

**Southwest Washington Regional Transportation Council
Board of Directors
August 7, 2018, 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 Ron Onslow on Tuesday, August 7, 2018, at 4:00 p.m. at the Clark County Public Service Center Sixth Floor Training Room, 1300 Franklin Street, Vancouver, Washington. The meeting was televised and recorded by CVTV. Attendance follows.

Voting Board Members Present:

Marc Boldt, Clark County Councilor
Shawn Donaghy, C-TRAN Exec. Director/CEO
Bart Hansen, Vancouver Councilmember
Scott Hughes, Port of Ridgefield Commissioner
Tom Lannen, Skamania County Commissioner
Anne McEnery-Ogle, Vancouver Mayor
Ron Onslow, Ridgefield Councilmember
Eileen Quiring, Clark County Councilor
Melissa Smith, Camas Councilmember
Jeanne Stewart, Clark County Councilor
Kris Strickler, WSDOT Regional Administrator
Rian Windsheimer, ODOT Region 1 Manager

Voting Board Members Absent:

Shirley Craddick, Metro Councilor
Jim Herman, Port of Klickitat Commissioner

Nonvoting Board Members Present:

Paul Harris, Representative 17th District

Nonvoting Board Members Absent:

Curtis King, Senator 14th District
Norm Johnson, Representative 14th District
Gina McCabe, Representative 14th District
Lynda Wilson, Senator 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:

Ed Barnes, I-5 Bridge Group / LRSW
Dustin Cooley, HDR
Rian Davis, CCAR
Sorin Garber, Columbia Corridor Association
Paul Greenlee, Washougal Councilmember
Larry Keister, Port of Camas-Washougal Commissioner
Scott Langer, WSDOT SW Region
Ryan Makinster, BIA of Clark County
Sharon Nasset, ETA
Scott Patterson, C-TRAN
Sean Philbrook, Identity Clark County
Robert Schaefer, I-5 Bridge Group – High Tech Council
Ty Stober, Vancouver Councilmember
Ron Swaren, Citizen
Marc Thornsby, Port of Klickitat
Carter Timmerman, WSDOT HQ

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

Rian Windsheimer entered the meeting at 4:03 p.m.

II. Approval of the Board Agenda

Matt Ransom noted the distributed revised agenda proposed for amendment. Mr. Ransom sent the revised agenda to Board members earlier in the day. The amendment adds item F. to the Consent Agenda: Copies of the Staff Report/Resolution were also distributed. Over the last couple of years, RTC has been in contract with WSDOT to do a local circulation study on SR-14. That study was completed, and the report was presented to the Board earlier this year. As part of that effort, the community has desired a less technical plan report and more of a community plan report document. WSDOT has agreed to fund that effort, and given RTC's past relationship with WSDOT in how they were managing that, this proposed amendment to the UPWP would authorize Mr. Ransom to enter into an agreement with WSDOT to receive those funds. It would amend the UPWP, and add \$19,734 to the RTC Budget. RTC would then contract with a service provider to do the documentation and report. It is the Bingen / White Salmon Circulation Study (Phase 2), Resolution 08-18-16.

JEANNE STEWART MOVED FOR APPROVAL OF THE AUGUST 7, 2018, MEETING AGENDA AS AMENDED. THE MOTION WAS SECONDED BY MELISSA SMITH AND UNANIMOUSLY APPROVED.

Marc Boldt and Tom Lannen entered the meeting at 4:07 p.m.

III. Call for Public Comments

Ron Swaren from Portland spoke about the I-5 Bridge replacement, an alternate route, and traffic problems.

Robert Schaefer from Vancouver spoke of the support and action needed to move forward with the replacement of the I-5 Bridge. A handout was provided.

Ed Barnes from Vancouver spoke of support for the replacement of the I-5 Bridge.

Sorin Garber with the Columbia Corridor Association and Sean Philbrook with Identity Clark County spoke about support to move forward with the I-5 Bridge replacement and provided a handout for a regional transportation summit on August 28.

Sharon Nasset from Portland with ETA spoke of the condition of the I-5 Bridge and provided a handout.

IV. Approval of June 5, 2018, Minutes

BART HANSEN MOVED FOR APPROVAL OF THE JUNE 5, 2018, MINUTES. THE MOTION WAS SECONDED BY ANNE MCENERNY-OGLE AND UNANIMOUSLY APPROVED.

Representative Paul Harris entered the meeting at 4:21 p.m.

V. Consent Agenda

- A. July Claims (Ratification)**
- B. August Claims**
- C. 2018-2021 TIP Amendment: WSDOT, Resolution 08-18-12**
- D. 2018-2021 TIP Amendment: Highway Infrastructure Program, Resolution 08-18-13**
- E. Memorandum of Understanding Between Metro and Southwest Washington Regional Transportation Council, Resolution 08-18-14**
- F. SR-14 Bingen/White Salmon Circulation Study (Phase 2), Resolution 08-18-16**

Jeanne Stewart asked to have Item E, Resolution 08-18-14, pulled for discussion.

SHAWN DONAGHY MOVED FOR APPROVAL OF THE CONSENT AGENDA WITHOUT ITEM E. THIS CONSISTS OF THE JULY AND AUGUST CLAIMS AND RESOLUTIONS 08-18-12, 08-18-13, AND 08-18-16. THE MOTION WAS SECONDED BY MELISSA SMITH AND UNANIMOUSLY APPROVED.

MARC BOLDT MOVED FOR APPROVAL OF AGENDA ITEM E. MEMORANDUM OF UNDERSTANDING BETWEEN METRO AND SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL, RESOLUTION 08-18-14. THE MOTION WAS SECONDED BY TOM LANNEN.

