



The Regional Transportation Advisory Committee meeting will be held on **Friday, June 17, 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 May 20, 2016 Minutes, Action
- II. June TIP Administration, Action
- III. Congestion Management Process: 2015 Monitoring Report, Action
- IV. Washington State Freight Mobility Plan Projects: Call for Freight Projects, Discussion
- V. Other Business
  - A. RTAC Members
  - B. RTC Staff
    - a. Project Showcase: Clark County (3)
    - b. Notice of Proposed Rule Making (NPRMs) for System Performance/Freight/CMAQ
    - c. STP-Urban, STP, Rural and CMAQ Project Applications are due to RTC by July 15<sup>th</sup>, 2016.
    - d. RTC Modeling Workshop Friday, June 24, 2016, from 10:00 am to Noon, in the PSC Training Room 6<sup>th</sup> floor.

*\*Materials available at meeting*

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

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An advisory committee to:

**Southwest Washington Regional Transportation Council**

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**Regional Transportation Advisory Committee (RTAC)  
Meeting Minutes  
May 20, 2016**

**I. Call to Order and Approval of Minutes**

The meeting of the Regional Transportation Advisory Committee was called to order on Friday, May 20, 2016, at 9:00 a.m. in the Public Service Center 6<sup>th</sup> Floor Training Room, 1300 Franklin Street, Vancouver, Washington by Matt Ransom, RTC. Those in attendance follow:

Gary Albrecht	Clark County
Jim Carothers	Camas
Rob Charles	Washougal
Tony Cooper	La Center
Lynda David	RTC
Jason Gibbens	WSDOT
Roger Hanson	C-TRAN
Mark Harrington	RTC
Bob Hart	RTC
Mark Herceg	Battle Ground
Matt Hermen	Clark County
Chris Malone	Vancouver
Stephanie Millar	ODOT
Chris Myers	Metro
Matt Ransom	RTC
Dale Robins	RTC
Patrick Sweeney	Vancouver
Shann Westrand	RTC
Susan Wilson	Clark County

Matt Ransom, Executive Director, RTC, asked if there were any changes or corrections to the April 15, 2016, meeting minutes and asked for a motion of approval.

ROB CHARLES, CITY OF WASHOUGAL, MOVED FOR APPROVAL OF THE APRIL 15, 2016 MEETING MINUTES AND SUSAN WILSON, CLARK COUNTY, SECONDED THE MOTION. THE MOTION WAS APPROVED UNANIMOUSLY.

**I. 2016-2019 TIP Amendment: WSDOT and Clark County NE 119<sup>th</sup> Street - Action**

Dale Robins, RTC, gave a brief description of the 2016-2019 TIP Amendments. WSDOT is requesting a TIP amendment to add the Connecting Washington SR-14 Access Improvement project. This project will make improvements along SR-14 in the Washougal area at 15<sup>th</sup> and 32<sup>nd</sup> Streets, and complete an access options study in the vicinity of 27<sup>th</sup> Street. Action on this amendment will program \$7.5 million in state Connecting Washington (CWA) funds for access improvements along SR-14 in the Washougal area.

MARK HERCEG, CITY OF BATTLE GROUND, MADE A MOTION TO APPROVE THE 2016-2019 TIP AMENDMENT PROGRAMMING \$7.5 MILLION IN STATE CONNECTING

WASHINGTON (CWA) FUNDS FOR ACCESS IMPROVEMENTS ALONG SR-14 IN THE WASHOUGAL AREA. THE MOTION WAS SECONDED BY JIM CAROTHERS, CITY OF CAMAS, AND PASSED UNANIMOUSLY.

Dale also described the TIP Amendment for Clark County's NE 119<sup>th</sup> Street East Widening Project. This project is being added to the TIP so that the County can federalize the project. This needs to be listed in the TIP so that the County can get federal approval on the environmental classification. Once the project is added to the TIP the County can start the Environmental Classification and then start to purchase Right-of-Way.

JIM CAROTHERS, CITY OF CAMAS, MADE A MOTION TO APPROVE THE 2016-2019 TIP AMENDMENT FOR CLARK COUNTY'S NE 119<sup>TH</sup> STREET WIDENING PROJECT. THE MOTION WAS SECONDED BY CHRIS MALONE, CITY OF VANCOUVER, AND APPROVED UNANIMOUSLY.

## **II. Transportation Programming Guidebook - Action**

Dale Robins, RTC, noted that RTAC had seen this Guidebook at previous RTAC meeting. RTC took this to the RTC Board and received no negative comments. Matt Ransom, RTC Executive Director, thanked those that were part of the TIP Grant Review Committee. The Guidebook is a new document that RTC staff has prepared as a resource for member agencies and their staff. The document provides an overview of the TIP, the regional grant process, and the policies and procedures associated with the development of the TIP.

Listed in the RTAC memo are the new policies. The biggest change is Policy 3.6. The region has obligated funds at such a fast pace over the last few years, that obligation of funds needs to slow down or projects will no longer be able to proceed. Policy 3.6 will allow only projects programmed in the first 3-years of the TIP to proceed on a first come basis. Patrick Sweeney, Vancouver, questioned if there was a project that the Board felt needed to go forward could the Board take action to allow the project to move forward and RTC staff indicated that the Board can make changes. Dale will notify agencies early on if the region is getting close to its funding cap.

