the I-205, Mill Plain to 18th Street Interchange Phase II project that is almost complete. The ribbon cutting is Wednesday July 20th. Also the SR 502, Battle Ground to 10th Avenue, project is almost complete.

Dale reminded RTAC members that once a project that has received funding through RTC is complete, agencies have 60 days to complete a Project Showcase.

Port of Vancouver's projects include the West Vancouver Freight Access project consisting of 25 miles of track and 7 miles of unit train loop that should be complete next year. It will benefit unit trains greatly. Also the Bike Ped Path Construction is taking place in 2017/2018.

V. Other Business

A. RTAC Members

- a) The City of Vancouver will be having a ribbon cutting on Monday July 18th, celebrating the start of construction of the new pier on Columbia Way at the end of Grant Street. The City had also adopted their Six Year TIP on June 20th.
- b) Clark County has their 2017/2022 Six Year TIP on schedule to be adopted by October.
- c) CREDC is in the process of updating their 2011 Strategic Plan.

B. RTC Staff

- a) Dale Robins, RTC, noted that today, July 15, 2016, STP/CMAQ grants are due to RTC.
- b) Dale also noted that August 19th, 2016, is the deadline for TIB grant applications.
- c) Dale emphasized that all projects need to be entered into the STIP database by August 15th. Everything that is going to be federally funded or a regionally significant project must be entered by that date.
- d) Lynda David, RTC, reported that WSDOT has accepted RTAC's recommendation for Critical Urban Freight Corridors in the Clark County region. Lynda also distributed the July 20 agenda for WSDOT's Truck Parking Industry Focus Group Roundtable to be held in Vancouver at WSDOT SW region office.
- e) Dale offered that RTC would provide letters of support for TIB grant applications.
- f) Jim Hagar, POV, announced the next Bi-State meeting is being held on Thursday, July 28th at the Quay.

The meeting adjourned at 10:35 a.m. The next meeting will be on Friday, August 19, 2016.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: August 12, 2016
SUBJECT: August TIP Administration

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).

RTC's policies allow many minor to moderate changes to be made at the discretion of the RTC Executive Director with notification of RTAC. The following changes to the 2016-2019 Transportation Improvement Program (TIP) are proposed:

The Washington State Department of Transportation (WSDOT) is requesting to add the following two projects:

- 1) SWR Legacy Fiber Upgrade. This project will reconfigure existing fiber optic cabling to optimize the ITS Network. The project will be funded with \$38,672 in federal National Highway Performance Program (NHPP) funds and \$13,328 in local match, for a total project cost of \$52,000. Funds will be programmed in 2016.
- 2) SWR Ramp Meter Study 2016 – Vancouver Metro Area. WSDOT will conduct a study to identify potential location of ramp meters and to analyze potential impacts. The project will be funded with \$86,400 in federal NHPP funds and \$3,600 in local match, for a total project cost of \$90,000. Funds will be programmed in 2016.

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

ACTION

RTAC is asked to concur with proposed changes to the TIP.

Attachment

20160819_RTAC_TIPAdministration.docx

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 11, 2016

County:

Agency: WSDOT - SW

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		400017F	400017F06	44		CE	No			52,000	

SWR Legacy Fiber Upgrade

Reconfigure existing fiber optic cabling to optimize the ITS network.

Funding

Phase	Start Date	Federal Fund Code	Federal Funds		State Fund Code	State Funds	Local Funds	Total
			Federal	Funds				
CN	2016	NHPP		38,672		0	13,328	52,000
Project Totals				38,672		0	13,328	52,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	52,000	0	0	0	0
Totals	52,000	0	0	0	0

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

August 11, 2016

County:

Agency: WSDOT - SW

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		400017R	400017R06	44		CE	No			90,000	

SWR Ramp Meter Study 2016 - Vancouver Metro Area

Conduct a study to determine the relevancy of ramp metering within the Vancouver Urban area.

Funding

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total	
		Federal	Fund Code					
PE	2016		NHPP		86,400	0	3,600	90,000
Project Totals					86,400	0	3,600	90,000

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	90,000	0	0	0	0
Totals	90,000	0	0	0	0

Federal Funds		State Funds	Local Funds	Total	
Agency Totals for WSDOT - SW		125,072	0	16,928	142,000



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: August 12, 2016
SUBJECT: **2020 Regional Project Evaluation and Prioritization**

INTRODUCTION

The Transportation Improvement Program (TIP) programs and prioritizes regionally significant transportation projects for the Clark County region. As the Metropolitan Planning Organization for the region, RTC has selection and programming authority for the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Program, and the Transportation Alternatives Program (TAP). Projects selected under these programs will be combined with projects selected through other selection processes to form the final TIP. The RTC Board of Directors is scheduled to adopt the 2017-2020 TIP at their October meeting, and projects programmed in years 2017 and 2018 of the TIP can be implemented beginning in January 2017.

The current TIP project evaluation and prioritization process will be the basis for project selection and programming of 2020 STP and CMAQ funds. New TAP projects will be selected in the spring of 2017.

The purpose of this memorandum is to first discuss potential policy revisions for project obligation, and then seek adoption of the evaluation and ranking of STP/CMAQ projects against the regional selection criteria. In addition, RTAC will begin discussion of the selection and programming of 2020 projects.

REVISED PROJECT OBLIGATION POLICIES

At the July RTAC meeting, we discussed the need to revise project obligation policies to deal with the over obligation of regionally allocated federal funds. RTC staff is recommending the policies be modified as attached. Action on policies will occur as part of the TIP adoption in September.

TIP PROJECT SELECTION PROCESS

As adopted, the TIP project selection process includes the following three steps: 1) Project Screening, 2) Evaluation and Ranking by Selection Criteria, and 3) Project Selection and Programming.

1. Project Screening: Projects are reviewed for consistency with the Regional Transportation Plan (RTP), land use plans, air quality goals, and regional screening criteria.

Based on needs identified in the RTP, individual public agencies submit a project application for their priority projects. Projects are then screened by regional screening criteria to ensure eligibility. There were 18 project applications submitted to RTC. Of these projects 11 are STP-Urban Large, six CMAQ, and one STP-Rural.

Project applications were screened and all projects are considered eligible to compete for STP/CMAQ funding.

2. Evaluation and Ranking by Selection Criteria: Each project is evaluated and ranked against a set of adopted selection criteria.

Projects have been evaluated by the adopted regional selection criteria (attached). In addition, there were four projects that do not fit into the evaluation process. RTC staff has also provided an opportunity for staff from applicant agencies to review the accuracy of the evaluation, prior to the RTAC meeting.

STP-UL (Urban Large): Based on the evaluation by adopted regional criteria, STP-UL projects are ranked in the following order:

Proposed STP-UL Projects

Rank	Agency	Project	Mobility	Mmodal	Safety	ED	Finance	AQ	Total	
1	RTC	Urban Freeway Operations Study	No Capital - Planning Project							
1	RTC	UPWP & CMP	No Capital - Planning Project							
1	RTC	VAST Coordination	No Capital - Planning Project							
4	Clark County	NE 119th St., 87th Av. to 112th Av.	12	14	20	15	8	10	79	
5	Vancouver	NE 137th Av., 49th St. to Fourth Plain	12	13	19	11	8	10	73	
6	Camas	Brady Road, NW 16th Av to NW 25th Av	6	13	15	15	12	10	71	
7	Clark County	NE 10th Av., 154th St. to 164th St.	3	13	9	13	15	10	63	
8	Battle Ground	SW 20th Av., Scotton to Eaton	2	15	14	16	4	10	61	
8	Camas	Camas Meadows Drive	3	11	13	16	8	10	61	
10	Battle Ground	Grace Av., Main St. to Rasmussen Blvd.	5	12	14	12	8	8	59	
11	Battle Ground	SW 20th Av., SW 6th St. to Scotton	2	9	11	14	4	10	50	

CMAQ: For CMAQ funding, air quality points are tripled to determine the rank order. Based on the evaluation, CMAQ projects are ranked in the following order:

