

**Southwest Washington Regional Transportation Council
Board of Directors
June 4, 2019, 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 Anne McEnery-Ogle on Tuesday, June 4, 2019, 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:

Paul Greenlee, Washougal Councilmember (Alt.)
Bart Hansen, Vancouver Councilmember
Scott Hughes, Port of Ridgefield Commissioner
Temple Lentz, Clark County Councilor
Anne McEnery-Ogle, Vancouver Mayor
Gary Medvigy, Clark County Councilor
Scott Patterson, C-TRAN (Alternate)
Eileen Quiring, Clark County Councilor
Rian Windsheimer, ODOT Region 1 Manager

Voting Board Members Absent:

Shirley Craddick, Metro Councilor
Mike Dalesandro, Battle Ground Mayor
Carley Francis, WSDOT Regional Administrator
Jim Herman, Port of Klickitat Commissioner
Tom Lannen, Skamania County Commissioner
Melissa Smith, Camas Councilmember

Nonvoting Board Members Present:

Nonvoting Board Members Absent:

Curtis King, Senator 14th District
Chris Corry, Representative 14th District
Gina Mosbrucker, Representative 14th District
Lynda Wilson, Senator 17th District
Paul Harris, Representative 17th District
Vicki Kraft, Representative 17th District
Ann Rivers, Senator 18th District
Larry Hoff, 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 - LRSWW
Barb Chamberlain, WSDOT, Olympia
Shawn Donaghy, C-TRAN Chief Executive Officer
Jim Hagar, Port of Vancouver
Dena Horton, Senator Cantwell's Office
Larry Keister, Port of Camas-Washougal Commissioner
Rob Klug, Clark County
Scott Langer, WSDOT, SW Region
John Ley, Citizen
Sean Philbrook, Identity Clark County
Walter Valenta, Oregon Citizen

Staff Present:

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

Chair McEnery-Ogle said they needed more individuals for a quorum in order to take action, so they would skip ahead to Public Comment in the meantime.

Rian Windsheimer entered the meeting at 4:04 p.m.

II. Call for Public Comments

John Ley from Camas provided comments about planning for new transportation corridors for new bridges.

Gary Medvigy entered the meeting at 4:05 p.m.

Ed Barnes, from Vancouver said we have the I-5 corridor that runs from Canada to Mexico, and we need to build the I-5 Bridge first.

III. Approval of the Board Agenda

PAUL GREENLEE MOVED FOR APPROVAL OF THE JUNE 4, 2019, MEETING AGENDA. THE MOTION WAS SECONDED BY TEMPLE LENTZ AND UNANIMOUSLY APPROVED.

IV. Approval of the May 7, 2019, Minutes

PAUL GREENLEE MOVED FOR APPROVAL OF THE MAY 7, 2019 MINUTES. THE MOTION WAS SECONDED BY EILEEN QUIRING AND UNANIMOUSLY APPROVED.

V. Consent Agenda

A. June Claims

B. 2019-2022 TIP Amendment: Performance Measures, Resolution 06-19-14

PAUL GREENLEE MOVED FOR APPROVAL OF THE CONSENT AGENDA JUNE CLAIMS AND RESOLUTION 06-19-14. THE MOTION WAS SECONDED BY BART HANSEN AND UNANIMOUSLY APPROVED.

VI. 2018 Congestion Management Process – Final Report, Resolution 06-19-15

Dale Robins referred to the Resolution included in the meeting packet with the attached Summary Report. Copies of the Full Final Report were also provided. Mr. Robins said the Full Report includes a lot of technical information along with maps that explain a lot about congestion. The Summary Report is intended to allow the reader to quickly understand the Full Report without having to go through the whole document.

The Congestion Management Process is a federal requirement. They don't necessarily describe how you are to do it. The way that they do it in this region is they do an annual assessment of transportation system operating conditions. It is intended to inform the transportation investment decisions and intended to report the effectiveness of strategies implemented over the years. A chart was provided with 2013 versus 2018 showing the region is doing well, with population and employment volumes up. On the down side, with that growth comes slower speeds and longer commutes. Some of the findings are basic: Congestion is increasing. It is a relative issue. Congestion does have negative results. It results in additional time. It can result

in unreliable transportation timing of getting from place to place. It could reduce air quality and energy.

