

**Southwest Washington Regional Transportation Council  
Board of Directors  
June 6, 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, June 6, 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:

Marc Boldt, Clark County Councilor  
Jack Burkman, Vancouver Councilmember  
Shirley Craddick, Metro Councilor  
Bart Gernhart, WSDOT (Alternate)  
Paul Greenlee, Washougal Councilmember  
Jeff Hamm, C-TRAN Executive Director/CEO  
Tom Lannen, Skamania Co. Commissioner  
Anne McEnery-Ogle, Vancouver Council  
Jerry Oliver, Port of Vancouver Commissioner  
Ron Onslow, Ridgefield Mayor  
Eileen Quiring, Clark County Councilor  
Jeanne Stewart, Clark County Councilor  
Rian Windsheimer, ODOT Region 1 Manager

Voting Board Members Absent:

Jim Herman, Port of Klickitat Commissioner  
Kris Strickler, WSDOT Regional Administrator

Nonvoting Board Members Present:

Nonvoting Board Members Absent:

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

Guests Present:

Ed Barnes, Citizen  
Scott Harmon, David Evans & Associates Inc.  
Scott Hughes, Port of Ridgefield Commissioner  
Dale Lewis, Congresswoman Herrera Beutler's Office  
John Ley, Citizen  
David McDevitt, Citizen  
James Moeller, Citizen  
Scott Patterson, C-TRAN  
Mike Pond, Citizen  
Lee Rafferty, Vancouver's Downtown Association  
Magan Reed, Port of Vancouver  
Xavier Reynolds, Citizen  
Ty Stober, Vancouver Councilmember  
Marc Thornsby, Port of Klickitat  
Michael A. Williams, WSDOT  
Mikaela Williams, Citizen

Staff Present:

Matt Ransom, Executive Director  
Ted Gathe, Legal Counsel  
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 JUNE 6, 2017, MEETING AGENDA. THE MOTION WAS SECONDED BY ANNE MCENERNY-OGLE AND UNANIMOUSLY APPROVED.

Marc Boldt entered the meeting at 4:03 p.m.

## **III. Call for Public Comments**

John Ley from Camas talked about the plans that Oregon has for the I-5 corridor through the Rose Quarter. He noted that potentially Oregon is seeking to toll I-5 and I-205 at the border. Mr. Ley felt that was unacceptable to the citizens of SW Washington. Mr. Ley said the Rose Quarter project does not include any new thru lanes and he felt there needed to be at least one or two new thru lanes in that area to help with the congestion.

Rian Windsheimer entered the meeting at 4:07 p.m.

Ed Barnes from Vancouver said the I-5 Bridge is the problem with our congestion. Mr. Barnes said the RTC Board did a good job in getting the I-5 Bridge designated as a project of statewide significance. He said now they needed to convince the people of Oregon to come on board with that project of statewide significance. Mr. Barnes said the group that he is with for the I-5 Bridge replacement has their next meeting on June 22 at the Clark Public Utilities building at 10:00 a.m. He encouraged people to attend. Mr. Barnes also encouraged all to go to their US Senators and Congress Members from both Washington and Oregon to help get the bridge built.

## **IV. Approval of May 2, 2017, Minutes**

MARC BOLDT MOVED FOR APPROVAL OF THE MAY 2, 2017, MINUTES. THE MOTION WAS SECONDED BY PAUL GREENLEE AND UNANIMOUSLY APPROVED.

## **V. Consent Agenda**

### **A. June Claims**

### **B. 2017-2020 TIP Amendment: WSDOT I-5 Bridge Trunnion Replacement Project, Resolution 06-17-08**

PAUL GREENLEE MOVED FOR APPROVAL OF THE CONSENT AGENDA JUNE CLAIMS AND RESOLUTION 06-17-08. THE MOTION WAS SECONDED BY JACK BURKMAN AND UNANIMOUSLY APPROVED.

## **VI. Transit Asset Management Performance Targets, Resolution 06-17-09**

Matt Ransom said this item was presented to the Board in May by Lynda David. Mr. Ransom said today's activity is to review what C-TRAN Board has proposed and RTC as the MPO is obligated to review and confirm our agreement with asset management targets that have been put forward by the C-TRAN Board. These targets are to help them manage their assets and determine when they need to be replaced. Those assets under these standards or targets would be buildings, facilities, equipment, and rolling stock. As noted in May, this is part of the

federal performance based planning process that was adopted as part of the MAP-21 federal Transportation Act.

Mr. Ransom highlighted the key timelines and dates. The rules established by the Federal Transit Administration were published nearly a year ago, July 2016. They became effective on October 1, 2016. At that time the C-TRAN Board as directed by their staff was reviewing and evaluating their asset management targets. At the end of last year/early this year they put forward a recommendation. At that point, the process moves to the MPO, RTC. RTC began review and consultation with C-TRAN of their proposed targets. RTC staff has discussed this with the technical committee, RTAC, about these targets and briefed the RTC Board in May. Staff is proposing that the Board endorse those targets. This is so C-TRAN can start to standardize their reporting and that they have a matrix that they can convey to the Federal Transit Administration in terms of the condition of their assets.

