



The Regional Transportation Advisory Committee meeting will be held on **Friday, October 18, 2013**, from **9 a.m. to 11 a.m.**, in the **6th Floor Training Room 679**, Clark County Public Service Center, 1300 Franklin Street, Vancouver, Washington.

A G E N D A

- I. Call to Order and Approval of September 20, 2013, Minutes, Action
- II. Clark County Concurrency Update, Discussion*
- III. Metropolitan Transportation Plan Capital Facilities Review, Discussion
- IV. Public Participation Plan, Draft Review, Discussion
- V. Washington State Freight Mobility Plan: Project Submittal, Discussion
- VI. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - a. 2014 RTC Work Plan

**Materials available at meeting*

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

20131018_RTAC_Agenda.docx

An advisory committee to:

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Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
September 20, 2013

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, September 20, 2013, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington. Mark Harrington, RTC, Transportation Planner, served as Chair for the meeting. Those in attendance follow:

Katy Brooks	Port of Vancouver
Jennifer Campos	City of Vancouver
Jim Carothers	City of Camas
Mike Clark	WSDOT
Tony Cooper	City of La Center
Lynda David	RTC
Jim Dunn	City of Washougal
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	City of Battle Ground
B.J. Jacobson	Human Services Council
Bryan Kast	City of Ridgefield
Mike Mabrey	Clark County
Chris Malone	City of Vancouver
Paul Montague	Identity Clark County
Randy Mueller	Port of Ridgefield
Sandi Roberts	RTC
Dale Robins	RTC
Jeff Sarvis	City of La Center
Tom Shook	C-TRAN
Jeff Swanson	Clark County
Shann Weishaar	Clark County
Greg Westrand	Port of Vancouver
Susan Wilson	Clark County
Bill Wright	Clark County

Mark Harrington, RTC, asked for any changes or corrections to the August 16, 2013, meeting minutes.

MIKE CLARK, WSDOT, MOVED FOR APPROVAL OF THE AUGUST 16, 2013, MEETING MINUTES, AND BILL WRIGHT, CLARK COUNTY, SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

II. Port of Vancouver Freight Access Project – Update, Discussion

Katy Brooks, Port of Vancouver, said the Port has been working on the West Vancouver Freight Access Project since 2005 to address problems with the Port's rail service terminal. These included grain trains destined for the Port blocking rail lines. She pointed out that the West Vancouver Freight Access Project: 1) creates new rail entrance to the port, 2) Adds 36.9 miles of new track for unit train capacity, 3) Loop track makes the port a rail hub, 4) Provides competitive advantages/connections, 5) Creates construction/permanent jobs, and 6) Has attracted over \$500 million in private investment. Katy described the four segments of the Project providing details of the: 1) Ramp, 2) Entrance, 3) Corridor, and 4) Loop Track segments.

Greg Westrand, Port of Vancouver, said the Port divided the Project into many phases making the end result easier to achieve. Greg noted the Port has existing tenants and customers that have to be accommodated while making improvements. A unit train is usually 110 cars which is about 1½ miles long. The Port used to have these trains sit in the yard and bring half of the cars into the Port and then go back to get the other half. With the construction of the Terminal #5 Loop a whole unit train can be accommodated which eliminates extra trips, and makes the run more efficient. Grain trains that come to the Port can be 110-120 cars long. The United Grain Company that operates the grain terminal could only grab 6 cars at a time to take to the dump pit and the locomotive would have to make up to 20 trips taking up to a day and a half to complete the unloading process. The new track tripled the amount of track available and now the engine can grab 18-20 cars at a time making for more efficient operation.

Greg highlighted several component projects that make up the West Vancouver Freight Access Project. He talked about Project 16 which includes the trench built alongside the Columbia River and how potential water issues are being dealt with. This project is scheduled for completion in February 2015. Project 19, the Gateway Avenue Overpass, is a \$10 million project partially funded by the FHWA's Tiger II Program. It is a grade separation safety project to prevent automobiles from having to cross in front of trains.

