

**Southwest Washington Regional Transportation Council  
Board of Directors  
November 4, 2014, Meeting Minutes**

**I. Call to Order and Roll Call of Members**

The Southwest Washington Regional Transportation Council Board of Directors Meeting was called to order by Chair Jack Burkman on Tuesday, November 4, 2014, at 4:00 p.m. at the Clark County Public Service Center Sixth Floor Training Room, 1300 Franklin Street, Vancouver, Washington. The meeting was recorded by CVTV. Attendance follows.

Voting Board Members Present:

Nancy Baker, Port of Vancouver Commissioner  
Ed Barnes, Clark County Commissioner  
Jack Burkman, Vancouver Council Member  
Shirley Craddick, Metro Councilor  
Bill Ganley, Battle Ground Council Member  
Jeff Hamm, C-TRAN Executive Director  
David Madore, Clark County Commissioner  
Tom Mielke, Clark County Commissioner  
Larry Smith, Vancouver Council Member  
Melissa Smith, Camas Council Member  
Don Wagner, WSDOT Regional Administrator

Voting Board Members Absent:

Doug McKenzie, Skamania Co. Commissioner  
David Poucher, White Salmon Mayor  
Rian Windsheimer, Interim ODOT Manager

Nonvoting Board Members Present:

Nonvoting Board Members Absent:

Curtis King, Senator 14<sup>th</sup> District  
Norm Johnson, Representative 14<sup>th</sup> District  
Charles Ross, Representative 14<sup>th</sup> District  
Don Benton, Senator 17<sup>th</sup> District  
Paul Harris, Representative 17<sup>th</sup> District  
Monica Stonier, Representative 17<sup>th</sup> District  
Ann Rivers, Senator 18<sup>th</sup> District  
Liz Pike, Representative 18<sup>th</sup> District  
Brandon Vick, Representative 18<sup>th</sup> District  
John Braun, Senator 20<sup>th</sup> District  
Richard DeBolt, Representative 20<sup>th</sup> District  
Ed Orcutt, Representative 20<sup>th</sup> District  
Annette Cleveland, Senator 49<sup>th</sup> District  
Jim Moeller, Representative 49<sup>th</sup> District  
Sharon Wylie, Representative 49<sup>th</sup> District

Guests Present:

Katy Brooks, Port of Vancouver  
Kelly Brooks, ODOT  
Eric Florip, The Columbian  
Paul Greenlee, Washougal Council Member  
Heath Henderson, Clark County  
Carolyn Heniges, Clark County  
Lee L. Jensen, Citizen  
Chris Malone, City of Vancouver  
Jerry Oliver, Port of Vancouver Commissioner  
Ron Onslow, Ridgefield Mayor  
Don Owings, HDR Engineering  
Scott Patterson, C-TRAN  
Patrick Sweeney, City of Vancouver  
Scott Sawyer, City of Battle Ground  
Sandra Towne, City of Vancouver  
Steve Tubbs, Citizen

Staff Present:

Lynda David, Senior Transportation Planner  
Mark Harrington, Senior Transportation Planner  
Bob Hart, Transportation Section Supervisor  
Matt Ransom, Executive Director  
Dale Robins, Senior Transportation Planner  
Diane Workman, Administrative Assistant

## **II. Call for Public Comments**

Steve Tubbs of Vancouver provided written comment for the record and had comments on the 2035 RTP. He had three major concerns that he briefly addressed. The first was air pollution and global warming. The second was electric vehicles and being a part of an electric highway network now and in the future. He noted that Millennials have different preferences, and walkability is important. It is not more of the same. Mr. Tubbs said the gas tax fund should not be counted on for funding projects in 2035. There needs to be other means of financing.

## **III. Approval of the Board Agenda**

LARRY SMITH MOVED FOR APPROVAL OF THE NOVEMBER 4, 2014, MEETING AGENDA. THE MOTION WAS SECONDED BY ED BARNES AND UNANIMOUSLY APPROVED.

## **IV. Approval of the October 7, 2014, Minutes**

LARRY SMITH MOVED FOR APPROVAL OF THE OCTOBER 7, 2014, MEETING MINUTES. THE MOTION WAS SECONDED BY NANCY BAKER AND UNANIMOUSLY APPROVED.

## **V. Consent Agenda**

Shirley Craddick had a question about the Evergreen Highway Trail. Chair Burkman said they would take separate action on the two Consent Agenda items.

### **A. November Claims**

SHIRLEY CRADDICK MOVED FOR APPROVAL OF THE NOVEMBER CLAIMS. THE MOTION WAS SECONDED BY DON WAGNER AND UNANIMOUSLY APPROVED.

