

**Southwest Washington Regional Transportation Council
Board of Directors
February 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, February 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
Jack Burkman, Vancouver Council Member
David Madore, Clark County Commissioner
Tom Mielke, Clark County Commissioner
Ron Onslow, Ridgefield Mayor (Alternate)
Larry Smith, Vancouver Council Member
Melissa Smith, Camas Council Member
Steve Stuart, Clark County Commissioner
Don Wagner, WSDOT Regional Administrator

Voting Board Members Absent:

Shirley Craddick, Metro Councilor
Bill Ganley, Battle Ground Council Member
Jeff Hamm, C-TRAN Executive Director
Doug McKenzie, Skamania Co. Commissioner
David Poucher, White Salmon Mayor
Jason Tell, ODOT Region One Manager

Nonvoting Board Members Present:

Nonvoting Board Members Absent:

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

Guests Present:

Ed Barnes, Citizen
Katy Belokony, C-TRAN
Katy Brooks, Port of Vancouver
Eric Florip, The Columbian
Heath Henderson, Clark County
Jim Karlock, Citizen
Dale Lewis, Rep. Herrera Beutler's Office
Anne McEnery-Ogle, Vancouver Council
Paul Montague, Identity Clark County President
Sharon Nasset, Third Bridge Now
Jerry Oliver, Port of Vancouver Commissioner
Don Owings, HDR Engineering
Scott Sawyer, City of Battle Ground
Tom Walsh, Walsh Consulting Group
Damon Webster, MacKay Sposito
Bill Wright, Clark County

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. Citizen Communications

Ed Barnes a Vancouver citizen spoke to the defeat of the bill in the legislature for the CRC project and stressed the need for the Columbia River Crossing.

Sharon Nasset, Third Bridge Now from Portland, spoke about the northbound HOV lane in Oregon and said the lane should be opened to all vehicles, as well as Board meeting parliamentary procedures.

Commissioner Stuart arrived, and a quorum was now met. Commissioner Stuart spoke with Chair Burkman. Chair Burkman said an incident had occurred at the Center for Community Health involving a shooter. The Public Service Center was not in jeopardy, and the incident has been resolved.

Paul Montague, President of Identity Clark County and Co-Chair of the Clark County Transportation Alliance, said each year public and private representatives from around the county come together to discuss the transportation needs and priorities of the region. He spoke favorably of the Clark County Transportation Alliance Statement to be discussed later in agenda VII.

III. Approval of the Board Agenda

STEVE STUART MOVED FOR APPROVAL OF THE FEBRUARY 4, 2014, MEETING AGENDA. THE MOTION WAS SECONDED BY LARRY SMITH AND UNANIMOUSLY APPROVED.

IV. Approval of January 7, 2014, Minutes

STEVE STUART MOVED FOR APPROVAL OF THE JANUARY 7, 2014, MINUTES. THE MOTION WAS SECONDED BY LARRY SMITH AND UNANIMOUSLY APPROVED.

V. Consent Agenda

A. February Claims

STEVE STUART MOVED FOR APPROVAL OF THE CONSENT AGENDA FEBRUARY CLAIMS. THE MOTION WAS SECONDED BY LARRY SMITH AND UNANIMOUSLY APPROVED.

VI. Health Care Benefit Program Interlocal Agreement, Resolution 02-14-02

Matt Ransom said RTC purchases HR and benefit services through Clark County. Periodically, the County re-evaluates and reviews their benefit programs in order to keep their programs current and market competitive. They have recently approved a change in administration of the County's Blue Cross/Blue Shield program, and they are asking Participating Agencies (RTC) to adjust their programs in response. The change would be to a self-insurance fund program and require a one-time reserve fund cost estimated at \$6,500. The Staff Report and Resolution were included in the meeting packet along with the Interlocal Agreement establishing the new health care benefit program.

Steve Stuart said the self-insurance that the County is asking RTC to be a part of should offer savings of about \$1.2 million annually for the County and they would expect to see those kinds of savings for RTC as well. The upfront investment is in the reserve fund, and they expect to see the savings generated after the two year period. This program maintains the save level of benefits for employees.