The Port is currently open for bidding on the project to demolish Great Western Malting's old drum house and silos as well as asbestos abatement. He said the project will take place around existing operations of Great Western Malting. The Project allows the connection of rail through the trench (WVFA DP2A & B) through the area of Great Western Malting to a connection point with existing port rail lines located just to the west. The Project is scheduled to begin November 2013.

III. 2014-2017 Metropolitan Transportation Improvement Program, Action

Dale Robins, RTC, said that the region is required to develop a Metropolitan Transportation Improvement Program (MTIP). The MTIP is a four-year program of regionally significant transportation projects. Projects programmed in the MTIP are drawn from the long-range Metropolitan Transportation Plan. RTC is responsible for selecting projects under the Surface Transportation Program (STP), Congestion Mitigation and Air Quality program (CMAQ), and Transportation Alternative Program (TAP). He reminded RTAC members that the TAP projects were selected at the July RTC Board meeting.

The regionally selected federal transportation projects are incorporated into the MTIP along with other projects selected at the state or federal level. The regionally competitive process includes the following three steps: Project Screening, Evaluation and Ranking by Needs Criteria, and Project Selection and Programming. The RTC Board at their September 3, 2013 meeting completed the first two steps, via their concurrence with the ranking of projects.

Dale highlighted the Project Evaluation, including withdraw of the NE 94th Avenue project. The project selection process is generally completed by matching the project ranking to the available funding levels. Dale highlighted the STP-Urban, STP-Rural, and CMAQ project selection recommendations. The RTC staff recommendation would add approximately \$13.2 million in regionally selected funding (STP and CMAQ programs) to the 2014-2017 MTIP.

Dale noted that WSDOT has placed additional responsibility on MPO's to ensure obligation of federal projects. With this additional responsibility, RTC is recommending that a few conditions be placed on the NE 18th Street and Pioneer Street projects. The NE 18th Street project has been recommended to receive funding that will exceed the funding limit, because of the high importance of the project to the region. While the NE 18th Street and Pioneer Street Rail Overpass projects are recommended for project selection, they cannot be programmed in the MTIP until they demonstrate full funding of their construction phase. RTC staff is recommending that the final programming of these funds be tied to each project developing a financial plan that demonstrates full construction funding by December 2014. Dale pointed out these projects would then need to obligate federal STP funds by August 1, 2016.

Under the STP Rural program, if the Port of Ridgefield cannot deliver their project, \$692,000 would go to the La Center Pacific Highway/4th Street Roundabout and \$1,400,000 would go to Clark County's Carty Road project. If the 18th Street project missed a deadline, the awarded funds would be return to the STP regional pool of funds.

The STP Rural subcommittee had recommended that the Pioneer Street Rail Overpass have a September 30, 2014 deadline for developing a financial plan, but RTC Staff recommended a December 2014 deadline because the TIP cannot be amended between October and December. A September deadline would allow Clark County and La Center time to implement their projects in early 2015. After some discussion, RTAC agreed that at their October 2014 meeting that they could review the funding probability of the Pioneer Street project. RTC will change the Pioneer Street Rail Overpass financial plan deadline to the October 2014 RTAC meeting.

Dale brought RTAC's attention to the "Transportation Improvement Program (DRAFT) Clark County 2014-2017" that was distributed to RTAC members. Dale asked RTAC members to review their projects and make sure everything is correct.

BILL WRIGHT, CLARK COUNTY, MADE THE MOTION TO RECOMMEND SELECTION OF THE STP AND CMAQ PROJECTS AND ADOPT THE 2014-2017 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM BY THE RTC BOARD. CHRIS MALONE, CITY OF VANCOUVER, SECONDED THE MOTION AND IT WAS UNANIMOUSLY APPROVED.