Jeanne Stewart asked for an explanation of the MOU between RTC and Metro. It is reviewed and renewed every three years and a requirement of an MPO. Councilor Stewart said she would like to pull this item and bring it back next month to explain how the two MPOs work together. Mr. Ransom said he could provide a brief explanation and proceed as the Board wishes.

Chair Onslow asked that he provide a brief explanation, and the Board could then decide if they wished to accept it or bring it back next month.

Mr. Ransom said there are two forms of Metropolitan Planning Organizations (MPOs) governance that exist across the nation in an area where you have two states abutting in a metropolitan area. Examples of that outside of Portland / Vancouver would be St. Louis, Missouri and Illinois; Ohio and Kentucky; and New York and New Jersey, etc. The two forms of governance are a single Metropolitan Planning Organization that would cover the bi-state area; a single entity, and the other form is what RTC has where there are two MPOs in a bi-state area. In that instance, the Federal requirement is to establish an agreement among the two of how they are going to try to coordinate their activities. This is about collaboration, coordination, and cooperation in planning transportation needs. Mr. Ransom said it is not necessarily leverage or decision making or an entity with primary primacy of one over the other. The intent is to say that if you have two independent entities within a metropolitan area, you should have a way of coordinating and trying to ensure that your Plans are not inconsistent. A consistency example would be if both Metro's and RTC's Plans assume that we need to replace the I-5 Bridge and both Plans represent the replacement of the I-5 Bridge as a needed project, that would be an example of consistency. The aspects of coordination are laid out in statute but they primarily relate to the need for coordinating mechanisms. One of the mechanisms that they use to coordinate is the RTC Board where they have participation by ODOT and

Metro, and likewise, at JPACT/Metro where Clark County, Vancouver, and WSDOT have seats at that table. Another example of coordination that is more technical is the regional travel modeling. In the regional travel model, it would not be efficient or effective to have two competing models, one with one set of assumptions and one with another set of assumptions. We have one integrated model where the basis of assumptions are coordinated and aligned so it is integrated. The third layer of coordination is where they try to establish systems of communication and systems of collaboration. An example of that would be the Bi-State Coordination Committee, which is a sub entity of both the RTC Board and Metro - JPACT. It is convened periodically to discuss issues of bi-state relevance. This MOU is what describes these activities. It is less about decision making; more about the coordination that needs to be done with two MPOs in an urban area.

Chair Onslow said he has read the Resolution and MOU and fails to see the problem with passing the resolution. He said it is a Memorandum of Understanding, and other than that it doesn't tie us to anything specific. It just says that we agree that we will talk about it and then make decisions. Chair Onslow said if Members wished to move this to the next meeting, vote no on the motion, and if they wish to approve it, vote yes.

Kris Strickler asked if there was any urgency in passing this resolution.

Mr. Ransom said no, that it just needs to be done by the end of this year to stay in compliance.

Mr. Strickler questioned that there was nothing in the body of the MOU that would dictate bylaws or governing structure of the Board. Mr. Ransom said that was correct. The best way to think of it is that in an area where there are two organizations within a metropolitan region, the MOU establishes the rules of engagement and coordination.

Eileen Quiring asked if there was an opportunity if this is postponed to have a little bit about the history of how this works and how we have worked together; some of the things that they have agreed upon or didn't agree upon and how they worked those out. Councilor Quiring said the Oregon Legislature exercised HB 2017 and created the ability to fund their roads by tolls. She said if the federal government requires this MOU, and the roadway they are referring to is a federal highway; it seems there should have been some discussion with the two organizations that are coordinating the transportation issues. Councilor Quiring said the transport of people and goods on I-5 is a very important issue, and somehow both RTC and Metro were left out of the equation. She said she would like some history of how they have worked with Metro and how it has worked. Also, look to see if something could be changed that they could agree upon to give us more of a fair shake.

Jeanne Stewart made the point that this was a binding three-year agreement.

Chair Onslow said if the Board wishes to extend this item to the next meeting, they could withdraw the motion and second and move it to the next meeting. If the wish is to vote on it, he would call for the motion to accept it. It is part of the consent agenda.

MARC BOLDT AND TOM LANNEN WITHDREW THE MOTION AND SECOND.

Chair Onslow said this item will be addressed at the next meeting.

VI. Congestion Management Process: 2017 Monitoring Report, Resolution 08-18-15

Mr. Ransom said the Board was briefed on the Congestion Management Process in June. This is a federal compliance process. RTC chooses to do a monitoring of regional traffic conditions through traffic counting and travel running program. This year they chose to focus some of the summary reporting on the arterial system conditions; whereas in years past, it was more about the interstate highway conditions. Dale Robins would present the report. The action before the Board is endorsement of the findings, accepting the report. It is not a policy resolution.

Dale Robins referred to the resolution and summary report included in the meeting packet. Also, copies of the report were distributed to Board Members. Mr. Robins said in this report they focused on the arterial system instead of what they focused on in the past years which is the two bridges and the congestion on SR-14 and I-205.

Mr. Robins said this is a federal requirement. They have chosen to do an annual report that assesses the transportation system. It is intended to inform the transportation investment decisions. It also reports on the effectiveness of projects that they have implemented over the last decade.

Mr. Robins said they need to remember that there is not enough funding for all of the needs. They must preserve and maintain what they have. They have to make operational improvements that shift trips to get the most out of the existing system where they can. When it is feasible and affordable they can add additional capacity.