STEVE STUART MOVED FOR APPROVAL OF RESOLUTION 02-14-02 FOR HEALTH CARE BENEFIT PROGRAM INTERLOCAL AGREEMENT. THE MOTION WAS SECONDED BY DAVID MADORE AND UNANIMOUSLY APPROVED.

VII. Clark County Transportation Alliance Statement

Matt Ransom said the action before them is for endorsement. He said Paul Montague provided good testimony during Citizen Communications. Mr. Ransom said the Clark County Transportation Alliance (CCTA) is a voluntary association of government and private organizations convened to present a unified request to the Washington State Legislature for transportation infrastructure investment. The signatory agencies include transportation districts, cities, ports, transit, freight, school districts, etc.

The CCTA statement was last endorsed by the RTC Board in November 2012, and it provided the reference point for advocacy under this unified vision as part of the 2013 legislative session. Mr. Ransom said recognizing that the Legislature didn't act in 2013, and the action before them is being advanced by the Governor currently as a new transportation revenue bill. In order for us to be as competitive and as unified as we can possibly be as a region, the CCTA has reevaluated the statement and is bringing it forward again for reconsideration and adoption. Should it be adopted, this is going to be presented to the legislative committees beginning first with a Legislative Day on Monday, February 10.

Mr. Ransom summarized the changes. The essence of the statement remains unchanged except for the change to remove the reference to the Columbia River Crossing and substituting in its place the targeted list of projects. Specifically, is the interest of gaining a fair share distribution, and advocate for projects that we know are part of the discussion, recognizing that some projects have moved off the discussion board.

This is presented for RTC Board endorsement, and in doing so, Mr. Ransom said the RTC logo will be added to the cover letter transmittal and he would participate in the CCTA Olympia Legislative Day on Monday, February 10.

Chair Burkman said he understood that so far the CCTA statement has been approved by the C-TRAN Board of Directors and the Clark County Commissioners.

Larry Smith asked if this was consistent, that they have done this before, and it is something that they are involved in every year. Chair Burkman said yes that it was. The intention is to bring all the parties together with a common view point. When they speak to the Legislators, they will all be representing the same for the region.

David Madore said he thought this was good, that we were all together on one page on these transportation projects speaking with one voice.

Don Wagner said that because the legislature is in session, he would have to abstain from the vote. However, he said he was part of the crafting of the list of projects, and he personally supports the projects. Under the Governor's direction, he must abstain from voting on anything that is currently going to the Legislature.

DAVID MADORE MOVED TO ADOPT THE CLARK COUNTY TRANSPORTATION ALLIANCE POLICY STATEMENT. TOM MIELKE SECONDED THE MOTION. THE MOTION WAS APPROVED WITH ONE ABSTENTION BY DON WAGNER.

VIII. Safety Management Assessment

Dale Robins said he will be updating the Safety Management Assessment for Clark County this year. He would provide an initial look at county-wide collision data using 2009-2011 data. This is region-wide data that is available through WSDOT and allows our region to coordinate and compare with the most recent statewide safety plan from 2013. Mr. Robins referred to the memorandum included in the meeting packet.

Most collisions are caused by human behavior and could be avoided if we obeyed laws, avoided distractions, took precautions, and kept our focus. Safety is an important national planning factor, and federal legislation requires each state and MPO to incorporate safety. RTC prepared a Safety Management Assessment in 2011 and will be updating this plan in 2014. The focus is to identify safety factors that are important to this region and identify locations of concern.

Vehicle collisions require many partners to work together to address safety issues. Generally, the 4 E's of transportation safety define broad stakeholder communities that must be involved to improve transportation safety for all users. These stakeholders include Engineering, Enforcement, Education, and Emergency Medical Services. Target Zero is Washington State's Safety Plan, which was most recently updated in 2013.