### **B. Grant Scope Change: City of Vancouver Evergreen Highway Trail, Resolution 11-14-19**

Councilor Craddick said that the change to the Evergreen Trail involved the width changing to the trail and it not being built as wide. She asked how wide it would be as compared to the original plan. Dale Robins said originally, the trail was to be a 10-foot path. With the changes, it will be 8 feet for most of the trail, and there will be sections where there are topography issues that will allow only 6 feet.

SHIRLEY CRADDICK MOVED FOR APPROVAL OF RESOLUTION 11-14-19. THE MOTION WAS SECONDED BY LARRY SMITH AND UNANIMOUSLY APPROVED.

## **VI. 2014 Human Services Transportation Plan for Clark, Skamania, and Klickitat Counties and Consolidated Grant Project Ranking, Resolution 11-14-20**

Matt Ransom said over this year, the Human Services Transportation Plan has been presented to the RTC Board multiple times. The Plan is required under federal statute for the use of monies that flow from the feds to the state. The state funds are allocated based on a competitive grant process. The two actions being asked are consideration of the three County Plan and also to adopt the recommended ranking of those projects that provide rural transportation services, services for those with disabilities, etc. outside the C-TRAN service areas. The ranking will be forwarded to WSDOT to evaluate and award the funding.

Lynda David noted the resolution included in the meeting packet. Copies of the 2014 Human Services Transportation Plan (HSTP) for Clark, Skamania, and Klickitat Counties was also provided at the table for members.

The HSTP addresses the transportation needs of the elderly, people with disabilities, low income, and rural residents unable to provide their own transportation. Generally, the Plan addresses the special transportation needs for those who cannot drive themselves. The Plan is a Federal and a State requirement with updates required every four years. The Human Services Transportation Plan is developed to meet both Federal and State requirements, and it is the State's Agency Council on Coordinated Transportation (ACCT) that decides what elements need to be addressed in the Plan. The Plan elements include: coordinate with stakeholders, gather data and information, address emergency management, identify unmet transportation needs, and develop strategies to meet public transportation needs.

Ms. David said at the September RTC Board meeting, she provided the background of the Plan and the process to develop it. She also reviewed key demographic data, existing services, the transportation challenges faced by special needs populations, and the identified needs and strategies which are described in the Draft HSTP.

Ms. David said they are not just addressing the HSTP document for adoption today; they are also addressing the identification of the ranking of the projects to move forward to seek statewide competitive funding. Each biennium WSDOT solicits projects to compete for funding from the Consolidated Public Transportation Grant Program. About \$38 million per biennium is available in Washington State. Through this program, the DOT distributes both state and federal funding for rural public transportation and other special transportation needs. As the Regional Transportation Planning Organization for the three-county region, RTC's role in this grant process is because projects must be supported by the needs in the Human Services Transportation Plan and the RTPO must also carry out the process of ranking the submitted projects.

The WSDOT Consolidated Grant Program goals are to address special transportation needs deficiencies, provide a community benefit, make community connections, have financial partnerships, and support coordination between stakeholders, partners, and jurisdictions. In considering projects to submit for funding from this region, these goals are reflected in the evaluation criteria used to rank the projects. The evaluation criteria align with the funding program goals. In addition to these criteria, the required criteria used by project evaluators in this region was a need to maintain the existing services that we have. In total, there were 13 projects submitted to RTC for screening and evaluation. The ranking was reviewed by stakeholders, members of the ATCI in the region, the Regional Transportation Advisory Committee in Clark County, and by the Transportation Policy Committees in both Skamania and Klickitat Counties. Based on this region's component population numbers, RTC has the ability to assign 5 'A' ranked projects, 5 'B' projects, and 4 'C' ranked projects.

Ms. David noted the ranked projects were listed beginning on page 4 of the resolution. She provided a slide listing the 5 'A' projects and highlighted those projects totaling \$2.3 million. The 5 'B' projects were also highlighted totaling \$438,085 along with the 3 'C' ranked projects totaling \$181,520.

Ms. David said the request is for adoption of Resolution 11-14-20 which includes the adoption of the 2014 Update to the Human Services Transportation Plan as well as RTC's project ranking. Action by the Board will allow agencies to submit their grant requests to WSDOT for federal and state competitive funding by the November 19 deadline.

LARRY SMITH MOVED FOR APPROVAL OF RESOLUTION 11-14-20. ED BARNES SECONDED THE MOTION.

Jeff Hamm asked if they had any expectation of how much of the \$2.3 million they would be successful in getting from the Consolidated Grant Program. Ms. David said in the past, usually the "A" ranked projects are funded, and in the past they have had 3 of the 'B' ranked projects funded.

THE MOTION WAS UNANIMOUSLY APPROVED.

