

**Southwest Washington Regional Transportation Council
Board of Directors
April 4, 2017, 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 Jeanne Stewart on Tuesday, April 4, at 4:05 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:

Marc Boldt, Clark County Councilor
Kelly Brooks, ODOT (Alt.)
Jack Burkman, Vancouver Councilmember
Shirley Craddick, Metro Councilor
Mike Dalesandro, Battle Ground Council (Alt.)
Paul Greenlee, Washougal Councilmember
Jeff Hamm, C-TRAN Executive Director/CEO
Anne McEnery-Ogle, Vancouver Council
Jerry Oliver, Port of Vancouver Commissioner
Eileen Quiring, Clark County Councilor
Jeanne Stewart, Clark County Councilor

Voting Board Members Absent:

Jim Herman, Port of Klickitat Commissioner
Tom Lannen, Skamania Co. Commissioner
Ron Onslow, Ridgefield Mayor
Kris Strickler, WSDOT Regional Administrator
Rian Windsheimer, ODOT Region 1 Manager

Nonvoting Board Members Present:

Nonvoting Board Members Absent:

Curtis King, Senator 14th District
Norm Johnson, Representative 14th District
Gina McCabe, Representative 14th District
Lynda Wilson, Senator 17th District
Paul Harris, Representative 17th District
Vicki Kraft, 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
Monica Stonier, Representative 49th District
Sharon Wylie, Representative 49th District

Guests Present:

Ron Arp, Identity Clark County
Lori Figone, WSDOT
Jim Hagar, Port of Vancouver
Scott Hughes, Port of Ridgefield Commissioner
Tom Kloster, Metro
Jim Moeller, Citizen
Scott Patterson, C-TRAN
Mike Pond, Citizen
Cindy Potter, Citizen
Natalie Richards, Citizen
Patrick Sweeney, City of Vancouver
Michael A. Williams, WSDOT

Staff Present:

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

II. Approval of the Board Agenda

PAUL GREENLEE MOVED FOR APPROVAL OF THE APRIL 4, 2017, MEETING AGENDA. THE MOTION WAS SECONDED BY ANNE MCENERNY – OGLE AND UNANIMOUSLY APPROVED.

III. Call for Public Comments

Natalie Richards from Vancouver is a licensed civil engineer-project manager. She said that she and 16 of her coworkers would like assistance in getting HOV lanes implemented on I-5 southbound and I-205 southbound from the Transit Centers. Ms. Richards said in November of 2015 she requested an HOV lane on I-5 southbound, and she received a response from WSDOT. There had been a pilot southbound HOV lane project. The results of the pilot project were mixed, and the RTC voted to convert the HOV lanes back to general purpose lanes in early 2000. Ms. Richards said they feel that decision is irrelevant in 2017 for several reasons. Some of those reasons include: the Columbia River Crossing was cancelled and no one knows when they will have a new bridge; the Interstate system, I-5 and I-205, are backed up with traffic; and bridge lifts are disruptive. Ms. Richards said she and her coworkers take express buses to work in Portland. Oregon is the fastest growing state with transplants moving here. Ms. Richards said this trend will only continue, underscoring the need for fewer one-passenger cars and more ridesharing-friendly HOV lanes. She thanked the Board for their consideration.

IV. Approval of March 7, 2017, Minutes

PAUL GREENLEE MOVED FOR APPROVAL OF THE MARCH 7, 2017, MINUTES. THE MOTION WAS SECONDED BY MIKE DALESANDRO AND UNANIMOUSLY APPROVED.

V. Consent Agenda**A. April Claims**

ANNE MCENERNY-OGLE MOVED FOR APPROVAL OF THE CONSENT AGENDA APRIL CLAIMS. THE MOTION WAS SECONDED BY PAUL GREENLEE AND UNANIMOUSLY APPROVED.

VI. Unified Planning Work Program (UPWP) for Fiscal Year 2018 – DRAFT Review

Matt Ransom said the UPWP is the annual federal work program that they are obligated to review and endorse by June 30 every year. This program is consistent with RTC's budget which is adopted on a calendar year. They merge the two calendar cycles together: the RTC budget for 2017 and concurrent with that, they adopt a federal work program. They coincide and are reflective of one another. Today's report is for federal compliance. This allows RTC to secure federal funds to support their program.

