



The Regional Transportation Advisory Committee meeting will be held on **Friday, April 15, 2016**, from **9 a.m. to 11 a.m.**, in the **6th Floor Training Room 679**, Clark County Public Service Center, 1300 Franklin Street, Vancouver, Washington.

A G E N D A

- I. Call to Order and Approval of March 18, 2016 Minutes, Action
- II. FY 2017 UPWP, Action
- III. Regional Grant Process and Transportation Programming Guidebook, Discussion
- IV. 2015 Congestion Management Process – Initial Data, Discussion
- V. FAST Act Funding, Discussion
- VI. National Highway Freight Network: Critical Urban and Rural Freight Corridor Designation – Discussion
- VII. Other Business
 - A. RTAC Members
 - B. RTC Staff
 - a. Project Showcase: Camas – NW 38th Avenue Phase 2
 - b. Project Showcase: Clark Co. – Salmon Creek Avenue Pathway

**Materials available at meeting*

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

20160415_RTAC_Agenda.docx

An advisory committee to:

Southwest Washington Regional Transportation Council

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**Regional Transportation Advisory Committee (RTAC)
Meeting Minutes
March 18, 2016**

I. Call to Order and Approval of Minutes

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, March 18, 2016, at 9:00 a.m. in the Public Service Center 6th Floor Training Room, 1300 Franklin Street, Vancouver, Washington by Matt Ransom, RTC Executive Director. Those in attendance follow:

Jim Carothers	City of Camas
Rob Charles	Washougal
Tony Cooper	City of La Center
Gina Evans	Human Services Council
Jim Hagar	Port of Vancouver
Mark Herceg	City of Battle Ground
Mark Harrington	RTC
Bob Hart	RTC
BJ Jacobson	Human Services Council
Laurie Lebowsky	Clark County
Chris Malone	City of Vancouver
Stephanie Millar	ODOT
Chris Myers	Metro
Katie Nelson	C-TRAN
Matt Ransom	RTC
Dale Robins	RTC
Patrick Sweeney	City of Vancouver
Shann Westrand	RTC
Michael Williams	WSDOT

Matt introduced Gina Evans with the Human Services Council. Gina is the new AmeriCorps/Vista representative working out of the Human Services Council doing mobility management for the Southwest Washington Counties and rural areas.

Matt asked if there were any changes or corrections to the February 19, 2016, meeting minutes and asked for a motion of approval.

ROB CHARLES, CITY OF WASHOUGAL, MOVED FOR APPROVAL OF THE FEBRUARY 19, 2016 MEETING MINUTES, AND CHRIS MALONE, CITY OF VANCOUVER, SECONDED THE MOTION. THE MOTION WAS APPROVED UNANIMOUSLY.

II. March TIP Administration

Dale Robins, RTC, reported that all regionally significant projects must be listed in the regional TIP which in turn becomes part of the State TIP (STIP). RTC's policies allow many minor to moderate changes to be made at the discretion of the RTC Executive Director with notification to RTAC.

The following changes are proposed:

The City of Battle is proposing to remove \$252,000 in Regional STP funds from the SR-502/SR-503 Right Turn Lanes. Acceptance of federal funds on this project would federalize all 7 projects phases associated with this Connecting Washington project. The project cost will not change, but local funds will replace federal dollars. Returned regional STP funds will be added into this year's call for projects.

The City of Vancouver has received approval to move an old \$1.2 million East Mill Plain earmark into their NE 18th Street project. The project cost will not change, but additional federal funds will replace local dollars. Also the City of Vancouver will add \$100 dollars of regional STP dollars to the BRT Corridor Sidewalk project. This will correct a data entry error and increase federal funds to match award total.

WSDOT has requested that the SR-503, 503 Spur, 504 and 505 project be removed from the STIP. WSDOT will complete this work as part of regular paving work. WSDOT is modifying the I-5/NB Off Ramp at Fourth Plain project to remove a right turn modification. This will reduce the project scope by approximately \$100,000.

There was general discussion around the table and RTAC concurred with the proposed changes to the STIP database. Dale also provided copies of the STIP project record giving additional project information.

III. TIP Project Delay, City of Battle Ground (Chelatchie Prairie Rail with Trails), Action

Dale Robins, RTC, explained that the City of Battle Ground has requested a delay to 2017 for the obligation of construction funds for their Chelatchie Rail with Trails TAP project. This delay is due to staff constraints as they are working on other projects for which the City has received grants. TIP Policy and Procedures indicates if a project cannot make the August obligation deadline, the sponsoring agency must contact RTC in writing by March of that year. If the delay is less than one year it can be approved by RTAC. RTC is asking RTAC action to recommend approval of this delay.

MICHAEL WILLIAMS, WSDOT, MOVED TO APPROVE THE CITY OF BATTLE GROUND'S PROJECT DELAY FOR THE OBLIGATION OF CONSTRUCTION FUNDS FOR THEIR CHELATCHIE RAIL WITH TRAILS TAP PROJECT. MARK HERCEG, CITY OF BATTLE GROUND, SECONDED THE MOTION. THE MOTION WAS APPROVED UNANIMOUSLY.

IV. WSDOT Corridor Sketch – Process Update: Michael Williams (WSDOT)

Michael Williams, WSDOT, started his presentation indicating the Corridor Sketch is basically a container or database, not a drawing, which contains all the existing details for Washington's state highways. In the first phase WSDOT will collect data through community outreach and input from agencies. WSDOT is hopeful this will be completed by June/July.

The corridor sketches will feed into the State's Highway Plan. There are projects statewide that have been identified for Connecting Washington funding. The Legislature has said that practical solutions and least cost planning will be used in developing these projects to meet the identified purpose and need. Project savings through use of practical solutions and LCP will go into a bucket and in 2024 this money will be drawn from to fund projects in the Corridor Sketch database.

Once the data has been compiled a one-page folio for each corridor sketch will be developed. The second phase of the process will include WSDOT staff going out to the local communities and conducting public meetings to see what the public has for comments/ideas. Michael did mention to the committee to see him after the meeting or to contact Ken Burgstahler at WSDOT if they have any questions and want to set up agency meetings.

V. Initial Review of Online TIP Database - Discussion

Dale Robins, RTC, provided a review of the Online TIP Database. RTC staff has been developing an online project information database and early input from RTAC members is sought. Some suggestions were to link project showcases, before and after studies, project newsletters, and other project documents to the database. RTAC suggested providing flexible search options. Dale requested that the group forward any additional comments or suggestions to him. RTAC feedback will be critical in the final design of this online database.

VI. 2015 Annual Listing of Federal Obligation, Discussion

Dale Robins, RTC, explained that Federal regulations require MPO's to publish an annual listing of projects for which federal funds have been obligated in the preceding year as a record of project delivery. This list must be published by March 31st of each year. Dale provided a DRAFT of the annual listing for review by RTAC.

Dale noted that although federal obligation has increased over previous years, most of this increase can be attributed to the \$38 million Fourth Plain BRT project. Dale reviewed 2015 federal obligation by project type and funding program. Of the RTC managed share, the region obligated \$13.9 in STP, CMAQ, and TAP funds. The result was that the region obligated all of their anticipated 2016 federal funds in 2015. The region will need to develop policies to control the region from over-obligating regional federal funds. Dale asked that all agencies verify

everything is correct and included in the annual listing. All comments need to be received by next Friday March 25th.