IV. Federal Functional Classification Change Requests: Grant Street and Esther Street, Vancouver, Action

Lynda David, RTC, said the City of Vancouver has proposed the federal functional classification of: 1) A 0.19 mile, currently unclassified, segment of Grant Street from Columbia Way to W 8th Street. Vancouver proposes a minor arterial federal functional classification. 2) A 0.10 mile, currently unclassified, segment of Esther Street, from Columbia Way to W 6th Street. Vancouver proposes a minor arterial federal functional classification. Both streets provide access to the Vancouver waterfront development which is forecast to grow significantly in household numbers and employment opportunities into the foreseeable future. She pointed out that the attached map and completed forms show the proposed federal functional classification change requests for Grant and Esther Streets as well as realignment of routes in the general vicinity.

MIKE MABREY, CLARK COUNTY, MADE THE MOTION TO HAVE RTAC APPROVE VANCOUVER'S PROPOSED FEDERAL FUNCTIONAL CLASSIFICATION CHANGE REQUESTS FOR GRANT AND ESTHER STREETS AND RECOMMENDED FORWARDING THE CHANGE REQUESTS TO WSDOT LOGAL PROGRAMS. JIM CAROTHERS, CITY OF CAMAS, SECONDED THE MOTION AND IT WAS UNANIMOUSLY APPROVED.

V. FY 2014 Unified Planning Work Program Amendment: Human Services Transportation Plan

Lynda David, RTC, noted the FY 2014 UPWP was adopted by RTC Board Resolution 06-13-13 at the June 4, 2013 RTC Board meeting. She said RTC has recently been notified by WSDOT that RTC is to receive \$80,000 in FTA funds to update the Human Services Transportation Plan for Clark, Skamania and Klickitat Counties. RTC Board action is requested to amend the FY 2014 UPWP to add a Human Services Transportation Plan (HSTP) work element and to allow RTC's Transportation Director to enter into an agreement with WSDOT to allow for the receipt of \$80,000 in funds to carry out the work to update the HSTP. RTAC is asked to forward the proposed UPWP update to the RTC Board for action.

Lynda pointed out initially a requirement of the federal transportation act, SAFETEA-LU, passed in 2005; regular update of a Coordinated Human Services Transportation Plan (HSTP) continues to be a federal requirement. The RTC Board adopted the region's first Human Services Transportation Plan for Clark, Skamania and Klickitat Counties in January 2007 and a Plan update was adopted by the RTC Board in December 2010.

In FY 2014 (July 1, 2013 through June 30, 2014) and continuing into FY 2015 (beginning July 1, 2014) RTC is expected to develop an update to the consolidated Human Services Transportation Plan for Clark, Skamania and Klickitat Counties. Plan update is required by federal law at least every four years. The timeline calls for completion of the draft HSTP update by September 1, 2014. Transportation providers and agencies will then have time to develop grant funding requests before the year's end. The final HSTP update and special needs transportation grant applications will need to be submitted to WSDOT by December 31, 2014.

She noted the award of \$80,000 is a significant increase over the \$20,000 received to complete the last HSTP update in 2010. The increased funds are to allow the RTPO to continue coordination efforts with local stakeholders and human service transportation providers after completion of the HSTP update. Action on this UPWP amendment will allow RTC to receive \$80,000 in FTA funding through WSDOT to update the region's Human Services Transportation Plan. RTC may need to enter into contracts with County GIS departments for maps that need to be a part of the Plan. No local matching funds are required.

MIKE CLARK, WSDOT, MADE THE MOTION TO RECOMMEND THE RTC BOARD OF DIRECTORS APPROVE THE PROPOSED AMENDMENT TO THE FY 2014 UPWP TO INCLUDE FUNDING FOR THE REQUIRED HUMAN SERVICES TRANSPORTATION PLAN UPDATE. JIM CAROTHERS, CITY OF CAMAS, SECONDED THE MOTION AND WAS UNANIMOUSLY APPROVED.

VI. I-205 Corridor Study, Update

Bob Hart, RTC, gave RTAC members an update of the recent I-205 Corridor Study activities. The I-205 Corridor Study is looking at both short and long term performance in the corridor. The 2022 short term analysis is made up of base case and operational alternatives. The base case will assess transportation performance if there are no additional improvements in the corridor except for already funded projects.