Proposed CMAQ Projects

Rank	Agency	Project	Mobility	Mmodal	Safety	ED	Finance	AQ	Total	
1	Multi-Agency	Small Cities ATMS	Multi-Agency TSMO Project							
2	Clark County	STEVE 2	20	10	16	14	13	9	82	
3	WSDOT	Centralized Signal System Enhancement	20	11	14	6	13	18	82	
4	C-TRAN	Hybrid Buses	12	12	5	13	15	23	80	
4	Clark County	134th St. Adaptive Traffic Signal	20	10	14	11	13	12	80	
6	WSDOT	SR-500/St. John's to I-205 ATIS Infill	20	11	14	6	7	12	70	

STP-Rural: Based on the evaluation by adopted regional criteria, STP-R projects are ranked in the following order:

Proposed STP-Rural Projects

Rank	Agency	Project	Need	Safety	Cond.	ED	Finance	Total
1	Clark County	NE Blair Rd., SR-500 to MP 2.47	13	20	13	6	12	64

This ranking of potential projects for 2020 funding, completes the second of the three step TIP development process. The request before RTAC will be to concur with the evaluation and ranking of projects based on regional selection criteria. RTAC's recommendation of the evaluation and ranking of projects will be taken to the RTC Board of Directors.

3. Project Selection and Programming: Projects are programmed for funding utilizing the project information generated by the project evaluation and ranking.

RTC staff will be prepared at the August RTAC meeting with a proposed STP/CMAQ programming recommendation for RTAC discussion, which can be presented following the recommendation on ranking projections. A recommendation on the selection and programming of projects will occur at the September RTAC meeting, along with a recommendation for adoption of the draft 2017-2020 Transportation Improvement Program (TIP).

Attachment

Revised Project Programing Policies

Cost

Policy 4.1 – Projects are limited to \$4 million in regional federal funds regardless of length, with an annual maximum award of \$2 million. The project can reach the cap based on one of the following sub-policies:

Project Deliver/Obligation

Policy 5.1 – Local agencies are required to notify RTC staff within 30 days of project obligation of all regionally selected STP, CMAQ and TAP funds. The preferred method would be forwarding, via e-mail, a copy of the executed Local Agency Agreement.

Policy 5.2 – 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.

Policy 5.3 – After the regional project selection process, all newly selected STP CMAQ, and TAP projects will be programmed in the fourth year of the TIP.

Policy 5.4 – Project phase obligation date will be tied to the year of project selection.

Policy 5.5 – Project obligation must be made by August in the year obligation is required. Due to the time involved in processing an obligation requires, the obligation request must be made by August to meet regional obligation targets.

Policy 5.6 – Preliminary engineering funds must be obligated by August of programmed year.

Policy 5.7 – Right-of-way and construction funds can be delayed one year. No approval is required.

Policy 5.8 – By January of each year, RTC staff will notify agencies of all projects that must be obligated by the next August.

Policy 5.9 – If a project cannot make the August obligation deadline, the sponsoring agency must contact RTC in writing by March 1st of that year. If a project does not meet the required obligation deadline (which includes allowable one-year delay), one of the following action will be taken:

Policy 5.9.1 – If delay is likely to impact regional obligation authority all future funds will be removed from the project. RTC staff will develop a strategy to meet the obligation target which will be approved by RTC Board. The delayed project can seek funding in future call for projects without an increase in regional federal funds.

Policy 5.9.2 – If delay is not likely to impact regional obligation authority, a project delay exception can be sought. The request must be in writing and explain the circumstances for the project delay and why the delay should be considered. Delays of less than one additional year can be approved by RTAC. Project delays greater than two years will require RTAC and RTC Board approval.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: August 12, 2016
SUBJECT: **Washington State Freight Mobility Plan: Call for Freight Projects**

INTRODUCTION

Following discussions at the April, June and July RTAC meetings, the August RTAC meeting provides a final opportunity to coordinate the region's response to WSDOT's 2016 Call for Regional, Tribal, and Port Freight Projects.

BACKGROUND

In a Memo dated May 31, 2016 (see attached), WSDOT issued a statewide 2016 call for projects to update the WSDOT 2014 State Freight Mobility Plan. Specifically, the call for projects asks for local freight projects eligible for funding under the two new federal freight funding programs: the National Highway Freight Program (a formula funding program) and the Nationally Significant Freight and Highway Projects Program (FASTLANE) program. Freight projects must be included on the updated WSDOT projects list in order to be eligible for funding under the two new federal programs.

To be eligible for National Highway Freight Program funding, projects must be on the National Highway Freight Network (follow the link to WSDOT's latest NHFN map). To be eligible for FASTLANE funding, projects must be on the NHFN or the National Highway System (NHS) (see attached map).

RTAC INPUT

The call for projects has been discussed at previous RTAC meetings. To facilitate discussion at the August 19 RTAC meeting, a summarized list of freight projects is attached. The summary table includes eligibility criteria including NHFN, NHS, state Freight and Goods Transportation System classification and inclusion in the Regional Transportation Plan (RTP). Most listed projects in this region are on WSDOT highways. At the August RTAC meeting, we will review the list of projects and decide whether they should be submitted for consideration. RTAC members are asked to review the list to check that no eligible local projects have been omitted. At the August meeting, we will also decide on which agency or jurisdiction should complete the application forms.

Projects must be submitted electronically on WSDOT forms. WSDOT's freight website provides the electronic version of the required forms (see attached) through the following link: <http://www.wsdot.wa.gov/freight/>. The website also includes other significant resource information. The forms will download in one Excel worksheet.

NEXT STEPS

Submittal of project application forms is a vital step to help qualify for funding of the high-priority freight projects. RTC will coordinate project applications from this region with WSDOT. It is proposed that project applications should be submitted to RTC electronically by August 25 and RTC will then submit to WSDOT. WSDOT will prioritize the project applications in September, will work with the Washington State Freight Advisory Committee (WAFAC) and will provide a prioritized list of freight projects for delivery to Washington Office of Financial Management (OFM) and the legislative transportation committees by November 1 for funding consideration.

The 2016 call for projects is focused on the two new federal freight funding programs but this region has additional significant freight projects that do not meet the criteria for these programs. It is hoped an additional call for projects will allow us to submit these additional projects to provide the state with a comprehensive picture of needed freight transportation improvements.

Attachments:

- WSDOT 2016 Call for Regional, Tribal, and Port Freight Projects (dated May 31, 2016)
- National Highway System: Portland, OR—WA (source FHWA)
- Freight Projects, Summary List
- WSDOT Freight Project Submittal Form for National Highway Freight Program: Freight Formula Funds
- WSDOT Freight Project Submittal Form for Nationally Significant Freight & Highway Projects Program: FASTLANE Grant Funds

May 31, 2016

TO: MPO/RTPO Directors

FROM: Ron Pate, Director, Washington State Department of Transportation (WSDOT) Rail, Freight, and Ports Division
Ashley Probart, Executive Director, Washington State Freight Advisory Committee (WAFAC), a standing subcommittee of the Freight Mobility Strategic Investment Board (FMSIB)

SUBJECT: 2016 Call for Regional, Tribal, and Port Freight Projects

Dear MPO/RTPO Directors:

In 2014, local and regional partnerships were instrumental in developing the Washington State Freight Mobility Plan, which included a list of high priority local, regional, port, and state freight mobility capital investments, along with programmatic freight system preservation needs. In the plan, the Washington State Department of Transportation (WSDOT) committed to updating the list of freight projects every two years. WSDOT and the Washington State Freight Advisory Committee (WAFAC) are now issuing this statewide solicitation for local freight projects as part of this update. MPOs and RTPOs are encouraged to work with cities, counties, ports, and tribes to submit projects to WSDOT.

Much has changed since the Freight Mobility Plan was completed in 2014, with the passage of the state Connecting Washington transportation package, release of the draft National Freight Strategic Plan, and the passage of the federal Fixing America's Surface Transportation (FAST) Act. Some freight projects have been funded or completed, national freight policy and freight strategies have been proposed, and new freight funding opportunities have become available. Because of these changes, the project list must be updated to meet new requirements and remain accurate.