Phase one is to set the initial targets and C-TRAN develops a plan. In October of 2018, that plan and their first report is done and published and transmitted to Federal Transit Administration. The reporting of their condition of their assets is then done annually thereafter.

Mr. Ransom provided a slide that summarized the initial State of Good Repair performance targets. For Rolling Stock: the target is 80% of each vehicle class within useful life benchmark (ULB). For Facilities: 70% of each facility class  $\geq 3$  on transit economic requirements model (TERM) scale. For Equipment: 70% of each equipment class within useful life benchmark (ULB).

The action requested is for adoption of Resolution 06-17-09 to adopt the initial targets for C-TRAN's Transit Asset Management State of Good Repair. When C-TRAN reports in future years, that same reporting will come before the RTC Board for review. Mr. Ransom said this performance target setting will be done across other areas such as pavement assets and safety conditions.

ANNE MCENERNY-OGLE MOVED FOR APPROVAL OF THE TRANSIT ASSET MANAGEMENT PERFORMANCE TARGETS RESOLUTION 06-17-09. THE MOTION WAS SECONDED BY PAUL GREENLEE.

Marc Boldt questioned that only 80% of vehicles being useful benchmark and asked Jeff Hamm to further explain the benchmarks that are proposed. Mr. Hamm said it refers to 80% of the vehicles within that class of vehicles being within the useful life benchmark. They selected 14 years at that benchmark. They are saying that 80% of their vehicles will be 14 years old or newer than that.

Councilor Boldt said it doesn't say that 20% of our buses are not useful. Mr. Hamm said that was correct; it does not say that. They are still maintaining the buses for safety and all those types of things; it is just more expensive to do so and not as efficient.

Eileen Quiring asked if the benchmarks were seen as attainable and reasonable for C-TRAN. Mr. Hamm said that he thought they are. He said the Federal Transit Administration establishes 12 years as a useful life of a bus. C-TRAN has typically been running them for 16 years. He said they have a great maintenance department, but it still probably isn't the best interest

economically for the agency to do so in the future since it is kind of a stretch goal for them, but they think it is the right one.

Councilor Quiring asked if the other benchmarks were reasonable. Mr. Hamm said yes he thought they were reasonable. They are based on qualitative and quantitative assessment of the condition of those assets as opposed to their age.

THE MOTION WAS UNANIMOUSLY APPROVED.

### **VII. YR 2021 Regional Grant Program – Call for Projects**

Dale Robins said every year they have a call for projects for the federal allocated funds that are allocated to the region. The call before the Board is for the Surface Transportation Block Grant (STBG) urban funds, which used to be called the Surface Transportation Program (STP) and the Congestion Mitigation\Air Quality (CMAQ) projects.

The statewide allocation of federal funds was redone this year as they incorporated the new population totals. This resulted in a slight increase in allocated funds coming to our region by about \$300,000 per year starting this year in 2017.

The available dollars for the STBG-Urban program is \$7.1 million and the CMAQ program is \$2.6 million. July 14, 2017 is the deadline for the applications. At the September 5 RTC Board meeting, action will be taken on the prioritization of the projects, and October 3, the RTC Board will adopt the Transportation Improvement Program (TIP).

The action being asked of the Board is for approval to move forward with the call for projects. The process will be consistent with the Transportation Programming Guidebook which was attached to the memorandum included in the meeting packet.

Chair Stewart asked about the geographical scope of this. She asked if it was all the jurisdictions within the RTC.

Mr. Robins said no, that there are boundaries for where the money can be spent. The Urban area is designated as Vancouver, Camas, Washougal, and Battle Ground. The CMAQ program has its own boundary which is very similar, but does not include Battle Ground.

PAUL GREENLEE MOVED FOR APPROVAL OF THE CALL FOR PROJECTS AS DESCRIBED BY STAFF. THE MOTION WAS SECONDED BY MARC BOLDT AND UNANIMOUSLY APPROVED.

### **VIII. Bus on Shoulder Feasibility Study – Final Report**

Matt Ransom said the Board authorized the Bus on shoulder Feasibility Study a little over a year ago, and they brought on a contractor to help with the technical work. This study in good form is a bi-state study. RTC sponsored and led the study; the partners were WSDOT and C-TRAN, along with the Oregon agencies ODOT, Metro, and TriMet. Mr. Ransom said as this study has developed over the year, they have engaged not only the technical staff across the different agencies, but brought in experts for a policy workshop late last year. This spring they have been doing intensive validation of concept working with partners. The final recommendations

and report are to be presented today. Mr. Ransom said as they look at our system and look for opportunities, in a very short timeframe, for test concepts or pilot projects to demonstrate rapid planning development and potentially a pilot of a concept that demonstrates trying to operate the system as efficiently as they can. He said it represents strong collaboration across the partners involved.

Bob Hart referred to the memorandum included in the meeting packet with the attached final report summary recommendations. Mr. Hart said there has been extensive stakeholder engagement since the first of the year. They have presented to the C-TRAN Board, the Bi-State Coordination Committee, the C-TRAN Citizens Advisory Committee, and the American Council of Engineering Consultants.