The 2022 Base Case network includes the existing transportation system together with funded projects. He said the only major capital projects in the I-205 corridor are the completion of the Salmon Creek Interchange Project and the 18th Street Interchange at I-205. The 2022 Base Case network also includes a set of low cost geometric and operational strategies to the system to improve transportation efficiency and manage the corridor more effectively.

Bob said that from 2010 to 2022 households and employment are forecast to grow by 12% and that even with only 12% growth, the I-205 corridor makes up more than a third of the regional households and regional jobs in 2022 showing that I-205 continues to be a significant transportation corridor.

He noted analysis for the study includes use of both the regional travel model and VISSIM, the micro simulation transportation model. The VISSUM analysis is undergoing final review; however, Bob reviewed the regional transportation performance information contained in the memo for the AM and PM peak hour. He noted that between 2010 and 2022, the AM period has a higher growth rate than the PM.

Bob reviewed the proposed 2022 operational strategies listed in the memo. The 2022 VISSIM model is nearing completion and will be followed by final identification of the 2022 operational strategies. Under the current schedule, findings on the 2022 operational scenario will be presented to RTAC in November and to the RTC Board in December.

VII. Other Business

A. RTAC Members

- Washington's Strategic Highway Safety Plan: Target Zero – 2013 Draft Update, <http://targetzero.com/Update.htm>

B. RTC Staff

- Transportation Revenue Package Listening Tour, Monday, October 7, 2013.
- Complete Streets Training, Sep. 30, 2013, 8:30 a.m. – 4:30 p.m., Vancouver Community Library, Columbia Room, 901 C St., Vancouver, WA
- FMSIB project submissions are due Thursday, October 31, 2013.
The Washington State Department of Transportation (WSDOT) is now accepting freight project proposals for inclusion in the Washington State Freight Mobility Plan. In order for your projects to be considered for inclusion in the Freight Plan, RTAC members will need to fill out a project submission form and return the completed form to the WSDOT Freight Systems Division at dopitaj@wsdot.wa.gov. Lynda suggested having a discussion at the October RTAC meeting.
- MTIP Correction. Clark County received an additional \$300,000 for their Safety Improvement project, which has been administratively modified into the 2013-2017 MTIP.

The meeting was adjourned at 10:45 a.m. The next meeting will be Friday, October 18, 2013.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: October 11, 2013
SUBJECT: Metropolitan Transportation Plan Capital Facilities Review

INTRODUCTION

The purpose of this agenda item will be to provide RTAC with a status report on review of the adopted Metropolitan Transportation Plan’s list of identified capital facilities projects and to ask for RTAC feedback. RTAC was last briefed on this subject at the August meeting and there has since been a September RTC Board presentation.

BACKGROUND INFORMATION

As background resource information, demographic data is provided in Table 1 (below) and Table 2 (on page 2) provides the range of analysis scenarios with various growth and transportation network combinations.

Table 1: Clark County Demographics; Base Year and Comparative Forecasts

	Base Year Demographics 2010	Clark County GMA Comp Plan (Sep. 2007) 2024	RTC's MTP (Dec. 2011) 2035	Slower Growth OFM Medium (Aug. 2012) 2035
Population	425,363	584,310	641,775	562,207
Households	157,826	225,602	248,750	209,779
Persons/Household	2.70	2.59	2.58	2.68
Population Annual Average Growth Rate from 2010	N/A	2.29%	1.66%	1.12%
Employment	131,954	231,705	256,200	207,681
Job/Household	0.84	1.03	1.03	0.99
Employment Annual Average Growth Rate from 2010	N/A	4.10%	2.69%	1.83%