2016 Freight Project List Request

There are two specific needs that require an update to the project list in the 2014 State Freight Mobility Plan. First, the Washington State Legislature has given WSDOT a requirement to provide a prioritized, fiscally-constrained freight project list. Second, The FAST Act¹ (section 70202) requires states to develop freight plans by December 2017 that include a fiscally-constrained freight investment plan.

As required by the Washington State Legislature, WSDOT with WAFAC and other freight partners must complete a list of prioritized freight projects by November 1, 2016,

¹ <https://www.congress.gov/114/bills/hr22/BILLS-114hr22enr.pdf>

for consideration for funding in the 2017-2019 fiscal biennium.² Because of this need, WSDOT and WAFAC are collaborating with MPO, RTPO, and tribal partners to identify projects in cities, counties, ports, and tribal areas to create the 2016 freight project list. Cities, counties, and ports will need to coordinate with MPOs and RTPOs before submitting projects to the 2016 list. Tribes may submit projects directly to WSDOT, but are encouraged to work directly with their respective MPO/RTPO to achieve regional coordination.

It is important to recognize this list will build upon the freight project list included in the 2014 State Freight Mobility Plan:³

- Project submitters should review existing projects in the 2014 list, and provide updated information for projects that are still regional priorities in need of funding, and meet eligibility criteria described in the attachment.
- Updated project information must be submitted using the electronic project forms to ensure the projects meet the new eligibility requirements under the FAST Act.
- Projects from the 2014 list not meeting eligibility criteria will not be accepted for the 2016 list development. No updated information is required for those projects.
- New projects not included in the 2014 State Freight Mobility Plan but meeting eligibility criteria may also be submitted.

In September, WSDOT will evaluate all project submissions based on the eligibility criteria to develop the 2016 freight project list. WAFAC will advise WSDOT on prioritizing the list in October. This prioritized project list will be submitted to OFM and the transportation committees of the legislature by November 1, 2016, for funding consideration.

This project list will also be used to update the 2014 State Freight Mobility Plan in 2017. The FAST Act (section 70202) requires states to develop freight plans by December 2017 that include a fiscally-constrained freight investment plan covering five years and describes how National Highway Freight Program funding would be invested and matched. The 2017 Washington State Freight System Plan will include a prioritized list of projects eligible for National Highway Freight program (freight formula funding), and a list of projects eligible for Nationally Significant Freight and Highway Projects Program (FASTLANE grant funding).⁴ Projects that are identified beyond FAST Act funding availability of FY2020, but still meeting the requirements of the act, will be listed separately due to their ineligibility for federal funding.

In May, WSDOT coordinated with WAFAC to finalize the freight project criteria and the submission forms. This was done to ensure local projects that are eligible for these programs can be added to the freight project lists. Projects in the list submitted to the

² <http://leap.leg.wa.gov/leap/Budget/Detail/2016/CTBill0307.pdf>, p. 34.

³ <http://www.wsdot.wa.gov/NR/rdonlyres/4AB1DCDE-5C29-4F08-B5E7-697F432C34D7/0/2014WashingtonStateFreightMobilityPlan.pdf>, p. 124

⁴ 2016 NOFO for FASTLANE program requires that “to the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee.” (<https://www.transportation.gov/sites/dot.gov/files/docs/FY16%20FASTLANE%20Amended%20NOFO.pdf>, page 27).

state legislature and in the freight plan update are not guaranteed funding from either of the two freight programs. Instructions and more detail are provided in the attachment to help you ensure your projects are eligible for these new funding sources.

Project Submittal and Correspondence

It is important to note that submitted projects must meet all criteria and screening, as described in the project submittal forms. WSDOT, in collaboration with all MPOs, is currently finalizing the eligible highway network⁵ by designating Critical Urban and Rural Freight Corridors, which will be added to the existing National Highway Freight Network in September 2016, pending FHWA certification. Projects located on the draft Critical Urban or Rural Freight Corridors may be submitted, but project eligibility is subject to FHWA corridor approval.

Because the freight formula program and FASTLANE program have distinct eligibility requirement and screening criteria, a separate project submission form is provided for each funding program to streamline the process and to reduce the request for unnecessary project information. Project submitters will be required to identify which federal program they are requesting consideration for and use the appropriate electronic forms. Projects may be submitted for eligibility for both the formula and grant programs. The project submittal forms can be found at <http://www.wsdot.wa.gov/freight/>. The deadline for project submittal is **August 31, 2016**. Please send completed electronic forms (.xls) to Matthew Pahs at pahsm@wsdot.wa.gov.

WSDOT will review the project submittals in September, and propose a prioritized list to WAFAC in October. During this process, WSDOT will be available for questions on project eligibility and submission requirements. WSDOT intends to notify project proponents of the project list status before the list is delivered to WAFAC for their approval. The final, prioritized list of freight projects will be delivered to OFM and the transportation committees of the legislature by November 1 for funding consideration.

Projects seeking funding in the next four years are especially encouraged to be submitted in order to be eligible for federal funding availability. WSDOT intends to update the freight project list again in 2018 to ensure the project list remains current. If you have any questions, please contact Matthew Pahs at 360-705-7139 or Wenjuan Zhao at 360-705-6990. Thank you for your partnership.

cc: Association of Washington Cities
Washington State Association of Counties
Washington Public Ports Association
WSDOT Region Planning Managers

⁵ Draft corridor map outside PSRC can be found at:
<http://wsdot.maps.arcgis.com/home/item.html?id=0fe90fe7cd324ed9a9a9586866aa9b04>
Contact Sean Ardussi at sardussi@psrc.org regarding draft critical urban freight corridors within PSRC.

ATTACHMENT

National Highway Freight Program Eligibility

The FAST Act established the National Highway Freight Program, which provides to states formula funding that can be used for projects on the National Highway Freight Network. Washington State receives approximately \$20 million annually from 2016 to 2020. Funds apportioned to the State for the national highway freight program may be obligated to carry out one or more of the following:

- i. Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
- ii. Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
- iii. Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
- iv. Efforts to reduce the environmental impacts of freight movement.
 - v. Environmental and community mitigation for freight movement.
 - vi. Railway-highway grade separation.
 - vii. Geometric improvements to interchanges and ramps.
- viii. Truck-only lanes.
 - ix. Climbing and runaway truck lanes.
 - x. Adding or widening of shoulders.
- xi. Truck parking facilities eligible for funding under section 1401 of MAP-21 (23 U.S. Code §137).
- xii. Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
- xiii. Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.
- xiv. Traffic signal optimization, including synchronized and adaptive signals.
 - xv. Work zone management and information systems.
 - xvi. Highway ramp metering.
- xvii. Electronic cargo and border security technologies that improve truck freight movement.
- xviii. Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
- xix. Additional road capacity to address highway freight bottlenecks.
 - xx. Physical separation of passenger vehicles from commercial motor freight.
- xxi. Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
- xxii. A highway or bridge project, other than a project described in clauses (i) through (xxi), to improve the flow of freight on the National Highway Freight Network.
- xxiii. Any other surface transportation project to improve the flow of freight into and out of a facility, including projects (i) within the boundaries of public or private freight rail or water facilities (including ports); and (ii) that provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into or out of the facility.

National Highway Freight Program Project Screening

Projects published on this list will need to meet the following screening:

Network Screening: Projects are required to be located on the National Highway Freight Network, which is currently in development (the Primary Highway Freight System and remainder of Interstate system have been established; Critical Urban and Rural Freight Corridors are to be designated by September). A state may obligate apportioned funds for projects on any component of the National Highway Freight Network. Projects that do not meet these requirements will not advance to the next screening for consideration.

Regional Screening: Projects are required to be supported by the regional transportation planning organization. If a project is not in a current regional plan, a letter from the metropolitan or regional planning organization must be submitted with the project. Tribal projects may be submitted directly to WSDOT; regional coordination is encouraged. Projects that do not meet these requirements will not advance to the next screening for consideration.