Mr. Robins provided two graphs depicting annual fatalities and serious injuries within Washington State and Clark County between 2002 and 2011. Although Clark County follows the state and national trends for declining fatalities, the number of serious injuries is declining at a slower rate than the state and national trend.

There are a number of factors such as impairment that contribute to fatalities and serious injuries. Each collision often has multiple factors. Mr. Robins said factors are divided into three levels based on how often they contribute to fatalities and serious injuries. These factors overlap. Three factors can contribute to fatalities. It is not unusual for fatality collisions to have an impaired driver, who is speeding, and ends up leaving the road. In fact, in Washington State, 17% of all fatalities have all three factors involved.

Mr. Robins referred to the memo included in the meeting packet that includes a table that displays how the various factors are involved in 2009-2011 fatalities and serious injuries within Clark County. He highlighted the factors listed under Priority One and Priority Two noting the percent of fatalities and serious injuries for each in Clark County.

In Clark County, 23 intersections were identified with 20 or more collisions between 2009 and 2011. The memo includes a table and map that display these locations. Mr. Robins said in addition to intersections, an initial analysis of collision data identified the SR-500/SR-503 corridor from Fourth Plain to 99th Street as a corridor with a higher than average collision rate. WSDOT is in the process of installing center median to improve safety. This corridor should continue to be monitored over the next few years to see how those improvements help.

Mr. Robins referred to the map displaying the locations of intersections with 20 or more collisions. The 20 collision limitation identifies locations along major routes that are part of the regional system. Those with a collision rate higher than one collision per million entering vehicles were noted along with those with less than one collision per million entering vehicles. Mr. Robins said it is also important to note this type of analysis will miss lower volume facilities that may have a considerably higher collision rate. This method also identifies intersections with

a very low accident rate. There have been improvements at some of these intersections, which may have already resulted in safer conditions. Mr. Robins said these intersections should be monitored over the next few years to confirm the reduction of collisions where improvements have been made.

RTC has formed a Safety Committee, which has representatives from local agencies that will be reviewing the high collision locations and potential solutions. The Safety Plan is a data driven problem identification process. Over the next month, goals and strategies will be developed, which will result in a draft plan at the March RTAC meeting. Following RTAC's input, a draft final report will be developed and brought back to the April RTC Board meeting.

Steve Stuart said one of the next steps listed was to develop performance based goals and asked what that would be. He asked if the collision rate of one higher than one collision per million entering vehicles was a national standard and if that was the type of performance based goal they were talking about. Mr. Robins said generally, they are looking at what the state's goal is of Target Zero, to have zero fatalities and serious injuries by 2030. The question is whether or not we want to adopt the state goal of zero or do we want to say we want to reduce collisions by 50% over the next 20 years. Mr. Robins said they are looking at two things, the overall factors that are involved in the fatalities and serious injuries and also at the total number of collisions. The Safety Committee will be actually looking at the intersections where the collisions are happening and looking at possible solutions. Mr. Robins said several of the intersections listed in the memo have low rates. Commissioner Stuart said he would like to hear the discussion of what we are trying to solve. When looking at the strategies that we are going to employ, he said he would like to see the follow through. See which ones provide the best results, and what the cost and benefits are; not just default to a certain way.

Chair Burkman said an example of an impaired driver involved is not under RTC's jurisdiction and asked how those issues would be addressed. Mr. Robins said as an MPO, they must still do an overall Safety Plan that can be used by everyone. Ideally, this would be something that local law enforcement could refer to also, to see what the issues are.

David Madore referred to the table in the memo listing the High Collision Intersections with the total collisions and the accident rate and said it was very useful. It helps to identify specific intersections that rise above the threshold. Commissioner Madore said it would be good to add two more columns, showing the number of fatalities and number of serious injuries, and to also invite the police and sheriffs to participate. Mr. Robins cautioned that in looking at the fatalities and serious injury locations, they are somewhat random. There are not that many fatalities in Clark County on an average year. The Safety Committee will be looking at these issues. Commissioner Madore asked if this would come back to the RTC Board. Mr. Robins said in April they will bring back a draft Plan. Commissioner Madore requested the two columns be added to the table.

