



STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director
DATE: April 24, 2018 
SUBJECT: **RTC Regional Competitive Grant Program, Resolution 05-18-10**

AT A GLANCE - ACTION

The purpose of this resolution is to seek RTC Board adoption of revisions to the RTC Regional Competitive Grant Program, as outlined in the attached Transportation Programming Guidebook and RTC Selection Criteria. The Guidebook provides the policies and procedures associated with the implementation of the regional competitive grant program. The regional selection criteria serve as the basis for evaluation of projects.

INTRODUCTION

Since the need for transportation investment exceeds the available revenue, a competitive grant process is conducted, as required by federal regulations, for the distribution of regional allocated federal highway funds. The overall goal of the regional competitive grant program is to implement the goals and policies of the Regional Transportation Plan (RTP).

The regional competitive grant program is a cooperative process with local agencies and is reviewed annually. At the April RTAC meeting the regional competitive grant program was recommended for adoption by the RTC Board. The process remains unchanged from the April RTC Board review of the grant program. Approval of the revised RTC Regional Competitive Grant Program will be requested at the May RTC Board meeting.

TRANSPORTATION PROGRAMMING GUIDEBOOK

The Transportation Programming Guidebook provides member agencies background information, policies, and procedures for the regional grant process and the development of the Transportation Improvement Program (TIP).

The attached Guidebook highlights the recommended revisions to the regional grant process. The following changes are recommended:

1. Guidebook – Update grant names and other clarifying language.
2. Page 8-9 – Clarify preservation policy as it applies to bus purchase.
3. Page 11 – WSDOT's advance construction policy explained.
4. Page 16 – Require conduit on roadway projects.
5. Page 18 – Change deadline for Before and After Studies.
6. Page 21 – Next Priority when projects are delayed.

RTC SELECTION CRITERIA

The approach for evaluating projects for regional federal highway funds involves assessing each project against a set of regionally adopted selection criteria. Following evaluation, projects are placed in ranked order to inform which projects are selected for funding.

Revised Selection Criteria that highlight the recommended changes is attached. The following changes are recommended:

1. Mobility – Provide additional points for transit based on level of expansion.
2. Mobility – Replace 20 Year Model V/C with Regional System designation.
3. Multimodal – Remove Access Management (Duplicative to Safety Access Management).
4. Safety – Add additional safety criteria for transit
5. Economic Development – Move Truck Route Classification from Mobility.
6. Financial/Previous Completed Work – Revised criteria.
7. Sustainability – Add transit related sustainability measures.

POLICY IMPLICATION

Upon approval of this Resolution, the revised Transportation Programming Guidebook and RTC Selection Criteria will be used as resource documents and utilized within the RTC Regional Competitive Grant Program.

BUDGET IMPLICATION

There is no impact to the RTC Budget. The regional competitive grant program is part of the Transportation Improvement Program (TIP) work program and is included within the RTC Budget and Unified Planning Work Program.

ACTION REQUESTED

Adoption of Resolution 05-18-10, “RTC Regional Competitive Grant Program.”

ADOPTED this _____ day of _____ 2018,
by the Southwest Washington Regional Transportation Council.

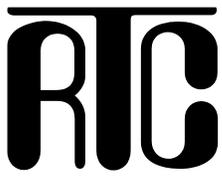
SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

ATTEST:

Ron Onslow
Chair of the Board

Matt Ransom
Executive Director

Attachments



RTC Selection Criteria

Transportation Improvement Program

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 Needs Criteria

<u>Evaluation Criteria</u>	<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
• V/C Ratio 0.9 or greater/Less than 60% of Posted Speed	10
• V/C Ratio 0.8 to 0.89/60-64% of Posted Speed	7
• V/C Ratio 0.7 to 0.79/65-69% of Posted Speed	5
• V/C Ratio 0.5 to 0.69/70-74% of Posted Speed	3
• Transit (based on level of transit expansion)	6-8
Regional System	0-2
• Project is located on the RTC designated regional system	2
RTP 20-Year Model	0-2
• V/C Ratio Reduced 0.1	2
• V/C Ratio Reduced 0.05	1
• Modeled Speed Improvement	1-4
Congestion Management Process	0-6
• On CMP Network	2
• Project Addresses CMP Concern	0-4
Network Development	0-6
• Extends Improvements	1-3
• Completes Gap	3-4
• Completes Corridor	5-6
• New Network Connection	2-6
• Improves Parallel Corridor	0-3

Benefit Weighted by Existing Peak Hour Volume	0-5
• 1,501+ Vehicles	5
• 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 (conduit, fiber, switches, etc.)	1-3
• Variable message signage	2
• Traveler Information	2
• Access Management	2
• Smart Transit Management/Transit Signal Priority	2

Multimodal	0-10
• Transit Expansion	1-8
• 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 or Pedestrian 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/ Ordinance	1-2

Safety **20 Maximum**

Correctable Collision History (3 year)	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	1-8
➤ Passenger Safety (Camera/Lighting/Visibility/Security Patrols)	
➤ Enhanced Pedestrian Access/Crossings near Stations	
➤ Improved Maintenance	
➤ Employee Safety (Collision/Drug Testing/Distracted Driving, etc.)	
• 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

- Truck Route** **0-5**
- T5-T1 **1-5**

- 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) 0-10

- ~~Environmental Permits Submitted/Approved 1-3~~
- ~~Plans, Specs, and Estimate Completed 3~~
- ~~Right of Way Acquisition Completed 3~~
- ~~No Sensitive Areas or Issues Pending 3~~
- Land purchase not needed or completed 3
- Stamped Engineer Estimate 3
- Direct Purchase 2
- Survey Completed 2
- Geotechnical Report Completed 2

~~**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 0-8

- 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 0-2
- Replace or Install Low Energy Street Lighting 2
- Reuse/Recycling of Materials 2
- In-Place Pavement Reconstruction or Structural Retrofit 2
- ~~Transit – Reduced Emission 2~~
- ~~Transit - Reduced noise and vibration 2~~
- ~~Transit - Reduced per capita VMT 2~~
- ~~Transit – Creating Livable Communities 2~~

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