Scheduling Screening: Projects are required to identify the scheduled year that funding is expected to be used. The program is funded through FY2020 under the FAST Act, and projects must be scheduled no later than June 30, 2020, to become eligible for funding. For construction projects, this is the year for construction. If projects are not ready for construction, the scheduled year for development phase activities should be provided. Projects scheduled beyond June 30, 2020 will be considered long-range investments without identified federal funding.

Funding Screening: Projects are required to demonstrate fiscal constraint and quantify the gap in current funding. Fund sources and commitments must be identified and documented as part of the submission. Updated project costs should be provided in state FY2017 dollars. Projects that do not meet these requirements will not be considered.

National Highway Freight Program Project Prioritization

Submitted projects will be prioritized based on readiness. WAFAC will categorize projects eligible to use formula funding, based on three tiers. A prioritized project list will be delivered to the legislature for funding consideration.

Tier 1 will be composed of screened projects that are scheduled July 2016 to June 2018.

Tier 2 will be composed of screened projects that are scheduled July 2018 to June 2020.

Tier 3 will be composed of screened projects that are scheduled July 2020 to June 2035.

Nationally Significant Freight & Highway Projects Program Requirements

The FAST Act also established the Nationally Significant Freight & Highway Projects Program, administered as the FASTLANE grant program. Eligible project costs include:

- 1) development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and
- 2) construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation,

construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance.

The US Secretary of Transportation may select a project for funding under this section only if the Secretary determines that:

- 1) the project will generate national or regional economic, mobility, or safety benefits;
- 2) the project will be cost effective;
- 3) the project will contribute to the accomplishment of one or more of the national goals described under section 150 of Title 23, United States Code;
- 4) the project is based on the results of preliminary engineering;
- 5) with respect to related non-Federal financial commitments:
 - A. one or more stable and dependable sources of funding and financing are available to construct, maintain, and operate the project; and
 - B. contingency amounts are available to cover unanticipated cost increases;
- 6) the project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor; and
- 7) the project is reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project.

Nationally Significant Freight & Highway Projects Program Screening

Projects published on this freight grant list will need to meet the following criteria:

Network Screening: Eligible projects include the following only:

- Highway freight projects on the National Highway Freight Network;
- Highway or bridge projects carried on the National Highway System;
- Railway-highway grade crossing or grade separation projects; or
- Freight intermodal or rail projects.

Regional Screening: Projects are required to be supported by the regional transportation planning organization. If a project is not in a current regional plan, a letter from the metropolitan or regional planning organization must be submitted with the project. Tribal projects may be submitted directly to WSDOT; regional coordination is encouraged.

Funding Screening: Projects must be reasonably expected to begin construction not later than 18 months after the date of obligation of funding. The estimated end date of the final Notice of Funding Opportunity for the FASTLANE grant program has a projected latest date of spring 2020; the program is funded at approximately \$900 million per year. Minimum project costs for large projects is \$100 million; the funding gap is required to be at least \$25 million. For small projects less than \$100 million, the funding gap is required to be at least \$5 million. Projects are required to demonstrate availability of sufficient funds (Federal, state, local, and private), less the grant request, to cover at least 40 percent of total project costs (FASTLANE grants may be used for up to 60 percent of the future eligible project costs, and total federal assistance may be up to 80 percent of project costs). Fund sources and commitments must be identified and documented as part of the submission. Updated project costs should be provided in state FY2017 dollars.

National Highway System: Portland, OR--WA

U.S. Department of Transportation
Federal Highway Administration

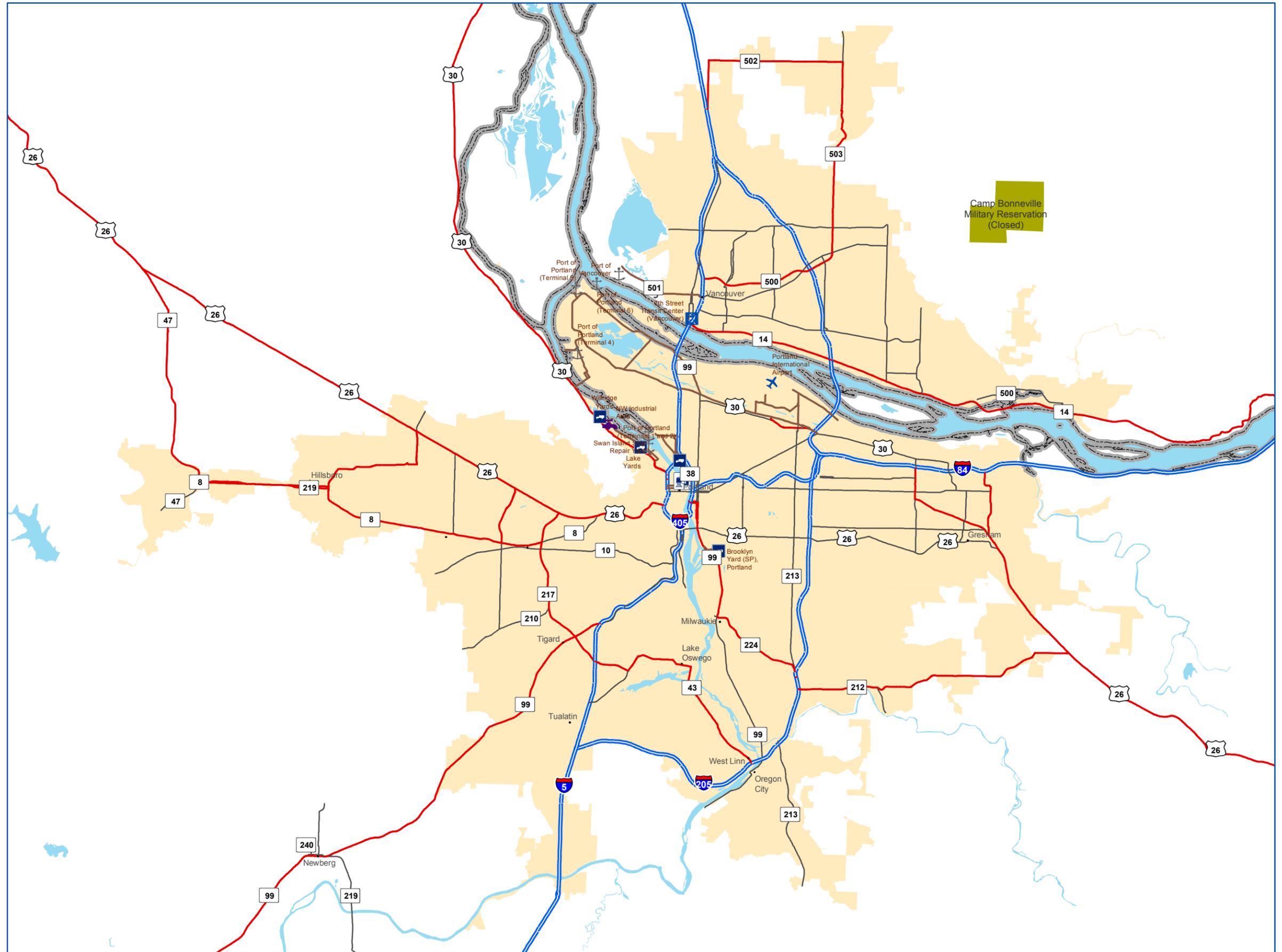
-  Eisenhower Interstate System
-  Other NHS Routes
-  Non-Interstate STRAHNET Route
-  STRAHNET Connector
-  Intermodal Connector
-  Intermodal/STRAHNET Connector
-  Unbuilt NHS Routes
-  MAP-21 NHS Principal Arterials
-  Census Urbanized Areas
-  Department of Defense
-  Water
-  Airport
-  Intercity Bus Terminal
-  Ferry Terminal
-  Truck/Pipeline Terminal
-  Multipurpose Passenger Facility
-  Port Terminal
-  Truck/Rail Facility
-  AMTRAK Station
-  Public Transit Station