A highlight of the regional system shows that population, employment, and bridge traffic are all going up. That is all the signs of a growing economy. On the down side of that is slower evening speeds. They also have a longer peak period. The capacity corridors show the places where they have insufficient capacity for the volume of traffic. It shows the I-5 and Main Street backup that occurs every morning. It also shows the I-205 and SR-14 congestion going towards the bridge every morning. Also showing up is 18th Street. This is a 2017 report; 18th Street was improved in the last several months, so that should not show up next year.

In looking at corridor speed percentage, it is the percentage compared to the posted speed limit. I-5 and Main Street show up again in the morning. They also see SR-500 eastbound in the PM peak, northbound on south Andresen Road, and also Burton Road eastbound in the PM peak. These all were showing congestion associated with the speed being lower than the standard percentage.

The lowest speed corridors are those where the speed is dropping below 20 miles per hour, which is also an indication of congestion. They see a lot of the same corridors, but what shows on this map that is not on the others is 164th Avenue in the south. There is a lot of congestion and a lot of traffic signals.

Related to the slow corridor speeds is intersection delay. These are intersections that have between 1 ½ minutes and 3 ½ minutes average delay. SR-500/Falk Road is experiencing about a

3 ½ minute delay in the eastbound PM peak. Also a significant delay on Burton/28th Street at 138th Avenue and at Fourth Plain and Andresen interchange. The overall corridors were not having a problem, but some key intersections really triggered some of the lower speeds that were seen in the corridors.

They did a comparison of 2007 to 2017 travel speeds. They have 30 congestion management corridors. They found 10 that actually showed improvement in speed over the decade. They had 15 that showed slower speeds, and 5 that were unchanged. Speed improvements were seen where a capital improvement was made such as at St. Johns. It also showed improvement on Mill Plain where the City made traffic signal coordination to improve the traffic flow. They saw decreases where they have corridors with high growth, more signals added, signal coordination needing improvement, and others.

Mr. Robins highlighted key regional strategies. There is a real need for local agencies to invest in corridor operational improvement. It is obvious where signal timing has been done, it significantly has impact on the flow of traffic on a corridor. It is not something you can do just once and forget for the next ten years. It is something that needs to continuously happen. He said they are encouraging local agencies to fund the staff to actually have a good corridor operational improvements occurring. They also see a need for transportation demand management and transportation system management operations improvement strategies. This is to get the most out of the existing system. They saw a need for upgrading the urban arterials for all modes. They still have in the County a lot of urban areas that are served by a two lane road with ditches on each side. They cannot accommodate pedestrians, bicycles, or transit. The I-5 Bridge replacement is a great need in our region. State highway bottlenecks need funding. There is a real need to improve some of those high volume intersections, which are beginning to become real bottlenecks in the system. Some of the intersections are those that they cannot continue to widen. There needs to be something else that comes up to address some of the high volume intersections.

Mr. Robins said they were asking for action on Resolution 08-18-15 for endorsement of the Congestion Management Process 2017 Monitoring Report and its key findings and strategies.

Representative Harris referred to the area where tolling is being looked at on I-5 and asked if we know when folks leave our state line where they go.

Mr. Robins said they have done travel surveys in the past and have an idea of that. This Congestion Management Report is looking at existing conditions. They are not literally looking at what might happen in the future with the toll or anything like that. It is looking at what exists.

Rep. Harris said that Oregon is talking about the tolls, and he said he would be interested in where they are today, because if they do put the tolls on, they say it will change our behavior. He would like to know where we are today and where those trips are taking place when they do have a toll once they leave our area. It could be a critical issue that he would like to know.

Mr. Robins said that is something that they can probably do in the regional model to get some concept of what might happen. He said he assumed that ODOT did that as part of their work.

Mr. Ransom said they could report back on some of those data points.

Rep. Harris said he would like to know where we are today really soon. He said if the behavior is going to change, he would like to know the numbers before and then look at the change.

Eileen Quiring referred to the need for improvement of high volume intersections and Mr. Robins saying not just improving by widening, using other methods. She asked what kind of other things can be done to improve an intersection.

Mr. Robins said engineers have come up with some creative solutions on what you can do that is different than an interchange. There are a lot of innovative ways to enter and exit an intersection. He said an example is in Bend, Oregon, where they do a type of jug handle to get off and on. He said they would have to analyze an intersection to come up with a practical solution that might be affordable and could be implemented as opposed to a full interchange that is costly.

Rian Windsheimer said he wanted to try and help answer Representative Harris' question. He said this Congestion Monitoring Report is done every year, and every year they document travel times and volumes and essentially where folks are going. Mr. Robins said they don't really analyze "to" and "from". It is more of what is happening on the facilities. Mr. Windsheimer said they also document the time of day, and they have done the report for a number of years and plan to do so in the future. Mr. Windsheimer said they are talking about potentially doing something on those lanes for several years, so theoretically, if something were to happen in terms of tolling, they would be able to look at this report and see over the years if there is a change.

Representative Harris said his concern in having driven the I-5 corridor for 17 years for work, he really wants to know where they are going now; are they leaving the I-5 corridor, are they going over to MLK. He questioned how many people are staying on I-5 currently, versus getting off I-5 and taking Killingsworth or MLK or some other roadway than I-5. Representative Harris said it is important to look at where the toll is started when it comes to diversion, that is why they need to look at what is there now.