Larry Smith asked if the list of high collision intersections was for all types of vehicles including motorcycles. Mr. Robins said yes, that it was all collisions on the transportation system. Mr. Smith said some intersections may be more prone for accidents because it is a truck and the size is an issue more than it is for a motorcycle. He asked if the types of vehicles involved were looked at. Mr. Robins said the Safety Committee is just being formed. They will meet for the first time on Thursday. They will start to look at the actual data within each of the intersections

to try and identify those types of things. They will know the type of vehicle involved, whether it was raining or snowing, how many pedestrians were involved, or if it was a bicyclist or motorcyclist. Mr. Robins said they will look at all that information in detail. A collision could involve multiple vehicles, but it counts as one collision.

Don Wagner said there is a Target Zero Committee in Clark County lead by Clark County's Sheriffs' office. They are working on some of these same issues; the enforcement and education side. He said their responsibility is to be a part of that group, but more on the engineering side. Mr. Wagner said in regard to Mr. Madore's comments, that if you were to put the fatalities within the County on the high collision list, more than likely, it would be a different list of intersections. It is appropriate to look at those, but Mr. Wagner said SR-502 between I-5 and Battle Ground has had two or three fatalities in the last year. None of those intersections are on the high collision list. Some of the high collision intersections on the list are included with the list of projects discussed earlier for the request to the Legislature. Mr. Wagner noted several of the listed intersections have current work being done.

Chair Burkman asked when they would have access to the 2012 and 2013 data. Mr. Robins said usually the data is about two years behind. There are some cases where the local jurisdiction has connections with their local law enforcement so they can actually get the reports earlier and start to analyze it. That is where those types of locations are made. The recommendation from the Safety Committee could be that if improvements have been made, let's monitor it over the next few years and make sure it is working. Chair Burkman said fixing one area may cause the accidents to move to another area, so having the most current data is helpful.

IX. Other Business

From the Board

David Madore said the 10-Year Transportation Project Priorities Report was included in the meeting packet and he did not see it listed for discussion on the agenda. Chair Burkman said the report was included as background information for the Clark County Transportation Alliance Statement item. Commissioner Madore said he would like an opportunity to add one project to the priorities list in the report, the I-5/179th Street Interchange. Chair Burkman said the Regional Transportation Plan update is moving forward and questioned if that is where the project should be included.

Matt Ransom said the 10-Year Priorities Report was developed in 2012 in part at the request of the Washington Transportation Commission. At that time, the Governor's office and the Transportation Commission were anticipating that the Legislature would take up the issue of a new transportation bill, and they predicted that it would probably be in the Legislative session 2013. The Transportation Commission told all regional planning agencies, including RTC, to develop their priority list and send it to them so they could include it in the package and be a part of the Governor's proposal. RTC completed that priority list of projects work in 2012. Mr. Ransom said the 10-Year list is a subset of the 20-Year Regional Transportation Plan list. At that time, staff asked local agencies their priorities and did some analysis from a transportation benefit standpoint. The projects went through an evaluation process, and the list is what came out of that process at that time. Since then, other priorities have come up that were not a priority in 2012, but are a priority now, and I-5/179th St. is a good example of that. To amend the 10-Year list is conceptually possible, but given that we are in the process of updating the RTP

and within that there will be some discussion of prioritization. To come up with a 6-year refined list is a possibility. With this said, if there is a desire to amend the 10-year list, the process would be to refer it to staff and take it back through the technical committee (RTAC) to reconsider it. Given that the Legislature will finish in March, Mr. Ransom said he didn't think they could reach that timeline and amend it by March.

Commissioner Madore said they could just add it to the list as a process informally today, and then when the Legislature sees the 10-year list, it is included.

Chair Burkman said the Transportation Alliance Statement is going to the Legislature. The 10-Year Priority Report was completed in 2012 and is not going to the Legislature in 2014. To go forward for this session is the Alliance Statement with the list of priorities that we approved earlier, and it includes the I-5/179th project.