Lynda David referred to the memo included in the meeting packet along with a copy of the Draft Unified Planning Work Program for Fiscal Year 2018 that was distributed. An electronic copy of the document was provided with the meeting materials and also available on RTC's Website. The Unified Planning Work Program describes transportation planning activities anticipated for the region in the next fiscal year. The draft document was provided to give

members an opportunity to provide any comments prior to being asked for adoption at the May meeting. May adoption will meet the Washington State Department of Transportation, Federal Highway Administration, and Federal Transit Administration timelines for adoption and implementation.

The Unified Planning Work Program (UPWP) is prepared annually by RTC to meet the requirements specified for Metropolitan Planning Organizations and federal regulations. It is one of the four metropolitan planning requirements for receipt of all federal funds to the region.

The FY 2018 UPWP covers the year from July 1, 2017 through to June 30, 2018. It completes the cycle with the Board's adoption of RTC's calendar year 2017 budget and work plan passed in December of 2016. Each year RTC, as the Metropolitan Planning Organization for the region, is granted Federal Highway Administration PL dollars and Federal Transit Administration planning funds to carry out the required metropolitan transportation planning process. The UPWP outlines how these federal dollars as well as state and local funds are to be used for regional transportation planning purposes.

The UPWP needs to reflect transportation planning emphasis areas identified by the US Department of Transportation and the State of Washington. These emphasis areas are described in the draft report beginning on page X. The UPWP also has a description of key transportation issues facing the region on page XV.

After introductory information as in previous years, the UPWP has four major sections. The first three describe individual RTC work elements. The fourth section describes transportation planning activities for state and local agencies including WSDOT in this region, Clark County, the cities from Clark County, and C-TRAN. The final page of the document on page 56 is a revenue summary spreadsheet. This shows the revenue sources that will support each work element for the upcoming year.

Ms. David said this is an information item to give Board Members an opportunity to review the draft document and offer any comments. This will be brought back to the Board at the May meeting to ask for adoption. The draft FY 2018 UPWP has been reviewed preliminarily by the Regional Transportation Advisory Committee (RTAC), by officials from the Federal Highway and Federal Transit Administrations, WSDOT Headquarters staff, as well as bi-state partners at meetings held at both RTC and Metro on February 23. After the Boards review today, the draft document will be posted to RTC's Website for review, and it will come back to the May meeting for action.

Jeanne Stewart referred to page 40 of the document referencing transit planning and specifically Mobility on Demand. She said there was extensive discussion regarding this by the C-TRAN Board and noted that the RTC Board has not had a discussion about Mobility on Demand. Part of the C-TRAN discussion was about the concern for public safety. Chair Stewart asked if the text was an excerpt from C-TRAN.

Mr. Hamm said that it probably was from C-TRAN. He said Councilor Stewart accurately characterized the discussions that took place at C-TRAN regarding this. He said this is an emerging field within the public transportation district. Mr. Hamm said there are lots of different experiments and pilot projects going on throughout the country. Some are using Uber and Lift, and others are using the software technology that the transit agency itself would use as an app. in an Uber/Lift type of setting. The notion is that C-TRAN over the course of the next biennium is going to move into looking at all of those to see which ones fit best for C-TRAN, and then working with the Board of Directors to find a way forward to capitalize on the value that might bring to the region and to the agency.

Chair Stewart asked if the purpose of having it in the work plan was to see if it actually develops or if the focus is to absolutely incorporate it.

Mr. Hamm said he would say both. He said he is confident that there are things that C-TRAN can incorporate and utilize that are in this area that would be value added to their customers and to the agency. He said they need to work on what that may look like. Mr. Hamm said they need to keep RTC abreast of what they are doing.

Jack Burkman said he agreed that the conversation that occurred at the C-TRAN Board was characterized as he remembered it. He said the outcome of that was that the Board did adopt the first major update to the 20-Year Transit Development Plan. The phrase listed in the UPWP on Mobility on Demand is in the revised 20-Year Development Plan. Generally, the jurisdictions put in their particular projects. It is not defined by RTC; it is defined by the jurisdiction and put into the UPWP. It shows that RTC is going to help support the 20-Year Transit Development Plan.

Chair Stewart said this still has a lot of unknowns, and it is not developed yet and being put into a plan. She is earmarking this item with those concerns.