0 3.5 7
Miles

0 6 12
Kilometers

FHWA: March 25, 2015



FREIGHT PROJECTS, RESPONSE TO May 31, 2016, WSDOT CALL FOR PROJECTS

On 2014 WSDOT Freight Plan List	Project Descriptions	NHFN	NHS	NHFP Eligible	FASTLANE Eligible	In RTP (2014)	RTP Cost Estimate	WSDOT FGTS	Jurisdiction/Agency	Notes	2016 Project Call Application
Yes	I-5 Columbia River Crossing	Yes	Yes	Yes	Yes	Yes	\$3.6 Bn	T1	WSDOT		
Yes	I-205, SR-500 to Padden, Widening	Yes	Yes	Yes	Yes	Yes	\$ 30,000,000	T1	WSDOT		
Yes	SR-14, I-205 to 164 th Av. Add Lanes	Yes	Yes	Yes	Yes	Yes	\$ 38,000,000	T1	WSDOT		
Yes	SR-14, 15 th /27 th /32 nd Street Interchange Project	Yes	Yes	Yes	Yes	Yes	\$ 80,000,000	T2	WSDOT		
Yes	Highway 99 Corridor	No	Yes	No	Yes	Yes	\$ 8,800,000	T2/T3	Clark County	Segment from 99th to 107th in RTP. Segment under Chelatchie Prairie rail needs widened.	
Yes	SR-500 Interchanges (42 nd /54 th)	No	Yes	No	Yes	Yes	\$ 80,000,000	T2	WSDOT		
Yes	Columbia Shores Portal, underneath the BNSF line adjacent to SR-14 interchange	No	No	No	No	Yes	\$ 20,000,000	N/A	Vancouver	Connects to T1 (SR-14) facility	
Yes	Pioneer Street Railroad Overpass (Ridgefield)	No	No	No	No	Yes	\$ 10,452,000	N/A	Ridgefield	Funded by Connecting Washington, federal Railroad Safety Grant	
Yes	Union Ridge Parkway (Ridgefield)	No	No	No	No	Yes	\$ 5,661,000	N/A	Ridgefield	Needs classification count for update to the FGTS	
Yes	West Vancouver Freight Access					Yes	\$ 64,000,000	N/A	Port of Vancouver	Part of a \$227 M project	
No	East Fork Lewis River Bridge (I-5)	Yes	Yes	Yes	Yes	Yes	\$ 50,000,000	T1	WSDOT		
No	North Fork Lewis River Bridge (I-5, southbound)	Yes	Yes	Yes	Yes	Yes	N/A	T1	WSDOT		
No	I-5/SR 500 Build Direct Connection	Yes	Yes	Yes	Yes	Yes	\$ 140,000,000	T1/T2	WSDOT		
No	West Camas Slough Bridge (SR-14)	No	Yes	No	Yes	Yes	\$ 25,000,000	T2	WSDOT	Funded by Connecting Washington.	
No	Mill Plain Boulevard and I-5 Interchange Improvements (connection to the Port of Vancouver)	Yes	Yes	Yes	Yes	Yes	\$ 80,000,000	T1	WSDOT	Funded by Connecting Washington.	
No	SR-501 Couplet, Signal/Intersection Improvements (connects to Port of Vancouver. Low traffic signals and road crown requires long load diversions)	Yes	Yes	Yes	Yes	Yes	\$ 6,000,000	T1	Vancouver	Funded by Connecting Washington	
No	NE 18th Street – NE Four Seasons Lane to NE 192nd Avenue	No	No	No	No	Yes	\$ 27,000,000	N/A	Vancouver		
No	SE 1st Street – SE 162nd Avenue to SE 192nd Avenue	No	No	No	No	Yes	\$ 16,500,000	T2	Vancouver		
No	SE/NE 164th Avenue – SE 1st Street to NE 9th Street	No	No	No	No	No	N/A	T2	Vancouver		
No	I-205, 28 th St. to SR-500 Auxiliary Lanes	Yes	Yes	Yes	Yes	Yes	\$ 23,000,000	T1	WSDOT	In RTP, it is described as a project from Mill Plain to SR-500	
No	I-205, Padden Interchange with 72 nd Av. Slip Ramp	Yes	Yes	Yes	Yes	Yes	\$ 30,000,000	T1	WSDOT		
No	SR-500/SR-503/Fourth Plain Intersection	No	Yes	No	Yes	Yes	\$ 59,000,000	T2	WSDOT		
Other Freight Projects Considered:											
No	Chelatchie Prairie Railroad Improvements	No	No	No		Yes, not project specific	N/A	N/A	Clark County	Clark Co. studying land use access to RR. Consider access and grade separations for future submittal.	
No	32nd Ave. Extension, Fruit Valley Rd. Bridge Replacement and Corridor Improvement	No	No	No	No	Partially	\$ 37,000,000	T3	Vancouver	Identified in Vancouver's Westside Mobility Strategy (2016)	

NHFN = National Highway Freight Network
 NHS = National Highway System
 NHFP = National Highway Freight Program
 RTP = Regional Transportation Plan
 FGTS = Freight and Goods Transportation System (state)



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: August 12, 2016
SUBJECT: **MAP-21 and FAST Act Related Rule-Making**

INTRODUCTION

The purpose of this memorandum is to update RTAC on proposed rulemaking for implementation of the federal transportation act MAP-21 (2012) and the subsequent FAST Act (2015). RTC staff will discuss potential implications and interim observations on the system performance and MPO coordination proposed rulemakings. RTAC will have the opportunity to review RTC's draft comments letter for submittal to the MPO Coordination NPRM docket.

BACKGROUND

The federal transportation act, MAP-21 (2012), instituted performance driven transportation planning and decision making and these provisions were carried into the current federal transportation act, the FAST Act (2015). Following passage of MAP-21, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) moved forward with rulemaking on how to implement the performance provisions. This Memo describes Transportation Performance Management (TPM), national goals, and rulemaking schedule with focus on the final two areas of proposed rulemaking for System Performance Measures and MPO Coordination.

What is Transportation Performance Management?

FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Transportation Performance Management is systematically applied as part of a regular ongoing process. It provides key information to help decision makers understand the consequences of investment decisions across multiple markets and modes. It is aimed to improve communications between decision makers, stakeholders and the traveling public. Performance measures and targets are to be based on data and objective information and developed in cooperative partnerships.

National Goals and System Performance

Transportation system national performance goals as established in MAP-21 and carried into the FAST Act include: safety; infrastructure condition; congestion reduction; system reliability;

freight movement; economic vitality; environmental sustainability; and a reduction in project delivery delays. The goals look to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, maintain transportation infrastructure in a state of good repair, achieve a significant reduction in congestion on the National Highway System, and improve the national freight network to provide access to national and international trade markets and support regional economic development.

The transition to a performance and outcomes-based transportation program is designed to work toward achieving these national goals by having states and MPOs monitor and report on transportation system performance to inform the decision making process and invest resources in projects to achieve individual targets that collectively will make progress toward national goals.

Transportation Performance Management Rulemaking Schedule and Status

Following enactment of MAP-21, Notices of Proposed Rule Making (NPRM) on various transportation performance areas such as highway safety, pavement and bridge performance, and highway asset management, were slowly issued by the federal government (see Attachment 1, FHWA TPM Rulemaking Schedule). MPOs, State DOTs and the public are provided an opportunity to comment on the proposed rules before they are finalized. For some performance areas, the comment period is now closed and the final rules have either been published or are anticipated before year's end. Throughout this rulemaking process, RTC staff has worked collaboratively with Washington State Department of Transportation (WSDOT) and has concurred with WSDOT's comments.

There are currently two NPRMs out for comment on Systems Performance Measures and MPO Coordination. Both have potential consequences for how RTC conducts the regional planning process. Information on these NPRMs is provided below.

System Performance Measures NPRM

On April 22, 2016 the FHWA posted an NPRM in the Federal Register to propose national performance management measure regulations to assess the performance of the National Highway System, freight movement on the interstate system, and the Congestion Mitigation and Air Quality (CMAQ) improvement program. Comments on these system performance measures are due by August 20. WSDOT and MPOs in Washington State have worked cooperatively to draft comments on technical issues relating to implementing performance measures and monitoring. There are concerns that the performance measures focus narrowly on congestion and vehicle speed rather than on multimodal transportation solutions and transportation access opportunities to services and destinations.