Mr. Ransom said he understood the question and would take it under advisement. He said they have a couple of tools that can give them data. One of those tools is the forecast model, which is a 20-year projection into the future. It makes certain assumptions about behavior based on the conditions. Other tools would be data sets that have been organized and collected back in the I-5 Columbia River Crossing Environmental Impact Statement process where they did extensive evaluation using license plate reading technology of who came on at what interchange and what interchange they got off at. Mr. Ransom said he would talk with some of the technicians to see what data may be available. Mr. Ransom said coincidentally, the Board had approved to move forward with and will have consultant selection action at the September meeting for a study that is funded by WSDOT and RTC is managing on their behalf called an

Origin Destination Study. It will be extensive data collection to answer those questions. It is largely focused in Clark County, but a strategic question would be, given resources available, are there key locations in Oregon where we may want to project down. Given the discussion earlier about coordination in a two-state area, things don't end at the state line. Mr. Ransom said they would bring something back as soon as they can, in terms of what they have and look at what they need.

Chair Onslow said this resolution would accept the key findings and strategies of the 2017 Congestion Management Process in the region and said he would accept a motion to adopt Resolution 08-18-15.

Jeanne Stewart said we will still be able to work on this plan, because this plan is not adequate to really fix any problems we have. She said we can get some incremental improvements. Councilor Stewart asked Mr. Ransom that even if they approve this, as needed and where there are opportunities in the future, can this be modified.

Mr. Ransom said yes. He said the best way to think of this is that it is a process that they have chosen and crafted for their purpose; a process that is required of MPOs, which is to have a Congestion Monitoring Process. The way that they have designed the process is to collect traffic count data and then talk with their partners. At the RTAC meeting prior to today's meeting they talk in high level detail about what people are doing, such as who is doing traffic signal timing, how much money are you spending, and do you need to spend more money. This is a way, a collaborative, multi-agency process to see if we are providing the best service possible. This report is used to give us a basis of data so that they can then have the conversation with members and try to make the system better. The strategies are consistent with our Plan. It is an opportunity once a year to look at hot spots that we may need to focus on.

Jeanne Stewart said she was interested if at some time we zoom out and say it's not possible to manage it anymore; we need more capacity. These plans then would not just be monitoring, but they could help us to get to formulating maybe a bigger picture solution.

Mr. Ransom said it's possible. He said the example that Mr. Robins gave about some of the intersections in the County that have severe congestion. He said you can keep widening it, but at some point, you run into businesses and property and so forth. So the question regionally would be if they need to start thinking also about how many transit coaches they put through in an hour, what other services are available to get total throughput, and then also how many turn lanes are needed. Then the City, County, State or whomever operates it, are they timing and how often are they timing. If they are timing only once a year, maybe that is not often enough. It may need to be every three months. Maybe they need to invest in technology that the County has been extensively investing in, which is almost dynamic timing, which they call adaptive timing where the signals adapt to the conditions. Maybe the region needs to look at that closer. That technology has proven good results. As Dale reported and they see it in the data, good results on some of the county corridors. Maybe for other partners in the region,

they need to say that is a system that they want to adopt as well. This report helps them in this process.

Eileen Quiring asked if they adopt this are they saying these are the key regional strategies that we are going to work on. Because she said this says an I-5 Bridge replacement, which she didn't think they had a full discussion on.

Mr. Ransom said RTC's Regional Transportation Plan, which will be reported on next, is being updated. Each of these strategies is imbedded in that Plan. They take an opportunity each year to focus in on an area. This year, they focused on arterials, and then they remind this entity, as well as the public, what their strategies are. The endorsement action does not set new policy; it just says we're on the right track and to continue to do so.

KRIS STRICKLER MOVED FOR APPROVAL OF RESOLUTION 08-18-15, CONGESTION MANAGEMENT PROCESS: 2017 MONITORING REPORT. THE MOTION WAS SECONDED BY MELISSA SMITH.

Jeanne Stewart said the replacement of the I-5 Bridge is listed in the resolution. She said there is no question that the I-5 Bridge will be replaced in some way. In that sense, she said she is not concerned about that. Whether that is the only priority or the first priority is the question to her. She asked if RTC had ever moved forward on an action that recommended looking for a third crossing area.

Mr. Ransom said the most recent review of that question came in 2008 as part of the Corridor Visioning Study. The question was put on the table and studied, which is effectively, what corridors within Clark County would serve future travel needs if the population was 1 million. A companion to that question was if Clark County's population reached a million, what would the nature of bi-state travel be, and then attached to those internal Clark County corridors were notions of a crossing across the river. The Board at the time in 2008 did not endorse any of those alignments nor the need for, but rather said this is an interesting question that might need further review, and that further review was then pushed to local agencies to review. Since that time, no local agency has taken the matter up. That question in its basic essence is also a Growth Management question. So, given the interrelationship with Growth Management and transportation infrastructure, since 2008, no one has taken the question up. It has been asked by this Board, and again, no agency has taken the question up.

Jeanne Stewart said that was ten years ago, and we have ever increasing congestion. Councilor Stewart said she did not particularly object to replacement of the I-5 Bridge, but she didn't think we could stop there. She said she thought in our longer range planning we are going to have to reintroduce a third crossing.

THE MOTION WAS APPROVED.

VII. Regional Transportation Plan for Clark County – 2018 Update: System Performance, Public Outreach

Mr. Ransom said they are in the process of updating the Regional Transportation Plan. One of the most important roles of the Board is to produce this Plan. It is a 20-year Plan. Copies of the presentation were distributed to the Board. Mr. Ransom said in the interest of time, he asked staff to be brief to allow time for the last agenda item presentation. Mr. Ransom said they would be back next month with further updates to the Plan.