VII. Freight Data Collection, Discussion

Dale Robins, RTC, indicated that the study of freight and goods movement is an important component of the regional transportation planning process. RTC dedicated a portion of its planning resources to update truck counts data inventories within the region. Since January 2015, RTC has added 35 classification counts to the traffic count database and will continue to work to update classification counts in 2016. The Federal Highway Administration (FHWA) has established a vehicle classification system that uses 13 vehicle types distinguished by the number of axles. These 13 classifications are grouped into the primary categories: light, medium and heavy.

Dale briefly went over Table 2, the Clark County 2015 Classification Counts. Traffic counts are available on RTC's website for download for those who would like to review them. There was discussion regarding volume counts and what RTC is looking to accomplish. Matt Ransom, RTC Executive Director, wanted to begin engaging the Board regarding freight. There was discussion throughout the group trying to figure out a way to introduce a freight conversation and related transportation improvement needs to the Board. Matt asked that if any agencies have ideas of how to bring this forward to contact RTC staff. RTC will bring this back to RTAC sometime this summer.

VIII. Other Business

A. RTAC Members

- a) Jim Carothers, City of Camas, announced the 32nd Project is complete and was received well by the citizens.
- b) Human Service Council will be having an Open House on March 31st from 12:00 noon to 2:00 pm at their offices located at 120 NE 136th Avenue, Suite 215 in Vancouver.
- c) Laurie Lebowsky announced that the Comp Plan update went to the Planning Commission work session last night. If all goes well, the plan would be adopted June 30th and effective September 2016.
- d) Matt Ransom remarked that as Comp Plan Transportation elements are ready and Comp Plans adopted locally, local jurisdictions should prepare to provide a brief update to RTAC on the content of the transportation elements. They should let Lynda David know when they are ready to make a presentation.
- e) Michael Williams announced that C-TRAN is changing bus routes September 4th and expanding some of their park-n-rides.

- f) Katie Nelson (C-TRAN) mentioned that construction at Vancouver Mall and BRT sites will be moving along for the next several weeks. Also Fisher's Landing park-n-ride expansion will be under construction.
- g) Michael Williams announced that there is a bus out of the Fisher's Landing Park-and-ride that goes up the Gorge to the trail heads in Skamania County.
- h) Stephanie Millar, ODOT, announced that busing from Gateway Transit Center out to Multnomah Falls will be provided on Fridays, Saturdays and Sundays this summer implementing the Gorge Transit Plan. Multnomah Falls is expected to be very busy this summer with celebration of Multnomah Falls and Historic Columbia River Highway centennial events.

B. RTC Staff

- a) TIP Subcommittee Update. Dale Robins, RTC gave an overview of the subcommittee meeting and decision to stick with the current TIP process with some minor changes made to the project selection criteria. The next meeting of the subcommittee will be March 31st. RTC will bring the criteria to RTAC in April, with approval of the final criteria and TIP Guidebook in May. Following approval of the RTC Board, the call for projects is anticipated to occur in June.
- b) Matt Ransom, RTC Executive Director, outlined what happened at the March RTC Board meeting in regard to the consultant selection for the Bus on Shoulder Study. The Board had some questions about awarding the contract to David Evans and Associates and tabled the resolution. RTC has issued a memo to the Board reviewing the procurement process that RTC followed to assess qualifications and make the recommendation of David Evans and Associates. The resolution will be back on the April 5th RTC Board agenda for approval.

The meeting adjourned at 10:40 a.m. The next meeting will be on Friday, April 15, 2016.



MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: April 8, 2016
SUBJECT: FY 2017 Unified Planning Work Program (UPWP), Action

INTRODUCTION

The Unified Planning Work Program (UPWP) is prepared annually by RTC, serving as the MPO/RTPO for the region. The UPWP describes transportation planning activities to be completed as part of the coordinated regional transportation planning process and is prepared annually as a requirement for the receipt of federal and state transportation planning funds. It should reflect federal, state and local transportation planning emphasis areas. The FY 2017 Work Program covers the period from July 1, 2016 through June 30, 2017.

FY 2017 UPWP

RTAC members were provided with an overview of the FY 2017 UPWP at the January 2016 meeting. Attached is an updated draft copy of the FY 2017 UPWP. The UPWP outlines funding sources available for the transportation planning program to address the major transportation policy issues of the upcoming year (see UPWP, page xv). Prior to the April 15 meeting, RTAC members are asked to check that the attached UPWP reflects the work activities jurisdictions, transportation agencies and the MPO/RTPO anticipate for FY 2017. To comply with the federal transportation act [Metropolitan Planning Rule § 450.314], the UPWP must describe “**all** metropolitan transportation and transportation-related air quality planning activities (including corridor and subarea studies) anticipated within the area during the next one or two year period, regardless of funding sources or agencies conducting the activities”. To meet these requirements, Section 4 of the FY 2017 UPWP contains a description of planning projects of regional significance which local agencies anticipate they will carry out during FY 2017.

TIMELINE

The timeline for completion, adoption and submittal of the FY 2017 UPWP is outlined below:

RTC's FY 2017 UNIFIED PLANNING WORK PROGRAM DEVELOPMENT		
DATE (2016)	MEETING	ACTION
Fri. Apr. 15	RTAC	Recommend RTC Board adoption of FY 2017 UPWP
Tue. May 3	RTC Board	Adoption of FY 2017 UPWP
by Fri. Jun. 17		Submit adopted FY 2017 UPWP to WSDOT Tribal and Regional Coordination
by Wed. Jun. 22		Adopted UPWPs sent by WSDOT to FHWA/FTA for federal review
Thu. Jun. 30		FHWA/FTA UPWP approval due to WSDOT
Fri. Jul. 1		FY 2017 UPWP takes effect

RTC AND METRO's UPWPs

RTC and Metro are both MPOs within a bi-state region and there is a federal requirement that both MPOs develop their work programs in coordination with each other. Metro's draft FY 2016-2017 UPWP is also made available for RTAC review.

ACTION REQUESTED

At the April 15 meeting, RTAC members will be asked to recommend adoption of the FY 2017 UPWP by the RTC Board at the Board's May 3 meeting.

ATTACHMENTS: FY2017 UPWP Draft Document (April 15, 2016)
Metro's 2016-2017 Draft UPWP

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MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: April 8, 2016
SUBJECT: **Regional Grant Process and Transportation Programming Guidebook**

BACKGROUND

Since October 2015 the TIP Subcommittee, a subcommittee to RTAC, has been meeting to review the Regional Grant Process. All jurisdictions in Clark County were invited to participate. RTC staff also has provided two briefings on the Regional Grant process to the RTC Board. On March 31, 2016 the TIP Subcommittee met and made their final recommendation for RTAC's consideration. The recommendations from the TIP Subcommittee have been incorporated into the attached Transportation Programming Guidebook and Urban STP/CMAQ Selection Criteria that will be presented at the April 15, 2016 RTAC meeting.

Please come to April RTAC meeting prepared to review the regional grant process, STP/CMAQ selection criteria, and Transportation Programming Guidebook.

REGIONAL GRANT PROCESS

With policy direction from the RTC Board, the overall regional grant process is recommended to remain the same for the 2016 call for projects. The regional grant process will include the following steps:

1. Local agencies identify priority projects and submit a project application for consideration in the regional grant process.
2. Projects are reviewed for consistency with the Regional Transportation Plan, local comprehensive plans, and regional screening criteria.
3. Projects are evaluated and ranked against a set of adopted selection criteria.
4. Projects are selected for funding and programmed in the Transportation Improvement Program by the RTC Board of Directors.
5. This process will also include a public participation process, which includes a 30-day public comment period.