The I-5 and I-205 are the key facilities in moving the traffic in our region. They need to implement the Regional Transportation Plan. Their analysis shows that the implementation of the Regional Transportation Plan will result in less congestion in the region. Regional agreement and deficiency in funding is making it difficult for them to implement that 20-year plan. Every year they are falling further and further behind in implementing that Plan.

Mr. Robins provided a map with freeway congestion noting the recurring AM and PM bottlenecks. I-5 and I-205 back up regularly in the morning along with access on to that, so, SR-500 on to I-5 and SR-14 to I-5. On SR-14 on to I-205 they are seeing congestion. They are seeing significant congestion around the Padden Parkway in the AM period. That interchange is creating some conflict in the AM peak. In the PM peak, coming up to the bridges, I-5 and I-205; I-205 shows congestion up to the Padden Parkway. I-5 to SR-14 they are seeing additional congestion between Mill Plain and SR-500 as the weave motion occurs, the far right lanes experience congestion. Also, SR-14 east of I-205 is showing some congestion.

In looking at collision data, they can look at it by year, and they have seen positive trends in the number of collisions declining over the last four years. That is a positive trend, but that doesn't necessarily result in the same decline in serious injuries and fatalities. They are seeing an upward trend in those types of facilities. When they look at the time of day, it really correlates quite well with traffic. You see in the AM peak, there are a lot more collisions in the AM peak. When looking at the PM peak, they also see a spike in collisions. Any time there is a collision, it will most likely result in significant additional delay on the transportation system.

In looking at Corridor Capacity Ratio, this is a volume to capacity ratio. The things that have changed from year to year is that 18th Street has been removed from the list in the last couple of years with the City of Vancouver constructing that road east of I-205, widening it, but now they see SR-503 in the Orchards area is coming in as the fifth most congested facility in our system.

In looking at intersection delay, they have identified seven intersections that had two minutes or longer intersection delay. Mr. Robins noted that this data was collected in September and October, which was prior to the SR-500 removal of the two traffic signals. That is why SR-500 is listed as number two on the list, and is now no longer there. But that is adding to significant delay as they have long delays at some of the key intersections in Clark County.

In looking at the key regional strategies, they don't change much from year to year. They need to continue to invest in corridor operation improvements. This could be signal timing, or maybe adding double left turns, ramp meters on the freeways, those small little fixes that can improve the traffic flow. They need to look at transportation demand management, which is can they get more people on buses or in the carpool so they reduce the number of trips on the system and upgrade the urban arterials for all modes. They have a number of arterials in Clark County that are two-lane roads with ditches on each side. They need to have bicycle lanes,

sidewalks, and facilities that can accommodate traffic. Also, they see that those high volume intersections have really become bottlenecks. They need to figure out solutions. Mr. Robins said he applauds the WSDOT; they are currently doing an intersection analysis on the SR-500/SR-503 Fourth Plain intersection trying to identify a solution that can really improve that busiest intersection in Clark County. The same needs to be done on some of the other intersections on the City and County facilities. They continue to need the I-5 Bridge replacement. It is a backbone of our regional system, and it needs to be improved.

Mr. Robins said the action before the Board is for acceptance of the 2018 Congestion Management Process Monitoring Report, Resolution 06-19-15.

Councilor Medvigy said he has seen national maps of congested areas and that it impacts two areas. The first area is transportation of freight and long haulers. They put a dollar against what they are losing in commerce by the amount of time they spend in a traffic jam in and around our urban areas. Councilor Medvigy asked if they had a dollar amount for the greater Portland/Vancouver metropolitan area. The second area of impact is on us environmentally by that congestion that is getting worse. He asked what the impacts and costs are for the local community from that carbon footprint from congestion, if they have that data for this area

Mr. Robins said they have not calculated any of that data in their congestion management. It is more of a data collection, but he said he knows there are other agencies that have calculated some of that type of information. Mr. Robins said he didn't know about Metro; he was not familiar with that. He said they do know that congestion does relate to additional air pollution as cars are idling wherever they might be. They also know that there has been a nationwide look– the I-5 north corridor between downtown Portland to Vancouver is one of the top congested corridors in the nation. It was one of the ones ITT identified earlier as being one of the worst corridors in the nation.