Lynda David referred to the memo included in the meeting packet. Today's focus is on regional travel forecast model update, transportation system performance, and public outreach. The Regional Transportation Plan (RTP) is the 20-year long-range plan for Clark County. It needs to be updated in the next few months.

The focus of the RTP is primarily the regional transportation system. It is defined in the Growth Management Act. It includes all freeways, expressways, and principal arterials, all high capacity transit systems, all other transportation facilities and services of regional significance including air, marine, rail, transit, and road, and it is any transportation facility or service with significant regional need and/or impact.

Ms. David displayed the 2014 Designated Regional Transportation System map and said with the update there would be changes to the map. Ms. David said at the May 2018 RTC Board meeting, the Board reviewed the preliminary RTP 2040 project list compiled from the Capital Facilities Plans from local jurisdictions, WSDOT, and C-TRAN's Plan. In June 2018, the Board was provided a preliminary review of the RTP's finance plan.

Mark Harrington provided information on the Regional Travel Forecast. It is a model analysis that utilizes a four-step traffic management modeling process. There are a number of tools in the model, and there are four major decisions that are modeled: choice to travel, choice of destination, choice of mode, and choice of route.

Mr. Harrington said they will be looking at three particular things: 1) 2015 base year; 2) 2040 "no build", which is a 2040 future of land use from Clark County's Comprehensive Plan for the current system plus what is funded; and 3) 2040 RTP, which is everything that is funded plus everything that is in the Plan (the project list reviewed in May). Mr. Harrington said there is about \$2.8 billion worth of projects on that list as well as an additional \$3 billion I-5 Bridge replacement project.

Mr. Harrington highlighted the number of trips generated. In 2015, there were 1.5 million person trips per day. In 2040, that number moved to 2.2 million daily person trips generated. Next was a look at person trip distribution for 2015 and 2040; trips that are generated by Clark County residents. In 2015, those that remain in Clark County were 87.5% and those that crossed the Columbia River were 12.5%. In 2040, 90% remain in Clark County and 10% cross the river. Person work trips in 2015, show 33% cross the river; in the 2040 no build, 24.6% cross the river, and in the 2040 RTP, 25.3% cross the river.

In looking at mode choices, in 2015, 90% of all trips generated in Clark County were taken by auto, 1.6% were transit, and 8.4% were non-motorized. The 2040 RTP showed 89.7% were auto, 2.2% transit, and 8.1% non-motorized. For trips to Oregon in 2015 about 93.2% were auto, 5.7% were transit, and 1% was non-motorized. For trips to Oregon in the 2040 RTP, 86.3% were auto, 12.3% were transit, and 1.4% were non-motorized. The number of Clark County residents crossing the river to Oregon in 2015 is about 170,000 daily and 200,000 daily in the 2040 RTP which includes a new I-5 bridge. In 2040 the transit use nearly doubled.

The regional system lane miles do not include every roadway in Clark County. It includes arterials and above and few collectors. There are about 2,600 lane miles in the 2040 RTP. The vehicle miles traveled on an average weekday in Clark County in 2015 totaled about 8.3 million. By 2040, they expect that to be over 12 million daily vehicle miles traveled. That is a 41% increase in vehicle miles traveled.

Looking at the PM peak hour lane miles of congestion, these are segments of the system where they are at 90% capacity or greater. In 2015, they experienced 7.8 lane miles of congestion in the PM peak. In 2040 with no build, that reaches close to 30 lane miles of congestion. With the investment in the 2040 RTP that is only 15.9 lane miles.

In looking at transit and walk access to fixed route transit, the percent of households and jobs within a 0.5 mile walk to transit show 45% of households and 77% jobs within a 0.5 mile walk to transit in 2015. In the future that decreases. Regional job access shows the number of jobs in the region including Oregon that are available within a 30 minute drive. On average in 2015, we were at 370,000 jobs with access by a Clark County resident within a 30 minute drive. The average time is about 28 minutes. That is about 35% of all of the jobs in the region. Without investing in the 2040 no build that drops slightly to about 21% of the future regional jobs within a 30 minute drive. With the investment in the 2040 RTP, that reaches half a million jobs within a 30 minute drive.

Marc Boldt said the County is essentially running off the 2007 Comp Plan. He said in looking at the 2007 multi-family, and then looking at what is currently happening, there is the waterfront, Evergreen airfield multi-family, 119th and 117th multi-family, Ridgefield has multi-family, and Camas has multi-family. Councilor Boldt said he thought they were seeing more multi-family in the community than ever before. He said this will drastically change transit numbers, and if the state gets its way, it will be extremely hard to expand the Urban Growth Boundaries in the next 20 years. That makes more multi-family squeezing together. Councilor Boldt said they need to look at some of the new Comp Plans, because if you don't ride transit, you won't be able to get anywhere.

Lynda David highlighted the public outreach that is important in the RTP update. She noted that what has been done so far is listed in the memo. She said on Monday, September 10, 2018, RTC has been invited to co-host an outreach event in the Columbia Room in the downtown Vancouver Library from 4 p.m. to 7 p.m. They have been invited by the Washington State Transportation Commission. The event will showcase the Washington Transportation Plan update, the Regional Transportation Plan update, as well as the Human Services Plan update, and the Congestion Management Process. RTC is also inviting their planning partners, any jurisdiction that would like to join them at the outreach event.

Other outreach efforts between now and when the RTP is adopted include information to communities and neighborhoods, a public opinion survey using the MetroQuest tool, and there will be a formal RTP public comment period from late October and into November. There will also be a SEPA checklist process.