Matt Ransom offered an observation just listening to the dialog and for those Board Members that are new to the UPWP. He said it really comprises two elements. There is the RTC element, which is the federal work program where they attribute budget to it and the work to be done. That is the binding component of the Work Program. It discloses to the State and Federal partners what we plan to do with those state and federal funds. The second part is around the dialog that just took place. It is not binding, but it is more of a consultation, notification, or awareness. As partners around the table, it is helpful for RTC to know what each entity is working on so that they know where they intersect. For RTC to be aware of that, they can help support and facilitate and be open to the dialog. That is the value that RTC serves as the MPO to help foster that collaboration.

VII. Traffic Safety Performance: Regional Collision Data Trends and MAP-21 Compliance

Matt Ransom said starting back in 2012, the federal transportation act, MAP-21, adopted safety performance as a law. It was a major shift in federal requirements, which is to create a

performance measurement and management system that since 2012 has been in development and formation. Within the last year, the Federal Highway Administration has begun to adopt the final rules that would establish the framework for performance measurement. The first is a roadmap for how this organization is going to move forward in addressing the first criteria, which is the safety criteria.

Lynda David referred to the memo included in the meeting materials. She said it introduces the traffic Safety Performance provisions of the federal transportation act, MAP-21, which are carried into the current federal transportation act, the FAST Act. She will present current collision data trends for Clark County, providing data on fatalities and serious injury collisions and will provide a timeline for WSDOT and RTC to comply with the new federal safety performance management requirements.

Ms. David said the 2005 federal transportation act, SAFETEA-LU, first called out safety as a planning factor and mandated that Metropolitan Planning Organizations develop a safety element as part of their long-range transportation plans and that State DOTs develop a statewide coordinated safety plan. RTC developed Safety Management Assessment reports in 2011 and 2014, and these were incorporated into RTC's Regional Transportation Plans for Clark County adopted in 2011 and 2014.

With the institution of Performance Based Planning and Programming in the federal transportation act, MAP-21, in 2012, and carried into the FAST Act of 2015, the Federal Highway Administration now require WSDOT and RTC to work together to include safety performance measures and targets as part of the planning process.

RTC's 2011 and 2014 Safety Management Assessments reported on the number of fatalities and serious injuries resulting from collisions in the County and the factors that resulted in the collisions. Over the past several decades, national and statewide trends had shown significant reduction in fatalities and serious injuries resulting from traffic collisions. However, in the last couple of years this trend has reversed with the number of fatalities and serious injuries now trending upward.

Ms. David provided two slides that present the most recent collision data available for Clark County. Both show trend data for years 2006 to 2015. The first slide showed the number of fatalities resulting from collisions in Clark County with the trend heading upward partly due to 35 fatalities in 2014. Ms. David said they expect 2016 data to be made available later this month, and the Board would be updated on the trends after they receive the data. In comparison with fatalities, serious injuries resulting from collisions are trending downward in Clark County despite an uptick in 2015.

Ms. David said when staff last reported to the Board on Safety as they developed and adopted the 2014 safety assessment, they reported on factors that cause collisions. Often there are multiple factors that contribute to a particular collision. The primary factors involved in collisions in Clark County in years 2013 to 2014 for Priority One collision factors include: 1) Impaired Driver Involved, 2) Speeding Involved, 3) Young Driver (16-25) Involved, 4) Run-Off-

The-Road, and 5) Intersection Related. Ms. David highlighted each of these factors. Priority Level Two collision factors include: 1) Unrestrained Vehicle Occupants, 2) Unlicensed Driver Involved, 3) Distracted Driver Involved, 4) Pedestrians, 5) Motorcyclists, and 6) Opposite Direction, Head-on Collisions. Ms. David highlighted these factors as well. She said page 3 of the memo had more data and detail of the factors.

Ms. David shifted the focus to where they go from here to comply with federal rules. She said the federal transportation Act, MAP-21 was enacted in 2012 and first instituted Performance Based Planning and Programming. Its objectives are to increase transparency and accountability in investing federal taxpayer dollars into transportation infrastructure and services and to ensure that funds are used for transportation projects that collectively make progress toward the achievement of national goals. Map-21's performance-based planning is carried into the current federal transportation act, the FAST Act.