CHRIS MALONE, CITY OF VANCOUVER, MADE A MOTION TO RECOMMEND APPROVAL OF THE TRANSPORTATION PROGRAMMING GUIDEBOOK BY THE RTC BOARD AT THEIR JUNE 7 MEETING. SUSAN WILSON, CLARK COUNTY, SECONDED THE MOTION AND THE MOTION PASSED UNANIMOUSLY.

## **III. CY 2020 Transportation Improvement Program Call For Projects, Discussion**

Dale Robins, RTC, explained the purpose of the memo is to issue a call for Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) projects, utilizing estimated calendar year 2020 funds. The call for projects will be conducted consistent with the process outlined in the Draft Transportation Programming Guidebook available on RTC's website <http://rtc.wa.gov/programs/tip>, including the criteria and the application. Also there is a Rural STP

call for projects that includes the City of Ridgefield, La Center, Yacolt and Rural Clark County. Dale went over some of the regional screening criteria and project development materials. Deadlines for project application submittals will be Friday July 15, 2016.

#### **IV. Congestion Management Process Summary, Discussion**

Dale Robins, RTC, introduced RTC's Congestion Management Process (CMP); federally required as part of the Transportation Management Area's (TMA's) metropolitan transportation planning process. The CMP is a regional program that analyzes travel delay characteristics and provides system performance information for major streets and state highways. Provided along with the CMP memo were Chapters 2 & 3 of the Draft 2015 Congestion Management Process Report. Dale went over the Summary Report highlighting key findings: the Bi-State & Regional Traffic charts, I-5 Interstate Bridge Delay graphs, including travel time data, and the Corridors Volume to Capacity and Lowest Speed Percentage charts. There was discussion regarding Key Regional Strategies and Local Strategies. The RTC Board will see the Summary Folio at their June 7<sup>th</sup> meeting.

There was some discussion and it was asked if the cost of congestion to the region should be included as commuters are sitting in congestion for quite an extended time. As this will go out in RTC Board packets on May 31<sup>st</sup>, please submit any comments to Dale before then.

#### **V. I-5 South Strategies – Corridor Operations Study, Discussion**

Mark Harrington, RTC, provided an introduction saying that I-5 is an important freight corridor for the region. As the regional and national economy has recovered, demand for bi-state travel has returned and now exceeds pre-recession levels. The RTC Board, at their May meeting, discussed significant increases in I-5 congestion with increased travel times and extended peak periods. Mark reviewed some of the significant multimodal investments in the I-5 corridor by Washington and Oregon to provide for the movement of both freight and people in this bi-state corridor.

Both RTC and Metro adopted Regional Transportation Plan (RTP) updates in 2014 identifying a number of planned investments in the I-5 corridor to address increasing travel demand due to growing population and freight movement over the next 20 years. RTC recognizes the importance of conducting an I-5 South Corridor Operations Study similar to work conducted in I-205 Corridor in recent years. This Study would include a detailed operations analysis of the I-5 Corridor including consideration of a broad range of Travel Demand Management (TDM) and Transportation Systems Management (TSM) strategies.

Matt Ransom asked ODOT and Metro if they would be able to provide Scopes of Work for any ODOT plans for the I-5 corridor to enable RTC to provide a full picture of any anticipated work. Stephanie Millar, ODOT, indicated that Alan Snook will be ODOT's contact and Chris Meyer's for Metro.

The development of a new bi-state corridor to supplement the I-5 and I-205 corridors has been suggested as a way to address bi-state congestion. In the 2008 Transportation Corridor Visioning Study, the RTC Board recognized extensive land use planning and impact assessment would need to

be conducted prior to inclusion of any new corridor into Comp Plans of Clark County and local Cities. A new bi-state corridor would require extensive outreach and involvement with the public in articulating a future vision for the region by all agencies. These comprehensive planning efforts and bi-state discussions need to occur before the RTC Board can consider including a new bi-state corridor in the RTP.

## **VI. Clark County Comp Plan Update: Gary Albrecht & Matt Hermen**

Gary Albrecht, Clark County, updated RTAC on the Comp Plan update process. Gary said a joint Planning Commission/Board of County Councilors meeting will be held on May 24 to take public testimony. Then on June 21<sup>st</sup> there will be a BOCC hearing with deliberations on the 2016 Comp Plan update.

Gary shared a draft of the completed checklist as part of RTC's GMA Certification Process as proof that the draft Comprehensive Plan complies with the GMA's RTPO certification requirement.

Matt Hermen, Clark County, provided a power point presentation on Capital Facilities Planning as part of the Comprehensive Plan update process. Matt's presentation included who they reach out to and reviewed what is in a Capital Facilities Element. He also provided spreadsheets showing the 6-year cost estimates for providing both external services and internal Clark County governmental service needs. Matt went over the 6-year and 20-year transportation needs and funding capacities. In the 20-year timeframe, needs outweigh revenues by about \$158 million. Strategies to balance the CFP will look at annexation, reduction in project costs, leveraging state and federal funds, traffic impact fee update and potential new revenue sources. Matt asked that if any members have comments or questions then please contact him.