Next steps include: complete the travel performance analysis, complete the financial plan, and continue the public participation. Adoption of the RTP update is planned for December 2018.

VIII. SR-500, 42nd Ave. and 54th Ave. Safety Improvements Study – Update

Mr. Ransom said that several Board members have participated on the leadership committee that has helped the WSDOT review how to address what is an acute accident/safety/collision issue on SR-500 and how to balance that with needs for community access. Recommendations have been made. The Board earlier this evening programmed funds the DOT has requested to become part of the TIP, which allows that project to move forward. Mr. Ransom invited Kris Strickler to introduce his staff. Mr. Strickler said as presented in the Congestion Monitoring Report, SR-500 and Falk has the highest intersection delay. Although, he said they won't say they started this project because of congestion needs; it is a safety project. That is why they started the conversation addressing the safety of the intersections. Mr. Strickler introduced Scott Langer, WSDOT Southwest Assistant Regional Administrator of Operations and Planning.

Mr. Langer said the SR-500/NE 42nd Ave. and NE 54th Ave. Safety Study was done to identify and analyze cost-effective strategies to address safety issues through practical solutions, while maintaining bicycle and pedestrian access across.

One thing that they found when they started the study was that there was some confusion about the interchanges and overpasses being previously funded. Going back to 2002, there was Referendum 51. That Bill included funding for 42nd, 54th, and St. Johns. That bill was defeated by about 60%. In 2005, in the Transportation Partnership Package included St. Johns interchange; however, 42nd and 54th were not included except for preliminary engineering. In 2015, 42nd and 54th were listed as a region priority; however, when the Connecting Washington package was approved, it did not include funding for 42nd and 54th. This essentially means that for WSDOT, there is not going to be a major project there in the foreseeable future. They need to look at what they can do with the issues that they have.

Without funding for a major project, what they have encountered is 396 crashes at and around these intersections (2012-2016) and about 75% of those are rear-end crashes. Given that their queue is from the traffic signal on a high-speed highway, there is potential for high-speed impacts and rear-ends, and potential for fatalities and serious injuries for those collisions. At WSDOT, they feel like they have a responsibility to act. They don't feel that the right thing to do is to wait until they get a decision package that includes addressing the safety issues, so they want to try and move forward with something that is a little more affordable and can be funded.

They started the process about eight months ago in December 2017. They convened a Technical Advisory Committee (TAC) that had members from RTC, Clark County staff, City of Vancouver staff, as well as C-TRAN. They wanted to encourage creativity. The TAC came up with 33 different ideas. Some of the ideas were reasonable and some were very expensive as well. The TAC worked it down to three solutions. During that time they were identifying what the problems were, potential concepts, analyzing the concepts, and arriving at the preferred

concept. At the same time, they were doing stakeholder outreach, public outreach, and an executive committee for a substantial amount of time.

The outreach included emergency services, Sheriff Department, Washington State Patrol, Vancouver Police and Fire Departments, American Medical Response, several Neighborhood Associations, stakeholders, Vancouver School District, Fourth Plain Forward, and the US Post Office.

The TAC agreed on one of the three concepts, the Right-In/Right-Out Concept. The TAC felt it met a good portion of the safety need and it met a balance for some access to the local communities.

The feedback they heard on the concept included: increased traffic on local streets, safety on local streets, delays for emergency services, pedestrian/bicycle crossing, equitable access to/from SR-500, desire to retain some left turn movements, and sufficient signage and acceleration lanes.

The estimated project cost is about \$6 million. This includes reconfiguring 42nd and 54th intersections; constructing a grade-separated bicycle-pedestrian crossing at 54th; and addressing demonstrated significant impacts on local streets as determined through multi-agency work plan.

The funding efforts included incorporating the complete project in agency 10-year plan; worked with the City and submitted a grant request for design of bicycle-pedestrian improvements; and collaborated with local agencies.

Once the study was complete, they moved towards how to go about implementation. They approached it with a three-step process. Step 1 would be immediate safety improvements. Step 2 is a monitoring process in which they conduct counts, determine the impacts from the right-in and right-out. Step 3 is taking the information that they gathered and apply funding to finish the pedestrian-bicycle crossing and also to deal with the direct impacts identified.

In Step 1 they would install the median barrier on SR-500, remove the traffic signals, stripe and extend the merge lanes, and reconfigure intersections to safely direct traffic on and off the highway. Expected outcomes include: reduce crashes on SR-500, estimated about 70% less; improve traffic flow on SR-500 with signals removed; new traffic patterns will be established, so traffic is not being added to the system, but redistributing it a bit; and remove at-grade pedestrian-bicycle crossing across SR-500 at NE 54th Ave.

As part of that they will continue to do extensive public outreach. They will identify community events to reach out to the neighborhoods. They will be putting up message signs on SR-500 about the changes to come.

Potential implementation dates include contract advertisement August 13, contract award August 31, earliest construction start October 1, and earliest weekend closure October 6.

Step 2 is to begin concurrent with immediate safety improvements. They are currently collecting traffic counts for areas that are impacted for before implementation and will after implementation. During this time they are going to seek funding to continue the discussion about the long-range solution. Currently, the agency budget shows the funding available in July 2021.

Bart Hansen referred to the outcome of removing the at-grade pedestrian and bicycle across SR-500 and 54th Ave. He said in looking for ways to mitigate, between Falk and Stapleton along the north side of SR-500 is a trail. He said people are using it as a berm. He suggested putting a paved trail in there, saying the equipment is already there. Mr. Langer said that is something they have actually thought about. They don't have necessarily the means to do it within this project. When you have to make it ADA compliant, it gets expensive quickly. While the equipment is there, it would be a substantial cost.