Commissioner Madore said to be consistent, the project should also be listed in the 10-Year Report. Chair Burkman said there are other projects on the CCTA list that are not listed in the 10-Year Report. All of those new projects can be added to the Regional Transportation Plan during the update process.

DAVID MADORE MOTIONED TO ADD THE I-5/179TH STREET INTERCHANGE PROJECT TO THE NOVEMBER 6, 2012 10-YEAR TRANSPORTATION PROJECT PRIORITIES REPORT LIST OF PROJECTS. TOM MIELKE SECONDED THE MOTION.

Commissioner Mielke said to have the project not listed on the 10-Year Report could send the wrong message and needs to be addressed.

Commissioner Stuart asked when the RTP update would be complete. Matt Ransom said they hope to have the update complete by the end of the year. The constraints in the schedule would be any of the forecasts. Clark County has now adopted the population forecast, but the employment forecast has yet to be adopted. RTC cannot do the technical modeling that is needed until they have those two data points. Mr. Ransom said if the data is delayed, they may be delayed to a later completion date as a result.

Commissioner Stuart said based on what he has heard, there will not be a transportation revenue package this year, but they will have significant discussions about it in 2015. We will want to have our information prior to that time in order to have discussions with our legislators. Commissioner Stuart said his concern is that there was a process that they went through in order to develop the 10-year list, and he said he would not want to toss something into this when it was a regionally produced product even though it would be good to have the project on the list. He said he would prefer to have it brought back next month and give people a chance to take it to their boards for consideration to add it to the 10-year list. It will not help for the February 10 meeting, but it would allow for the discussion to occur in this session.

Don Wagner asked Mr. Ransom how the 10-year priority list played into the RTP and the STIP; are they linked or not? Mr. Ransom said the best way to think about the 10-year list is that it was a product in time. It's most relevant for the 2012 period in advance of the 2013 session. The landscape has changed even from the 2013 session to now. While the product itself has integrity, the game plan is that we have a shorter list that the CCTA statement identifies. That is the target for the region if there is a coalition to be built. Mr. Ransom said he did not believe the 10-year list is being used by the Transportation Commission, the Governor's office, or the Secretary of

Transportation. They have basically said that was done for 2013. Now, the game plan is what we can negotiate. Our best traction is the CCTA statement which is a clear expression of interest. The two lists are very different in many regards, not just the 179th Street project. Mr. Ransom said his advice to the Board would be to pursue the CCTA statement. If there is a need to come back and develop a 6-year and 10-year list for the 2015 session, we have time to do that. That would be where they recompose and redesign based on current needs.

Commissioner Mielke said he thought it should be made consistent, and asked if there was a problem with adding it now.

Mr. Ransom said the only issue is one of process; it is the Board's choice. He said staff can reconsider the work and take it back to the technical committee, which is where the product came from. Mr. Ransom said it is the Board's prerogative to choose what the process would be at this point.

Ron Onslow said the transportation policy that came forward has been vetted out, and there are other projects that are even higher on that list. He said he was not sure that they could even place a cost to the project. Mr. Onslow said he had spent two days in Olympia last week and would be again this week. He said it looked dim and could not see adding something at this point worth the effort. Mr. Onslow said Clark County is getting the short end of the stick in all of the transportation projects. He also said that he was not sure that North County would agree with putting this project on the list without vetting it out.

Steve Stuart said it sounded like the 179th project was not the only project that is on the CCTA list that is not on the ten-year list. There are other projects, and it is more complex than just adding that one project.

Chair Burkman said the project is listed on the Alliance Statement, which is key to what is to be used for the legislature. The Ten-Year Report's time has passed. We do need to build a new document to be used in the next session that has regional alignment. Adding a project at this time does not provide information as to how it relates to all the other jurisdictions. The list that is provided with the Alliance Statement is the list to be carried to the Legislature. He said he recommended that the motion not be supported at this time, but put it on the work plan for future attention.