The Bus on Shoulder (BOS) Feasibility Study examined the technical, operational, geometric, and policy options regarding part-time shoulder running for transit bus operations along I-205 and SR-14. The study corridors are SR-14 from 164<sup>th</sup> Ave. to I-205 and I-205 from 18<sup>th</sup> Street to I-84. The BOS study was the result of the Access and Operations Study adopted by the RTC Board in November 2014. That study recommended looking at BOS as a low cost option to improve bus service reliability and ridership on SR-14 and I-205.

Mr. Hart highlighted the Bus on Shoulder operations. Buses can use the freeway shoulder when mainline speeds are less than 35 mph. Buses are allowed to run 15 mph faster with a maximum speed of 35 mph. The shoulders retain their primary use as a safety refuge for vehicles that must make an emergency stop and emergency response. The legal framework already exists in Washington to operate Bus on Shoulder. Portland does not currently have comparable language for a bus on shoulder lane.

There are three different categories of recommendations. 1) SR-14 – Proposed Pilot Project from 164<sup>th</sup> Ave. to I-205. 2) I-205 - Recommended SR-14 to Airport Way, northbound and southbound. 3) I-205 – Three Segments for Further Study.

Mr. Hart said a Pilot Project on SR-14 would provide more information on how BOS would operate. The Pilot Project begins at 164<sup>th</sup> Ave. to I-205 and is supported by both WSDOT and C-TRAN. In the westbound direction, the shoulder would be restriped for the bus to use the shoulder from the bus-only onramp from 164<sup>th</sup> Avenue and add about 1000 feet to fully reach I-205. Eastbound is from the I-205 onramp to SR-14 to about 1000 feet from the 164<sup>th</sup> exit. Mr. Hart said both agencies think SR-14 is a good location for a pilot. There are no interchanges in between the segment. The pilot would provide information and data about how it works, and could help with the concepts that might apply to other corridors.

There are two recommendations that call for additional analysis. They want to better understand transit travel time between the I-205 Airport Way area and downtown Portland. Even with Bus on Shoulder on I-205 south of Airport Way, benefit may be offset by congestion on I-84. Buses frequently reroute to parallel facilities during morning commute. They want to collect detailed bus travel times on east/west facilities from I-205 to downtown Portland. The other area for additional analysis is I-5. They recommend an I-5 Scan Level Assessment of

potential Bus on Shoulder in I-5. Potential cost of Bus on Shoulder on I-5 is slightly higher than SR-14/I-205 mainly because of the issue of strengthening the shoulder that would be needed. They would need additional analysis on design work and cost estimates.

In Washington, the legal framework for Bus on Shoulder operations is in place with RCW 47.52.025 and RCW 46.61.165. In Oregon, no specific authority is in place allowing transit use of the shoulder. ODOT/Oregon Transportation Commission (OTC) would need to determine if transit shoulder use could occur under OTC authority. If ODOT needed specific authority, administrative: Oregon Administrative Rule (OAR) or legislative: Oregon Revised Statute (ORS) changes would be required.

Mr. Hart said the Legislature this year did program funds for the widening on SR-14 from I-205 to 164<sup>th</sup> Ave. The design is scheduled for the next two years with construction programmed in 2019-2021. He said the design phase should consider the following for Bus on Shoulder: westbound transit on-ramp at 164<sup>th</sup>; future/ongoing transit use of the freeway shoulder; transition of BOS from SR-14 to SB loop ramp to I-205; and also widening the loop ramp to accommodate BOS for continuous BOS from 164<sup>th</sup> to Airport Way.

The next steps include C-TRAN and WSDOT collaborating on the SR-14 pilot project for implementation in September. They are currently in the process of signing a Letter of Understanding for the use of the shoulder and agreements on BOS operating rules and shoulder maintenance. In addition, C-TRAN is working to develop a driver training program which could begin in August as well as an evaluation plan for assessing performance of the project. The current schedule is to implement the SR-14 BOS pilot project in September. Staff will be providing Study recommendation updates to JPACT and the C-TRAN Board. RTC will incorporate the Study recommendations into the 2018 Regional Transportation Plan (RTP) update.

Jeff Hamm said the Bus on Shoulder draft proposal agreement between C-TRAN and WSDOT will be on the C-TRAN Board agenda at their June 13 meeting. Matt Ransom said RTC is collaborating with C-TRAN and WSDOT on an Evaluation Plan. Bob Hart said they have done some noise study collection already to see where the baseline is prior to implementation of the Bus on Shoulder. They will do some noise collection after it is in place to see how that is impacted.

Matt Ransom said as stated earlier, one of the virtues of a pilot project is to be able to test the concept, learn, and as appropriate, make adjustments. If it proves worthwhile and appropriate for the region, they have identified and studied other corridors where further implementation could be considered. Additional work would need to be done, particularly on I-5, to do some engineering review, but certainly this study suggests that there is a possibility.

Jeanne Stewart asked when they started talking about Bus on Shoulder on I-5 and incorporated that. She said she thought the development of that was SR-14 and I-205. Mr. Ransom said as part of the Feasibility Study as Mr. Hart presented, they did a quick scan assessment of I-5. That was essentially looking at the characteristics of the shoulder to see if it was possible with

the resources that we have. The primary evaluation and the traffic analysis, etc. was on the SR-14 and I-205 corridors.