Councilor Medvigy said he wanted to relate the two citizen comments to the strategy slide that had the I-5 Bridge replacement as one of the key strategies. He said he wanted to take Mr. Barnes point to heart, that it needs to happen, but also that he said it took 40 years of planning and moving forward to make that bridge happen and relate that to what Mr. Ley was saying and the strategy slide. If we look to a future planning, looking at another 40 years down the road, today is the day we need to get another corridor as one of the long term strategies. Councilor Medvigy said they need a strategy to compass the future of congestion in this region and add that as a planning guideline. This is not just in the next one year or five or ten years, but the next 20 years. He said hopefully, it won't take another 40 years to build another corridor, and he asked what it takes to add another strategy.

Mr. Robins said that generally, they have used the Regional Transportation Plan as their goal post. That is what they look at, which is a 20-year plan out. A future corridor is probably beyond the 20 years; it is probably 40 years out. It is probably something that they have discussed in the past as really more of a land use issue that maybe the County needs to tackle.

Mr. Robins said once the County identifies that corridor, they can then work it into the Regional Transportation Plan after going through that process.

Eileen Quiring asked if they were able to determine why, it is good news, the collisions have gone down. She asked if it is because the traffic has slowed down or if they have that answer.

Mr. Robins said they don't really know why that is. He said he always wonders about that type of stuff. Ten years ago if you were in an accident, the police would respond to your collision; now, it is self-reporting.

Councilor Quiring said she understood.

Mr. Robins said that might be part of it and it also could be that although the overall number of collisions is down, they are seeing significant increase in fatalities in Clark County and serious injuries is not really showing a decline. It is pretty flat. Mr. Robins said when they add in safer automobiles and all that kind of stuff, not to see those decline is scarier than seeing a decline in the reporting of collisions. It might just be those minor collisions might not get reported now.

Councilor Quiring said she wanted to comment on Councilor Medvigy's comment about actual planning. She said she has been thinking about this even since their last meeting that really, the County needs to start looking at it. It is a land use issue for one thing. They should at least be drawing a line so that they don't have to buy up homes and developments. She said she does think that they should be forward-thinking. She said she agrees with both Mr. Barnes and Mr. Ley about what each of them has said is that okay, we're moving forward on the I-5 Bridge. Let's do that, but at the same time let's look at parallel paths of being able to address some of this. Councilor Quiring said we are a body that does planning. When we look at some of these studies, we really need to insert that into our plans.

Councilor Quiring said one other thing that she noticed on this congestion is that many of these of these roads are state roads, SR -14, -500, -5, and -205. She said she assumes they are working on it, but that has to be funded too. She said they will work on intersections where they can, and she asked if a lot of the congested roads were indeed state facilities.

Mr. Robins said what happens with the transportation is that you get the highest volume on the highest facilities. State facilities are usually your highest level of facilities that carry much more traffic than we see on the other transportation systems. So, they do experience congestion, but their solutions are often a lot more expensive than they are on a local street.

Councilor Quiring referred to SR-500 saying not a lot is going to come to fruition, but they have got plans.

Mr. Robins said the State is in the process of completing a study to do analysis of the freeways and look at the operational improvements that they could do that are lower cost to get the most out of the existing system.

Bart Hansen said in looking at slides five and eight, he wondered if there is any sort of correlation between congestion and those particular streets that are hitting capacity ratio of

tonnage of carbon in low income neighborhoods. He said if you go down St. John's and St. James and you go through those particular neighborhoods or take the Fruit Valley neighborhood which is also being utilized where there are a lot of cars that are idling and sitting in those neighborhoods in order to access or bypass the freeway. Councilor Hansen asked if there is any correlation to say that if you have congestion for so many hours in a certain area it can relate to so much tonnage per carbon.

Mr. Robins said he was sure there is, but he didn't have that information.

Councilor Hansen said it would be great if he could, if there was some way, if there was some scientific correlation to say, look we figure that somebody is going to be sitting this long. He said at 6:00 a.m. this morning, he was walking through Rosemere and West Minnehaha, and it is literally loaded with cars. That carbon has got to go somewhere, and it is going in those neighborhoods, and the freeway is already filled. He said we are spreading the wealth of wonderful air quality throughout the downtown region.

Mr. Robins said one thing to note is that they know because of the cleaner vehicles, they are seeing actually an improvement in air quality and they are an attainment area for air quality improvements. They are running cleaner vehicles on the positive side.