A summary listing of performance measures and reporting requirements is provided on Attachment 2, MAP-21 Federal Performance Reporting Requirements (WSDOT). WSDOT and MPOs work collaboratively to monitor performance, set performance targets and report on system performance. Under the proposed federal planning rule, there is a requirement for bi-state planning partners, RTC and Metro, to jointly establish performance targets.

Metropolitan Planning Organization Coordination and Planning Reform NPRM

On June 27, 2016, USDOT posted an NPRM on Metropolitan Planning Organization Coordination and Planning Reform. USDOT's intended purpose is to improve the transportation planning process by strengthening coordination of MPOs and states, promoting the use of regional approaches to planning and decision-making, emphasizing the importance of a regional perspective, ensuring that transportation investments reflect the needs and priorities of the entire region, recognizing the critical role of MPOs in providing for a region's economic well-being and strengthening the voice of MPOs in the transportation planning process.

Proposed changes would impact RTC and Metro; two Metropolitan Planning Organizations (MPO's) working within one bi-state Portland-Vancouver census designated urbanized area. The proposed rulemaking would require unified transportation planning procedures for the entire region, would require that planning activities consider the entire region consistently, would require jointly established performance targets, and would require joint development of unified planning products for the entire region including a joint Regional Transportation Plan and Transportation Improvement Program. The NPRM requires consideration of merging of the two MPOs, though the Governor and MPOs retain the decision-making authority to determine whether a planning area warrants multiple MPOs. Updated planning agreements would have to include provisions for coordination of information and analyses and a dispute resolution process. The NPRM is anticipated to impact 142 MPOs nationwide out of a total of 409 MPOs. Comments on the proposed rulemaking are due to the federal docket by August 26.

RTC DRAFT COMMENTS ON MPO COORDINATION NPRM

RTC and Metro staff discussed the MPO Coordination and Planning Reform NPRM with the Bi-State Coordination Committee at the July 28 meeting. RTC staff drafted a letter to submit to the comments docket (see attached) and discussed the letter with the RTC Board at the August 2 Board meeting. The overall tone of the letter is pro-active and positive; that the region generally agrees that MPO coordination is beneficial.

RTC's letter echoes Metro's in asking for an exception to the proposed mandate based on coordination that already exists within the region. RTC's draft letter points out that we are already putting coordination into practice in this bi-state region and have been for many years; providing examples of reciprocal Committee representation, the existence of a Bi-State Coordination Committee that meets to discuss bi-state transportation and land use issues and the region already has a Memorandum of Understanding (MOU) between Metro and RTC which is reviewed at least every 3 years. With these coordination efforts already in place, the proposed new MPO Coordination rules could impede rather than enhance the regional planning process. The letter points out the challenges that would be faced in merging agencies in this bi-state region. One example being that Metro is unique in having a directly-elected regional government. There are structural challenges presented in trying to deliver joint bi-state transportation plans given two different state-mandated planning processes based on Washington State's Growth Management Act and Oregon's Transportation Planning Rule, as well as the challenges of delivering a joint TIP where the two states have different state-wide procedures for

administering transportation funds. In this bi-state region we want to continue the coordination we currently enjoy but there is no need to mandate consolidation or mandate joint planning documents; coordination is best encouraged not forced. Metro and RTC's letters reflect one another's and offer a solution for the USDOT to effect coordination in multi-state MPOs by requiring some of the bi-state coordination we currently practice be formalized in a charter or by-laws structure such as Metro and RTC currently have in place.

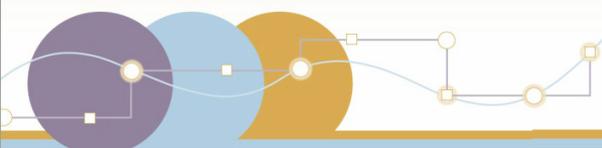
At the August 2 RTC Board meeting, members were supportive of the tone and content of RTC's draft comments letter. Board members were asked to provide any additional input they may have to RTC staff by August 15.

NEXT STEPS

RTC staff will continue to work with WSDOT and Metro on comments to be made on the proposed rulemaking. RTC will submit comments on the MPO Coordination docket before the August 26 deadline. RTC will report back to RTAC on future actions relating to the federal rules and their implementation at future RTAC meetings.

Attachments:

- 1) TPM Rulemaking Schedule
- 2) Federal Performance Reporting Requirements
- 3) RTC's Draft Letter Commenting on the MPO Coordination NPRM



FHWA TPM Rulemaking Schedule

Performance Areas	NPRM	Comments Due	Anticipated Final Rule
Safety Performance Measures	March 11, 2014	<u>Closed</u> June 30, 2014	Published March 16 2016
Highway Safety Improvement Program	March 28, 2014	<u>Closed</u> June 30, 2014	Published March 16 2016
Statewide and Metro Planning; Non-Metro Planning	June 2, 2014	<u>Closed</u> October 2, 2014	Published May 27, 2016
Pavement and Bridge Performance Measures	January 5, 2015	<u>Closed</u> May 8, 2015	Anticipated November, 2016
Highway Asset Management Plan	February 20, 2015	<u>Closed</u> May 29 2015	Anticipated November, 2016
System Performance Measures	April 22, 2016	<u>Open</u> until August 20 2016	TBD
MPO Coordination	June 27, 2016	Open Until August 26, 2016	TBD

MAP-21 federal performance reporting requirements

MAP-21 goals by program area	Federal threshold ¹	Penalty ²					
Highway Safety Improvement Program							
Rate of traffic fatalities per 100 million vehicle miles traveled (VMT) on all public roads	No	Yes		Draft rule released 3/11/14	Comment due 5/27/14	Final rule released 3/15/16	Final Rule effective 4/14/16
Rate of serious traffic injuries per 100 million vehicle miles traveled (VMT) on all public roads	No	Yes					
Number of traffic fatalities on all public roads	No	Yes					
Number of serious traffic injuries on all public roads	No	Yes					
Rate of per capita traffic fatalities for drivers and pedestrians 65 years of age or older	No	No					
Rate of fatalities on high-risk rural roads	No	Yes					
Highway-railway crossing fatalities	No	No					
Number of non-motorized traffic fatalities and serious injuries	No	Yes					
National Highway Performance Program							
National Highway System and Interstate pavement in good and poor conditions	% of Interstate pavement in poor condition not to exceed 5%	Yes		Draft rule released 1/5/15	Comment due 5/8/15	Final rule released TBD⁴	Final Rule effective TBD
National Highway System bridges classified in good and poor conditions	<10% of deck area on SD ³ bridges	Yes					
National Freight Movement Program							
Percent of the Interstate System mileage providing for reliable truck travel time	No	No		Draft rule released 4/22/16	Comment due 8/20/16	Final rule released TBD	Final Rule effective TBD
Percent of the Interstate System mileage uncongested	No	No					
Congestion Mitigation and Air Quality Program (CMAQ)							
Annual hours of congested delay per capita	No	No		Draft rule released 4/22/16	Comment due 8/20/16	Final rule released TBD	Final Rule effective TBD
Two- and four-year total emission reductions for each criteria pollutant and precursor	No	No					
System Performance (Congestion)							
Percent of the Interstate System providing for reliable travel	No	No		Draft rule released 4/22/16	Comment due 8/20/16	Final rule released TBD	Final Rule effective TBD
Percent of the non-Interstate NHS providing for reliable travel	No	No					
Percent of the Interstate System where peak hour travel times meet expectations	No	No					
Percent of the non-Interstate NHS where peak hour travel times meet expectations	No	No					

Data source: WSDOT Office of Strategic Assessment and Performance Analysis.

Notes: 1 Minimum threshold or benchmark to be established by the U.S. Department of Transportation, Secretary of Transportation.