Chair Stewart asked if the scope was extended.

Mr. Hart said the scope was not extended. The scope had some contingencies attached. That was for a scan assessment of I-5 so there was a placeholder for it. The focus of the study was SR-14 and I-205 with a minor task of the I-5 scan.

Jack Burkman said he remembered that by studying SR-14 and I-205 characteristics, and various speeds, etc. could be overlaid onto I-5 to see if it is even reasonable or feasible. Mr. Burkman said he understood that it will go to C-TRAN for approval. He asked if approval for RTC occurs when the 2018 RTP update is adopted or if there was another step in the approval process.

Mr. Hart said the approval process for the Pilot Project is between WSDOT and C-TRAN and begins when the two agencies have signed an Interlocal Agreement. RTC will incorporate the findings of the BOS Study into the RTP. The potential for future I-5 findings or for future permanent BOS would come back to RTC.

Mr. Burkman asked if they wanted to implement the SR-14 and I-205 BOS, what specific approvals were needed.

Mr. Hart said for the Pilot Program itself, it is the Agreement with WSDOT and C-TRAN regarding their operating rules and shoulder maintenance as well as the required design analysis documentation for the pilot project approval and implementation. It requires no approval by the RTC Board.

Matt Ransom said as the Pilot Project rolls out and information is being gathered, RTC will be in the process of updating the RTP for 2018. They will have information about the BOS Pilot and whether it should be a strategy going forward. If it is a strategy, by designating such in the Regional Plan, it would then in the future become eligible for federal grant funds. If an agency were to pursue a project of that type, they could apply to RTC for funds for implementation. If an agency wanted to apply for funds, it is appropriate to have that strategy listed in the Plan.

Shirley Craddick asked if they would be coming back to RTC to ask for funds to actually build and construct the project. Mr. Hamm said the scan that took place of the I-5 corridor is where there is a much bigger benefit for transit. It does show that there are significantly more costs associated with it in rebuilding the shoulders, probably in the millions of dollars. That would probably be where they would be coming back to the RTC Board to incorporate it into the RTP and seek funding for it.

Bart Gernhart said it is about 300% more cost in relation to the Pilot Project, which is relatively low cost because of the layout of SR-14. They will be watching to see how the Pilot Project turns out. After that, they will probably have a recommendation, based on the Pilot, to the RTC Board and the C-TRAN Board.

Shirley Craddick added that she thought that this was very creative and really promising. She thanked them for taking the lead on this. She asked how they might work with the Oregon side of the river on BOS.

Rian Windsheimer said his staff has been participating in this study and working in partnership with WSDOT, C-TRAN, and RTC. He said there are different challenges when you start talking about the I-5 section or the I-205 section. The volumes are very different. The ramp volumes are different and speeds are different. They present different challenges. There may be operational things that they can do to make those things work. There may be very expensive things they need to do in order to make those work including rebuilding the shoulders and other things. While those sections are not recommended at this time, part of that is because of those cost constraints and geometries. It will require more refinement and work. He said there are sections, like the I-205 structure, that are more promising in the shorter term. It is when they start going across the higher volume ramps that need more work. Mr. Windsheimer said SR-14 is a great opportunity. In terms, its characteristics lend itself much more towards making this work. You get a lot of the travel time benefit in that particular section, which is also an important piece of why you would want to do it. He said once you start looking at what the cost is versus what the benefit is and the safety challenges. Mr. Windsheimer said they are already talking about doing this Pilot section. They will wait so see the results and then move forward on I-205 or I-5 depending on the results.

Marc Boldt asked if the 35 mph speed limit and not more than 15 mph over regular traffic for the BOS was based on a state law or what determined that speed. Mr. Hamm said that speed is essentially based on 25 years of experience of Bus on Shoulder facilities in the Twin Cities area, and the propagation of that concept and those operating parameters to the other 9-10 states that have BOS operations in the country. In each of those areas they have worked with their corresponding State Patrol to arrive at those parameters. Mr. Hamm said they are going off of those that have worked on this before them. He also said that the State Patrol has been initially part of the discussion. They were at the workshop in December where that was talked about.

Tom Lannen said in looking at the SR-14/I-205 he asked if they know the percentage of commuters are on the buses versus automobiles. Mr. Hart said he was not sure of the percentage, but he said that C-TRAN's commuter service is pretty much full from Fisher's Landing in the two hour peak in the morning. Commissioner Lannen asked if there was any consideration on SR-14 in that mile and a quarter of adding a third lane. He said he heard the shoulder will support a bus without rebuilding, it is short term and can be addressed quickly, and there is a longer term plan for possibly putting a third paved traffic lane in and possibly also using BOS with that. Mr. Hart said that was correct.

Eileen Quiring asked about the legislation and if it is just the framework when you are talking about the Washington State Patrol creating speed limits. She asked if that was already handled in the legislation.