Councilor Hansen said that is definitely a positive side, but he said in some of our local areas, we could probably be doing a little more to at least bring to light the pollution that is happening at a local level.

PAUL GREENLEE MOVED FOR APPROVAL OF RESOLUTION 06-19-15, THE ACCEPTANCE OF THE 2018 CONGESTION MANAGEMENT PROCESS MONITORING REPORT. THE MOTION WAS SECONDED BY BART HANSEN.

Chair McEnery-Ogle had a quick discussion item. She questioned Scott Patterson on the strategies for this monitoring, it talks about the 2020 cooperation with WSDOT on Bus on Shoulder project for I-5 south and asked if they have a quick update on how that is going along.

Scott Patterson said they are in discussions right now with staff at the Southwest Region to develop their Interlocal Agreement. The funds for the project will become available for the Regional Mobility Grant July 1. So they plan on hitting the ground running here very soon. He said the goal is to actually have the approximately five miles in length just south of 99th Street all the way to the Bridge in operation later next summer in advance of the Trunnion project.

THE MOTION WAS UNANIMOUSLY APPROVED.

Matt Ransom followed up on a couple of questions. He said there is a Cost of Congestion Study that was published and funded by the Port of Portland and the Portland Business Alliance. It is dated, possibly over five years old, but he said he could distribute that because he said it is the most relevant work done within this region to date. Secondly, Mr. Ransom said something that he has wondered about the Board's interest, so the question about carbon in a couple of instances prompts this. RTC has a long standing relationship with the Southwest Washington Clean Air Agency. As Dale noted, under Federal rules, we are no longer out of compliance, so

presumably we have clean air. We don't coordinate as much as we used to, but staff has told him that in the early days, maybe 20 years ago, when RTC was under a compliance order, there was very recurring consultation with that agency. There may be value in inviting their director or staff to present on the questions of clean air and community carbons. They might have some better information than what we have. Thirdly, Mr. Ransom said the Board has asked in a couple of instances, and they are scheduling a briefing on the 2008 Corridor Visioning Study most likely either July or August in looking at the agenda and at availability of staff. They will present a briefing history. The intent in that presentation is just to create a baseline of information for the current Board, because the last time they gave that report was in 2015. They will have a reprise of the history of the study, what the purpose was, the meaning, and follow up with the next steps. Out of that, this Board might have a more informed discussion about if there are next steps that are achievable, what those might be, and do partners, whether it is RTC or individual entities, want to pursue those. Mr. Ransom said they will try to get that in front of the Board within the next two months.

VII. Regional Origin Destination and Urban Freeway Corridor Operations Studies: Update

Bob Hart said they are primarily looking at urban freeways and near term ways to improve freeway performance, reliability, and safety. The last time they talked to the Board was last February or March to talk about both the Origin and Destination Study and the Urban Freeway Corridor Operations Study (UFCO). The UFCO Study is analyzing existing freeway operational needs with focus on Active Traffic Management and low cost capital projects to improve operations and address geometric constraints. They will evaluate the effectiveness and recommend a set of operational and low cost capital projects for the corridors.

The Origin Destination Study that Mark will talk about later supports the UFCO by helping to understand trip patterns as well as access to and from the freeway. In addition to that, they will look at local trips, regional trips, and supplements their other traffic data they will talk about later.

Up until now, their UFCO Study has focused on existing conditions. Mr. Hart provided a map of the study area: Urban Freeway Corridors in SW Washington; I-5, I-205, SR-500, and SR-14.

For the Origin Destination Study they looked at ways to collect OD data through a data collection process from a "Big Data" vendor which they selected: Moonshadow. They completed analysis of existing conditions, speed profiles, capacity ratios, hours of congestion, and crash data. They had a workshop about two weeks ago; a full day workshop attended by 25 people from Clark County, City of Vancouver, WSDOT, and RTC. They looked at existing conditions and a scan of future conditions. Their starting point for the discussions were what they called a Toolbox of low cost capital and operational strategies that can smooth traffic flow and improve safety, which was shown on the next two slides and listed on pages 2 and 3 of the memorandum. Those categories include Active Traffic Management (ATM), Operational Changes, and Lower Cost Capital Projects. Active Traffic Management includes adaptive ramp metering, queue warning systems, variable speed, traveler information, and off ramp queue

management. Operational Changes include restriping roads, lanes, or ramps; part-time shoulder use, static signing and marking, and lane assignment. Lower cost capital projects include merge and diverge extension, auxiliary lanes or extensions, recovery lanes, widening on and off ramps, and sight distance improvements. Mr. Hart provided a couple of maps that they looked at with the data and highlighted each one.