David Madore said Commissioner Stuart mentioned it may be more appropriate next month. He asked if there is some work that we are committing to do between now and next month that would shed some light that we don't already have. Commissioner Stuart said with the discussions, it sounds like it would take longer than a month to actually do the work necessary to have the complexity dealt with. The first step is to see that we ask for that work to occur. He said he agreed that if we are interested in having this up to date, which it sounds like we are, we can do that today.

Chair Burkman recommended directing Mr. Ransom to prepare a work plan that puts us in the position to have this 10-Year Project Priorities Report updated in time for the 2015 Legislative Session acknowledging that we are simultaneously going through the Regional Transportation Plan update and have a more detailed project plan subsequent to that. Steve Stuart said this would be an interim step.

David Madore said there are a couple ways that funding could come in for this project. One is if they pass a major transportation funding package. The other is that when we look for opportunities to fund major projects, he said there are no I-5 projects listed in the report. This would be an opportunity for the State to have at least one project in the I-5 corridor. Commissioner Madore said the County's share of this project is \$50 million and \$40 million is the State share of the 179th project.

Chair Burkman said there is a motion on the floor to amend the 10-Year Report that was issued in November 2012 to add the I-5/179th Street project. A roll call vote was requested.

THE MOTION FAILED 6 – 2 WITH BAKER, BURKMAN, ONSLOW, L. SMITH, STUART, AND WAGNER VOTING NO AND MADORE AND MIELKE VOTING YES. MELISSA SMITH ABSTAINED.

Chair Burkman clarified that direction to the Executive Director is to move forward to add the I-5/179th Street project to the 10-Year Project Priorities Report and develop a rapid process to work with the local jurisdictions through this.

Steve Stuart said he will be serving his last year in office this year and will not be running for re-election, so he will not be in this position next year. As current RTC Vice Chair, he is customarily scheduled to be RTC Chair next year. Commissioner Stuart said he thought it would be more appropriate to have one of the Board of Commissioners members that will actually be able to serve as Chair next year. To serve as Vice Chair this year would enable them to prepare for the Chair role. Commissioner Stuart requested to have on next month's agenda an item to elect Vice Chair for this year. Commissioner Stuart said he would make that nomination along with the proper stepping down associated with that. Chair Burkman said they would place that on next month's agenda. Commissioner Stuart said his hope is that they maintain the rotation of having a county representative that would serve as Vice Chair and said he has talked with Commissioner Mielke about this and he is willing to serve.

From the Director

Matt Ransom referred to Clark County Chief Deputy Civil Prosecutor Chris Horne and said he has been in contact with him regarding legal services. Mr. Ransom said RTC does not have a formal agreement or contract with the County. Mr. Ransom said in conversations with the Civil Prosecutors office, there is a general verbal agreement that they would like to provide this service to the RTC. They may have that capacity, but we don't yet have a formal agreement. Mr. Ransom said over the next month he would continue the discussions. Mr. Ransom said that if for some reason they were not able to develop something to bring back to the Board, his next step would be to go out for an RFP and solicit some services. Mr. Ransom said time is of the essence, because we have contracts and agreements that come up. They did review a contract with the Federal Transit Administration the previous week for certification purposes. Moving forward, they would like a more formal agreement established. This will be brought back to the Board.

Mr. Ransom said with the approval of the Clark County Transportation Alliance Statement, he would be attending the Legislative Day on February 10 in Olympia. He said they are organizing a Vanpool and invited any Board member who would like to participate.

Meetings noted include C-TRAN Board of Directors at 5:30 p.m. on Tuesday, February 11, 2014, at the Vancouver Library, and JPACT on Thursday, February 13, 2014, at Metro at 7:30 a.m.

Chair Burkman noted the addition of time elements to the agenda items. He said this is to assist with keeping the meeting on track.

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

STEVE STUART MOTIONED TO ADJOURN THE MEETING. THE MOTION WAS SECONDED BY MELISSA SMITH AND UNANIMOUSLY APPROVED.

The meeting was adjourned at 5:15 p.m.

Jack Burkman, Board of Directors Chair