Bart Gernhart said that is in the operating guidelines through an Interlocal Agreement stating how they will operate. If they do not follow the guidelines, WSDOT can revoke C-TRAN's ability to use the BOS. Mr. Gernhart said they were comfortable with their training plan, and he said they are professional drivers. He said they are pretty much following what is being done in the Seattle area and the other cities with BOS facilities.

Jeanne Stewart referred to the BOS Study recommendations document that was included in the meeting packet where it stated that "Oregon does not currently have authority to operate buses in the freeway shoulder and would have to be addressed prior to implementation." She asked if Oregon does not have the authority, what gives us the authority to do it. She also asked if it was because of SR-14. Mr. Hart said yes, that was correct. For the SR-14 Pilot project, it is only in Washington so the legislation is already in place.

Chair Stewart asked who the authority came from. Mr. Hart said the state has RCWs that allow the transit Bus on Shoulder and they also define what the transit district and WSDOT need to do in terms of operating rules, agreements, and Intergovernmental agreement that define how they go about doing that.

Chair Stewart said her other concern is the large amount of traffic that is trying to get onto SR-14 at 192<sup>nd</sup> Avenue and 164<sup>th</sup> Avenue and all the merging and confusion. She said it seemed to her that they are potentially creating more confusion. She had concerns with adding the BOS, and would be interested to see the numbers.

Mr. Burkman said there is a lot of merging going on in that area. The advantage is that there is a dedicated bus ramp onto SR-14 at 164<sup>th</sup> Avenue, and with the BOS it would not have to merge over, it would just stay on the shoulder and not merge.

Jerry Oliver said with the transit center on 164<sup>th</sup> Avenue, the longer term benefits would be the increased transit times. He said from 164<sup>th</sup> west, he felt it would work.

Matt Ransom said the next steps would be presumably, the pilot project will be in the field later this summer. When there is an opportunity to brief the RTC Board on some findings of the Pilot study, they will do so. If proven a good strategy, then they will incorporate appropriate recommendation into the 2018 RTP update.

#### **IX. 2016 Congestion Management Process – Summary Report**

Dale Robins referred to the memorandum included in the meeting packet along with the congestion Management Process Summary Report. Also, included at the table was a map that they would be discussing. Mr. Robins said the metropolitan areas are required to develop a process for monitoring congestion. As part of RTC's process, they develop an annual Congestion Monitoring Report.

In May, staff highlighted initial data. This month they would provide an overview of the 2016 Congestion Management Process (CMP) Summary Report. In August, they would return for action on the findings of the CMP Report. The Summary Report is intended to present the data in a less technical way so that the reader can quickly understand the congestion issues.

The data shows that the region is growing. Population, employment, taxable sales, and Columbia River crossings are all increasing. On the down side, system speeds and bi-state transit ridership have decreased. Daily vehicle Columbia River crossings have increased by almost 25,000 trips per day in the last five years. Most of the growth has occurred on the I-205 Glenn Jackson Bridge. Mr. Robins said this does not mean that demand is growing faster in the I-205 corridor. The reality is that the greatest demand is in the I-5 corridor. Heavy traffic, narrow lanes, and lack of emergency shoulders often contribute to congestion, collisions, and frustration for motorists using the I-5 corridor. For these reasons, trips are diverted into the I-205 corridor. Mr. Robins said they must focus on addressing bottlenecks in the critical I-5 corridor.

Over the last five years, they have experienced significant decrease in morning travel speeds in the I-5, I-205, and SR-14 corridors. All three highways are operating at speeds of 25 mph or lower during the morning peak hour. The slower speeds relate directly to additional travel time and frustration to commuters in these corridors. In the I-5 corridor from Main Street to Jantzen Beach, the morning commute has increased by 18 minutes, while travel times have increased by 8 ½ minutes in both the I-205 and SR-14 corridors.

This shows that without additional operational improvements, both Columbia River Bridges are at capacity in the peak periods and peak spreading is occurring. Peak spreading leads to a flattening and longer peak period as trips shift to times immediately before and after the peak demand. Mr. Robins provided a graph with the peak spreading on the I-205 Bridge in the morning from 2010 to 2016. The peak is occurring an hour earlier in the last five years and also significant additional volume starting at 4:00 a.m. and going until 10:00 a.m. The peak is not as high and additional trips occur before and after the peak hour. Mr. Robins said if they had additional operational improvements, they could see that change a bit and allow more vehicles to travel through the corridor.

Mr. Robins provided a slide with a comparison of data of the three key commuter corridors I-5, I-205, and SR-14. Mr. Robins highlighted two of the six provided data points. The 2016 Average Speed, which shows a comparison of morning and evening speeds in each of these corridors. Mr. Robins said he was surprised to see that in the morning, peak travel times are slower than evening commute times in each corridor. The 2016 Peak Hours show the number of hours with speeds below 30 mph in the peak direction. The I-5 Bridge is 7 hours, I-205 is at 3 hours, and SR-14 is at 2 hours. Mr. Robins said in looking at the data for both the I-5 and I-205 corridors, those times will go up by another hour within a year or two.

Mr. Robins said each year they attempt to improve the previous year's report. Distributed to the Board and shown in a slide on the screen was a new map staff would like input on before including in the report. He said they often are asked where the bottlenecks are located in the I-5 and I-205 corridors. The map was trying to give a summary of how the corridor speeds are operating in each of the corridors in the peak periods.