#### **VII. I-205 Corridor Study Recommendations, Resolution 11-14-21**

Matt Ransom said the RTC Board has taken incremental steps over the course of several years to refine the approach for investment along I-205. He said just a week and a half ago many were at I-205 south of 18<sup>th</sup> Street celebrating the groundbreaking for construction of what would be the final funded capital improvement along I-205, which is the 18<sup>th</sup> Street Interchange. As the RTC Board identified several years back, with no additional funded project in line, it was prudent to start to evaluate the types of operational improvements that could be put into place more on a short term horizon. This would include things such as ramp metering and re striping the lanes to try to eke out the efficiencies that might remain along that corridor in the absence of capital investment. In 2012, the RTC Board adopted a resolution whereby they looked at the Regional Plan and said they may not be able to fund all of the massive improvements, and they identified a core list, or subset list. From that core list, staff looked at this study that is being asked for adoption. This is an examination of the operational type strategies that would supplement a subset of core capital improvements. This was presented in draft form to the Board in October. Approval of this resolution would incorporate the recommendations into the Regional Transportation Plan. It would provide some policy guidance for how to implement operational improvements along I-205 and more generally the Clark County region as a whole. Also included is advancing a recommendation for further study and evaluation of a high capacity transit system strategy, which was also identified in the RTC's High Capacity Transit Plan.

Bob Hart said Mr. Ransom provided a good introduction to the I-205 Corridor Study recommendations. He said adoption of the recommendations address long and short term roadway improvements, transit operations in the I-205 corridor, and operational policies for regional freeway corridors.

The recommendations are broken down into three steps. The first is Roadway Improvements, which includes the core projects added into the 2014 RTP and WSDOT to implement short term operational improvements. The second is Transit Operations, which calls for a Bus on Shoulder feasibility study. The last step is the Operational Policies, which includes policies for regional freeways, analysis factors for considering strategies, and implementation policies for ramp metering.

Commissioner Mielke said he thought the Bus on Shoulder was good to look at and consider, but he said he had some concerns that he thought may come out in the study. Chair Burkman said today's action authorizes a feasibility study for Bus on Shoulder, with no expenditure to implement this until it comes back to the RTC Board. Mr. Hart said that was correct. Chair Burkman said currently, they do not have sufficient information to make that decision. The feasibility study would provide that information. Bus on Shoulder (BOS) is not a permanent all-time drive lane. Under certain conditions, the bus moves to the shoulder and then returns to the main drive lane. Mr. Hart said generally, when speeds get below 35 mph, a bus would move to the shoulder, perhaps intermittently during a peak hour time.

Commissioner Madore asked if that includes coordination with Portland going across the bridge. Mr. Hart said the scope of the segment they would evaluate would be from I-84 to Mill Plain/18<sup>th</sup> Street. ODOT would be a part of the discussion.

Commissioner Madore asked if the deficiency, the bi-state concurrency of the I-205 is to be addressed. He said in 2008, the Corridor Visioning Study was conducted that looked at a possibility of a third bridge in that area. He asked if a third bridge was going to be addressed.

Matt Ransom referred to the Corridor Visioning Study and said the most prominent next step identified in that study was for the land use agencies to convene a discussion of what the land use vision is for the County and what the population forecast is beyond 20 years. Within the Growth Management Act construct, we plan for a 20 year horizon. The Visioning Study looked well beyond that. The RTC as an organization was not able to proceed beyond where it left the study; in part, because those questions should be taken up by others, the land use planning authorities.

Commissioner Madore said that means that the RTC has no plans to look at the bi-state concurrency for the future. Mr. Ransom said no, what it did in the study was to say there is very probably a need based on some future land use forecast to study these issues, but this organization is not able to set that land use forecast; therefore, the land use agencies need to start to set that forecast.

Chair Burkman said currently, they do not have that kind of investigation on RTC's Work Plan. Chair Burkman said he served on the Visioning Study committee as did many others. It was a very long term study. The next steps do relate to gathering some other information such as the population forecast out in the further years beyond GMA. He said they could as a body decide that is an investment that they want to make. The first step would be to turn to the affected jurisdictions and ask them to provide that information before we can go any further. Chair Burkman said that is something that we can put on the agenda for discussion to see if that is something that we want to do; to bring back the Transportation Corridor Visioning process and move on to the next steps. Commissioner Madore said he thought that would be very appropriate for RTC to take some leadership in that area. Chair Burkman said they could add that to the agenda for a future-month to see if it is something that we want to include in next year's Work Program and have a discussion at that time.

Commissioner Barnes said in regard to the use of Bus on Shoulder that he felt the auxiliary lanes should be used for emergency vehicles only. He also said he hoped the incident response teams and State Patrol will be a part of the BOS discussion.

Mr. Hart said the recommendations are consistent with goals for efficiency, safety, and performance of the multimodal system and the RTP. The recommendations are also consistent with the adopted Transportation System and Management Operations Plan. The I-205 Corridor Study core projects will be included in the 2014 RTP update.

The I-205 Bus on Shoulder Feasibility Study will be included in the 2015 work plan. RTC will develop a scope of work, budget, and revenue sources for review and approval by the RTC Board.