The Federal Highway Administration published Final Rules on the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures on March 15, 2016, with an effective date of April 14, 2016. The rules require states and MPOs to develop measures and targets to reduce the numbers of fatalities and serious injuries.

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires Washington State DOT and RTC to set targets for five safety performance measures on all public roads with the goal of reducing the number of fatalities and serious injuries. These safety performance measures are for: number of fatalities, rate of fatalities per 100 million vehicles miles traveled, number of serious injuries, rate of serious injuries per 100 million vehicle miles traveled, and number of non-motorized (bicyclist and pedestrian) fatalities and serious injuries. Specific performance measures are now required by the US DOT because we tend to emphasize what we measure.

Ms. David provided a timeline for WSDOT and RTC to comply with the federal performance based planning requirements under MAP-21 and the FAST Act. By late April, WSDOT is planning to publish a folio and provide crash data to MPOs. For years, WSDOT has set an aspirational vision of reducing fatalities and serious injuries to zero, hence the statewide plan title Target Zero: Washington's Strategic Highway Safety Plan. The goal of RTC's safety process has been the same as that of Target Zero, to reduce traffic fatalities and serious injuries to zero by 2030. This represents a vision that every life is important. Washington's Target Zero Plan has been updated every three years since its 2007 publication to meet the requirements of SAFETEA-LU.

New Safety Performance Management Measures will require both WSDOT and RTC to formally set safety targets in the upcoming year. Safety performance measures and targets will need to be incorporated into RTC's next Regional Transportation Plan update in late 2018, and there will be repercussions for the state if significant progress towards set targets is not made. Key dates for the safety target-setting and related activities are provided in the table on page 5 of the memo. By August 31, 2017, WSDOT will report on statewide 2014-2018 Safety Targets to

FHWA. RTC must establish regional targets for safety performance measures by the end of February 2018.

Ms. David said this performance management not only addresses safety, but for other transportation elements. RTC will be working closely with WSDOT, local agencies, and C-TRAN on these measures and targets, and will be reporting to the Board regularly. Final rules were also issued by the federal government on January 18, 2017, for performance measures for bridge and pavement conditions, as well as transportation performance on the national highway system, freight transportation on the Interstate systems, and air quality related to transportation. There are also performance measures and targets that have to be set for transit. RTC staff plans to provide the Board an overview of C-TRAN's work at an upcoming RTC Board meeting.

Jack Burkman said it is distressing to see the trend of fatalities increasing. He said the memo lists the 2012-2014 Clark County collision factors, which is a snapshot in time. He asked if there was any information that shows if distracted driving increased or speeding has gone down, trend information on these factors.

Ms. David said they do for Washington State Target Zero and they also are provided with data from WSDOT. As part of a presentation at a future meeting, they anticipate they would address that issue. Once they receive the folio from WSDOT and the methodology of how they are going to deal with the performance measures and targets at the statewide level, at that Board meeting presentation they could dig deeper into what the trends are for each of the factors. Ms. David said one of the things that they are most interested in is how distracted driving is trending. It seems to be trending upward as a collision factor.

Paul Greenlee said the Collision Factors are listed by three priority levels and questioned what that determines. Ms. David said the priority level is determined by the number of fatalities. Impaired Driver Involved is the first listed in priority level one, because it has the highest number of fatalities.

Paul Greenlee said the timeline states that after May 27, 2018, Transportation Improvement Programs (TIPs) must include contributions toward achieving safety targets. He asked if that was the TIPs for the cities and the county. Dale Robins said the TIPs are both the State Transportation Improvement Program and the MPO (RTCs) TIP. Ms. David said it may eventually affect the cities if the targets are not being reached. Then RTC would have to create greater priority to safety projects in the TIP evaluation process. In time it may have repercussion.

Shirley Craddick said targets will be set that we will be trying to reach. She asked if the action that might be taken will depend upon the state. Ms. David said it will be a coordinated effort between the state DOT and the MPO reaching out to the local jurisdictions. She said a lot of the collision factors are related to people behavior. So there could be an educational factor. Moving forward, there are more penalties involved if you don't meet those targets. Councilor Craddick asked if one of the penalties was financial. Ms. David said that it was, but that

according to state DOT, it shouldn't be too difficult to meet that expenditure on safety projects. She said they don't want to make it too harsh of a penalty, because they don't want to stop states from having aspirational targets.