## **VII. Other Business**

### **A. RTAC Members**

- a) Roger Hanson, C-TRAN, reported that the C-TRAN Board approved new service changes to be implemented in September.
- b) Patrick Sweeney, City of Vancouver, noted that the DRAFT Westside Mobility Study should be complete by end of day May 20<sup>th</sup>. Patrick will email the link to the study. The City is looking for comments.
- c) Jim Carothers, City of Camas, mentioned that Camas will start construction on the 6<sup>th</sup> and Norwood St roundabouts on May 30<sup>th</sup>. There will be a construction period of 120 working days.

### **B. RTC Staff**

- a) Matt Ransom, Executive Director RTC, reported the Washington State Transportation Commission is here on June 15<sup>th</sup> and will hold an all-day meeting at the Port of Vancouver.

- b) Dale Robins, RTC, handed out two Project Showcases for WSDOT projects: (1) SR-14 Traveler Information, SE 164<sup>th</sup> Av to NW 6<sup>th</sup> Av and (2) SR-503 Traveler Information, NE 119<sup>th</sup> St. to SR-502.
- c) Lynda David, RTC, reported that the Transportation Improvement Board (TIB) meets today. At the meeting, Complete Streets Program information will be provided. This same information was made available to RTAC. Lynda pointed out that rather than compete for this program, jurisdictions will have to be nominated by state agencies and/or transportation non-profits with a statewide charter in order to become eligible for any program reward. Since time ran out, RTAC agreed this should be brought back for further discussion at a future RTAC meeting.
- d) Lynda David updated RTAC on the status of defining Critical Urban Freight Corridors in Washington State. The latest draft CUFC map was made available to RTAC. Lynda reported that there will still need to be some trimming of lineal mileage statewide.
- e) Lynda also reported that WSDOT will be releasing a Freight Transportation Call for Local Projects to be included in an updated priority freight project list as part of the Washington State Freight Mobility Plan. This will be brought to the June RTAC meeting.
- f) Mark Harrington, RTC, said that RTC will be conducting a Regional Travel Model training on June 24<sup>th</sup>, from 10:00 AM to 12:00 noon, in the 6<sup>th</sup> Floor Training Room. Mark will send out information.

The meeting adjourned at 11:00 a.m. The next meeting will be on Friday, June 17, 2016.



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** June 10, 2016  
**SUBJECT:** June TIP Administration

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### BACKGROUND

All regionally significant projects must be listed in the regional Transportation Improvement Program (TIP), which in turn becomes a part of the State Transportation Improvement Program (STIP).

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

The Washington State Department of Transportation (WSDOT) is requesting to add the SR-503/Brush Prairie RR Xing project to the 2016-2019 TIP. The project will construct a school bus pullout lane at the Brush Prairie railroad crossing along SR-503 to reduce the risk of rear end collisions. The project will be funded with \$694,794 in federal Surface Transportation Program (STP) funds allocated to WSDOT and a local match of \$17,085. Design will begin in 2016, with construction in 2018.

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

### ACTION

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

*Attachment*

20160617\_RTAC\_TIPAdministration.docx

Washington State S. T. I. P.

2016 to 2019

(Project Funds to Nearest Dollar)

MPO/RTPO: RTC

Y Inside

N Outside

June 10, 2016

County:

Agency: WSDOT - SW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14		450318R	450318R06	21	0.360	CE	No	4.31	4.67	713,880	16-07

SR 503/Brush Prairie RR Xing - Bus and Truck Pullout Lanes

Construct a pullout lane for school buses to reduce the risk of rear end collisions.

**Funding**

Phase	Start Date	Federal Funds		State Fund Code	State Funds	Local Funds	Total	
		Federal	Fund Code					
PE	2016		STP(S)		134,784	0	5,616	140,400
CN	2018		STP(S)		562,010	0	11,469	573,479
<b>Project Totals</b>					<b>696,794</b>	<b>0</b>	<b>17,085</b>	<b>713,879</b>

**Expenditure Schedule**

Phase	1st	2nd	3rd	4th	5th & 6th
PE	140,400	0	0	0	0
CN	0	0	573,479	0	0
<b>Totals</b>	<b>140,400</b>	<b>0</b>	<b>573,479</b>	<b>0</b>	<b>0</b>

		Federal Funds	State Funds	Local Funds	Total
<b>Agency Totals for WSDOT - SW</b>		<b>696,794</b>	<b>0</b>	<b>17,085</b>	<b>713,879</b>



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Dale Robins  
**DATE:** June 10, 2016  
**SUBJECT:** Congestion Management Process: 2015 Monitoring Report

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### BACKGROUND

The Congestion Management Process (CMP) is a federal planning requirement for all metropolitan transportation planning organizations with a population of over 200,000. The 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 transportation decision-making process.

At the April RTAC meeting, staff provided the initial data from the 2015 Congestion Management Process. In May, staff reviewed the draft 2015 CMP Report. At the June RTAC meeting, staff will review the full Congestion Management Process: 2015 Monitoring Report. The report includes a full discussion of the morning and evening peak period findings as well as additional system performance measures.

The information and data contained in the monitoring report is to be used to identify transportation needs. Local agencies then develop strategies to address the specific congestion needs, which feed into the development of the Regional Transportation Plan. Local priority projects are then submitted to RTC and prioritized through the region's Transportation Improvement Program.