In the I-5 corridor, the morning southbound traffic from Main Street to SR-14 has an average speed of 13 mph. Different conditions could take that to 9 mph or up to 18 mph. Because of the turbulence at the bridge and the interchange of SR-14, that backup occurs. That is what causes the slowing southbound in the mornings. Once south of SR-14, speeds pick up to about 28 mph, and at Marine Drive, speeds decrease again. From Marine Drive down to Broadway (Coliseum exit), it is averaging 16 mph. Once south of that exit, the speeds pick up and travel down to I-84 is about 30 mph. In the p.m. peak, it is the opposite. The Broadway to Marine drive is slow at 14 mph because of all the turbulence. Speeds pick up at the bridge and once past the bridge, speeds are almost free flowing. As noted earlier, it is slower in the morning than evening, because of the Vancouver side in the morning at 13 mph versus the 54 mph in the evening. The Oregon side is slower in the p.m. peak, but once across the river, it is so much faster in Vancouver and makes up for that difference in time.

Mr. Robins said it is similar in the I-205 corridor. There is southbound a.m. slowing north of SR-14, speeds pick up around the bridge area, and then decrease slightly south of the bridge to I-84. The p.m. peak of the I-205 corridor has slow speeds from I-84 to Airport Way, speed picks up, and it is free flow once across the river.

Mr. Robins said the bridges and the interchanges are showing the bottlenecks that slow the speeds given the direction of the peak flow.

There was discussion of the maps and the accumulation of oncoming traffic causing the backup of traffic. The backups were compared to the overfilled funnel effect where less can get through.

Paul Greenlee said he would like to see the congestion video demonstration of the funnel effect posted on RTC's Website for access.

Ron Onslow questioned the speed listed for I-205 in the afternoon from SR-14 to SR-500 saying currently, it certainly isn't 54 mph as shown.

Bart Gernhart said that was correct. He said in the last six month to a year, it has gotten much worse. Mr. Gernhart said this shows that we are right on the edge of just a few more vehicles causing us to go over that. That is what is happening on I-205 northbound in the afternoon.

Mr. Robins said SR-14 was operating pretty well through 2015, and then the morning traffic in 2016 really was impacted. It seems to have gotten worse, and they are now seeing the impact in the northbound afternoon traffic as well.

Jack Burkman asked the date when these samples were taken. Mr. Robins said most of the data was collected in September - October of 2016.

Mr. Robins provided three slides with key Clark County congestion issues. He said there are needs for operational and key capacity improvements within the regional arterial system.

Key regional strategies include the following: Transportation System Management and Operations (TSMO) to get the most out of the existing system by using technology or small

capital improvement; Key capacity needs at select locations; The I-5 Bridge replacement is a priority project identified in the Regional Transportation Plan; In the near term they are recommending that they move forward with the freeway operations study which is related to the recently completed WSDOT ramp metering. They need to look at the details of I-5, I-205, SR-14, and SR-500 and identify the operation issues/bottle necks and solutions. Money was programmed in the TIP for \$150,000 and the study would take about double that amount to complete. They are looking for additional funding partners to move that study forward; Local strategies – local agencies need to look at their arterials and strategies that may help those systems operate at a higher level.

Marc Boldt said he was glad that local arterials were brought up. He said SR-500 has been terrible.

Paul Greenlee referred to the draft diagram of the I-5 and I-205 corridors in both the morning and evening peak periods. He said it might be helpful to list the congestion generators that cause the bottle necks. Mr. Robins said ultimately, an operations study needs to be done in both the corridors to identify the key bottle necks.

Tom Lannen asked what the plans were for future planning on the SR-14 bridge going into Camas and the extension of four lanes beyond Camas into Washougal. Bart Gernhart said the City of Washougal supported and Camas supports as well the Legislature to shift money from a Camas project for the railroad crossing over 27<sup>th</sup> Street at \$7.5 million onto improving access on SR-14 to 15<sup>th</sup> St. and Washougal River Road and 32<sup>nd</sup> St. They will probably end up with a roundabout at 15<sup>th</sup> St. instead of a signal, a roundabout at 32<sup>nd</sup> St. and a study at 27<sup>th</sup> St. which will probably be another roundabout or a half diamond interchange. The middle section at 27<sup>th</sup> is not funded, but they are looking at other options. The bridge was a tradeoff after meeting with both cities and others. They asked the Legislature to shift the money from the West Camas Slough Bridge, \$25 million, to widen SR-14 from I-205 to 164<sup>th</sup> Avenue. The widening project was estimated at \$38 million not \$25 million. They are going to have to look at the best way to do it to get the most out of what they have. He said there are a lot of different opportunities to make it operate more efficiently. Mr. Gernhart said a significant amount of the cost of the project is the noise walls. They will have noise walls the full length of the project, which is two miles, along with water treatment facilities the full length and getting that surface water down to the river after they purify it. Those are the main drivers of the cost.