Anne McEnery-Ogle said there have been several major accidents with tour buses, for example. She asked if those are included in this data. Ms. David said all accidents are included in the data, and statewide they would be looking at those types of issues.

Paul Greenlee said in looking at the high number of serious injuries and fatalities listed for the young driver (16-25) are a big issue. He said he would hope they could do more through the school districts among other places.

Jeanne Stewart said in looking at the priority level one collision factors, we are dealing with the human factor, which is across the board. She said in dealing with human factors as RTC, we are going to have limited ability to deal with that. Councilor Stewart said the last two collision factors in priority level one are Run Off the Road and Intersection Related. For these two categories, she thought there would be some sort of assessment as a safety issue. Those types of problems can be influenced locally and identified and fixed. Many of the collision factors are out of the control of local government, and local regional transportation. They are behavior issues. She questioned how effective the influence we could have over those kinds of issues and how we are able to measure our improvements and compliance.

Ms. David said they will be back annually with a report, so they will be able to see if they are having any impact. They are very much working in coordination with the WSDOT and the agency that works with the Target Zero plan. She said they will have to put some investment into public notices or education to try to let people know that their behavior is having an impact. Chair Stewart said education is a good point, because it can influence behavior.

Eileen Quiring asked if they knew about other regions and what their collision factors are like. She asked if we were similar.

Dale Robins said that statewide, we are very similar to other states. He said what he has seen is that collisions with young drivers involved were higher in Clark County than the state average. Ms. David noted that part of that could be the education. Driver Education is no longer through the schools. Mr. Robins said Clark County is also much lower for bicycle fatalities than the statewide average.

Councilor Quiring noted that Target Zero seemed like a pretty high bar to reach. Ms. David said it was very aspirational.

Jeff Hamm asked if the list of collision factor categories were mutually exclusive, for example the number listed for young driver involved would not include being an impaired driver. Ms. David said no, there could be numerous factors involved in a collision and would be listed under each one.

Matt Ransom said they have been waiting a couple years to bring these conversations forward. He said there are two components to this. One is to set in place at the state and regional level

a performance monitoring system. That is the task before them over this year. Mr. Ransom said as soon as the state sets their target, by the fall, staff working with local jurisdictions could make a recommendation to the Board. The resource allocation question that was raised a couple times is what to do with this information. He said they observe it, but the question is if they allocate more money to safety or to performance/freight/air quality, or transit. Mr. Ransom said when they get their system set up, they will monitor and assess trends, and they will be able to inform the Board in terms of where to put our resources. That is the overall strategy.

VIII. Regional Transportation Plan – 2018 Update, Preliminary Scoping

Matt Ransom said this item was introduced at last month's meeting, but time did not allow for presentation. Mr. Ransom said one of the primary missions of an MPO is to convene the stakeholders into every four years to produce a Regional Transportation Strategy and Plan. He said they are on schedule to initiate that work. RTC staff has had discussions with local staff at the RTAC level, but will begin the formal presentation to begin the scoping of the update. This year's budget has some resources to begin to integrate performance management and also some type of community engagement process. Mr. Ransom said this is a collaborative process. It is not done by RTC saying this is what the Plan is but rather building it up from local jurisdictions plans and ultimately prioritizing what our strategy should be.

Lynda David referred to the memo included in the meeting packet. She said it is time to begin the update process for the Regional Transportation Plan for Clark County. Over the course of 2014 to 2018 development of an updated RTP, it will be a recurring item on the Board's agenda as they work through each step of the process. Today's information will help the Board to understand the decision-making process of the scope of the RTP update, the transportation issues it will address, and anticipated outcomes. They are seeking the Boards input before fully scoping the 2018 RTP update.

The RTP is the long-range 20+ year plan for the region's transportation system. The plan is required by federal law as a condition for the receipt of federal transportation funding to this region. It is also a requirement by state law. The plan must be regularly updated, and with the Vancouver air quality maintenance area now in attainment, we have the latitude to update the plan every five years instead of every four years. The plan must be multimodal, fiscally constrained, and must maintain consistency between federal, state, and local plans.