REGIONAL SELECTION CRITERIA

The TIP Subcommittee is recommending that the overall weighting of the main selection criteria remain the same and follow RTC Board's previous policy direction. The TIP subcommittee is recommending that only minor adjustments to the detail criteria should be incorporated. These changes are highlighted with red text, on the attached draft selection criteria.

TRANSPORTATION PROGRAMMING GUIDEBOOK

The Transportation Programming Guidebook explains the regional process for development of the Transportation Improvement Program (TIP), including the regional grant process. The document is intended as a resource document, which provides member agencies with the policies and procedures for the development of the region's Transportation Improvement Program.

The Transportation Programming Guidebook was developed based on the existing RTC Board policies and procedures. The Guidebook provides an overview of the Transportation Improvement Program, the regional grant process, and the specific policies and procedures associated with the development of the Transportation Improvement Program.

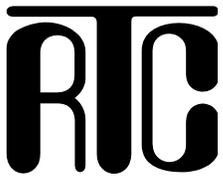
The Guidebook was reviewed and discussed at several meetings during the past year. Based on evaluation of the draft Guidebook and need to manage regional federal funds, the TIP Guidebook has been modified in recent weeks to include the following changes:

- 1) **Project Showcase:** Language was added to clarify that all applicants will be required to complete a one-page Project Showcase within 45 days of a project being functionally complete. The purpose is to report on the use of regional federal funds to the RTC Board.
- 2) **Over Obligation:** The region is fast approaching the two-year limit for obligation of regional federal funds. Two Policies are proposed to control the obligation of regionally selected projects:
 - a. **Three-Year Project Selection:** The region would move from a four to a three year agreed to list of projects in the TIP. This means that projects listed in the fourth year of the TIP cannot proceed toward implementation or obligation.
 - b. **Project Selection:** After the regional project selection process, all newly selected STP, CMAQ, and TAP projects will be programmed in the fourth year of the TIP. After the first year of programming in the TIP, projects can be moved into the first three-years of the TIP. This policy would also exclude the request of funds in the first year of the upcoming TIP, unless it is for a construction ready project.

CONCLUSION

Attached are the draft Urban STP/CMAQ Selection Criteria and Transportation Programming Guidebook. Please come to the April RTAC meeting prepared to provide input and offer recommendations. Following RTC Board input, RTAC will be requested to make their final recommendation in May. With RTC Board approval, RTC will issue a call for projects in June.

Attachments



RTC Selection Criteria

Urban STP/CMAQ Grants

Project Screening Criteria

1. Is the project consistent with Regional Transportation Plan (RTP), Local Comprehensive Plans, and Congestion Management Process? (*Road and transit projects that add capacity must be listed in the RTP*)
2. If a road project, is the facility federally classified as an urban collector/rural minor arterial or above?
3. Is the project an improvement project, rather than a maintenance project?
4. Does the request for STP/CMAQ funds exceed the regional cost limitation of \$4,000,000 per mile?
5. Is the project ready to proceed and has a reasonable timeline for implementation?
6. If an operational improvement, does the project follow TSMO guidance?

Summary of Selection Criteria

Evaluation Criteria

	<u>Weight</u>
Mobility	20
Multimodal/Operations	15
Safety	20
Economic Development	20
Financial/Implementation	15
Sustainability/Air Quality	<u>10</u>
	100

Mobility

20 Maximum

Existing Peak Hour Condition	0-10
<ul style="list-style-type: none"> • V/C Ratio 0.9 or greater/Less than 60% of Posted Speed • V/C Ratio 0.8 to 0.89/60-64% of Posted Speed • V/C Ratio 0.7 to 0.79/65-69% of Posted Speed • V/C Ratio 0.5 to 0.69/70-74% of Posted Speed • Transit (Unless corridor can be identified) 	10 7 5 3 6
RTP 20-Year Model	0-2
<ul style="list-style-type: none"> • V/C Ratio Reduced 0.1 • V/C Ratio Reduced 0.05 • Modeled Speed Improvement 	2 1 1-4
Congestion Management Process	0-6
<ul style="list-style-type: none"> • On CMP Network • Project Addresses CMP Concern 	2 0-4
Network Development	0-4
<ul style="list-style-type: none"> • Extends Improvements • Completes Gap • Completes Corridor • New Network Connection • Improves Parallel Corridor 	1-2 2-3 3-4 0-4 0-2
Truck Route	0-5
<ul style="list-style-type: none"> • T5-T1 	1-5

Benefit Weighted by Existing Peak Hour Volume	0-4
• 1,501+ Vehicles	4
• 901-1,500 Vehicles	3
• 500-899	1

Multimodal/Operations **15 Maximum**

Operational Improvements	0-8
• Signal integration/upgrade	2
• Data Collection (Volume, speed, occupancy, classification)	2
• Traffic Surveillance	2
• Communication Infrastructure	2
• Variable message signage	2
• Traveler Information	2
• Access Management	2
• Smart Transit Management/Transit Signal Priority	2

Multimodal	0-10
• Transit Expansion	0-8
• Peak Hour Transit Buses (1 point per 2 Buses)	0-5
• Transit Replacement	0-3
• Exclusive Transit Lanes (Transit Only, BAT Lanes, etc.)	2-8
• Transit Amenities (Shelter, Platform, etc.)	0-2
• Park and Ride Construction	5-8
• Carpool/Vanpool	1-3
• Improve Non-Motorized Access to Park and Ride/Transit	1-2
• Extends or Completes gap in Bicycle Route	1-3
• Construct 10-foot separated path or two 5-foot striped bicycle lanes	2
• Sidewalks (Both Sides)	1-2
• Sidewalks wider than 5' and/or Planter Strip (3' minimum)	1-3
• Improves Transit Speed/Reliability	1-3
• Transportation Demand Management	1-3
• Contact C-TRAN's Capital Project Manager (10+ days)	1
• Adopted Complete Street Policy	1

Safety **20 Maximum**

Correctable Collision History	0-8
• Sliding Scale	0-8

Accident Rate	0-2
• Below Average, Average, or Above Average	0-2

Safety Strategies Implemented	0-10
• Public Transit Safety or Security	1-5
➤ Security Camera	
➤ Lighting	
➤ Improve Visibility	
• Pedestrian Safety	1-5
➤ Add sidewalk where one does not exist	
➤ ADA accessibility	
➤ Wider sidewalk	
➤ Buffer	

- Improved Street Crossing (crosswalk/signal)
- Lighting
- Improve Access to Transit
- Target Zero Strategy
- Bicycle Safety 1-5
 - Add Striped Bicycle Lane
 - Add Separated Path
 - Buffer
 - Improves Access to Transit
 - Target Zero Strategy
- Improves Intersection 1-5
 - Provide Appropriate Traffic Control
 - Improves Visibility/Sight Distance
 - Improves Geometry/Approach
 - Address Collisions at Intersection Identified in Safety Management Assessment
 - Target Zero Strategy
- Improve Road Safety 1-5
 - Improve Clear Zone
 - Improve Geometry
 - Improve Visibility/Sight Distance
 - Add Rumble Strips, raised markers, barrier/guardrail
 - Target Zero Strategy