MELISSA SMITH MOVED FOR APPROVAL OF RESOLUTION 11-14-21 FOR THE I-205 CORRIDOR STUDY RECOMMENDATIONS. THE MOTION WAS SECONDED BY BILL GANLEY AND UNANIMOUSLY APPROVED.

#### **VIII. 2035 Regional Transportation Plan – Public Comment DRAFT**

Matt Ransom said the update to the 2014 Regional Transportation Plan has been in the process over the last 18 months. In keeping with the proposed schedule at the beginning of the year, the Draft RTP Update is being released for Public Comment in November. Copies of the Draft Plan were provided for members. Mr. Ransom said staff was asking for comments from RTC Board Members today prior to the proposed December adoption of the RTP update. The main areas include Policy, the Project List, and Implementation Strategies, Finance, and Fundability of the Plan. The Public Comment Period began on October 30, when it was officially published and posted on RTC's Website for formal public comment review. Mr. Ransom said as they go through the process, they would be logging and responding to those comments, and addressing as they relate to the Plan itself.

Chair Burkman said the intent is to have this discussion and plan to adopt in December conditional. If there is significant public comment or things that need to be addressed, we can adopt later, but the aim is for December adoption. He asked that any concerns be brought forward at this meeting.

Lynda David referred to the memo included in the meeting packet along with the draft copy of the Plan document that was provided. As with the 2011 version of the RTP, this Plan has been developed as a report to be accessed, primarily, electronically. As such, links have been inserted to other Plans that mutually support the RTP.

The Regional Transportation Plan is the long-range plan for the region's transportation system required by the federal government as a condition for receipt of federal transportation funding to this region. The RTP is the result of a process that requires collaboration, coordination and consultation to make sure there is consistency between federal, state, and local Plans.

Ms. David reflected on what has changed since the last RTP was adopted back in December 2011 and what motivated them to want to work on updating the Plan this year.

First MAP-21, the New Federal Transportation Act, was passed in July 2012. This Act sets the stage to move them toward transportation performance measurement, monitoring of system performance and setting performance targets which their transportation investments should help them achieve. While the federal rulemaking associated with MAP-21 has not progressed as quickly as they had anticipated at the outset of this Plan update, this Plan update does,

nevertheless prepare them for following the rules once they are set in place by the federal government. In 2013, an updated Urban Area Boundary was set in place which affects allocation of funding to the region as well as the federal functional classification of streets. Along with MAP-21, the National Highway System was updated to include all interstates, expressways, and principal arterials.

In 2014, the Washington State Transportation Commission worked on updating the Washington Transportation Plan, and the Plan update is nearing completion. The WTP update also is most concerned with policy issues surrounding transportation system finance and how the transportation system can support economic development. This is similar to the policy issues that the RTC Board is focused on.

In August 2012, the Washington Office of Financial Management updated population forecasts for counties in Washington State on which to base comprehensive plan updates. This updated OFM population forecast for future years is lower than the 2007 forecast, and the RTC Board chose to base this 2014 Plan update on the mid-range OFM population forecast for year 2035.

The RTP's Framework is that the RTP should address regional transportation system development to achieve the land use vision presented in local comprehensive plans, support economic growth, and sustain the region's quality of life. Early in the year, the Board considered the RTP's Vision and Goals that guide the Plan's update and provide its Framework. The Vision and RTP Goals are addressed on pages 1-4 and 1-5 of the Draft Plan. Ms. David provided a slide listing the RTP's policy goals.

Back in 2011, guiding principles from federal, state, and local levels were considered in coming up with the RTP's Goals. Board discussion in 2014 acknowledged that the core policy goals of safety and security, accessibility, and mobility are key to transportation. Mobility means making sure that people, freight, and goods can move from place to place. Accessibility means access to the transportation system and transportation system access to industrial, commercial, and residential lands.

In 2014, Board discussion on RTP goals focused on Finance and Economy. Board members discussed their concerns for being able to fund preservation and maintenance of the existing system as well as new transportation projects or services. The Board also wanted to ensure the transportation system can support economic development in the region, supporting existing jobs or creating new ones.

Chapter 2 of the Plan addresses land uses and demographics; transportation, land uses, and demographics being integrally linked. Back in June, Mark Harrington provided an overview of demographics and how they relate to transportation, for example the overall population, household and employment forecast and how this affects trip making and trip rates. Ms. David provided a slide summarizing the 2035 demographic forecast that underpins this 2014 RTP update. The 2035 population forecast is consistent with the middle range forecast provided by Washington Office of Financial Management. The 2035 population forecast is 562,207 and employment forecast is 232,500 jobs.

The RTP update has been a year-long process, and on page 2 of the Memo, the key elements for the 2014 RTP update are summarized. A slide also listed key RTP elements with the Plan

chapters in which they are addressed noted. Elements include update to the RTP's financial plan, the Safety Assessment adopted by the Board in April of this year, and updates to the Plan addressing the current status of plans for Transportation System Management and Operations, and an updated list of projects and strategies to address transportation system needs.