### 2015 MONITORING REPORT

The 2015 Monitoring Report follows a similar format as previous years, with the addition of a new Chapter 4: Bi-State. In Chapter 1 the Congestion Management Process is introduced and its general process, statutory authority, network, and performance measures are described. Chapter 2 provides an analysis of the system performance measures on the CMP network. Chapter 3 identifies potential transportation strategies and monitors the effectiveness of implemented strategies. New to the 2015 Monitoring Report is Chapter 4 which provides an overview of Bi-State transportation issues. This new section displays the significant pressure on the only two Columbia River Bridges between Clark County and Portland.

Attached to this memorandum is a copy of the Final Draft of the Congestion Management Process 2015 Monitoring Report. The detailed supporting data will be provided separately from the Report on RTC's website.

*An advisory committee to:*

Southwest Washington Regional Transportation Council

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# Congestion Management Process: 2015 Monitoring Report

June 10, 2016

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## OVERALL STRATEGIES

The Congestion Management Process shows that implementation of the 20-year Regional Transportation Plan (RTP) can address most of the corridor congestion needs over the next 20 years. The lack of transportation revenues and regional consensus for the I-5 Bridge replacement along with other key corridors, is contributing to worsening traffic conditions. Lack of progress on implementing select projects will result in delay in achieving the project benefits and add to future project costs.

The region should consider implementing low cost system operation and management strategies where long-term improvements have been delayed. There is an immediate need to implement additional low-cost strategies for the I-5 South Corridor as an interim response to increased bi-state travel demand.

The Congestion Management Process identifies the need for the following key solutions to address congestion within Clark County:

Identified Needs	In RTP	Funded
I-5 Interstate Bridge and interchanges	✓	✓ (P)
I-5/I-205/SR-500/SR-503 Corridor Operational Improvements	✓	
I-205, SR-500 to Padden Widening	✓	
I-205/SR-14 Interchange	x	
SR-14, I-205 to 164 <sup>th</sup> Av. Widening	✓	
SR-500/42 <sup>nd</sup> & 54 <sup>th</sup> Av. Grade Separation	✓	
SR-502 Widening	✓	✓
Fourth Plain, 117 <sup>th</sup> to 164 <sup>th</sup> Av. Operational Improvements	✓	
Mill Plain, I-205 to 192 <sup>nd</sup> Av. Operational Improvements	✓	
NE 18 <sup>th</sup> Street Widening, 112 <sup>th</sup> to 164 <sup>th</sup> Av.	✓	✓ (P)
NE 112 <sup>th</sup> Av., 49 <sup>th</sup> St. to SR-500 Operational Improvements	✓	
Padden Parkway Intersection Improvements	✓	✓ (P)
Bi-State Transit Expansion/Operational Improvements	✓	
Other Select Intersection Improvements	✓	
Other Select Operational/Capacity Improvements	✓	

## ACTION REQUESTED

At the June RTAC meeting, RTAC members will be asked to review the draft Congestion Management Process: 2015 Monitoring Report and recommend endorsement of its strategies to the RTC Board.

*Attachment*



## MEMORANDUM

**TO:** Regional Transportation Advisory Committee  
**FROM:** Lynda David  
**DATE:** June 10, 2016  
**SUBJECT:** **Washington State Freight Mobility Plan Projects: Call for Freight Projects**

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### INTRODUCTION

At the June RTAC meeting, RTC staff will report on ongoing freight planning activities following enactment of the federal FAST Act. The Memo will outline FAST Act freight funding programs, provide an update on designation of Critical Urban Freight Corridors and report on WSDOT's Freight Transportation Call for Local Projects to be included in an updated priority freight project list as part of the Washington State Freight Mobility Plan. RTAC's input and assistance is requested to provide a robust response from this region in updating the state's Freight Plan project list.

### FREIGHT FUNDING PROGRAMS UNDER THE FAST ACT

With passage of the FAST Act in 2015, specific funding programs for freight were created. 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).

In addition, the FAST Act requires additional freight planning. States must “develop a freight plan that provides a comprehensive plan for .... Immediate and long range planning activities and investment of the state ....”

The Plan must include:

- A list of multimodal critical rural freight facilities and corridors.
- Critical rural and urban freight corridors.
- Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay.
- A freight investment plan that includes a list of priority projects and describes how funds made available to carry out the National Highway Freight Program would be invested and matched.
- Consultation with the State Freight Advisory Committee.

## **FREIGHT NETWORKS AND DESIGNATION OF CRITICAL RURAL AND URBAN FREIGHT CORRIDORS**

To understand project eligibility under the new federal freight funding programs, it is important to understand designated freight networks. 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.

### **Designation of CRFCs and CUFCs**

Whereas the PHFS was designated based on national data, 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 working with MPOs in determining these highway designations.

You may recall that at the April RTAC meeting, statewide work to designate CRFCs and CUFCs was discussed. Only a very limited number of centerline miles statewide can be designated as

CRFCs and CUFCs based on the miles of Primary Highway Freight System mileage. 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 process. To date, the Workgroup has met three times. At the May RTAC meeting staff distributed the latest WSDOT-produced draft map showing candidate Critical Urban Freight Corridors in Clark County (see attachment). The fourth and final meeting of the Working Group will be held on July 11. WSDOT's timeline calls for submittal of corridor designations to FHWA by August 31, 2016, with final designations approved by September 30.