Existing Conditions 0-6

- Pavement Widths (Deviation from standards) 0-2
- Shoulder Widths (1 pt. per 2 feet less than 6') 0-3
- No Center Turn lane/Pocket (Project must correct) 1

Provides Access Management 0-6

- Add Non-Traversable Median greater than 50% of project length 3
- Add C-Curb at Intersections or less than 50% of project length 2
- Close Minor Intersections 1
- Reduce Access Points 2-5
- Eliminate Existing At-Grade Crossing 5

Economic Development 20 Maximum

Employment Growth 0-12

- Retail Employment Growth (Regional Model-Select Link) 0-5
- Other Employment Growth (Regional Model-Select Link) 0-7

Provide or Improves Access to Existing Employment and CTR Employers 0-8

- Existing Employment (Regional Model-Select Link) 0-8

Freight Generator 0-5

- Improves Access 1-3
- Creates Access 4-5

Private Development 1-5

- Signed Development Agreements 1-3
- Private Investment in Public Infrastructure 1-3

Environmental Justice 0-2

- Bike, Pedestrian, Transit Enhancement to EJ block group 0-2

Financial/Implementation

15 Maximum

Overmatch Funding	0-8
• 1 Point per 4% Above Minimum Match	
Previously Completed Work (Prior to application deadline)	0-8
• Environmental Permits Submitted/Approved	1-3
• Plans, Specs, and Estimate Completed	3
• Right of Way Acquisition Complete	3
• No Sensitive Areas or Issues Pending	3
• Transit Vehicle purchase	4
Full Funding In Place	4

Sustainability/Air Quality

10 Maximum

Air Quality Benefit	0-10
• TCM Tools (Reduction of CO and VOC)	0-10
Sustainability Measures	0-10
• LID or Enhanced Treatment Stormwater Control	2
• Hardscaping or Native Planting (no permanent irrigation)	1
• Correction of Fish Barrier	0-3
• Enhances Stream Bank Conditions	1
• Corrects Existing Sensitive Area Impacts	2
• Appropriate Reduction in Existing Pavement Width	0-3
• Replace or Install Low Energy Street Lighting	3
• Reuse/Recycling of Materials	2
• In-Place Pavement Reconstruction or Structural Retrofit	2

RTC Selection Criteria_20160331.doc

MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Dale Robins
DATE: April 8, 2016
SUBJECT: 2015 Congestion Management Process – Initial Data

BACKGROUND

The purpose of this memorandum is to summarize initial data for the 2014 congestion monitoring effort. The full 2015 Congestion Monitoring Report will be brought to the May RTAC meeting for committee action.

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

INITIAL FINDINGS

Overall

With continual growth in regional employment and population more commute trips are being added to the regional transportation system, resulting in additional delay on many of the most congested corridors. This increase in delay and congestion is most apparent in the morning and evening commute as people try to cross both the I-5 and I-205 Bridges between Washington and Oregon.

Columbia River Crossings

Both the I-5 and I-205 traffic volumes continue to grow, and set all time daily averages. This has also resulted in additional congestion and slower commutes during peak hours. People commuting in the morning peak on I-5 South, I-205 South, and SR-14 east of I-205 experienced the biggest increases in delay as congestion degraded. Morning backup on I-5 South corridor regularly extend north of Main Street, backup on I-205 South corridor extend past SR-500, and backup on SR-14 Central corridor extend to 192nd Avenue. In the evening peak similar backups occur on the Oregon side of the Columbia River bridges.

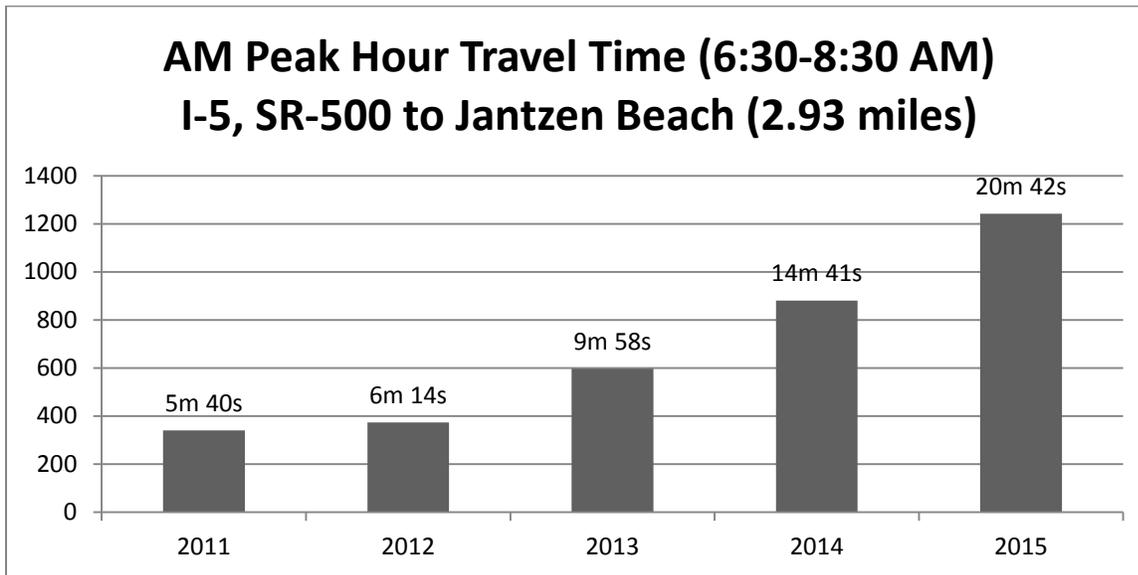
Over the past five years delay is up 265% on the I-5 corridor from SR-500 to Jantzen Beach, with travel time increasing from just less than 6 minutes to almost 21 minutes. During this period, all day traffic volumes are up while peak hour volumes are down, as the I-5 Columbia

2015 Congestion Management Process – Initial Data

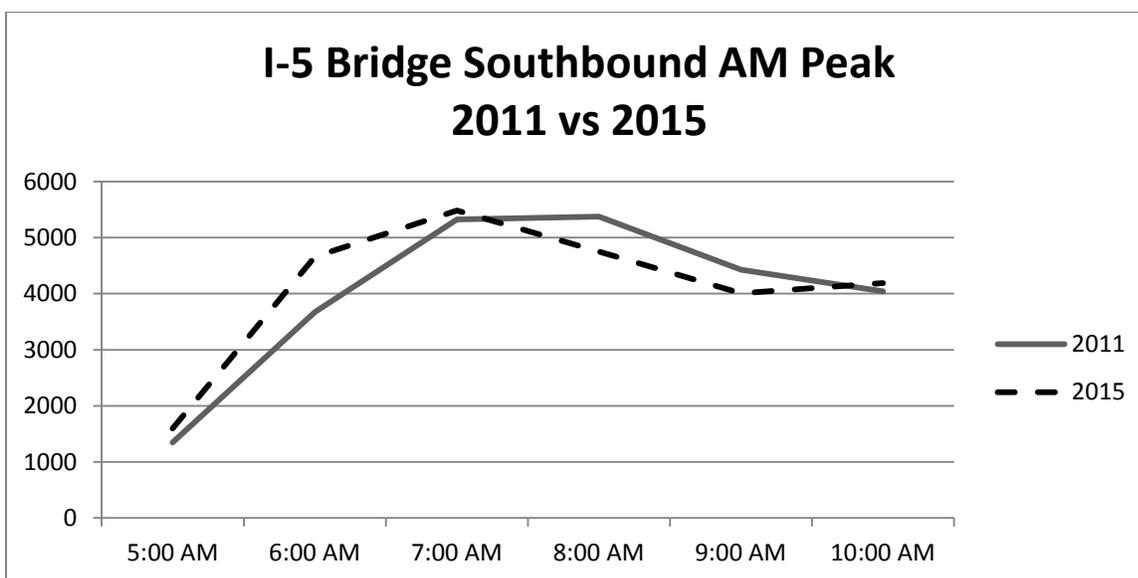
April 8, 2016

Page 2

River Bridge experience peak spreading. Peak spreading leads to a flattening and longer peak period as trips shift to periods immediately before and after the peak demand due to congestion impacts.