2 Penalties apply for some measures if WSDOT or the MPO does not attain the target within a given time frame. Penalties include minimum allocations of federal funding toward programs to progress toward the desired target. 3 SD = structurally deficient. 4 TBD = To be determined.

RTC's Draft Comments on A Proposed Rule by the Federal Highway Administration and the Federal Transit Administration on Metropolitan Planning Organization Coordination and Planning Area Reform issued on 06/27/2016

The Honorable Anthony Foxx Secretary of Transportation
United States Department of Transportation 1200 New Jersey Avenue, SE
Washington, DC 20590

August xx, 2016

Dear Secretary Foxx:

Thank you for the opportunity to comment on the proposed rulemaking regarding MPO Coordination and Planning Area Reform issued on June 27, 2016. As MPO for the Clark County, Washington, portion of the greater Portland (Oregon) region, Southwest Washington Regional Transportation Council (RTC) generally welcomes rules aimed at promoting more effective coordination in regional transportation planning.

However, while supporting the goals of the proposed rulemaking, RTC has major concerns regarding the reform language requiring urbanized areas to have one MPO or unified planning documents when the urbanized area includes two or more states. Meeting these proposed new requirements would present significant political and practical challenges for our bi-state region with different land use authorities, governance structures and different state mandated requirements for RTC operating in the state of Washington and Metro operating in the state of Oregon. Trying to reconcile these differences would likely result in a slowed planning process, less efficiency and may result in lower quality planning products.

Over the years, RTC and Metro have enjoyed close coordination as two MPOs working in partnership in neighboring states to conduct regional transportation planning. RTC would like to be able to continue this close coordination rather than a mandated consolidation as proposed in the MPO Coordination and Reform NPRM. RTC agrees with Metro's recommendation that there should be an exemption from the Coordination and Planning Area Reform rule for multi-state urbanized areas if certain criteria are met. These criteria could include USDOT requiring specific MPO coordination measures within multi-state regions through charter amendments, by-laws, representation on standing committees, or memorandum of understanding between the coordinating MPO partners. Examples of RTC's current coordination with Oregon State's Metro are provided below and serve as specific coordination measures USDOT could require.

RTC's current coordination with Metro allows each MPO to work within their respective state's goals, structures, and authorities, while ensuring there is sufficient coordination across state boundaries to achieve regional transportation planning goals and outcomes. RTC and Metro currently use the following measures and practices to maintain strong bi-state coordination:

- **Coordinated Transportation Decision Making:** To ensure bi-state coordination in the metropolitan region's transportation decision-making, the RTC Board of Directors includes a Metro Councilor and a representative of the Oregon Department of Transportation. Board representation is included in RTC's By-laws. The RTC Board is involved in periodic updates to RTC's Regional Transportation Plan (RTP), and Transportation Improvement Program (TIP), and review of ongoing studies and financial issues affecting transportation planning in the region. On Metro's Joint Policy Advisory Committee on Transportation (JPACT), the State of Washington is represented with three seats traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). These three representatives have full voting rights on all decisions. All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. JPACT is involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.
- **Regional Policy Making:** RTC's Regional Transportation Advisory Committee (RTAC) includes two representatives from the state of Oregon; one from Metro and one from Oregon Department of Transportation (ODOT). RTAC provides recommendations on MPO decisions to the RTC Board of Directors. RTAC membership, including the two Oregon members, is included in the RTAC By-laws. The equivalent Metro Committees, the Metro Policy Advisory Committee (MPAC) and the Transportation Policy Advisory Committee (TPAC) provide recommendations to JPACT and the Metro Council. These two committees were established by Metro Charter to provide a vehicle for local government involvement in Metro's growth management planning activities and both councils include two officials from Clark County, Washington.
- **Standing Bi-State Coordination Committee:** Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee is made up of representatives from Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The standing Committee meets quarterly and is charged with reviewing and coordinating all issues of bi-state significance for transportation and land use. The Bi-State Coordination Committee has its own charter and is included in the bylaws of both MPOs; RTC and Metro.
- **Delineation of Roles:** A Memorandum of Understanding between Southwest Washington Regional Transportation Council (RTC) and Metro delineates areas of responsibility and coordination for the two MPOs. The MOU includes a requirement for review, and if warranted, update to the MOU every three years and was last executed in June 2015.

To ensure that bi-state urbanized areas engage in coordinated planning processes (such as those listed above), without requiring consolidation, RTC concurs with Metro and recommends the following change to the proposed rule:

In situations in which multiple MPOs are located within one urbanized area and are also located in different states the recognized MPOs may continue to operate as separate agencies and with separate planning products. However, multi-state coordination must be represented in a permanent structure such as by-laws, charter amendment, resolution, or a memorandum of understanding in order to avoid changes in coordination. As part of the coordination agreement each state must be represented on Bylaw-recognized decision making committees and boards, with voting rights intact.

RTC, as an agency, is supportive of the general concept and principles of the proposed Metropolitan Planning Organization Coordination and Planning Area Reform. Our comments and position, like those of Metro, focus on the issue of MPO consolidation in urbanized areas that cross state boundaries. Through the years RTC and Metro have enjoyed successful coordination that does not require a mandated consolidation. Representatives of our respective MPOs sit on advisory committees and decision-making bodies with full voting privileges as required by charter and/or by-laws. Technical staff and elected officials from both MPOs meet frequently to coordinate regional transportation planning issues and the Bi-State Coordination Committee was established to focus on coordinated bi-state issues. In the case of the Portland/Vancouver urbanized area it is best to encourage jurisdictional coordination rather than force a consolidation that will potentially cause legal challenges and political gridlock.

RTC urges you to consider the suggestion included in this letter, to ensure that bi-state urbanized areas have coordinated planning processes and the flexibility to meet the needs of their state and constituencies.

Sincerely,



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: August 12, 2016
SUBJECT: **Public Participation Plan Update**

INTRODUCTION

At the August RTAC meeting, staff will review the proposed update to the Public Participation Plan as part of RTC's Public Participation Process. RTC has recently been working to review and update several plans that help to document how the regional transportation planning process is carried out. These include the Public Participation Plan, Title VI and Limited English Proficiency Plans. A brief description of the Plans is provided below.

PUBLIC PARTICIPATION PLAN

Public participation is an important part of the regional transportation decision-making process carried out by RTC. RTC's Public Participation Plan outlines a broad range of opportunities allowing the public and stakeholders to participate in the region's transportation planning process. In the Plan, RTC commits to publish, or make available for public view, Regional Transportation Plans and Transportation Improvement Programs, and to hold public meetings at convenient and accessible times and locations. RTC also commits to use maps, charts, graphics and website information in order to help explain the metropolitan transportation planning process and to make metropolitan transportation planning information available to the public. The latest update to RTC's Public Participation Plan was adopted by RTC Board Resolution 01-14-01 on January 7, 2014. RTC is looking to make minor modifications to the Public Participation Plan in a 2016 update. Before adoption of any updates to the Public Participation Plan, there must be a minimum 45-day public comment period.

TITLE VI PLAN

RTC conducts its programs without regard to race, color, national origin, religion, sex, sexual orientation, marital status, age or disability in accordance with applicable laws, including Title VI of the Civil Rights Act of 1964 and RCW 49.60. RTC's Title VI Plan is available on RTC's website. The Plan includes a Title VI policy statement and program responsibilities for communications and public involvement, planning and programming, consultant contracting, and education and training. The Title VI Plan was last updated in May 2014 but is being reviewed for currency in 2016.

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LIMITED ENGLISH PROFICIENCY

RTC also has a Limited English Proficiency Plan available on RTC's website. Within the LEP Plan, RTC describes how the agency is committed to engaging and involving all residents of Southwest Washington, including those with LEP. The Plan outlines: how persons who may need language assistance are identified; the ways in which assistance is provided; staff training required; and how LEP persons are notified of available assistance. The current LEP Plan was adopted in May 2014 and is under review for currency and possible update.