Mr. Langer recalled something that he forgot to mention. He said they have been actively working with C-TRAN in partnership in trying to establish some sort of alternative for pedestrians that are currently crossing there. He said C-TRAN is actively working with them on that to come up with a solution that would help.

Marc Boldt said getting on I-5 in the morning, the traffic lights kind of breakup the traffic, now the gate is going to be open. He asked if they were going to watch that. Mr. Langer said they would continue to monitor that.

Jeanne Stewart said she has had extensive conversations both on the Executive Committee and otherwise. She said it is important to reduce those bad accidents, and she agrees with that. She said with that, there are no easy answers; this is hard work, we have to compromise, and we have to work together. Councilor Stewart said she has concerns and one of those is for emergency services. The entire west side of Vancouver is served out of the West Precinct. She explained the long path that precinct must make to get to the west side by closing off 54th. Councilor Stewart also said there is much congestion at Fourth Plain and Andresen, some of the traffic will be divert to that intersection. Her concern is the impact to response time, since she lives on the west side. Councilor Stewart also said that this plan does not provide for mitigation for the impacts to Clark County that the travel changes make. She also noted that some of the roads have no shoulders and ditches on either side. Councilor Stewart said the lights on SR-500 eastbound provide some breaks if traffic at Andresen and I-205; those may no longer happen at peak hour travel. She said she wished they could get some kind of mitigation for Clark County financially so they can now fulfill the new responsibilities for them. Another concern she had was that no bigger fix than this is anticipated until about 26 years, and she hoped they could come back and revisit this issue.

Kris Strickler said he completely understands her concerns. He said he is empathetic to the position that they all are in along with him for having to move something like this forward. He said it is a difficult situation without funding for replacements at these intersections with interchanges. He said they found they had to find something that they could do. The second

phase is designed to try and address some of the impacts that are identified. They also will be monitoring the travel in the area looking at the number of trips at the intersections and the parallel routes so they can see if they are increasing or decreasing and what they should do about it together. As part of that, they will be working with the County and City to look at their planning effort need for both near-term and long-term if anything for the SR-500 corridor or maybe it is Fourth Plain. Mr. Strickler said they also want to validate the traffic modeling they have done so far. With this concept, they have done modeling, and they think they will actually see an increase in traffic on SR-500. It may show a decrease in traffic on parallel roads though, because they will have a better trip on SR-500 now. The connections at Andresen and St. Johns will both see an increase in traffic at those intersections. They will be monitoring these to see how bad the impact is. If it is bad, they will go back and look at the next step.

Anne McEnery-Ogle referred to the concern of the police officers travel pattern that Councilor Stewart voiced. She said Mr. Strickler brought up a point that City police officers have looked at that and do feel there may be an opportunity instead of waiting at the light at Stapleton to turn left, they actually turn right and go under Andresen and have a faster trip west because there will be no lights that they will have to stop at. Mayor McEnery-Ogle said they have had numerous incidents at the crashes at Stapleton, but it is a concern and their officers will watch that.

Melissa Smith asked if there was any consideration of a roundabout, which seems to be used more frequently lately.

Mr. Langer said that was actually one of first 33 solutions that they came up with. The volumes are approaching 60,000 on SR-500 which would require a triple lane roundabout. That is something that they are not quite ready for here. They have them in other places in the country, but it would be a substantial learning curve.

Eileen Quiring asked if they knew the number of bicycle and pedestrian that cross at the bridge. Mr. Langer said they did a week-long count and video recorded it for an engineering study. They had about 30 pedestrians and about 10 bicycles per day.

Councilor Quiring asked if there was a school on one side that kids need to cross over to attend. Mr. Langer said there is a high school on the other side of SR-500, and they are working with the school district on this. He said his understanding is that they are bused to that side, but they are working on connections for other activities and maybe use C-TRAN to fill the gap.

Representative Harris said that answered his question. He said there is a school at 42nd and he was concerned about whether there was good communication with them.

Mr. Langer said they have had extensive communication with the schools.

Jeanne Stewart asked if it was both schools. The high school is north and west, but the elementary school that is being rebuilt is going to be an education center with preschool.

Mr. Langer said what they were looking at is if they had students walking across SR-500.

IX. Other BusinessFrom the Board

Anne McEnery-Ogle distributed copies of a staff report and resolution that Vancouver City Council addressed the previous evening. She said the Vancouver City Council took the first step in asking the Governor to put into his two-year budget the opportunity to Direct WSDOT to start the conversation on a replacement of the I-5 Bridge. Mayor McEnery-Ogle said the key points were listed in the staff report and repeated in the attached resolution. The WHEREAS in the resolution talk about the economics of our region, the fact that we have severe congestion on I-5, our public transit service and its challenges, our high capacity transit not meeting the need, safety and seismic standards. She said it gets down to a simple request: we would like a replacement of the I-5 Bridge. The Mayor recalled that WSDOT, at one point, was not even allowed to talk about a bridge across the Columbia River. She said the second piece of that is that is to include high capacity transit with a dedicated guideway, and bicycle and pedestrian improvements. The third section does not ask the Governor to pay for a bridge. It asks the Governor to put in his budget and direct WSDOT to start the conversation for an I-5 Bridge replacement project to get started. Mayor McEnery-Ogle said building on the work that our Legislators have been doing the last couple of years, they wanted to show their support for their work and to show the Governor that there is support in Southwest Washington for this project to move forward. The City Council unanimously passed the resolution. The Mayor said she has been hand delivering copies of the resolution to the mayors of our local cities and asking for their support as well. This is for the Board's information and would like to have further discussion at next month's meeting.