Mr. Hart displayed an interactive Google Map that they put together during the workshop. As people had ideas and thoughts about different strategies to address the congestion and condition of the corridor, they put those on the map in the area that they addressed. In clicking on a location on the map, the description of the strategy would pop up.

Mr. Hart said the interactive map was sent out to the attendees of the workshop to get feedback to make sure they captured all the discussion and ideas they talked about. The next step is to take those ideas once they are confirmed and screen them, evaluate them, and make an assessment of what shows promise. That will take place over the next couple months by their study team and consultant team. They will take that to their TAC in August and work on finalizing a set of projects.

Mark Harrington would talk about the Origin Destination Study and data. Mr. Harrington said the Origin Destination Study is related to the UFCO Study; supplying data to that study, looking at how traffic is moving along those corridors, and where they are accessing and departing from those corridors. They also wanted to look not just at those corridors, but hopefully to look at the region as a whole; where people are traveling from and to and not just using those corridors but also using any facility within Clark County and where they are beginning their trip and where they are ending their trip.

Mr. Harrington said ten years ago, they were like data poor. They were always looking for more and more data. Now, as these big data sets keep coming and getting larger and larger, it is almost like it is too much data, but they are about to enter the realm of big data and computers to handle that. They selected Moonshadow Mobile's DB4IoT. It is a special database that handles large amounts of geographic data. The data that they have is 13 months' worth of GPS data for any vehicle that was using an INRIX system. They supply GPS to freight trucks and fleets, as well as in dash navigation of vehicles. They captured every one of these trips. Every one sampled through the GPS data. That was over 5 million trips that were either in Clark County, from Clark County to someplace else, or someplace else to Clark County, or even just through Clark County. That represents over half a billion way points. The GPS is occasionally giving a signal where your car is at and it is recording that. So where the trip started and where it ended and data that links them all: speed, time of day, and day of the week. It is anonymous. They don't have who is driving or any information about the vehicle except for the class, whether it is a passenger vehicle or a freight truck. It is a rather large data set. The data set is actually over 150 Gigabytes. It's hard to fathom; and it resides on a server, and they use a Web based interface to interact with that server.

Mr. Harrington said their consultant team is working on a report of this Origin Destination information, and he wanted to give the Board a brief flavor of the types of data available. The first map shown was just for weekday passenger cars, and it's every way point. The GPS data points were colored by the destination of the county for that trip that started in Clark: Clark, Multnomah, Washington, Clackamas, and Cowlitz. They looked at weekday 6-9 AM morning commute time. This was vehicle trips only, not all person trips, no transit or walk and bike trips, because these are just GPS signals out of vehicles. They have about 75% of the vehicle trips stay within Clark County. About 16% are bound for Multnomah County, 3.2% to Washington County, 2.1% to Clackamas County, and 1.5% to Cowlitz County. To contrast that with the rest of that day; so minus those three hours, 85% remain within Clark County that start here, and 10% are bound for Multnomah County. Mr. Harrington said there are different ways to select this, by the time of day, day of the week, and they could do different geographies so it is not just county to county. You can look at smaller geographies between cities and smaller districts within here, as well as something broader. They could look at different states as well.

The second map showed weekday heavy truck trips GPS tracks that touched Clark County; trips that started in Clark County and ended here or went through here and the destination is colored by state: Washington, Oregon, California, Montana, and Idaho. They can see where trucks are going to and coming from that come through Clark County at some time. In looking at percentages for heavy truck trips during weekdays, about 18% have an origin and destination in Clark County; 25% from Clark County to some other area in the Metro area, including Multnomah, Clackamas, Washington, and Cowlitz Counties; and 11% is from Clark County to someplace beyond our immediate Metro area, could be Seattle, down to California, and headed out east; 46% of the trucks in this sample are just passing through. They don't stop in Clark County at all. That doesn't mean they don't stop in the metro area. They could be stopping in Multnomah County.