As discussed at previous meetings, one of the most important RTP elements is the list of projects listed in Appendix B. This is significant because projects must be identified in the RTP before they can be programmed for funding in the Transportation Improvement Program (TIP). Jurisdictions in Washington State plan under the Growth Management Act, and as such, local jurisdictions work with RTC to assess transportation system performance. Local jurisdictions come up with a list of projects to address transportation system deficiencies as part of local Capital Facilities Plans. The RTP's planning process builds from the local level up, with RTC compiling project information from local jurisdictions as well as from WSDOT and from C-TRAN.

The list of projects is in essence, a list of solutions to address transportation challenges faced by this region. Per federal rules, and following Washington State transportation planning principles, in order to identify transportation solutions, we must first look at the lower cost solutions such as implementing operational improvements, addressing modal treatments (walking/biking/transit), and demand management techniques such as commute trip reduction. Then, if other solutions will not solve the problem, federal rules allow us to look to highway capacity expansion as a potential solution.

The RTP's Financial Plan is found in Chapter 4 of the document. The RTP must be fiscally constrained with the financial plan addressing, revenue projections, as well as, cost estimates for transportation system operations and maintenance, capital improvement projects, transit capital needs, and transit operating costs. To fund Clark County's regional transportation system capital projects through 2035 will require about \$1.8 billion in revenues. Details are on page 4-11.

Ms. David said next steps include seeking public comment on the Draft RTP during the month of November, with the Draft Plan made available on RTC's website for review and feedback. The Regional Transportation Advisory Committee (RTAC) will review the draft at the RTAC November 21 meeting, and this would allow for the Board to consider the 2014 RTP update's adoption at the December 2 meeting.

Chair Burkman said the RTP document is available in a variety of different ways to the community with a printed copy also distributed. He asked for any comments with no action being asked today, but adoption will take place in December.

Shirley Craddick referred to the air quality conformity and said she understood that the Portland/Vancouver metro region have a maintenance standard so we no longer have to sample the air. She asked if that was endless or if there was a time that we would need to address that again for conformance.

Lynda David said they have to have an air quality conformity determination in the Plan (addressed in one of the appendices). She said they do not have to do a quantitative analysis because of the Maintenance Plan. At the end of that tenure in 2017, they will need to work with Southwest Washington Clean Air Agency and other partners to submit to the EPA, where we

could become an air quality attainment area. It would change from a maintenance area to an attainment area status, meaning it has been achieved. Councilor Craddick asked what was helping us get to the achievement status. Ms. David said in part it is cleaner fleets of vehicles, and in part it is temperatures. In some previous years, we had some higher temperatures for a sustained period of time, which we have not had over the last few years.

Shirley Craddick referred to the vision, values, and goals and the environmental goals specifically. She asked how that was measured. Ms. David said in part, it is addressed in chapter 5, pages 5-34 and 5-35, where we are partnered in Washington State making sure that Executive Order 09-05 is implemented. Also, in Washington State, the Governor has accepted Executive Order 14-04 for Carbon Pollution Reduction. Pages 5-36 lists some of the transportation strategies that we use in this region to address some of the air quality issues. Councilor Craddick said they had had discussion on this and regarding the gentleman's testimony regarding climate change, there is reference listed. She asked what if this region wanted to do more than what the state is doing regarding climate change, is that possible? Ms. David said that decision would be up to the Board.

Chair Burkman recognized Lynda's vast knowledge of the document and encouraged Members to ask staff if they had any questions.

Bill Ganley said he serves on the Clark County Railroad Advisory Board. He said in Chapter 5 under Freight Rail they talk about the main lines, but he asked about the short line being addressed. Lynda David said that is addressed in chapter 3, page 3-19 and 3-21 is the description of the Chelatchie Prairie Railroad.

Chair Burkman said the RTP would be expected for adoption at the December 2 RTC Board meeting. All public comment would be complete and reviewed by staff before the meeting.

#### **IX. Proposed 2015 RTC Work Program: Emphasis Areas and Core Program**

Matt Ransom said each November is an opportunity for the Executive Director to present to the Board a review of the next year's work program. The 2015 Work Program consists of Emphasis Areas, those areas that have particular attention, along with the Core Work Program, those areas that are required. Mr. Ransom asked for any input or feedback. He referred to the memorandum included in the meeting packet and highlighted the description of each of the areas.