Matt Ransom said that Councilor Craddick was not able to attend the meeting, but had asked him to distribute copies of Metro's 2018 Regional Transportation Plan – Briefing Book. Metro, like RTC, are in the middle of updating their Regional Transportation Plan. They have a draft Plan that is out for public comment. Comments are accepted through August 13. RTC staff is looking at this and will be offering comments through our committee process on their technical committee where RTC has staff serving.

Mayor McEnery-Ogle said the I-5 Bridge is listed as 10893 in Metro's Plan and the MOU with Metro discussed earlier states in section 7 that any comments or concerns expressed by RTC are to be considered before adoption of the Plan. She said she would like to see support for project 10893 in the comments prior to August 13.

Mr. Ransom said they plan to submit comments at staff level and comments could reflect our interest in supporting that project. He said that project is listed in RTC's Plan and as stated earlier, of significant regional interest to both states, both MPOs.

Anne McEnery-Ogle asked if a motion was needed.

Mr. Ransom said this Board has already adopted a Plan listing the I-5 Bridge replacement as a high priority; he could transmit that to Metro staff indicating that is a priority.

Jeanne Stewart said she didn't think it was appropriate to give something tonight and ask for a motion. She asked if he was suggesting that the document that they just passed included the bridge.

Mr. Ransom said no, that he was referring to RTC's 2014 Regional Transportation Plan (RTP), the current Plan. RTC's current Plan lists the I-5 Bridge replacement as a priority regional project.

Councilor Stewart said there is some intelligent resistance to replacing the I-5 Bridge as the one and only solution. She said she wanted to be careful to not be swayed in a certain direction and see a document presented at the last minute and be told that we have already approved that. She asked if he was not saying that.

Mr. Ransom said no, that was not what he was saying. He said he was trying to state for the record is that this Board adopted a Plan in 2014, which is RTC's current 20-year Plan. That Plan lists the I-5 Bridge replacement as a priority project to this organization. Metro has a Plan that is out for public review; their 2018 Update Plan that lists the I-5 Bridge replacement as a priority project. Mr. Ransom said he was comfortable given this Board's precedent established in 2014 to state for their benefit we agree with Metro's 2018 Plan project priority.

Jeanne Stewart said hardly any of them were here in 2014. She said maybe it is time for review of that.

Chair Onslow said that is the current Plan, so he was comfortable with what they were doing. RTC's Plan is being updated.

Eileen Quiring said it sounded like Mayor McEnerny-Ogle was asking them to make some affirmative action to agree with this Plan and she didn't think it was appropriate to ask at the last minute.

Chair Onslow said that was a separate item.

Councilor Quiring said that was the response given to her suggestion. Bringing it at the last minute was not appropriate.

Chair Onslow said Metro's Plan was provided by Councilor Craddick not by RTC.

Mayor McEnerny-Ogle said she believed there was a misunderstanding. She did not ask for her document to be adopted. These are two separate individual items. She specifically said it was for discussion and that they could talk about it next month. The next item was Metro's Regional Transportation Plan needing comments by August 13 and our current MOU states we need to respond. Since our 2014 Plan already has that included, that is why Mr. Ransom responded as he did.

Councilor Quiring said she understood what she was asking.

Mr. Ransom said they had planned to comment and are preparing comments. As long as they stick within policy, that is the parameter that he works within, the established Board policy.

From the Director

Mr. Ransom provided copies of three project showcases, and he said he always likes to recognize agencies that have done great work within the region to improve transportation. Vancouver just completed a major improvement on NE 18th Street, I-205 to 136th Avenue. RTC contributed about \$11.2 million to a \$24 million project. Washougal completed a major intersection improvement at 32nd Street and Evergreen Way. It was a \$1.8 million improvement with RTC contributing \$1 million in funding. WSDOT did some improvements for traffic cameras to monitor traffic conditions and safety on SR-503. It was a \$1.1 million project with RTC contributing \$950,000 in funding.

Mr. Ransom said RTC had to prepare an update to their ADA Self Evaluation and Program Access Plan. Copies of that were included in the meeting packet. Mr. Ransom said their programs are compliant with ADA and the report documents that.

Mr. Ransom said he and RTC has been working with Metro on trying to offer up for a special FHWA grant a Bi-State Study called Columbia Connects. Several organizations around the table have signed on as potential stakeholders, partners for the study. He referred to the memo distributed and the map included. He said this relates to the discussion earlier about the coordination between the two MPOs. This is an attempt to have a study between the two MPOs to study the economics and travel characteristics within and around the Columbia River. They believe and the data they see now suggests that that is a very important economy given the scale of the infrastructure and the assets, the Ports, the airport, etc. Mr. Ransom said he thought its value added to study it further through this FHWA grant program. It might provide the catalyst money to get this going. Further, it may provide some focus energy behind restarting the Bi-State Coordination Committee. They have not met this year, and he sees a need to meet and to continue to coordinate with our partners across the river. Applications are due at the end of the month.

In June, Paul Parker from the State Transportation Commission presented an overview of their Plan process update. Mr. Ransom provided copies of the Plan cover page and handout. Notably, one of the key projects listed as Tough Topics for the Legislatures benefit was How to move forward with advancing work on an I-5 Bridge replacement. It is out for public comment now.

The next RTC Board meeting will be held on Tuesday, September 4, 2018, at 4 p.m.

X. Adjourn

The meeting was adjourned at 6:05 p.m.

Ron Onslow, Board of Directors Chair