Ms. David said even though they can choose to update every five years now, they plan to update every four years. This is in part to maintain consistency between the levels of planning. The current plan was adopted in December of 2014. It was developed under former federal transportation act MAP-21 and in December 2015, the FAST Act was passed and included a number of new or refined requirements for the regional transportation planning process carried out by MPOs such as RTC. The FAST Act carried the requirement that there be a performance based approach to transportation decision making. The transportation system performance measures and targets established an investment supply toward helping to attain

the targets. The 2018 RTP needs to reflect RTC's compliance with the FAST Act. It needs to maintain consistency between local comprehensive plans, regional, state, and federal plans. Ultimately, the Plan should help local jurisdictions and help them be competitive and successful in gaining funds to make needed transportation investments in the region.

Ms. David said shown on page 2 of the memo and on the provided slide was a list of changes that have occurred since the current RTP was adopted in December 2014 which need to be addressed and reflected in the 2018 update.

At the federal level: the FAST Act was passed, Rulemaking for Performance Based Planning and Programming was published, and in October 2016 this region completed the maintenance period for carbon monoxide and is now in Air Quality Attainment status.

At the state level: Phase 1 of the Washington Transportation Plan 2035, providing policy direction was completed in January 2015, and WSDOT is implementing Moving Washington Forward, Practical Solutions, which includes least cost planning and practical design.

At the regional level: C-TRAN's 2030 Plan updated in December 2016, the transit agency has released a State of Good Repair Targets as part of the federally required Transit Asset Management Plan, RTC published a September 2016 Transportation System Management and Operations (TSMO) Plan Update, and published annual reports on the Congestion Management Process. The Metropolitan Planning Process requires addressing access to employment opportunities, and in November 2016 CREDC published its Clark County Employment Land Study.

At the local level: A most significant change in 2016 is that multiple local jurisdictions in Clark County updated their Comprehensive Plans.

Ms. David highlighted some of the changes related to Finance in the transportation system. With the Federal FAST Act came two new funding programs for freight. At the state level, Connecting Washington began implementation in July 2016 and provided a 16-year program funded in part by 11.9 cent gas tax increase. Also, the state's Transportation Improvement Board began awarding jurisdictions funds under its Complete Streets Program in 2017. At the local level, both the Cities of Vancouver and Battle Ground have established Transportation Benefit Districts and they added a \$20 license tab charge to help fund transportation system maintenance needs. All of these changes need to be updated in the 2018 RTP.

Ms. David said the Board can expect to be updated on the Plan's development throughout 2017 and 2018. There are several key policy milestones the Board may want to provide input on. Agreement on the demographic growth forecast is a significant milestone. RTC will be working along with the local jurisdictions on 2040 allocation of population and employment to Transportation Analysis Zones (TAZ) using the jurisdictions' Comprehensive Plans as the foundation for this work. The Board will work in establishing the policy framework to guide the RTP Update. The beginning point of the planning process should be to confirm the key requirements and decide on policies and goals that should guide the Plan's development and

update. When they look forward to the endpoint of the 2018 RTP update process, they look to have an adopted RTP in place in late 2018.

Ms. David highlighted plans in process that need to be addressed in the Plan. At the federal level, a significant issue is to incorporate performance based planning and programming. The FAST Act also added planning factors that need to be addressed. In 2018, the Army Corp. of Engineers is due to produce an EIS for the 20-year plan to maintain the Columbia River channel depth at 43-feet. At the state level, Phase 2 of the Washington Transportation Plan is underway which is to focus on implementation. WSDOT is also working on a Corridor Sketch Initiative to provide some system baseline information to state routes to help inform future investments. WSDOT is also working in partnership with RTC at the regional level on Ramp Signal Study. At the regional level, RTC is working on the RTP update as well as working on the Bus on Shoulder Feasibility Study. C-TRAN is working to implement the recommendation of the 2030 Plan update approved by the C-TRAN Board in December 2015, and they also continue to work on Transit Asset Management Planning. The CREDC is working on an update to the Clark County Economic Development Plan anticipated in 2017 which will be incorporated into the 2018 RTP update. Locally, Vancouver is currently researching a Complete Streets Policy and an update to their Transportation Systems Plan in 2018, and they will be working on the Collision Data Transportation Safety Analysis.

Ms. David referred to the table listed on pages 3-5 of the memo that provides a summary of the RTP development process with key elements to address during the next few months as progress is made toward adoption of the updated Plan. She said this is the Board's opportunity to weigh in on which element they feel should be given attention and focus in the update.

