

**Bi-State Coordinating Committee
Meeting Minutes
March 16, 2017**

1. Welcome and introductions

The meeting of the Bi-State Coordinating Committee was called to order by Co-Chair Tom Hughes at 9:35 a.m. at the Metro Regional Center, Council Chambers located at 600 NE Grand Avenue, Portland, OR 97232. He welcomed attendees and asked that they introduce themselves. Those in attendance are listed below:

Committee members:

Tom Hughes, Metro Council President, Co-Chair
Jack Burkman, Vancouver City Council Member, Co-Chair
Jeff Hamm, C-Tran Executive Director/CEO
Neil McFarlane, TriMet Executive Director
Jeanne Stewart, Clark County Councilor
Kris Strickler, WSDOT SW Region Administrator
Kathryn Williams (for Bill Wyatt), Port of Portland
Rian Windsheimer, ODOT Region I Director

Staff and interested guests:

Brittany Bagent, Columbia River Economic Development Council
Tom Kloster, Metro
Matt Ransom, Regional Transportation Council
Noah Siegel, Metro
Stephanie Soden, Metro
Jamie Snook, Metro
Patrick Sweeney, City of Vancouver

2. Review of minutes for July 28, 2016 meeting

Co-Chair Hughes asked for approval of the July 28, 2016, meeting minutes. Jack Burkman moved for approval. The motion was seconded by Jeanne Stewart and unanimously approved.

3. RTC Bus on Shoulder Feasibility Study

Matt Ransom and Regional Transportation Council staff provided an update on its Bus on Shoulder (BOS) Feasibility Study and distributed a 4-page project update.

The project is assessing two sections of highway: I-205 from the 18th street interchange, south to the I-84 interchange, and SR-14 from I-205 to 164th Avenue. Evaluating BOS feasibility was initiated as a result of the I-205 Access and Operations Study recommendations that were adopted by the RTC Board in November 2014 as a potential low cost solution to improving

transit performance, bus service availability and ridership. BOS was first identified as a possible transit improvement strategy for I-205 in the Clark County High Capacity Transit Study (HCT) recommendations that were adopted by the RTC Board in 2008.

Early phases of the project have included screening and assessments that concluded that potential benefits to transit operations could be realized by bus on the shoulder treatments. A study is currently assessing best practices and legal authority, as well as road characteristics of I-205 and SR-14, and a high level review of I-5. Special emphasis is focused on a pilot project along SR-14 at this time.

Staff shared traffic and transit peak speeds along I-5, I-205 and SR-14 to demonstrate the need to identify solutions to decrease demand along these corridors.

There is a BOS Technical Advisory Committee (TAC) made up of representatives from C-Tran, ODOT, Metro, WSDOT and TriMet. The TAC is currently reviewing the draft feasibility study which should be presented to the RTC in April.

Kris Strickler shared that WSDOT is working on an agreement with C-TRAN for a test pilot to measure underutilized capacity, to gather and report back data and research successes around the country. Jeff Hamm added that shoulder function takes precedence and that it is C-TRAN's goal that by May a public information campaign and evaluation metrics regarding traffic speed, transit ridership and noise will be underway.

Jack Burkman stated that the SR-14 section is unique and a good starting point because of its good shoulders. He added that the project is considered the top priority of the RTC and he is working with the state to secure funding.

It was noted that BOS was included in recent traffic congestion relief initiatives in Washington State, specifically around the Puget Sound area.

Matt Ransom concluded that the project is indeed a bi-state effort and thanked the partners in Oregon for their participation.

4. State Legislative Session Updates

Noah Siegel distributed a copy of Metro's legislative agenda and provided an update on the session activities in Salem, specifically regarding the effort to develop and adopt a state transportation package.

He shared that the process for developing the transportation package differed from previous efforts. This year, the Oregon Legislature hosted listening sessions across the state and, in response, developed the following priorities of statewide concern: road maintenance, transit, seismic upgrades and congestion in the Metro area.

He noted the advantage of JPACT having started to address congestion a year earlier by prioritizing three bottlenecks (I-5 at the Rose Quarter, I-205 from Abernathy Bridge to Stafford and Highway 217) along with transit (SW Corridor and Division Bus Rapid Transit), and bike/pedestrian investments. The legislature's joint committee will conduct hearings and obtain

information through the following work groups, with recommendations reporting back to the full committee later this spring:

- Congestion
- Financing and costs
- Transit
- Multi-modal

Also noted was the list of policy principles the Oregon Legislature intended to follow, for example, that the bill must be large enough to fund all projects listed in it, and would likely include increases in the statewide gas tax, vehicle registration and licensing fees and a surcharge on urban regions giving them the ability to raise a local share of revenue.

A question was asked about the prospect of a local transportation funding measure for the 2018 ballot and it was explained that TriMet is the lead agency developing the proposal.

Rian Windsheimer made note of a bill pending in the Oregon Legislature that expands zones where drivers are expected to slow down by requiring reduced speeds when any flashing lights are in existence.