The following chart displays the congestion spreading across the I-5 Columbia River Bridge between 2011 and 2015. Although almost 500 more vehicles crossed the I-5 Bridge southbound during the six hour period (5 am through 11 am) in 2015, there were over 1,000 fewer trips crossing the bridge in the peak two hour period between 7 am to 9 am. Commuters are leaving earlier to make their destination on time. Although demand is up, turbulence in the corridor is leading to lower speed and throughput during the peak hours.



Corridor Capacity Ratio

The capacity ratio provides an indication of how well the transportation facility carries the existing traffic volumes. The higher the ratio, the more traffic congestion a driver is likely to experience. A facility with a corridor capacity above 0.90 will feel congested. Once a facility is beyond capacity the corridor capacity ratio can appear to improve, but in reality the corridor is failing as increased delay results in fewer vehicles getting through the corridor. The I-5 corridor during the morning commute has reached saturation level resulting in slower speeds and fewer vehicle throughputs.

The highest volume to capacity ratio corridors include:

1. I-5, Jantzen Beach to Main St. (AM) - > 1.00*
2. 18th Street, 112th Av. To 162nd Av. (PM) - > 1.00
3. SR-14, I-205 to 164th Avenue (PM) - > 0.90
4. I-205, Airport Way to Padden Parkway (AM) - > 0.90
5. Main Street, Ross Street to Mill Plain (AM) - > 0.90
6. Fourth Plain, 117th Av. To 162nd Av. (PM) - > 0.90
7. SR-500/SR-503, NE 119th St. to Fourth Plain >0.90

** At the I-5 Bridge, traffic demand exceeds available capacity during the morning commute. The result is slower speeds and fewer vehicles are able to get through the corridor in the peak period.*

Speed as Percent of Speed Limit

Speeds significantly lower than the posted speed limit is another measure of delay and congestion. Slow corridor travel speed will limit a facilities ability to carry planned traffic volumes. The lowest speed corridors when compared to posted speed limit include:

1. I-5, Main St. to Jantzen Beach (AM) – 15%
2. Andresen, Mill Plain to SR-500 (PM) – 40%
3. SR-14, 164th Av. to I-205 (AM) – 44%
4. Fourth Plain, SR-503 to 162nd Av. (PM) – 48%
5. Mill Plain, I-5 to Fourth Plain (PM) – 50% (Building construction in corridor)
6. SR-500, I-5 to Andresen Road (PM) – 50%
7. 164th Av., SR-14 to Mill Plain (PM) – 50%

Intersection Delay

Long average delay for the through movement at an intersection adds to the overall travel time and increases congestion at these locations. The five longest evening delays are at the following locations:

1. Fourth Plain/Andresen Rd. (Northbound) – 182 Seconds
2. Mill Plain/Columbia St. (Eastbound) – 157 Seconds (Construction)
3. Fourth Plain/SR-500 (Eastbound) – 154 Seconds
4. SR-500/42nd/Falk Rd. (Eastbound) – 122 Seconds
5. Padden Parkway/NE 94th Av. (Westbound) – 103 Seconds (Construction)

The goal of signal coordination is to get the greatest number of vehicles through a corridor with the fewest stops in the safest and most efficient manner. The higher volume movement is

2015 Congestion Management Process – Initial Data

April 8, 2016

Page 4

avored over lower volume movements when traffic signals are coordinated. In this situation, the benefit gained by traffic on the higher volume approach exceeds the degradation in operations experienced by the lower volume approach and overall intersection operations are improved. All of the intersections with a signal delay greater than 90 seconds occur in the off peak direction.

Overall, the region experienced more intersections with average delay of 45 seconds or more, in 2015 as compared to 2014.