NEXT STEPS

As they become available, updated draft documents will be distributed to RTAC members for review. RTC intends to forward the updated drafts to the RTC Board for the Board's consideration at the September 6 Board meeting. At that time, the Board will be asked to release the updated draft Public Participation Plan for a 45-day formal public comment period. Following the public comment period, RTC staff will return to the Board to ask for adoption of the updated document.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: August 10, 2016
SUBJECT: Congestion Management Process – Data Collection

INTRODUCTION

The Congestion Management Process (CMP) is required to be developed and implemented as an integral part of the regional planning process. The CMP serves as the foundation for monitoring the regional transportation system and is designed as an informational tool. The objective of the CMP is to provide an analysis of congestion management system and inform the transportation decision-making process. The CMP for the Clark County region supports the long-term transportation goals and objectives defined in the Regional Transportation Plan (RTP) and assists in identifying needed transportation improvements.

The purpose of this agenda item is to get feedback from RTAC on RTC's 2016 data collection.

DATA COLLECTION

RTC is responsible for setting up a process for the collection of traffic data. Some of the needed data is regularly collected by various transportation agencies within the Clark County region. RTC must collect additional data, to supplement the data collected by local agencies. Member agencies are requested to send any traffic counts, turn movements, or other collected transportation data to RTC for inclusion in the regional traffic count database.

Presented in this memorandum is the data that is proposed for collection in 2016. RTAC members are requested to review the data collection to ensure that RTC's data collection efforts do not duplicate efforts from a local agency.

RTC data collection effort will focus on collecting data in the fall of 2016 (September/October). RTC current data collection contract will expire at the end of 2016, and RTC will be seeking a new contract for data collection over the next three years. The new Request for Proposals will request that the bidder extend identical prices and services to other member agencies in accordance with Washington State RCW 39.34. This will allow the data collection firm to extend prices to other member agencies.

Travel Time

RTC will work with Quality Counts to collect travel time data in 19 corridors in the AM peak period and 29 corridors in the PM peak period. The I-5 South corridor in the AM peak period

and East Mill Plain in the PM period will both have two runs. See Attachment A for the list of proposed travel time corridors.

Traffic Counts & Classification Counts

RTC is proposing to collect 24-hour traffic counts at 95 locations and 72-hour vehicle classification counts at 8 locations. See Attachment B for the list of proposed traffic and vehicle classification counts.

Please review to ensure these count locations do not duplicate efforts from your agency. Also, there is capacity to add a few counts if your agency is in need of counts along the regional system.

Attachments

Attachment A - 2016 Travel Time Corridors

Corridor	From	To	2016 AM	2016 PM
I-5 South	Jantzen Beach	99th Street	2	1
I-5 North	99th Street	Woodland (SR-503)	1	1
Mill Plain West	Fourth Plain	87th Av.	1	1
Mill Plain East	87th Av.	192nd Av.	1	2
Highway 99/Main	Mill Plain	78th St.		1
Highway 99/20th Av.	78th St.	179th St.		1
SR-14 West	Downtown Vancouver	192nd AV	1	1
SR-14 East	192nd Av.	Evergreen Way		
Hazel Dell Av.	63rd Street	Highway 99	1	1
St. Johns Rd.	SR-500	72nd Av.		
Fourth Plain West	NW 26th Av.	Andresen Rd.	1	1
Fourth Plain East	Andresen Rd.	162nd Av.	1	1
Andresen	Mill Plain	Padden Parkway		1
Andresen/72nd Av.	Padden Parkway	219th St.		1
I-205	Airport Way	134th St.	1	1
SR-500	I-5	76th Street	1	1
112th Av.	Mill Plain	SR-500	1	1
Gher/Covington/94th/87th	SR-500	119th St.		
18th Street	112th Av.	192nd Av.		1
162/164th Av.	SR-14	Ward Rd.	1	1
Burton/28th St.	Andresen Rd.	162nd Av.		1
63rd Street	Hazel Dell Av.	94th Av.		
Ft. Vancouver/St. Johns	Mill Plain	SR-500		
78th St./Padden Parkway	Lakeshore Av.	78th St.	1	1
76th Street	Padden	Ward Rd		
SR-503	76th Street	SR-502	1	1
99th Street	Lakeshore Av.	St. Johns		
99th Street	SR-503	172nd Av.		
136/137/138th Av.	Mill Plain	99th St.		
119th Street	Lakeshore	72nd Av.		
119th Street	72nd Av.	182nd Av.		1
192nd Av.	SR-14	18th St.	1	
179th Street	NW 41st Av.	72nd Av.		1
Ward Rd/182nd Av.	Fourth Plain	Risto Rd.	1	1
SR-502	NE 10th Av.	SR-503	1	1
134th St./Salmon Cr.	139th St.	NE 50th Av.		1
139th St.	Bliss	NE 29th Av.		1
Pioneer	Hillhurst Rd.	I-5		
Padden Parkway	78th St.	162nd Av.	1	1
88th Street	Highway 99	Andresen		
La Center Rd.	I-5	La Center Bridge		
			19	28

Attachment B - 2016 Traffic Count Locations

ID	East-West Arterial	North-South Arterial	Direction	24-Hour Counts		72-HR Classification	
				2-Lane	4-Lane	2-lane	4-lane
227	NE 18th St.	NE 112th Av.	N, E, S		3		
227	NE 18th St.	NE 112th Av.	W				1
100	Mill Plain Bl.	Chkalov Dr.	N, E, S, W		4		
106	Mill Plain Bl.	SE 164th Av.	N, E, S, W		4		
119	SR - 14	NW 6th Av.	NE		1		
170	Fourth Plain Bl.	Main St.	N, S	2			
171	Fourth Plain Bl.	Broadway St.	N, E, S	3			
429	Padden Parkway	SR - 503 (NE 117th Av.)	E, S, W		3		
429	Padden Parkway	SR - 503 (NE 117th Av.)	N				1
258	NE 78th St.	Hwy. 99	N,E,S,W		4		
229	NE 18th St.	NE 162nd Av.	N,E,S,W	2	2		
210	Fourth Plain Bl.	SR-500/SR-503	N, E, W		3		
280	NE 99th St.	Hazel Dell Av.	N, S, W	1	2		
280	NE 99th St.	Hazel Dell Av.	E				1
298	NW 119th St.	NW 36th Av.	N, E, S	3			
228	NE 18th St.	NE 138th Av.	N, E, W		3		
228	NE 18th St.	NE 138th Av.	S				1
252	NW 78th St.	Lakeshore Av.	N, E, S	2	1		
372	NE 117th St.	Hwy. 99	N,E,S,W	2			
178	Fourth Plain Bl.	Falk Rd.	N, W	1	1		
178	Fourth Plain Bl.	Falk Rd.	E				1
162	SE Lake Rd.	SR - 500 (Everett Rd.)	N, S, W	3			
419	NE 25th St.	Andresen Rd.	E, S	1	1		
419	NE 25th St.	Andresen Rd.	N				1
315	NE 199th St.	SR - 503	E, W, S	2	1		
185	Fourth Plain Bl.	Vancouver Mall Dr.	N,E,S,W	1	3		
242	NE 63rd St.	Hazel Dell Av.	N,E	2			
103	Mill Plain Bl.	Hearthwood Bl.	N,E,S,W	1	3		
232	Burton Rd.	NE 86th Av.	N,E,S,W	4			
413	Mill Plain Bl.	NE 120th Av.	N,E,S,W	2	2		
347	SE 29th St.	SE 164th Av.	N,E,S,W	2	2		
536	Old Hwy. 99	Hwy. 99/20th Av.	N,S,W	1	2		
440	La Center Rd.	NE Timmen Rd.	W			1	
74	SE 15th St.	SE 164th Av.	E	1			
350	SE 1st St.	SE 164th Av.	N, E	1	1		
411	Mill Plain Bl.	MacArthur Bl.	W,S	1	1		
416	Columbia Way	Columbia Shores Bl.	E,S	2			
416	Columbia Way	Columbia Shores Bl.	N			1	
418	SE 20th St.	SE 164th Av.	N,E,S,W	1	3		
73	"E" St.	Washougal River Rd.	N,E,S,W	4			
Total number of Counts				45	50	2	6