Ms. David said they have already had feedback from the Regional Transportation Advisory Committee (RTAC). They are now seeking the Board's input today. Staff will be working on the RTP work scope over the next few weeks. They will focus on the vision and policy direction at upcoming Board meetings. RTC's budget has funds set aside to help engage the public in the 2018 RTP development. One of the challenges is to comply with federal directives to form the performance based planning and programming and make the most effective use of the performance measures tools and target setting to help understand the tradeoffs that have to be made to have a balanced system and balanced set of investments using multiple modes of travel.

Marc Boldt said they had discussion today about opening the framework plan of the County's Comprehensive Plan, which would include the county and all the cities. He said there is interest in moving forward in 2018. Transportation will be one of the things they address.

Shirley Craddick questioned the update process and key elements. She asked if the county and the cities' Plans are just incorporated into the RTP or if they worked with the jurisdictions to be more aspirational, such as with freight mobility. She asked if it was just gathering data together and recording it into the RTP or if there was an aspirational process and a dream for the future.

Ms. David said it is a balance of both. Washington State planning process is very much a local level upward because of the Growth Management Act and how it works. They do take what the local jurisdictions have in their comprehensive plans and compile that information. They do have the added federal requirement for fiscal constraint. So they do need to apply that. If they take for example Active Transportation, in Regional Transportation Plans to date, they just incorporate it by referencing Clark County's Bicycle and Pedestrian Master Plan that is in place. They are likely to put a lot more effort into incorporating and actually having several pages of report in the RTP about active transportation. Freight mobility is likewise. RTC developed a Freight Transportation Plan a few years ago. They incorporate a lot of that by reference in the RTP but include a lot of other information by hyperlinks to other related information.

Paul Greenlee thanked staff for distributing the article about autonomous vehicles at the last meeting. He said it lead to some interesting discussions among himself and city planners and engineers. He said with the 4-year horizon, they are not looking at a lot of autonomous vehicles, but with a 20- or 30-year horizon, they certainly are. He said the indications at this point are that first major use of autonomous vehicles will be in heavy trucking. Mr. Greenlee said he didn't think there was anything for a Plan at this point, but we can start to think about what the implications might be in the future.

Ms. David said it will be an element that they don't have a lot of answers for, but it is certainly something to recognize as a part of the 20-year plan.

Jack Burkman said in looking at the key elements, he wondered where transit comes in. He asked if there should be a listing that addresses moving more than one person at a time, whatever that is. That starts getting into some of the new technology, transportation of different systems, and maybe now a key element.

Ms. David said the elements listed are just examples, but they certainly recognize that transit is very important. They take their lead from C-TRAN's 20-Year Plan. She said she thought that it was very important that it should be added to the list.

Mr. Burkman said what he was talking about is a little different than bringing forward C-TRAN. He was talking about from RTC's perspective. He said we are going to continue to have congestion and continue to have increased need to address that. In the same way that freight has mobility problems, our transit has mobility problems.

Matt Ransom said the last time they did the RTP update in 2014, and consistently in their TIP process, the question comes up around economic development. He said the underlying message is if we are overlaying our infrastructure investments within support of strategies to create jobs and have a prosperous economy. In light of that, he has invited CREDC to present a draft of their Plan to the Board at next month's meeting and to also come back in the fall when they have their final Plan. Mr. Ransom said he envisioned in this RTP update is really taking a strong look if this is the countywide Regional Economic Development Strategy. Look to see if there are investment locations identified in that Plan or key strategies that we can then think

about the infrastructure investments that may be needed, and if they are planned already should they be.

Chair Stewart referred back to the UPWP. She referred to page 4 of the UPWP memo referencing the fact that RTC submits their UPWP to Metro for endorsement and Metro submits their UPWP to RTC for endorsement. Chair Stewart said it states that Metro's UPWP is attached. Ms. David said both RTC's and Metro's UPWP were attached online. Ms. David said Metro's document was quite large, but she had a few hard copies available. Chair Stewart said since it was not in front of them and a large document, she asked if there were any areas that they should focus on when they review it.