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Table 2: Growth Projection and Transportation Network Scenarios			
#	Description	Demographic Forecast	Network
1	2010 Base	2010 Demographics	2010 Transportation Network
2	2035 Slower Growth Committed	Slower Growth 2035 - based on OFM Medium population projection (Aug 2012)	6 year Transportation Improvement Program (TIP) network
3	MTP Growth Committed	RTC's 2035 MTP (Dec. 2011)	6 year Transportation Improvement Program (TIP) network
4	Slower Growth 2035 MTP	Slower Growth 2035 - based on OFM Medium population projection (Aug 2012)	2035 MTP (projects listed in Dec. 2011 MTP, Appendix B; includes CRC + Fourth Plain BRT)
5	2035 MTP	RTC's 2035 MTP (Dec. 2011)	2035 MTP (projects listed in Dec. 2011 MTP, Appendix B; includes CRC + Fourth Plain BRT)

RTC staff has analyzed the various scenarios at both regional and sub-area levels to compare transportation system performance results in an effort to identify the most-needed transportation capacity projects in the twenty-year timeframe.

NEXT STEPS

At the October 18 meeting, RTC staff will provide a review of the adopted MTP's identified regional transportation system projects, will provide analysis results and will lead a discussion on the most critical highway capacity needs in light of a slower growth scenario.

The scenario analysis allows us to begin to address transportation system policy which will be reviewed as part of the MTP update with consideration of a shift from past emphasis on mobility and capacity expansion to an emphasis on reliability, accessibility, modal choices, and priorities. In addition, the MTP update will need to focus on the significant concerns for transportation system preservation and maintenance as well as transportation system safety issues.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: October 11, 2013
SUBJECT: **Public Participation Plan, Draft Review**

INTRODUCTION

At the August RTAC meeting, RTC staff provided an overview of federal requirements for public participation in the metropolitan transportation planning process and reviewed the process for update to RTC's Public Participation Plan. This Memo recaps information provided in August and provides an attached draft table of contents for the Public Participation Plan update. At the October 18th RTAC meeting a full draft of the Public Participation Plan will be available for review.

BACKGROUND

Public participation is an important part of the regional transportation decision-making process carried out by RTC. Policies and guidance for public outreach and participation are outlined in RTC's Public Participation Plan. The existing version of the Public Participation Plan is available to read on RTC's website. Periodic review and update of RTC's Public Participation Plan is a requirement of the federal metropolitan transportation planning process.

RTC's existing Public Participation Plan was adopted by RTC Board Resolution 08-07-15 on August 7, 2007 to comply with the federal transportation act in existence at that time, SAFETEA-LU, as well as state RTPPO requirements. RTC's initial Public Involvement Plan was adopted in July 1994 and updated in October 2001. There is a requirement in federal law that the MPO periodically evaluate the Public Participation Process and update the Public Participation Plan to reflect current practices. At RTC's last MPO Certification conducted by Federal Highway Administration and Federal Transit Administration staff, RTC was told to update the Public Participation Plan to add more specificity.

REGULATORY BASIS FOR PUBLIC OUTREACH

In summary, there are several key essentials for public outreach and participation as required by federal and state transportation laws. These essentials include the need for RTC to ensure early and continued public awareness of, and access to, the transportation decision-making process in the region and development of the Public Participation Plan update must involve stakeholders and the public. There must be commitment to publish, or make available for public view, transportation plans and Transportation Improvement Programs, to hold public meetings at convenient and accessible times and locations, to employ visualization techniques and to allow a minimum 45-day public comment period before Public Participation Plan update.

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The federal requirements for public involvement are addressed primarily in 23 CFR 450.316(a)(1)(2)(3) and (b). The CFR addresses required elements of the metropolitan planning process. Public involvement is also addressed specifically in connection with the Metropolitan Transportation Plan in 450.322(g)(1)(2), (i), and (j) and in connection with the Transportation Improvement Program in 450.324(b). Participation and consultation requirements, which pertain to the MTP and the TIP, also are included in 450.322 (f)(7) and (g)(1)(2), (i), and (j) and in 450.324(b).