Kathryn Williams expressed the Port of Portland's support for the transportation package, noting that Oregon is always pointing to Washington and other western states for securing transportation funding and that the time is now for Oregon.

Tom Hughes stated gratitude that the idea has matured among policymakers that the region is willing to fund itself and because of this, the questions in the funding debate are different.

Jeff Hamm asked how C-TRAN could be involved in the transit work group since 20% of its service occurs in Oregon. He added that C-TRAN is considered the 4th or 5th largest transit agency operating in Oregon.

Rian Windsheimer reported that the work groups are expected to report back to the full committee the following Monday. Kathryn Williams clarified that the transit work group was likely to be one of the first or second to report out. Neil McFarlane stated the importance of the fact that transit is being acknowledged statewide and added that it helps that the Metro region's legislators are big supporters of transit.

Jack Burkman asked that the transportation bill be sent to the committee electronically.

Matt Ransom provided a brief overview of three bills pending before the Washington Legislature. The first was considered far-reaching, requiring a legislative review of bridges. The second and third were identical companion bills in the House and Senate intended to lay groundwork for a future funding discussion about the I-5 bridge requiring:

- HB 1222: establishes a legislative work group with the intent of establishing a bi-state process to facilitate planning for replacement of the I-5 bridges over the Columbia River. The bill presumes similar legislation to be passed in Oregon.

- HB 2095/SB 5806: Designate an I-5 bridge replacement project as a project of statewide significance, compel the governor to establish a legislative committee and appropriate funds to WSDOT with funds to assess work products developed to date

He noted that all three bills have the support of the SW Washington legislative delegation. He also distributed a resolution passed by the RTC to designate the I-5 bridge as a project of statewide significance.

Jack Burkman mentioned that the bills to fund WSDOT's inventory and assessments was intended to increase efficiencies by not recreating the wheel. He noted the passage rate of 45-4 in the Senate and 60-38 in the House and that reconciliation was underway. The Governor is on record supporting this legislation.

Matt Ransom asked how the action taken by the Washington Legislature could compel Oregon's Legislature to act. He invited participation by the Oregon representatives present in the work underway in Washington.

Tom Hughes responded that the Oregon Legislature will welcome the message being sent by Washington State. He spoke in favor of the other efforts currently underway to relieve congestion on the I-5 bridge.

Jack Burkman concluded the conversation by noting how helpful it was to the efforts in Washington that Oregon is focusing on the Rose Quarter section of I-5.

5. MPO Reform Rulemaking

Matt Ransom distributed a brief memo outlining the status of federal rulemaking related to the integration of MPOs within a Metropolitan Planning Area.

He reminded the group of a briefing last summer in which issues and concerns were raised about a potential merger of MPOs. Two bills are pending in Congress that would repeal the new rules: SB 496 and HB 1346. S. 496 has passed the Senate and H.R. 1346 is currently before the House Committee on Transportation and Infrastructure. An effort is currently underway to merge provisions of the bill which will allow for swift implementation and also establish solid legislative rulemaking in the future.

6. 2018 Metro & RTC Regional Transportation Plans and Coordination

Tom Kloster distributed two documents related to Metro's Regional Transportation Plan (RTP) for 2018. Metro has sponsored a series of community forums to allow elected officials and community leaders to learn about other regions' success and also discuss high level goals and vision regarding the plan. A call for projects will soon go out to jurisdictions. The revenue forecast looks pretty grim and it is expected that there will be a significant drop in funds available.

Tom encouraged jurisdictions to formulate cases for projects that follow key policies. Staff will analyze the list of proposed projects against policies over the summer. The next RTP forum is scheduled for fall and the draft RTP will be released in spring of 2018.

Matt Ransom shared that the RTC is just starting the 2018 RTP development process. A key question being asked among staff is whether I-5 should still remain on the financially constrained project list. He asked how the states could jointly evaluate the I-5 crossing as both plans move forward.

Tom Kloster suggested that projects could be de-coupled to reflect lower cost and scope but still contribute to congestion relief (i.e. Marine Drive).

Rian Windsheimer encouraged that the I-5 bridge be included in the RTP since there is no replacement and it continues to be a need. He also expressed concern that the RTP process isn't the place to determine how/what is replaced.

Jeff Hamm suggested that new technology (i.e. self-driving cars) be acknowledged in the plans.

7. Agency Roundtable Updates

Rian Windsheimer shared that ODOT is focusing on auxiliary lanes in the Rose Quarter along I-5, from NE Columbia Blvd. to SE Stark and Washington Streets.

Neil McFarlane announced some service improvements including the extension of bus line 6 to Delta Park and cited the increase in payroll tax revenues as helping to accomplish this now.

8. Adjourn

Tom Hughes thanked everyone for their attendance and participation.

Matt Ransom noted that the next meeting would likely take place in September or October.

The meeting was adjourned at 10:40 a.m.