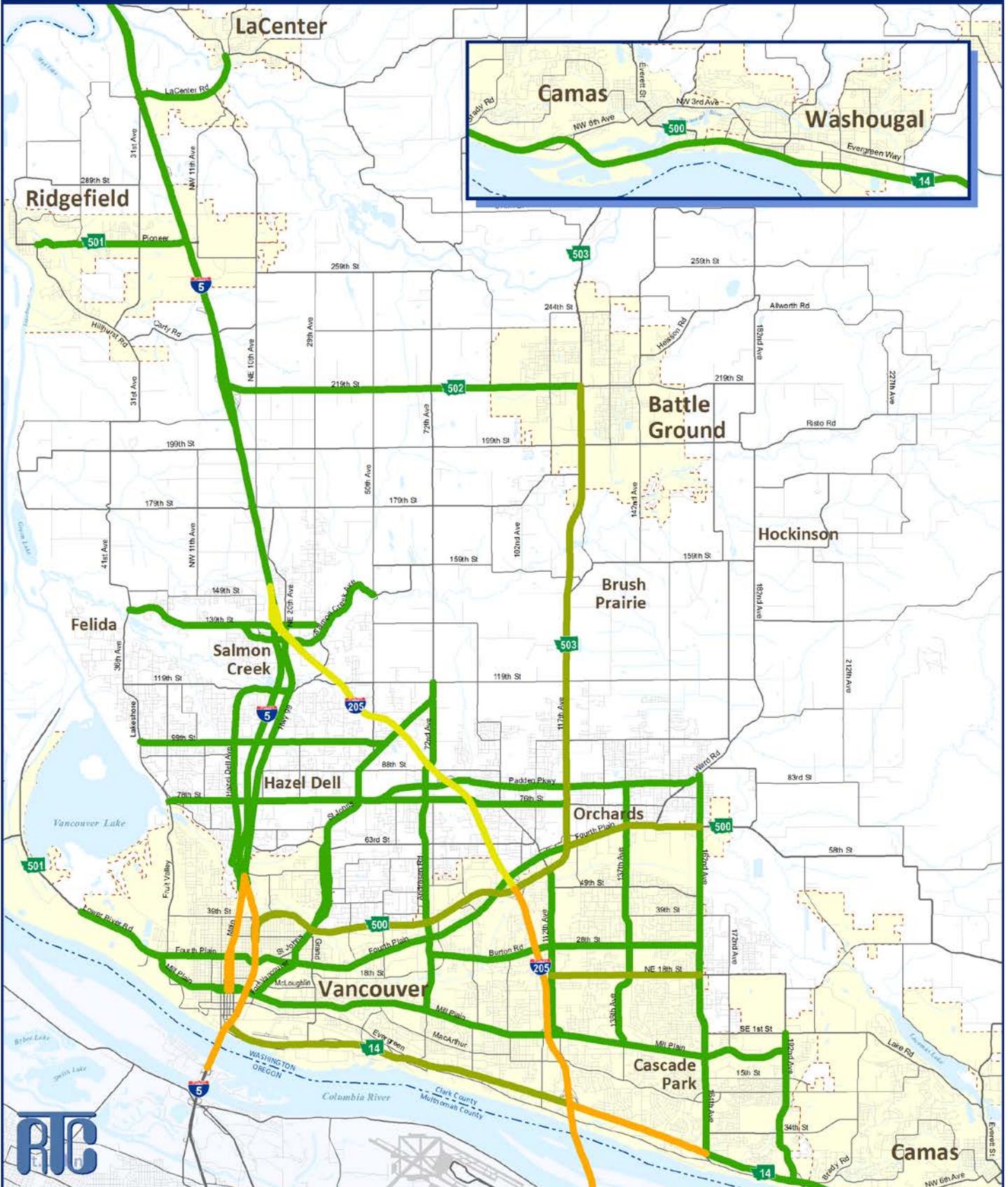
Attachments

20160415-RTAC-CMPinitial.docx

Corridor Capacity Ratio 2015 AM Peak Hour



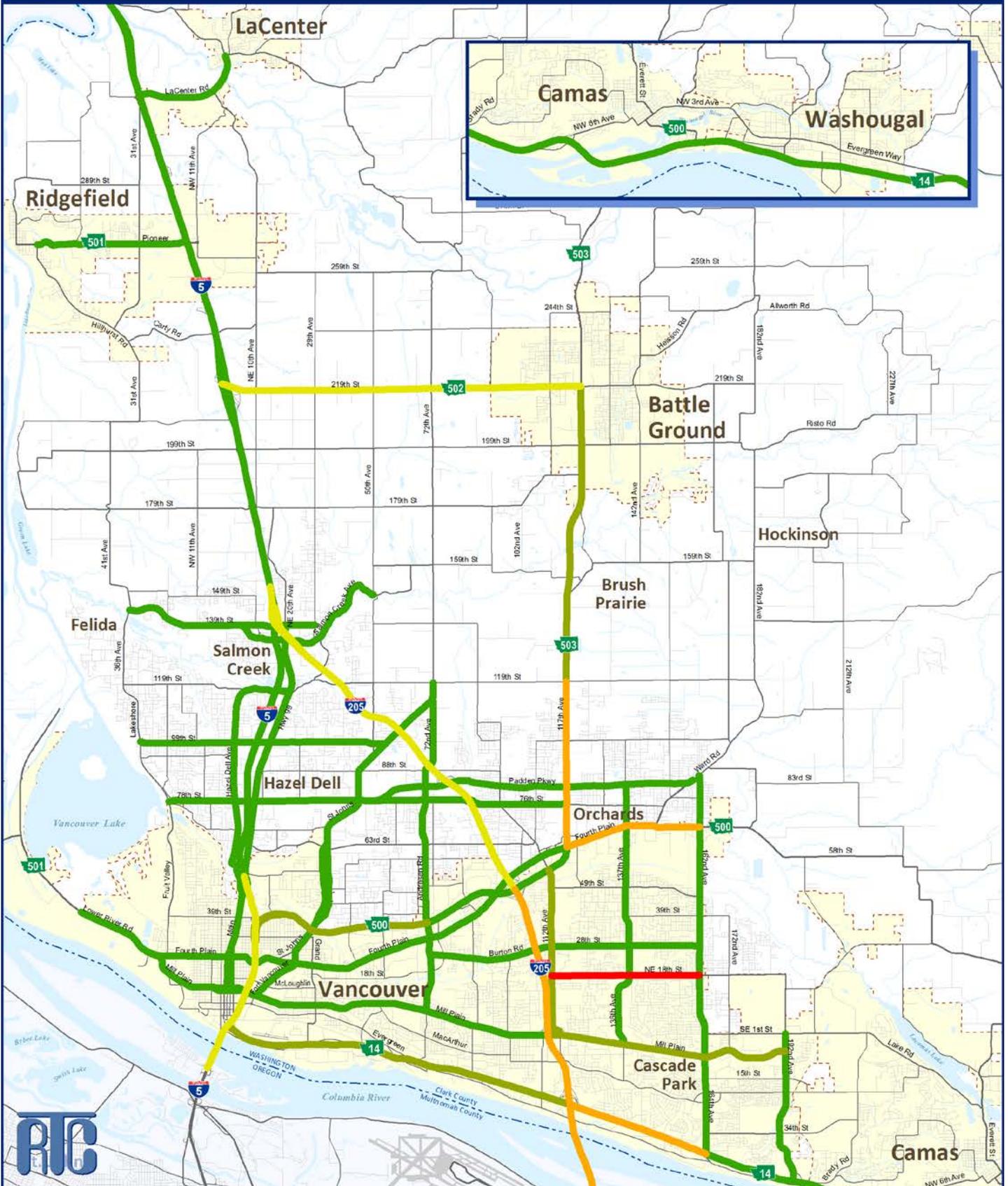
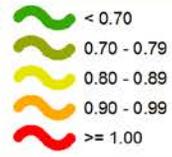
Congestion Management Process
Regional Transportation Council, April 2016



Corridor Capacity Ratio 2015 PM Peak Hour

Congestion Management Process
Regional Transportation Council, April 2016

Corridor Congestion Ratio, PM:



Speed as Percent of Speed Limit 2015 AM Peak Hour

Congestion Management Process
Regional Transportation Council, April 2016



Speed as Percent of Speed Limit 2015 PM Peak Hour

Congestion Management Process
Regional Transportation Council, April 2016





MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Matt Ransom
DATE: April 8, 2016
SUBJECT: FAST Act Funding

BACKGROUND

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation (FAST) Act. The FAST Act provides \$305 billion nationally over five years for various highway, transit, and safety programs. It is estimated that Washington State will receive approximately \$3.5 billion in core Federal Highway Administration (FHWA) funds over the life of the bill. This funding level represents a 6.3% increase in previous funding to Washington State under the Moving Ahead for Progress in the 21st Century (MAP-21) Act.

RTC GRANT PROGRAMS

With the FAST Act and federal commitment to funding the federal aid programs, RTC's grant offerings are forecast to receive a slight increase in funding for the STP and CMAQ programs. However, the full scope of the funding allocations is not known at this time. In the interim, the grant programs committed to the RTC region remain unchanged until the Governor's funding formula committee reaches their conclusion.

FAST Act FUNDING FORMULA

Since the passage of the Intermodal Surface Transportation Efficiency (ISTEA) Act in 1991, FHWA funds in Washington State have been distributed as follows: 66% to the State and 34% to local agencies and Metropolitan Planning Organizations (MPOs). This funding distribution exceeds federal requirements for the amount of funds that are to be sub-allocated to local agencies. The "Local" agency funding is provided through an array of programs and distributed by direct allocations and through competitive allocations by MPOs and state agencies.

The original 66%-34% funding formula was established by a committee of stakeholders (commonly referred to as the "Gang of Eight") convened by the Governor and the Office of Financial Management (OFM). The Committee has historically included representatives from the Governor's Office, OFM, the chairs of the Senate and House Transportation Committees, cities, counties, ports, tribal governments, MPOs, and the Washington State Department of Transportation (WSDOT). This committee most recently met in 2012 to review the funding formula distribution following the passage of MAP-21. At that time, it was decided to leave the formula at 66%-34%. The allocation of Federal Transit Administration (FTA) funds is not impacted by this agreement.