General public participation requirements related to the transportation planning process are summarized in 450.316(a)(1)(2)(3) and (b) as follows:

- Development and use of a documented participation plan providing for reasonable opportunities to be involved in the metropolitan planning process.
- Adequate public notice of public participation activities and time for public review and comment at key decision points.
- Timely public notice and reasonable access to information about transportation issues and processes.
- Visualization techniques used to describe MTPs and TIPs.
- Public information and meeting notifications available in electronically accessible formats and means, such as World Wide Web.
- Public meetings held at convenient and accessible locations and times.
- Explicit consideration and response to public input received.
- Seek out and consider the needs of people traditionally underserved by existing transportation systems.
- Provide for additional opportunities for public comment if the final MTP or TIP differs significantly from the version that was made available for public comment.
- Coordinate with Statewide public involvement and consultation processes.
- Periodic review of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
- Provide a summary, analysis, and report on the disposition of significant written and oral comments received.
- Provide a minimum public comment period of 45 days before adoption or revision of the Public Involvement Process.
- Consult with agencies and officials responsible for other planning activities that are affected by transportation or coordinate the planning process with such planning activities.

Federal requirements pertaining to the Metropolitan Transportation Plan addressed in CFR 450.322 also include provisions addressing public outreach [450.322(f)(7) and 450.322 (g)] as follows:

- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies.
- Consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the MTP. The consultation shall involve, as appropriate (1) comparison of MTPs with State conservation plans or maps, if available, or (2) comparison of MTPs with inventories of natural or historic resources, if available.

Federal requirements pertaining to the Transportation Improvement Program are addressed in CFR 450.324(b):

- All interested parties shall have a reasonable opportunity to comment on the proposed TIP as required by 450.316(a). In addition, in nonattainment TMAs, an opportunity for at least one formal public meeting during the TIP development process; the circumstances of the public meeting should be addressed through the participation plan described in 450.316(a).

The updated Public Participation Plan will cover both federal and state requirements for public participation in the transportation planning activities of RTC as the designated Metropolitan Planning Organization for the Clark County region and as state-designated Regional Transportation Planning Organization for the Clark, Klickitat and Skamania County region.

RTC's PUBLIC PARTICIPATION PLAN UPDATE: PROCESS and TIMELINE

To comply with federal and state requirements for periodic Public Participation Plan evaluation, review and update, RTC is conducting an update process that includes the following steps:

- Seek RTAC input at outset of update process (August 2013)
- Seek RTC Board input at outset of update process (Memo included in October 2013 RTC board packets)
- Public Participation Plan update drafted by RTC staff (following federal guidance and examples from recently updated PPPs from Puget Sound Regional Council and Spokane Regional Transportation Council)
- Draft review by RTAC (*October 18, 2013*) and RTC Board (*target date November 5, 2013*)
- Consult with planning partners and key stakeholders
- Release draft PPP update for a minimum 45-day public comment period (*target date on or before November 13, 2013*)
- Post draft update to RTC's website
- Media release regarding availability of draft PPP for public comment
- Publish legal notices notifying the public of PPP update release
- Circulate notifications of PPP draft release to interested parties and consultation agencies

- Draft PPP to be made available at branches of the Fort Vancouver library system and at Camas library
- Seek approval of PPP update (*target date: January 7, 2014 RTC Board meeting*)
- Post finalized completed PPP update to RTC's website for public reference

RTC's PUBLIC PARTICIPATION PLAN UPDATE: DRAFT PLAN OUTLINE

A draft Public Participation Plan outline is attached with this Memo.

NEXT STEPS

The draft RTC Public Participation Plan update will be available for RTAC review and comment at the October 18 meeting. The updated Plan better reflects current practices for public involvement, consultation with interested parties, interagency consultation, and RTC's existing governance and operations. The RTC Board will be asked to offer comments on the draft Public Participation Plan at its November 5 meeting, prior to release of the draft for public comment. The official public comment period will last 45 days and the RTC Board will be asked to take action to adopt RTC's Public Participation Plan update at the January 2013 meeting.