### **National Highway System**

Under the FAST Act, roads on the National Highway System are eligible for the nationally competitive FASTLANE grant program. The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. Under Section 1104 of MAP-21 (2012), update and expansion of the NHS was required to additionally include urban and rural principal arterials that were not included in the NHS before October 1, 2012. This resulted in increasing the NHS in Clark County from about 78.5 centerline road miles to about 148.5 centerline road miles. Maps of the 2012 expanded NHS system, a sub-set of the MTP's designated regional transportation system, are available on FHWA's website (see attached). In Clark County, the NHS system includes I-5, I-205, SR-14, SR-500 (from I-5 to the SR-503/Fourth Plain), SR-501 (from I-5 to the Port of Vancouver access), SR-502 (from I-5 to the SR-503 intersection), SR-503 (from the SR-500/Fourth Plain intersection to SR-502 intersection) and local principal arterials.

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

WSDOT and the Washington State Freight Advisory Committee (WAFAC) recently issued a call for projects to update the Washington State Freight Mobility Plan (2014) list of projects. The state's freight planning document includes a list of high priority local, regional, port, and state freight mobility capital investments, as well as programmatic freight system preservation needs. In 2014, WSDOT committed to update the list of projects every two years and is now providing an opportunity for local jurisdictions and MPOs to provide input to this update. Attached is the letter received from WSDOT requesting our assistance as well as copies of the project forms required to be submitted electronically by August 31. One of the forms is for projects eligible for freight formula funding and the second is for projects eligible for FASTLANE funding. WSDOT's freight website provides the electronic version of these forms through the following link: <http://www.wsdot.wa.gov/freight/> as well as other significant resource information. The forms will download in one Excel worksheet. Submittal of project application forms is a vital step to help qualify for funding of the high-priority freight projects.

RTAC's help is requested to complete the 2016 update to the Washington State Freight Mobility Plan (2014) list of projects. Discussion at the June RTAC meeting should focus on:

- The status of projects included in the 2014 list.
- Review of projects RTAC suggested, but not included, in the 2014 list of projects.
- Criteria for projects to be included in the 2016 project list update.
- Potential projects from the Clark County region for inclusion in the 2016 project list update.

Provided below is information relating to the 2014 project list and 2016 update.

### **Clark County Projects included in the 2014 List of Projects**

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

- I-5 Columbia River Crossing
- I-205, SR-500 to Padden, Widening
- SR-14, I-205 to 164<sup>th</sup> Av. Add Lanes
- SR-14, 15<sup>th</sup>/27<sup>th</sup>/32<sup>nd</sup> Street Interchange Project
- Highway 99 Corridor
- SR-500 Interchanges (42<sup>nd</sup>/54<sup>th</sup>)
- Columbia Shores Portal, underneath the BNSF line adjacent to SR-14 interchange
- Pioneer Street Railroad Overpass (Ridgefield)
- Union Ridge Parkway (Ridgefield)
- West Vancouver Freight Access
- Columbia River Dredging & Locks (Waterway)
- Port of Vancouver USA North Connection (Rail Plan)

RTAC should review this 2014 project list, determine project status, and decide which jurisdiction/agency will submit the updated form to WSDOT.

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

When the 2014 list of freight projects was compiled, several significant freight projects from the Clark County region were omitted from the statewide list. RTC, WSDOT (SW Region) and local jurisdictions corresponded with WSDOT regarding the omissions and submitted completed forms. WSDOT informed us that our next opportunity to get these projects added to the list would be at the next update in 2016. Projects included in an August 5, 2014 letter from Matt Ransom (RTC) to Barb Ivanov (WSDOT, Freight Division) included:

- East Fork Lewis River Bridge (I-5)
- North Fork Lewis River Bridge (I-5, southbound)
- I-5/SR 500 Build Direct Connection
- West Camas Slough Bridge (SR-14)

- Mill Plain Boulevard and I-5 Interchange Improvements (T1 facility, provides connection to the Port of Vancouver)
- SR-501 Couplet, Signal/Intersection Improvements (T1 facility, provides connection to the Port of Vancouver. Low traffic signal height and crown of the road require long loads to divert to other city streets)
- Fruit Valley – NE 61st Street to NE 78th Street
- NE 18th Street – NE Four Seasons Lane to NE 192nd Avenue
- SE 1st Street – SE 162nd Avenue to SE 192nd Avenue
- SE/NE 164th Avenue – SE 1st Street to NE 9th Street

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

### **Criteria For Freight Projects To Be Included In The 2016 List Update**

The attached 2016 Call for Regional, Tribal, and Port Freight Projects letter from WSDOT, dated May 31, 2016, provides a full description of reasons for the 2016 list update and eligibility criteria.

### **Potential Projects From The Clark County Region For Inclusion In The 2016 Project List Update**

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

### **FHWA FREIGHT ROUNDTABLE**

An FHWA freight roundtable is scheduled for Thursday, June 23, from 9 to 11 a.m., at Northwest Natural, 220 NW Second Ave 4th Floor Conference Room in Portland. FHWA freight roundtables are intended to be small informal conversations between the FHWA Administrator and invited guests.