Some decisions have already been made about the short-term plan for allocating FAST Act funding. Specifically, the Legislature allocated FAST Act funds for their purpose through the

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FAST Act Funding

April 8, 2016

Page 2

remainder of the 2015-17 biennium. In programming those funds, the Legislature retained the current 66%-state and 34%-local split for the core FHWA programs with the exception of the new freight program formula funds.

On February 10th, the statewide Regional Transportation Planning Organization (RTPO) Coordinating Committee received notification that the Governor's Office and OFM will convene a federal funding formula committee (Committee) later this spring to review the current funding formula in light of enactment of the FAST Act. Representing the RTPO's on the Committee are two delegates drawn from the Puget Sound Regional Council and the Yakima Valley Council of Governments. It is expected that the Committee will recommend a formula agreement to the Governor and Legislature, and any new agreement would apply to funds in the 2017-19 biennium and through the remainder of the FAST Act.

Conversations have already begun on the implications of a new federal funding formula agreement. Implications of revision to the funding formula are many, and are not fully known given the multi-dimensional nature of the overall federal funding program and how the transportation system would be maintained/improved in a given scenario. Attachment One provides a summary of issues from one perspective, as identified jointly by the Association of Washington Cities (AWC), the Washington State Association of Counties (WSAC), and the Puget Sound Regional Council (PSRC).

POLICY IMPLICATIONS

As noted above, the federal funding formula agreement will direct approximately \$3.5 billion in FHWA funds in Washington State over the next five years. Later this year, the federal funding Committee will recommend a formula for the distribution of FHWA funding for the 2017-19 biennium and the remainder of the FAST Act. The RTC region and member agencies funding allocation may be adjusted (increase or decrease), dependent upon the update to the formula agreement.

Implications related to the RTC's Regional Transportation Plan (2014) and member agency project implementation (ex: total funding available, timeliness, etc.) will likely result.

NEXT STEPS

RTC will monitor the Committee process, and provide timely updates to member agencies regarding regional and local agency implications.

Attachment

The FAST Act in Washington: Let's fix the state's transportation mismatch

The Fixing America's Surface Transportation Act enacted late last year secures federal highway and transit programs for the next five years. State leaders now have the opportunity to decide how to divide a large share of these federal transportation funds.

The state can expect to receive almost \$3.6 billion in Federal Highway Administration funds via the FAST-Act, starting with \$687 million in 2016 and growing each year to \$750 million by 2020 – more funding than the state had previously anticipated.



Decisions on how best to use these funds are likely to start within the supplemental transportation budget developed by the Governor and state legislature in 2016.

In the past, 66% of these funds have been invested in state

highways, 34% have been used for local transportation: Including bridges, city streets, county roads, ferries, transit systems, bike and pedestrian improvements and trails.

This lopsided split between state highways and local transportation is an old policy designed when cities and counties could count on about 50% of the state fuel tax to cover the basics. Now cities and counties can only count on less than 30% of the state fuel tax.

Today 69% of all public road miles in the state are city streets and county roads. Cities and counties maintain nearly 55% of the state's 7,300 plus bridges. 58% of the bridges in the state rated "structurally deficient" are local bridges.

A new state policy is needed to match the realities of the state's transportation system with the federal funds designed to keep the whole system running. Decisions on how to divide funds within five major programs administered by the state can correct the current mismatch.

1. National Highway Performance Program - \$388 million in 2016

The largest FHWA program is focused on preserving state and local pavements and bridges on the National Highway System. In Washington state 23% of eligible roads (3,340 miles) are local, yet under the state's old policy, local roads get just 6% of these funds.

2. Surface Transportation Block Grant Program - \$177 million in 2016

This is the most flexible program, and includes broad eligibility for roadway, transit, freight and non-motorized investment. Providing more STP funding for local projects would help match the diversity of local needs and ensure transparent - merit based competition - to select the best projects.

3. Highway Safety Improvement Program - \$38 million in 2016

The HSIP requires a data-driven strategic approach to improving highway safety on all public roads and is focused on performance.

4. Congestion Mitigation and Air Quality - \$37 million in 2016

CMAQ funds can only be used for projects that produce an air quality benefit and provide congestion relief. In Washington State, they have been distributed through competitive processes via eligible entities like the PSRC.

5. National Freight Program - \$20 million in 2016

This new federal program is tailor made for Washington and is designed to improve the movement of freight on the national Highway Freight Network, which includes state and local roads and bridges, including grade crossings to speed access to ports.

Next Steps

Decisions made by the Governor and state leaders will set the policy for the next five years. They need to hear from people across the state to better understand the opportunity to correct the current mismatch. The door is open for a better local share.





MEMORANDUM

TO: Regional Transportation Advisory Committee
FROM: Lynda David
DATE: April 8, 2016
SUBJECT: **National Highway Freight Network: Critical Urban and Rural Freight Corridor Designation**

INTRODUCTION

At last month's RTAC meeting, there was discussion of freight traffic counts. At the May meeting, we are asking for RTAC discussion and input on the National Highway Freight Network (NHFN) and, specifically, on designation of two components of the NHFN; Critical Urban Freight Corridors (CUFCs) and Critical Rural Freight Corridors (CRFCs).

BACKGROUND

The National Highway Freight Network (NHFN) was established under the FAST Act (2015), repealing MAP-21's Primary Freight Network and National Freight Network. The NHFN includes the following components:

- **Primary Highway Freight System (PHFS).** A network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data (from Freight Analysis Framework 4, FAF 4). 41,518 centerline miles nationwide.
- **Interstate portions not on the PHFS.** The remaining portion of Interstate roads not included in the PHFS. 9,511 centerline miles nationwide.
- **Critical Rural Freight Corridors (CRFCs).** Public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors (CUFCs).** Public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

States and, in certain cases, Metropolitan Planning Organizations (MPOs) are responsible for designating public roads for the CRFCs and CUFCs in accordance with section 1116 of the FAST Act. WSDOT is currently engaging MPOs in determining these highway designations.

The table below summarizes the mileage of each component of the NHFN within Washington State.

National Highway Freight Network Components: Washington State

Element of NHFN	Centerline Miles	Centerline Miles	Notes
Primary Highway Freight System (PHFS)	816.57		
Non-PHFS Interstate	17.43		1.97% of PHFS
<i>Sub-Total</i>	<i>834.00</i>		
		Maximum Allowed	
Critical Rural Freight Corridor (CRFC)	TBD	163.31	20% of State's PHFS mileage
Critical Urban Freight Corridor (CUFC)	TBD	81.66	10% of State's PHFS mileage
TOTAL: National Highway Freight Network	TBD		

FREIGHT FUNDING PROGRAMS UNDER THE FAST ACT

The FAST Act created specific funding programs for freight. The programs are:

- **Nationally Significant Freight & Highway Projects Program – FASTLANE.** A freight-specific, nationally competitive grant program, funded at \$4.5 billion nationwide for the duration of the FAST Act. The program is primarily for projects over \$100 million with 10% set aside for smaller projects. There will be Congressional oversight of project selection.

Projects must be on either the NHFN or the National Highway System.

- **National Highway Freight Program.** Formula funds apportioned to states intended to be used for projects on the National Highway Freight Network (NHFN). \$6.3 billion is available nationwide for the duration of the FAST Act with approximately \$108 million available to Washington state.