Attachment: Draft Public Participation Plan Outline

RTC, PUBLIC PARTICIPATION PLAN UPDATE: DRAFT OUTLINE

I. INTRODUCTION

- RTC as MPO/RTPO
- Importance of Public Input in the Transportation Planning Process
- Purpose of the Public Participation Plan - guiding principles, goals, audience, access to all, consultation
- Participation Plan Requirements and Desired Outcomes

II. WHO IS RTC? ORGANIZATION

- Membership
- Governing Structure – Committees
- Planning Partners including bi-state coordination
- How to Access RTC Meetings and Related Information

III. WHAT RTC TRANSPORTATION PLANS AND PROGRAMS SHOULD THE PUBLIC BE AWARE OF?

- Work Plan, Budget, and UPWP
- Metropolitan Transportation Plan
- Metropolitan Transportation Improvement Program
- Congestion Management Process
- Special Needs Transportation
- Transportation Management and Operations
- Transportation Data and Analysis (household travel survey, travel forecast modeling)
- Other

IV. PARTICIPATION, INVOLVEMENT, CONSULTATION AND COMMENT PROCEDURES

- Public Meetings (forum for decision-making)
- Public Comment (how to offer comments)
- Access to All
- Tribal Government Consultation
- Other Consultation/Partnerships

V. PUBLIC NOTIFICATION METHODS and TECHNIQUES

- Public notification (agendas etc.)
- Meetings held at convenient Times, Locations and Accessibility
- Public Meetings, Workshops, and Forums
- View Meetings Online
- E-Mail Distribution Lists and Databases
- Emergency/Urgent Meetings

- Web Site; rtc.wa.gov
- Social Media
- Media Outlets
- Media releases
- Presentation and Speaker's Bureau
- Local Libraries
- Visualization Techniques
- Environmental Justice and Title VI
- Access for all (low income and minority populations included)
- Alternative Formats and Limited English Proficiency
- Public Comment and Review Periods
- Summary of Public Involvement Activities for Key Decisions

VI. PUBLIC PARTICIPATION IN RTC'S METROPOLITAN TRANSPORTATION PLAN AND TRANSPORTATION IMPROVEMENT PROGRAM: A GUIDE TO PROCEDURES

- Metropolitan Transportation Plan
- Metropolitan Transportation Improvement Program

VII. EVALUATION AND UPDATE OF THE PUBLIC PARTICIPATION PROGRAM

- Public Participation evaluation of effectiveness - matrix
- Updating the Public Participation Plan - amendment to procedures, adoption

APPENDICES

APPENDIX A: REQUIREMENTS FOR RTC'S PROCESS

- Federal Requirements
- Washington State Law
- Other Requirements

APPENDIX B: MENU OF PUBLIC PARTICIPATION TECHNIQUES



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: October 11, 2013
SUBJECT: Washington State Freight Mobility Plan: Project Submittal

INTRODUCTION

State law requires that Washington State Department of Transportation (WSDOT) develop a state freight mobility plan. WSDOT began the development of a freight mobility plan in 2011 and should complete the plan in 2014.

The State Freight Mobility Plan will help Washington successfully compete for federal freight funds by providing a data-driven benefit/cost analysis supporting truck highway and intermodal freight projects that meet federal freight criteria and goals and by integrating existing state modal plans into one state freight plan. To support potential new law transportation funding, the State Freight Mobility Plan will recommend prioritized freight system improvement strategies and performance measures to track progress towards objectives.

PROJECT SUBMITTAL

As part of this effort, the WSDOT is accepting freight project proposals for inclusion in the Washington State Freight Mobility Plan. In order for projects to be considered for inclusion in the Freight Plan, WSDOT is requesting agencies complete the attached application for their projects. Applications are due October 31, 2013.

To be eligible for inclusion in the Freight Plan, projects must be located on a Washington State Freight Economic Corridor and be included in the Regional Transportation Plan. The State Truck Freight Economic Corridors have four elements:

- T-1 freight corridors that carry more than 10 million tons per year;
- T-2 freight corridors that carry 4 to 10 million tons per year;
- Alternative freight routes that serve as alternatives to T-1 truck routes that experience severe-weather closures, and carry 600,000 to 4 million tons per year;
- First/last mile connector routes between freight-intensive land uses and T-1 and T-2 Freight Corridors.