According to FHWA, the primary focus of these roundtables is to engage a diverse group of stakeholders to: (1) Emphasize the importance of efficient, safe, and economical freight movement; (2) Highlight US DOT's efforts to improve the freight system through grants, training and technical assistance, data, and increased coordination and attention to freight planning issues; and (3) Receive feedback on MAP-21 deliverables, including freight performance measures, guidance to states and the National Freight Strategic Plan; (4) Raise profile of truck parking needs; (5) Provide overview of new freight provisions in FAST Act and get input on concerns, opportunities, and challenges.

RTC and the Port of Vancouver were recently contacted to submit names for inclusion as invited guests to this event.

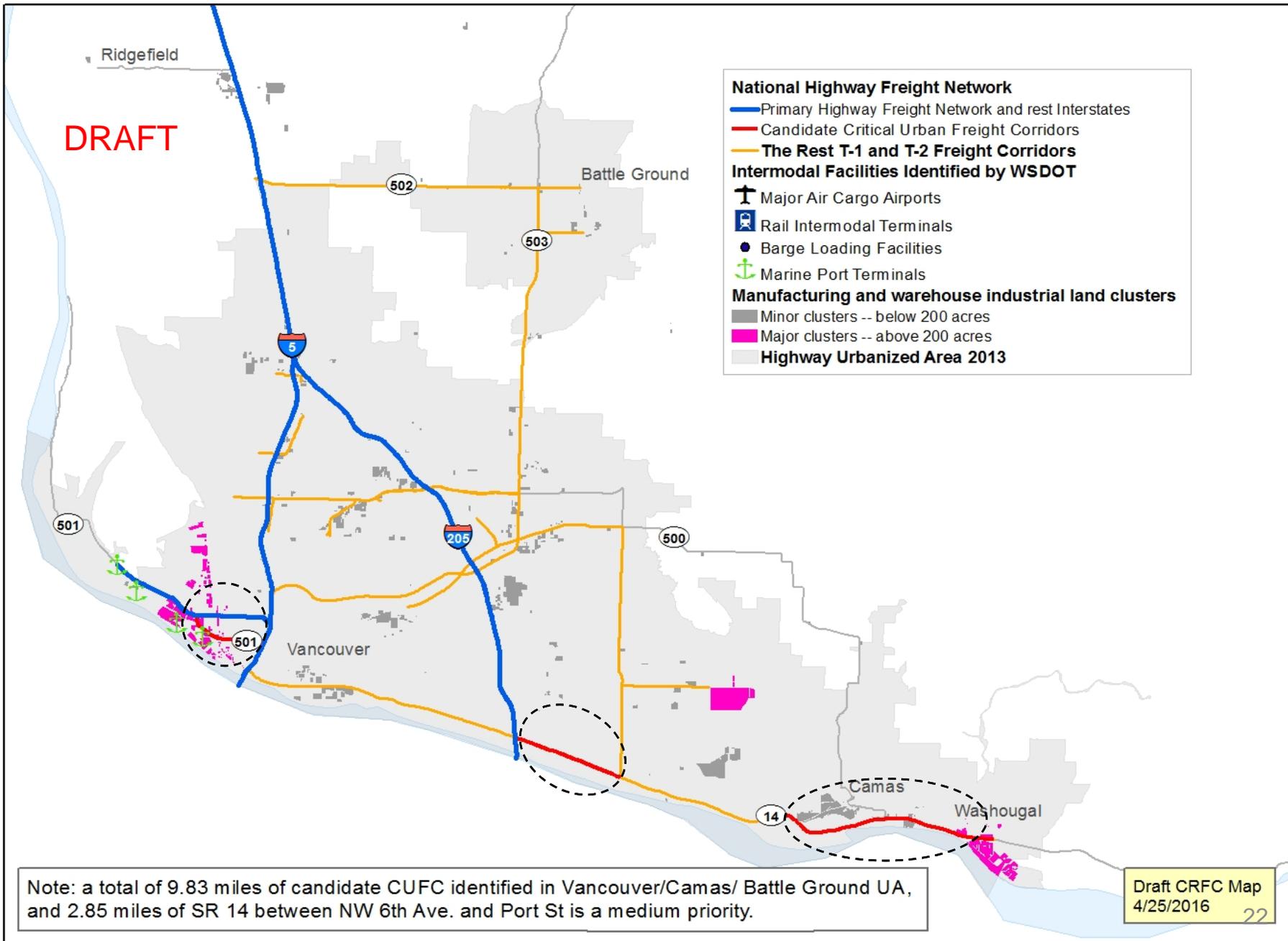
## **NEXT STEPS**

After initial discussion at the June RTAC meeting, RTC will include the State's 2016 project list update on a subsequent RTAC agenda prior to the state's August 31 deadline to ensure the region provides a robust set of freight projects for the state to consider for inclusion in the Washington State Freight Mobility Plan. RTC will also keep RTAC informed of the CUFC designation process and there will be ongoing freight transportation planning efforts especially focused on freight transportation performance required under MAP-21 and continued with the FAST Act.