In the 2015 Emphasis Areas, the RTC will focus on several major initiatives as an outgrowth to the Regional Plan adoption, current mandates, and ongoing discussion of new transportation funding programs. A key area will be regional project funding. This is of great importance to the organization and to the region. In addition, the work program will seek to continue growth of existing and building of new partnerships which advance long-term regional transportation planning as well as focus particular attention to multi-modal freight planning/data collection. These emphasis areas will provide an opportunity for focused attention to current regional dialogue related to needed investments across the three-county RTC region. The Emphasis Areas for 2015 include: Regional Project Funding, 2035 Regional Transportation Plan Implementation, Regional Freight / Commerce Data Collection and Planning, MAP-21 Implementation, and Partnership Building.

Commissioner Madore referred to automated data collection and asked what the plans were for ODOT and WSDOT to automatically log all of the data along the freeways in this area. Don Wagner said as part of the systems that they are putting in place today for the automatic signage, they are actually collecting momentarily the data that could do what you are suggesting, but they do not retain that data for privacy reasons. Vehicles that come through the systems through detectors that are on the side of the roadway, in both Oregon and Washington, they are monitoring certain things to see how quickly a vehicle with a certain identity is moving the stream of traffic within the messaging signs, but because of privacy issues, they are not retaining that data. A piece of the infrastructure is in place do what you are asking; the policy is not in place at the state level to be able to actually do the analysis work. Commissioner Madore said what he had in mind was the automatic vehicle type detection that would indicate the size of vehicle, how many axels, its speed, and automatically collect the data 24/7 and log it in. Mr. Wagner said they do have detection systems that are capable of that. The automated truck weigh sites can collect that. He said he was not sure about ODOT.

Kelly Brooks said she was not sure about vehicle type, but can say with certainty that ODOT is in the same place in that they collect data, and then they let it go. They are in the process of developing appropriate privacy protection mechanisms to do that. She said they can count the number of trucks that are moving through the weigh stations, but in terms of the Bluetooth technology when folks are driving by, she would follow up to see if there is any mechanism to see the vehicle type. Mr. Wagner said the Bluetooth can detect the movement of the device, but not the vehicle type.

Commissioner Madore said they are talking about two different things. He said any data that involves the identification of a particular vehicle, that is different. He said in this case he is talking about strategic regional kinds of movements of categories of vehicles, where they are coming from and where they are going our existing systems. Those sensors that tie into the system do exist and are routinely installed around the United States. He asked if there were no plans for us to add that kind of information. Mr. Wagner said currently in the state, there is no policy adopted that says we will do that. There is work being done on that, but there is no policy in place. Commissioner Madore said with the discussion of strategies going forward and work being done to collect data, would it be appropriate for the RTC to invest in those kinds of sensors to cover our major flows of our freeway systems in our area. Mr. Wagner said at this stage of the game, it would be wiser for us to identify what is in place today, and what its capability is to gather the exact data you are referring to. Purchasing equipment to do something that has no policy framework established is a little premature. Traffic signals have some of these same capabilities as well as other equipment. If it was the Board's desire to look at this, the first step would be to inventory the information.

Matt Ransom invited Bob Hart to provide a brief response. He said the region does have a super database that it is building in partnership with ODOT, Metro, WSDOT, and Portland State University, which is the host of the Portal System, the regional ITS data. Bob Hart said Portal is collecting freeway data for ODOT and WSDOT. It takes the detections that is happening in the field and feeds into Portal so it has information on volumes, by lane density, and speeds. Currently, they are not collecting by vehicle type. Some of the devices are capable of collecting vehicle type. They are working with the data that they have and ensuring it is good data and easy

to use. Commissioner Madore said it would be smart to collect the vehicle type to address the freight. Chair Burkman said that is a part of the proposed regional freight data collection and planning. Commissioner Madore said Clark County's traffic engineer, Rob Klug, is collecting and logging vast amounts of real time data and feeding it into a database, and it is a rich source for our surface streets. He said he thinks that kind of capability should be added to the freeways as well. Bob Hart said Rob Klug is a part of their VAST committee for that kind of discussion, and talking with Rob and finding out the capabilities and what is out in the field now would be beneficial for a better understanding.

Shirley Craddick asked Mr. Ransom regarding the freight data collection if that would monitor across the state line or if it would just be in the MPO. Matt Ransom said this would span the whole RTC service area, Clark, Skamania, and Klickitat Counties. He said that some of the most important questions about freight, trade, commerce, and flows are cross river, which would include the Hood River Bridge, Bridge of the Gods, I-205 Bridge, and the I-5 Bridge. An essential component is coordination with the Gorge Region equivalent. Part of that is ODOT Region 1 and part of another region and also the Gorge community planning groups. Within the Clark County region, work with ODOT and Metro and possibly the Ports across state lines. Mr. Ransom said he envisioned something as simple or complex as a state of freight report, data collection counts, and to look further as to what is next. This could include identifying projects that are of critical importance. Mr. Ransom said there is an opportunity for us here as a region to become very smart about this. The last time that RTC did a freight review, was a Clark County Regional Freight Plan adopted in 2010. It is time to look at that and update that data.