CONCLUSION

Please come to the October RTAC meeting prepared to discuss potential projects within the region.

Attachment

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**Washington State Freight Mobility Plan
Project Submission Form
August 2013**

Instructions

The Washington State Department of Transportation (WSDOT) is now accepting freight project proposals for inclusion in the Washington State Freight Mobility Plan. In order for your project to be considered for inclusion in the Freight Plan, please fill out this project submission form and return the completed form to the WSDOT Freight Systems Division at dopitaj@wsdot.wa.gov.

Freight project submission deadline: 5:00 pm Pacific Time, October 31, 2013.

To be **eligible** for inclusion in the Washington State Freight Mobility Plan, regional and Tribal freight projects must be:

1. Located on a Washington State Freight Economic Corridor (for an explanation of the criteria used to identify the State Freight Economic Corridors and maps showing the Freight Corridors please see <http://www.wsdot.wa.gov/Freight/EconCorridors.htm>), **AND**
2. Included in a Metropolitan Planning Organization (MPO), Regional Transportation Planning Organization (RTPO) or Tribal Transportation Improvement Plan (TIP) or Long-Range Transportation Plan.

Freight Road, Highway, Rail, Waterway or Intermodal Project (Capital or Operational/ITS) Information –

Project Title:		
County:	Route Number(s), Railroad or Waterway:	Project is within: Metropolitan Planning Organization (MPO) Regional Transportation Planning Organization (RTPO) Tribal Lands



Project Description (as it appears in the Long Range Plan or Transportation Improvement Plan):	
Project Limits:	
Beginning Milepost (MP) or GIS longitude/latitude coordinates or Actual Route Mileage (ARM) or street/intersection	End Milepost or GIS longitude/latitude coordinates or ARM or street/intersection
Nearest city/town to beginning MP/ARM/GIS coordinates	Nearest city/town to End MP/ARM/GIS coordinates
Long Range Plan or Transportation Improvement Plan:	
Web link to the plan	
Relevant page numbers	
Proposed Budget:	
Total \$	
Unfunded \$	
Project Schedule:	
Project schedule as referenced in the TIP, or project timeframe (2-6 years; 7-20 years) given in the regional, local or Tribal long-range transportation plan.	
Briefly Describe the Freight Deficiency or Problem Addressed by the Project:	
Examples include: (a) delay (b) congestion, (c) unreliability, (d) poor state of good repair, (e) lost productivity and economic efficiency (f) safety or security, (g) resiliency (freight corridor closures), (h) poor intermodal connectivity (g) adverse environmental or community impacts of the freight system.	



[Empty rectangular box for project description]

Describe how the proposed project will lead to improved performance in the state freight system by:

1. Reducing:
 - A. Travel time
 - B. Direct freight carrier operating cost
 - C. Diesel and carbon emissions

2. Increasing:
 - D. Reliability
 - E. Economic output
 - F. Resiliency (reducing closures of State Freight Economic Corridors)
 - G. State of good repair
 - H. Safety or security
 - I. Intermodal connectivity
 - J. Access for large and over-dimensional trucks

Please provide available quantitative information.

[Empty rectangular box for quantitative information]



Eligible Freight Strategies (Check all that Apply):

- Construction, reconstruction, rehabilitation, and operational improvements directly relating to improving freight movement
- Intelligent transportation systems and other technology to improve the flow of freight
- Efforts to reduce the environmental impacts of freight movement on the state freight economic corridors
- Railway-highway grade separation
- Geometric improvements to interchanges and ramps
- Truck-only lanes
- Climbing and runaway truck lanes
- Truck parking facilities (safety rest areas, commercial motor vehicle parking facilities, electric vehicle and natural gas vehicle infrastructure)
- Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems
- Improvements to freight intermodal connectors; and
- Improvements to truck bottlenecks



<input type="checkbox"/> Other; please describe.
Prepared by:
Name _____
Title _____
Organization _____
Phone Number _____
E-mail Address _____
Date _____
Attachments: Maps, Photos