Commissioner Lannen asked about the roundabout on SR-14 at Wind River Road to Carson. Mr. Gernhart said that is the preferred solution for that intersection. It is going to take some time to go through the permitting process since it is in the Columbia Gorge Scenic Area, and it will have right of way acquisition. Mr. Gernhart said the roundabout is the preferred option for truck access. He said it will probably take several years to go through the design and right-of-way processes.

Commissioner Lannen said there is a lot of concern with the number of trucks and accidents on SR-14. He asked if there was the possibility of getting a scale on SR-14 somewhere between

Hood River and Stevenson or the Bridge of the Gods. Mr. Gernhart said he didn't know, he could ask, and said it all takes time. He said there is a scale at Home Valley, but he said he could pass that along. He also said they have had the opportunity to work with the Washington State Patrol to have a mobile scale, which may be a more viable option. Mr. Gernhart said he would talk with WSP about the options.

Rian Windsheimer said in talking about operational analysis, ODOT recently completed a Corridor Operations Study. They looked at the section of I-205 where I-84 comes in up to Columbia Blvd. They will be adding an auxiliary lane in this section northbound. In the southbound, they will add an auxiliary lane to Stark / Washington. This should help this section operate better. These will be going to construction late this year for one year and then a year of interstate maintenance paving occurs. Their first objective is to help relieve the bottle necks and their second objective is to get these in before the I-5 Truncheon Replacement project in 2020. That project will take I-5 down to one lane in one direction and two lanes in one direction. They want to have everything working as best it can to accommodate the traffic.

Chair Stewart thanked Mr. Windsheimer for his comments. She said this helps us understand how our programs need to be integrated and find some common solutions.

Chair Stewart said the Congestion Management Process will come back to the Board in August for final action.

## **X. Other Business**

### From the Board

Chair Stewart said this is Jeff Hamm's last RTC Board meeting. He will be retiring at the end of the month, and she thanked him for his years of service to RTC and C-TRAN. She said Jeff joined C-TRAN in January 2007 as Chief Executive Officer. His public transit career spans over 30 years and includes seven years as General Manager of Salem Transit in Salem, Oregon and nine years as Executive Director of Jefferson Transit, a rural transit agency in northwest Washington State.

Jeff's early career after grad school was focused in the urban planning related field. In 1978 Jeff co-founded Energy Transportation Alternatives: 2000, a consulting firm that offered urban transportation planning services. Jeff also worked for the City of Seattle in the Engineering Department as a Planning and Development Specialist. He researched and wrote components to regional and local transportation planning documents.

In 1984, Jeff transitioned to the Public Transit field, starting with King County Metro, and holding numerous leadership positions at public transit agencies in Washington and Oregon since that time. Jeff retires from C-TRAN and departs the RTC Board at the end of June.

Chair Stewart told Mr. Hamm that it has been a pleasure serving with him. She recalled that the National League of Cities meets in the early spring just after the National Transit Conference meets. She said one year, she attended the Transit Conference as well. There was a reception with all of the big transit agencies and vendors that she attended. Chair Stewart

said Jeff Hamm was so well known to all the people. She said several had come to her and said don't let that guy go; he is brilliant. She said it was nice to hear other people in the industry who have always thought so highly of him and his work. Chair Stewart presented Mr. Hamm with a Certificate of Appreciation from the RTC Board with their thanks signed by each Board Member.

Mr. Hamm thanked everyone. He said he is honored and it has been a privilege to work with the Board through the years. He said the RTC does good work. Mr. Hamm noted an observation. He said that he thought there is great strength in a body that included both elected officials and leadership of agencies. He said both of those perspectives help to improve the quality of decision making. He said he comes with more of the technical look at things and the elected have more of the public in mind. He thought that strengthens the decisions being made.

Anne McEnery-Ogle said one of the best pieces of action that Mr. Hamm has done for the City of Vancouver and C-TRAN is the National Bus Coalition that he helped get started for federal funding for our buses. She said when they were back in Washington, D.C., it was clear, the world knows about Mr. Hamm's work on that Bus Coalition and his support for buses. Ms. McEnery-Ogle said they just signed their contract with their new C-TRAN CEO, and he will be at the next meeting. She said they were pretty excited that Mr. Hamm was instrumental in moving federal money into buses for them and that has had a lasting effect in the entire nation.

Jack Burkman said that was an excellent summary of Mr. Hamm's background. He said he appreciated working with him for a number of years. Mr. Burkman said after the meeting he would like to give him a little gift. In the corner of the room was a small hook on the wall. Mr. Burkman said eight years ago, Mr. Hamm came into the RTC meeting with a wet coat and had no place to hang it. At the next meeting, Mr. Burkman hung the hook with a label of Mr. Hamm. For eight years, he has used it and it is still there.

Mr. Hamm said he typically takes the bus, so frequently arrived wet from the weather.