### **Attachments:**

- Draft Map Showing Candidate Critical Urban Freight Corridors in Vancouver/Camas/Battle Ground Urban Area (dated 4/25/2016)
- National Highway System: Portland, OR—WA (source FHWA)
- WSDOT 2016 Call for Regional, Tribal, and Port Freight Projects (dated May 31, 2016)
- WSDOT Freight Project Submittal Form for National Highway Freight Program: Freight Formula Funds
- WSDOT Freight Project Submittal Form for Nationally Significant Freight & Highway Projects Program: FASTLANE Grant Funds

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



# National Highway System: Portland, OR--WA

U.S. Department of Transportation  
Federal Highway Administration

-  Eisenhower Interstate System
-  Other NHS Routes
-  Non-Interstate STRAHNET Route
-  STRAHNET Connector
-  Intermodal Connector
-  Intermodal/STRAHNET Connector
-  Unbuilt NHS Routes
-  MAP-21 NHS Principal Arterials

 Census Urbanized Areas

 Department of Defense

 Water

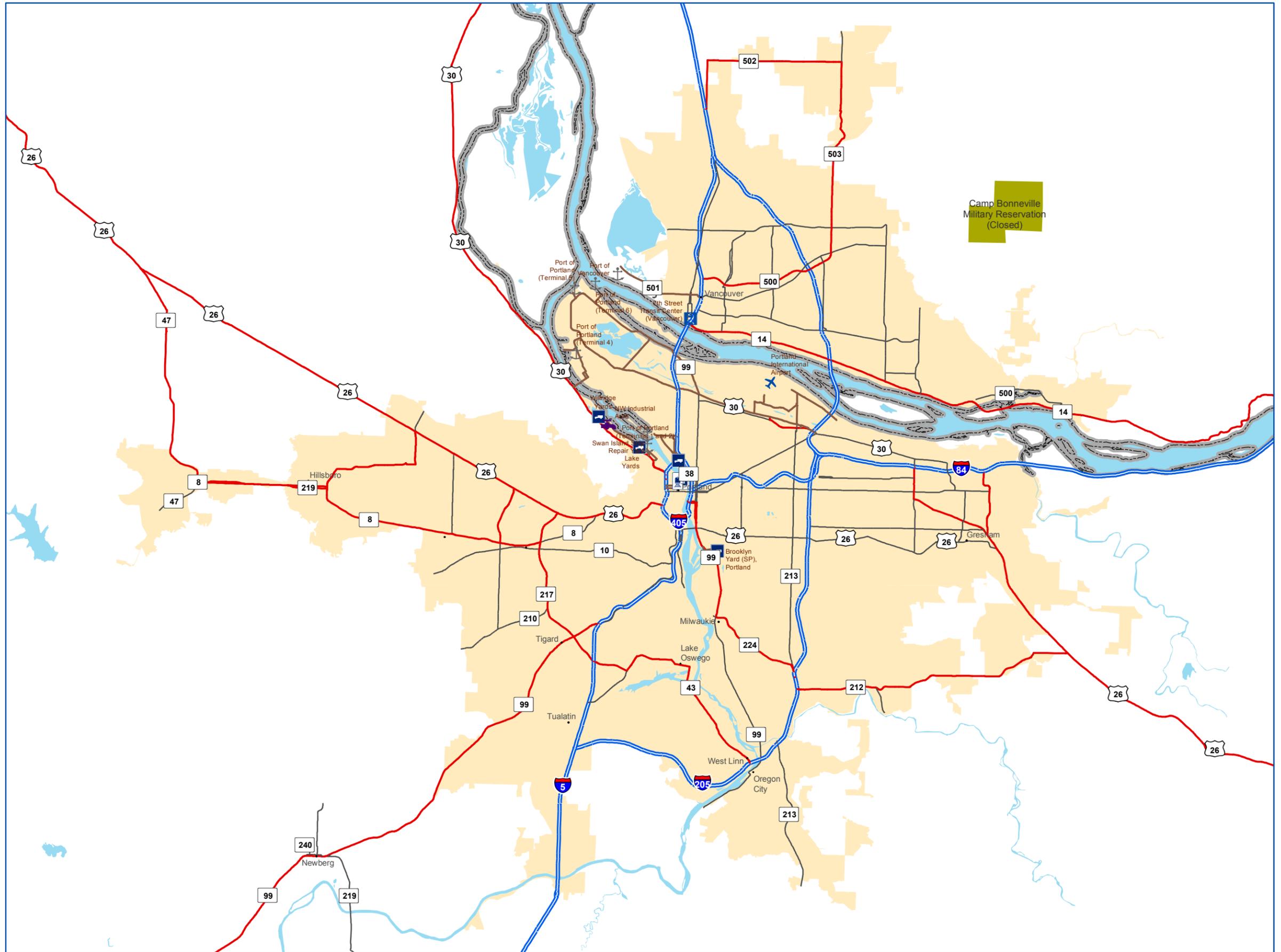
-  Airport
-  Intercity Bus Terminal
-  Ferry Terminal
-  Truck/Pipeline Terminal
-  Multipurpose Passenger Facility
-  Port Terminal
-  Truck/Rail Facility
-  AMTRAK Station
-  Public Transit Station



0 3.5 7  
Miles

0 6 12  
Kilometers

FHWA: March 25, 2015



May 31, 2016

TO: MPO/RTPO Directors

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

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

Dear MPO/RTPO Directors:

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

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

### **2016 Freight Project List Request**

There are two specific needs that require an update to the project list in the 2014 State Freight Mobility Plan. First, the Washington State Legislature has given WSDOT a requirement to provide a prioritized, fiscally-constrained freight project list. Second, The FAST Act<sup>1</sup> (section 70202) requires states to develop freight plans by December 2017 that include a fiscally-constrained freight investment plan.