Chair Burkman said that fits in nicely with the City of Vancouver and the Port of Vancouver moving forward with the West Side Freight Study. This is looking at issues of how freight is moving through the City of Vancouver, since it is between the Port and I-5. Mr. Ransom said WSDOT, as part of their statewide data collection, has a freight commodity flow data collection exercise they are going to be doing at the State of Washington level that they will also be plugging into. He said it is reciprocal; we will be collecting some and feeding it to the state, and they might be collecting something that we need to use.

Councilor Craddick asked if that included the travel times from point to point. Mr. Ransom said yes, that is a part of the study.

Commissioner Barnes said that people are very curious about what the government does and they have concerns of how they are being tracked. He agreed of the need to see what is already available for data collection.

Jeff Hamm provided a public transportation illustration of the power of being able to monitor that data. There is a service called Bridge It Now that is in place in the Boston area. It is a private venture. What it does is it monitors 2.2 million bits of mobile data per day. That is cell phones, Twitters on cell phones, Facebook, and what it does is it predicts person trip flows based upon that data and it deploys vehicles to try and catch the flow of the individual. If a person is going from point A to point B, they get an app, and that vehicle will pick them up. They are actually making a go of it so far. It is all based upon the power of monitoring that data and allows them to predict person trip flows. They are sending a vehicle to catch the ride, rather than the ride trying to catch the vehicle.

Mr. Ransom said in addition to the Emphasis Areas, RTC has a lot of work that is the Core Work Program of the organization. It is broken down into five areas including: Grant and Project Funding, Regional Planning, Technical Services, Regional Partnerships and Collaboration, and MPO Program Administration. Mr. Ransom highlighted these areas and noted that further description was provided in the memo.

He said a lot of this work is not seen at the Board meetings. It is what runs the organization and keeps the program compliant. If we were not compliant, we would not be able to spend the capital investment dollars that are made available to this region. The capital investment dollars that flow through RTC on a consistent annual basis is the largest sum of seed capital investment dollars available to this region and available to infrastructure and investment. This is about \$10 million a year, and how that is leveraged across the region is critical. Mr. Ransom said keeping our program compliant with the federal and state guidelines is paramount; otherwise, we cannot spend the money.

Under the Regional Planning area, the Bus on Shoulder study as discussed and adopted earlier, will become a part of the Core Work Program along with the freight analysis that was discussed.

Commissioner Madore asked if the Bus on Shoulder used conventional buses, not light rail or bus rapid transit, just rubber tire buses. Mr. Ransom said it is rubber tire buses, but he said he was not familiar enough with the different implementation strategies, whether it be an extended bus or an expanded bus, but believed it could be either or. Commissioner Madore questioned if it could be bus rapid transit. Mr. Ransom said that is a vehicle length question. The Bus on Shoulder is flexible routing bus on wheels. Commissioner Madore said with the Bus on Shoulder, we're not looking at a high capacity transit solution; we're looking at a transit solution. Mr. Ransom said it is a transit solution. It is about the frequency and the vehicle used. He said they are expecting for Bus on Shoulder to be successful to have a higher frequency coming out of park and rides, and in probability, standard buses out of park and rides.

Chair Burkman said the RTC does not run a transit organization. That is run from C-TRAN. If that organization decided to have vehicles of different sizes, that would not be RTC's decision.

Shirley Craddick said that high capacity transit is just the size of the vehicle. If we are talking about bus rapid transit, high capacity transit would mean it is just a larger bus that holds more people. Jeff Hamm said that is part of it. In bus rapid transit, there are certain criteria you need to meet in order for a system to be qualified or certified by the FTA as bus rapid transit. Simply a larger bus run on the shoulder does not qualify for that. Other things need to happen in order to be considered bus rapid transit. There are certain features to the boarding, which this particular study is not in that realm. This Bus on Shoulder is not bus rapid transit; it is using buses on the shoulder to reduce travel time, largely for express buses.

Mr. Ransom said the third core area is Technical Services. This is their regional travel modeling, air quality conformity work, GIS mapping, grant writing support to member agencies, and more. They also provide private fee-for-service data production and analysis.

Regional Partnership and Collaboration is another core work area. He noted that to the extent members want the RTC to be a project manager or provide those services to them based on their staffing capabilities that is a service that RTC provides. They are making some allowance in

2015 to provide some services based on previous conversations. This is a cost reimbursement service to provide planning and forecasting modeling.

MPO Program Administration is the fifth area. This is a lot of the federal compliance work, Title VI compliance, along with all the accounting and finance work to keep fiscally compliant. This area also includes professional training and development for staff to stay current on issues affecting transportation both funding, and technology, etc. Mr. Ransom said it is worthwhile and needed to invest in staff to make sure we are providing the best service to members and to the region for policy discussion.

Mr. Ransom said he would present a budget in December that would reflect the fiscal side of the Work Program.