#### From the Director

Matt Ransom highlighted the Regional Exchange in Minneapolis he attended two weeks ago that was hosted by the City of Vancouver. He represented RTC and the Metropolitan Planning Process. The City of Vancouver convened a group of about 30 individuals across 10 – 12 agencies in the Clark County area including government agencies, nonprofits, and housing authority. Their visit to the twin cities was to try to do an intensive study of that community and learn and try to see how unique their issues are and bring lessons learned and best practices back to this region. Mr. Ransom offered a few observations that he brought back that he thought they could begin to think how they can be applied locally. The number one big picture is that regions can do big things. He said he thought that was an optimistic statement for this region. He said if we set our minds to it and have a strategy and a plan, we can accomplish good things, invest in big infrastructure. From some of their observations, what is required is dogged persistence. Second is that if we have a plan and a common vision that it is extremely important to galvanize efforts and focus. Third is that it is a whole team effort. That

includes government, private sector, nonprofit, philanthropy, etc. Mr. Ransom said we have done great things here regionally, and we can do great things moving forward.

The number two big picture is that there is a lot of foundation and philanthropy money in that community. In looking at the history of that area when the development of the west was opening up on the Great Plains, a lot of industry began in the Twin Cities. There is a history of wealth that has then turned into philanthropy and foundations. Mr. Ransom said the question for us regionally, the Vancouver Portland region collectively, is how do we harness that philanthropy and foundation capacity that exists here for civic purposes and outcomes. Mr. Ransom said almost every project that they saw was both government and private, nonprofit foundation working together. He said it was intriguing to see that unification of foundation and philanthropy tied into governmental initiatives.

The last observation he said is that our issues are not unique. The debates that they have about infrastructure investment are not unlike the debates that we have. But, he said there was a theme that drove through that, which was often times as they set their vision. There is a permeating talking point which is they are making these long-term investments, investments that might take decades to develop or millions or billions of dollars to do, they are making those investments so that they don't get left behind. This economy is changing, and this world is changing, and they have to make strategic investments so they don't get left behind. Mr. Ransom said that is rooted in the idea of their regional economy; what makes the place attractive, how they can attract talent to the region, and how they can retain it. It was less of saying they need to fix this because it is broken, albeit that clearly might be a purpose. It was also over the horizon looking. They have to make this strategic investment, it is worth civic engagement and civic investment because if they don't they might get left behind. It is that foresight. Mr. Ransom said we talk about it here regionally, but it was interesting to hear that across the spectrum of speakers that they heard from. He said it is something that we can keep in mind as we think about big, difficult investments and big debates that often times the answers may not be clear, but we have to make that opportunistic impression to make the investment so we don't get left behind.

Mr. Ransom said the City of Vancouver, as the sponsor, is going to publish a report. He said he would be happy to share that. The intent is to start to build the regional capacity of partners of those around the table to partner better so we can make the investments that we need within the community. He thanked the Board for the opportunity to attend.

Mr. Ransom noted JPACT meets Thursday, June 15, 2017, at Metro at 7:30 a.m. RTC would be presenting the Bus on Shoulder Feasibility Report. The RTC Bylaws Subcommittee will meet on June 26 at 2:30 p.m. They have had two meetings, and will be reporting back to the Board this fall.

The next RTC Board meeting will be held on Tuesday, August 1, 2017, at 4 p.m. The July meeting is cancelled. The regular meeting room will be undergoing updates to the audio/visual system so the **location for the August meeting will be Vancouver City Hall in the Aspen**

**meeting room.** Mr. Ransom encouraged members to attend the August meeting. RTC will celebrate their 25<sup>th</sup> anniversary; it was formed in July 1992. A report will be published of what has been accomplished over the years.

Rian Windsheimer said there is a statewide transportation funding bill being considered by the Oregon Legislature. He said there is a lot going on as it relates to transportation funding. He said this group has expressed a lot of interest in the Rose Quarter which is included in this bill, at this point, as well as some improvements on I-205. He said there are some very interesting funding mechanisms to try to make things work. As it gets further along, he could give updates. He just wanted to make everybody aware of it. Public testimony is being taken over the next two days. He said information is provided online.

Chair Stewart asked Mr. Ransom to provide copies or a link to the final bill 5806 that was signed by the Governor. Mr. Ransom said this is the Bill for the I-5 Bi-State Legislative Task Force and the task order for WSDOT to do a project review of work completed to date. He said he had a discussion with Kris Strickler about WSDOT providing a briefing with the Board later this year on their project archive review.

Jerry Oliver noted that he learned the previous day that Ray Barney, the husband of his former colleague and long-time member of RTC Nancy Baker, passed away.

Eileen Quiring referred back to the Oregon Legislation that was discussed. She asked if the referenced interesting funding mechanisms included tolls on the south side of the I-5 corridor. Mr. Windsheimer said the interesting funding mechanisms he was referring to was this concept of allowing the Portland/Metro region to have their own gas tax revenue and vehicle registration fee that would then match the statewide revenues that provide half the money for larger projects. He said there is wording in the bill right now as it relates to tolling that talks about tolling both the I-205 and I-5 corridors as they go from the river to the merges of where I-5 and I-205 meet. He said they are currently taking public comments on that, but there will be a much longer period to provide that comment.

Marc Boldt said he usually bothers WSDOT about mowing along Hazel Dell, but he was pleased to see it has already been done, and he thanked WSDOT for doing that.

## **XI. Adjourn**

The meeting was adjourned at 5:45 p.m.