Projects must be on the National Highway Freight Network (NHFN).

WSDOT's PROCESS TO DESIGNATE CRFCs and CUFCs

WSDOT is currently working with MPOs and RTPOs to designate sections of highway as Critical Rural Freight Corridors (CRFCs) and Critical Urban Freight Corridors (CUFCs). As noted in the Table on page 2, there are set maximums for designation in each category. Washington state is allowed to designate up to 163.31 centerline miles as CRFCs and 81.66 centerline miles as CUFCs; 20% and 10% of the Primary Highway Freight System respectively.

WSDOT has convened a Critical Freight Corridors Workgroup, which includes RTC's participation, to provide input to the challenging process. The Workgroup has met two times and will meet an additional three times with the concluding meeting on July 1. WSDOT's timeline calls for submittal of corridor designations to FHWA by August 31, 2016, with final designations approved by September 30.

For information purposes, two statewide maps showing Candidate Critical Rural Freight Corridors are attached with this Memo. However, RTAC's focus should be on designation of Critical Urban Freight Corridors. The attached map titled Candidate Critical Urban Freight Corridors in Vancouver/Camas/Battle Ground Urban Area [draft] shows the established NHFN in the Vancouver Urban Area as well as other major determinants WSDOT has used in coming up with the first draft CUFC map. These determinants include higher tonnage freight corridors categorized as T-1 and T-2 corridors under WSDOT's Freight and Goods Transportation System (FGTS), major industrial land clusters over 200 acres and intermodal facilities. The National Highway Freight Network map layer was sourced from FHWA and WSDOT has made FHWA aware of the mistake on the map with Fourth Plain showing as the NHFN when the NHFN should show Mill Plain (SR-501) as the designated facility providing access to the Port of Vancouver.

While sections of SE 164th Avenue, SE 1st Street and SR-14 are currently shown as candidate CUFCs, WSDOT is looking to reduce the candidate mileage to fit within its statewide limitations. Discussion at the April 4 Workgroup meeting asked that MPOs focus on designating critical links within these candidate corridors where an improvement project is being developed.

NEXT STEPS

RTC staff will continue to participate in meetings of WSDOT's Critical Freight Corridors Workgroup, will report comments made at the April meetings of RTAC and the Klickitat and Skamania RTPO Transportation Policy Committees and will provide feedback to RTAC on WSDOT's progress in designating CRFCs and CUFCs.

Attachments:

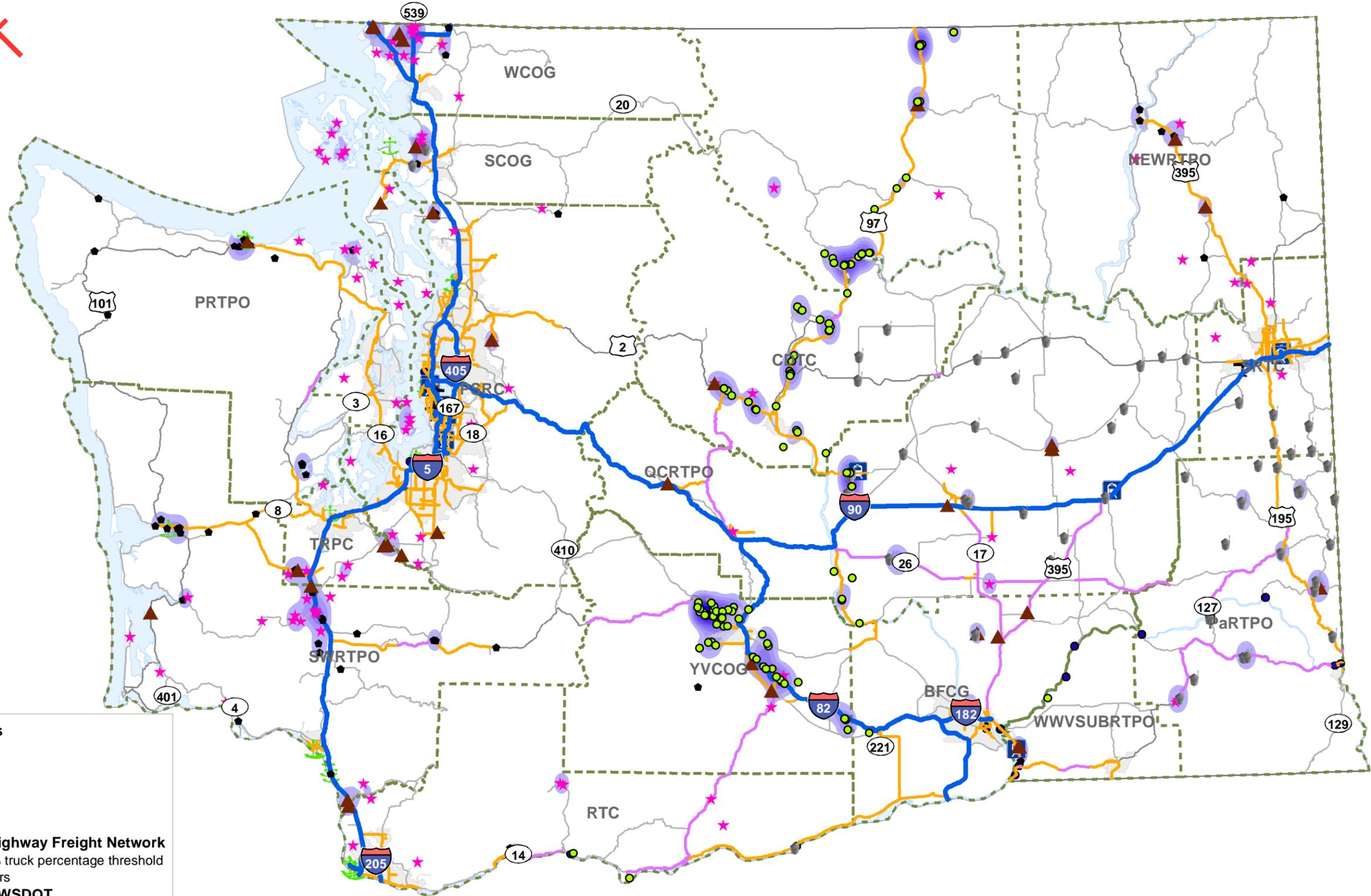
Map showing Candidate CRFCs

Map showing High Truck Volume/Percentage Corridors for CRFC Designation

Map showing Candidate Critical Urban Freight Corridors in Vancouver/Camas/Battle Ground Urban Area

High Truck Volume/Percentage Corridors for CRFC Designation

DRAFT



Agricultural and Forestry Facilities

- Fruit Packers
- Public Grain Warehouses
- Meat and Poultry Facilities
- Dairy Processing Plants
- Wood Product Mills

USDOT Established National Highway Freight Network

- USDOT Established National Highway Freight Network
- Rural Principle Arterials meeting 25% truck percentage threshold
- The Rest T-1 and T-2 Freight Corridors

Intermodal Facilities Identified by WSDOT

- Major Air Cargo Airports
- Rail Intermodal Terminals
- Barge Loading Facilities
- Marine Port Terminals
- RTPO - Regional Transportation Planning Organization
- Highway Urbanized Area 2013

Candidate Critical Urban Freight Corridors in Vancouver/Camas/Battle Ground UA