Jeff Hamm said under the Technical Services area, many saw that there was a fair amount of media coverage a couple weeks ago about a study that was issued by WSDOT and transportation revenue forecast model. He said it talked about a general decline in vehicle miles traveled beginning in 2020, and it kind of gave the impression that all of our problems are solved because of that. Mr. Hamm said he is not sure that they are solved, because of that. He asked staff if they were going to look at revising the travel demand model to look at those reduced VMT forecasts in the future - how they distribute themselves throughout the region, and asked if we were really home free. Mark Harrington said they are aware of the forecast, and they are looking at data. He said that is a statewide forecast, which is an issue. The question is geographic distribution of what is going up.

Don Wagner said he has received a lot of questions about that report. It says vehicle miles traveled will start reducing. It does not say person miles traveled will be reducing. The population is still going to grow, but there are certain assumptions in there like bus transit systems, like better facilities for active transportation (walking, biking) and that is most likely in an urban setting than it is in a rural setting. He said they need to look at that as to what it means and how they start to prepare for that. He said the millennials don't drive as much, and they don't get their driver's license as early. As people age, they don't drive as much. The vehicle miles traveled will be down. The article was really a revenue forecast. What it was saying was don't hook your wagon to a gas tax.

Commissioner Madore said all of our assumptions for our bi-state traffic as well as our surface streets say that we will be having more traffic on our streets, and congestion because of that. He said even though vehicles in some places may be driving less, but we have more people driving. We still need to accommodate capacity.

Mr. Ransom said he would bring back the final Work Plan and a proposed budget in December.

Chair Burkman encouraged members to share this Work Program with their organizations. He said this is succinct list of what RTC does, the whole picture. He said there is a lot of work that goes on in this organization.

Don Wagner said that earlier Commissioner Madore mentioned the long range visioning. He asked where that would fit into this work program. Matt Ransom said that is under the Regional Planning Core work. RTC produced the Corridor Visioning Study, and it would be prudent to bring that back as a refresher to look at what was found and what was proposed as the next steps.

From that point, because it is already a corridor plan that is a springboard for any further dialogue and what those points would be. Particularly, the land use planning questions that are open right now because of the Countywide GMA Plan update, it may be an opportune time to raise that question. The land use assumptions need to be known.

Chair Burkman said there has been substantial turnover to the RTC Board since that Study was created. Just understanding what it does and does not say is a good place to start.

## **X. Other Business**

### From the Board

Chair Burkman said the Executive Director's contract states that there will be an annual evaluation, and they just did one in September. He said the contract says that they will adopt the findings of an evaluation and evaluate if there are any compensation changes at the December meeting. Chair Burkman said his recommendation is to rely on the thorough evaluation with no corrections that was just completed in September. He said at the December meeting Executive Session address any change in compensation. Chair Burkman and Vice Chair Smith will meet and look at the contract for any needed updates and bring that back to the Board during that Executive Session. Board Members agreed with that recommendation.

Shirley Craddick asked if the Clark County Commission changes, how that would impact membership on the RTC Board. Chair Burkman said RTC is established by an Interlocal Agreement, and that specifies that Clark County's representation is 3 County Commissioners. That would not change. Matt Ransom said the Interlocal and the bylaws actually designate numbers and what role they have for each jurisdiction.

### From the Director

Mr. Ransom pointed out that the Bi-State Coordination Committee will hold its third and final meeting for the year on Tuesday, December 9, 2014, 8:30 to 10:00 a.m. at the Vancouver Community Library.

Mr. Ransom said he was a participant at another tour that took place as part of the Clark County Transportation Alliance Coalition. They convened a bus tour for the House Transportation Committee Chair, Representative Judy Clibborn and Minority Ranking Member Representative Ed Orcutt. They were joined by a host of local organizations along with Representatives Pike, Wiley, Vic, and Harris. Mr. Ransom said they drove around to see the high priority projects identified in the Transportation Alliance Statement. There was good conversation around the Transportation Revenue Package for 2015 State Legislative Session. Mr. Ransom said there is a range of opinions. He said most importantly, spending time tuning in our state Representatives to the needs to our region. Mr. Ransom said the last tour that they hope to convene is the House Transportation Minority Co-Chair sometime in early December.

As noted JPACT meets Thursday, November 13, 2014, at Metro at 7:30 a.m. C-TRAN meets Tuesday, November 18, 2014, Board Composition Review Committee at 4:00 p.m. and Regular Board Meeting at 5:30 p.m. at the Vancouver Community Library.

The next RTC Board meeting will be held on Tuesday, December 2, 2014, at 4 p.m.

LARRY SMITH MOTIONED FOR ADJOURNMENT. THE MOTION WAS SECONDED BY ED BARNES AND WAS UNANIMOUSLY APPROVED.

The meeting was adjourned at 5:40 p.m.

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Jack Burkman, Board of Directors Chair