Mr. Ransom said when RTC and Metro do their consultation with the federal and state agencies, they do that together as a joint effort. This is due to the fact that there are two MPOs within a larger metropolitan area. This shows the coordination and collaboration of the two MPOs. This is shown through the work of the Bi-State Coordination Committee. The modeling work that is done is a joint effort. RTC and Metro build the same model. Ms. David said they endorse each other's UPWP with the recognition that they have the ability to review each other's Program. Chair Stewart asked what should be reviewed for the endorsement. Mr. Ransom said the modeling work is the joint activity that both MPOs spend resources on collectively.

IX. Other Business

From the Director

Mr. Ransom referred to the State Legislative Session Update memorandum distributed to Members. HB 1147 and SB 5096 are moving through the process. HB 1147 is pending a House Floor vote. Mr. Ransom said he is told by the lobbyists that this is one of the first times that the two bills have been almost the same coming out of both the House and the Transportation Committee saying that bodes well for us. Of significant note are projects that the Board has collaborated on and supported through the Transportation Alliance Statement. That is the reprioritizing of the sequencing of a few projects. One project that was in the Bill as proposed is the reprioritization of funding for the SR-14 (I-205 – SE 164th Ave.) widening project to begin funding flow in the 2017-2019 biennium. Two projects still in the Legislative conversation are the Mill Plain Interchange and I-5/179th.

Related to the two bills that would initiate I-5 Bridge related legislative action committee process, HB 2095 and SB 5806, last month he reported that they passed off each of their chamber floors respectively. They are now in the midst of going through additional hearings and the Senate and House Transportation Committees. Mr. Ransom said there has been good advocacy by members of this region to go up and testify. He said the word is that a bill will make its way to the Governor's desk, and they will get through the reconciliation process.

The other bills listed did not materially affect RTC. They have to do with issues elsewhere in the state. Mr. Ransom said the Legislative Session is scheduled to be complete by April 23, but he thought it highly likely that they go into Special Session.

Chair Stewart asked what the perceived impact was for the two bills that were just referenced regarding the I-5 Bridge. Mr. Ransom said that is to be determined. He said those bills would establish a Legislative Action Committee across the two state Legislatures. They convene as early as the end of this year. They would invite other stakeholders that have an interest, such as RTC, the state DOTs, JPACT, and Metro; partners that have a role in the regional planning process would be involved in that in some way. RTC would have a supporting role.

Mr. Ransom referred to a letter from the Federal Highway Administration and the Federal Transit Administration. He said earlier this year RTC and Metro had their four-year federal certification review. Jack Burkman, Paul Greenlee, and Jeanne Stewart attended a listening session for the review. On March 20, 2017, they issued a letter to RTC and Metro that their programs had been certified. A report would be issued later with any recommendations and commendations. That would be brought to the Board once it is received. Mr. Ransom thanked staff for all their work in keeping RTC compliant.

Paul Greenlee asked if they had given up on merging the two MPOs. Mr. Ransom said that was a different topic; that was one of the Federal rules. Those rules have been suspended based on the turnover in administration. There is an initiative underway in Congress to repeal those rules. A bill has moved out and passed the Senate, and a companion bill is also moving forward on the House side. This is in the US Congress, to repeal. If the bill passes the House as it did in the Senate, it would be in front of the President for signature. That would withdraw any of the provisions with Metro our counter partner. Mr. Ransom said RTC and Metro collaborate and coordinate, and have the Bi-State Coordination Committee. He said things would not change.

Mr. Ransom said at the August 1 meeting, they plan to dedicate a significant part of the meeting to celebrate the 25-Year Anniversary of RTC. He said the organization was formed in July of 1992. Since then, RTC has been doing the work around this table to collaborate on regional priorities and invest regional federal funds on needed projects. Mr. Ransom said at the August meeting they hope to give a look back at where we were, the decisions that were made, and all the money that has been invested. They would celebrate the collaboration that exists, and invited all to put it on their calendar to attend. There is no July meeting.

Mr. Ransom said the Bylaw Committee has been formed and their first meeting is set for the end of April on April 24.

Mr. Ransom noted JPACT meets Thursday, April 20, 2017, at Metro at 7:30 a.m.

The next RTC Board meeting will be held on Tuesday, May 2, 2017, at 4 p.m.

X. Adjourn

THE MEETING WAS ADJOURNED AT 5:30 P.M.

Jeanne E. Stewart, Board of Directors Chair