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

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

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

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

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

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

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

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

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

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

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

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

### **Project Submittal and Correspondence**

It is important to note that submitted projects must meet all criteria and screening, as described in the project submittal forms. WSDOT, in collaboration with all MPOs, is currently finalizing the eligible highway network<sup>5</sup> by designating Critical Urban and Rural Freight Corridors, which will be added to the existing National Highway Freight Network in September 2016, pending FHWA certification. Projects located on the draft Critical Urban or Rural Freight Corridors may be submitted, but project eligibility is subject to FHWA corridor approval.

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

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

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

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

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

## ATTACHMENT

### **National Highway Freight Program Eligibility**

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

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

## National Highway Freight Program Project Screening

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

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

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

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

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

## National Highway Freight Program Project Prioritization

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

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

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

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

## Nationally Significant Freight & Highway Projects Program Requirements

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

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

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

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

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

### Nationally Significant Freight & Highway Projects Program Screening

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

**Network Screening:** Eligible projects include the following only:

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

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

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





# Hazel Dell-Felida Traffic Signal Optimization

## Clark County

Project Completed: January 2015

### Project Information

RTC funding: \$378,000 CMAQ Program

Total Project Cost: \$588,000

Project Type: ITS

Project Length: 2.79 miles

Function Class: Major-Minor Arterial

Daily Traffic Volume: 10,000 ADT



### Project Description

Coordinated signal operation to improve traffic flow. Repaired and upgraded traffic detection for vehicles and bicycles. Added video cameras and permanent count stations at key locations and connected signals to the central county monitoring center.

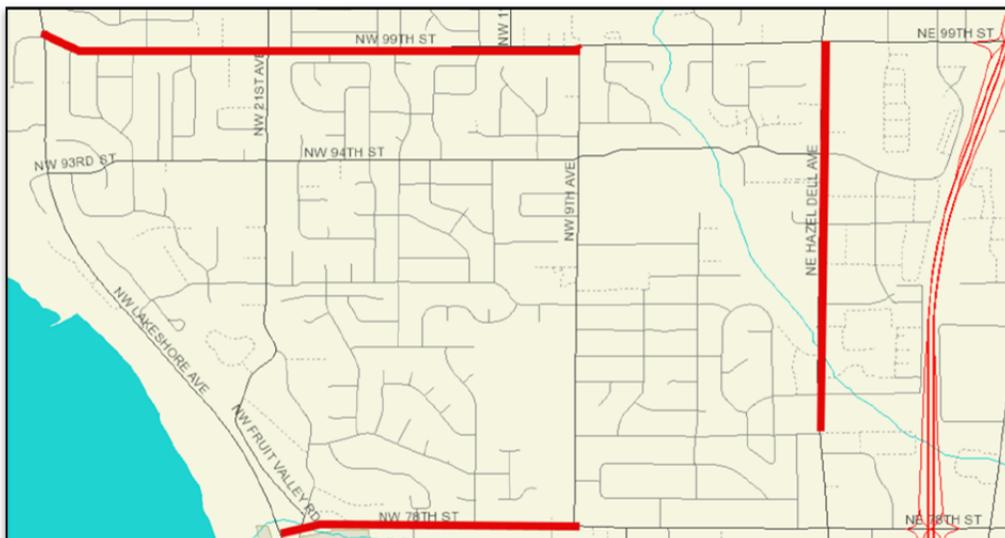
### Project Benefits

- Improved traffic flow by reducing delay.
- Added video cameras for remote monitoring.
- Connected signals to central county monitoring center allowing remote operation.

### Project Funding

Phase	Year	Federal Funds	Other Funds	Total
Design	2013	\$58,000	\$1,000	\$59,000
Right of Way	2013	\$0	\$0	\$0
Construction	2014	\$320,000	\$184,000	\$504,000
Total		\$378,000	\$185,000	\$563,000

### Project Map



# Barberton Traffic Signal Optimization Clark County

Project Completed: January 2015

## Project Information

RTC funding: \$707,300 CMAQ Program

Total Project Cost: \$958,000

Project Type: ITS

Project Length: 3.06 miles

Function Class: Minor Arterial

Daily Traffic Volume: 17,800 ADT



## Project Description

Coordinated signal operation to improve traffic flow. Repaired and upgraded traffic detection for vehicles and bicycles. Added video cameras and permanent count stations at key locations and connected signals to central county monitoring center.

## Project Benefits

- Improved traffic flow by reducing delay.
- Added video cameras for remote monitoring.
- Connected signals to central county monitoring center allowing remote operation.

## Project Funding

Phase	Year	Federal Funds	Other Funds	Total
Design	2012	\$75,000	\$12,000	\$87,000
Right of Way	2013	\$0	\$0	\$0
Construction	2014	\$632,000	\$222,200	\$871,000
Total		\$707,300	\$234,400	\$958,000

## Project Map