The last map showed vehicles between 6 and 9 AM that are using the I-5 southbound Main Street off ramp. They can look at those vehicles and track where they are going to. They can see some are destined for downtown, but they also see that some come back at 39th and get back on the freeway; some come back and get on the freeway at Fourth Plain, and some at Mill Plain. Mr. Harrington said he did a brief analysis for this between 6-8 AM, 35% of the southbound Main Street off ramp volume is bound for Oregon. He said this was helpful in the UFCO Study, when thinking about how the freeway is being used. How does cut through or bypass traffic impact the local street system? How can they encourage those bound for Oregon not to cut Main Street? There are different strategies that can be taken that can benefit both to the operation of the freeway system coming off and on. That is additional weave and merge that wouldn't have to be there if they stayed on I-5 and help clean up operations.

Mr. Harrington said these were just a couple things to show the Board as far as this large data set that they have available to them, things they are looking at for Origin Destination patterns regionally as well as what they could look for specifically in locations to see things that they

have an idea are happening, but get more quantitative and say what is exactly happening and be a benefit to various studies and projects throughout the region.

Next steps for them include continued support for the UFCO Study with data from this data set. The consultant team is working on a final Origin Destination report. They will have continued access to this data set for a year total. They have had it for a few months now. They will have some time to do additional queries with that and supporting RTC members for their local planning as well as projects that they are undertaken.

Scott Hughes said he sees gathering that data is really valuable because you will be able to very quickly know the value of some of these low cost projects and how much benefit it is instead of waiting a year or two. He said that is amazing.

Mr. Harrington said it is a new world for them to go from data poor to data rich in just a handful of years. They are determining how to quickly process and use this type of data when they used to be begging anybody for any type of origin/destination work. They used to take video of license plates and be matching them. That was the level of technology ten years ago. Now, they talk about using cell phones and get to this level; it has been a rapid change in the way to process these large data sets and visualize them is quite astounding.

Chair McEnerny-Ogle said they knew the I-5 Main Street AM traffic was happening as the slide showed; they felt it. Now they know it is for real.

Temple Lentz echoed the awesome improvements in technology. She said she has been listening to transportation conversations for the last ten years and wanting to track things like this. Just seeing the evolution is awesome. This data is from the GPS; she asked if they have a sense of what percentage of passenger and freight vehicles on the road it represents.

Mr. Harrington said that is part of what they are doing with the report. He said he didn't want to misspeak here. They are not talking of 50% of the travel here. They are down under probably less than 10% of passenger vehicles. To get any type of sample, and what the power of this here is that it is not just a sample in a day. They could put out a Bluetooth reader, and they could sample a section for a day. This is to look at samples for an entire year. So, the power here is having a large sample with which to work from; and then to be able to look at that sample by hour, by day of the week. Most of their studies always look at weekday. To be able to look at weekend is something they have rarely been able to look at, because most of their engineering questions are what is happening on the weekday, what is happening during these peak-hour times, and weekends tend to fall off to the side. Mr. Harrington said they look forward to using this, and there are a lot of curiosity questions they could ask. They look specifically towards projects and things that are important in terms of policy.

Chair McEnerny-Ogle said building on Councilor Lentz' comment, we used to say 60,000 commuters go across that bridge. Instead of percentages, can they go numbers?

Mr. Harrington said they could go from percentages of vehicles and then they can look at the total vehicles and make some estimates that way. What is difficult here is when you say there

is no trip purpose associated with this. So, they can look and see that it is in the morning, but not every morning trip across the bridge is for work purpose. There are different ways they can look at the number of people who have employment in Oregon. That is where it gets difficult. They can look at tax returns and census data, but these are samples. Mr. Harrington said he thinks the more of these points that they look at and data points they can collect, they have a good sense of that magnitude of what that is. As far as what they have, roughly, they still say about a third. It is in that range; it can vary from bit to bit. Roughly, a third of Clark County's work force is employed in Oregon. Not necessarily do they travel there daily, but they are employed there.

VIII. WSDOT Active Transportation Plan 2019

Matt Ransom introduced their guest speaker, Barb Chamberlain, Director of the Active Transportation Division of WSDOT. He said the back story behind today's update is, he believes the DOT has made a significant investment in Active Transportation planning, and he thinks a commitment to try to improve their highway network to reduce pedestrian and bicycle collisions and make it a more multi-modal network, and part of that representation and commitment is the work that Barb and her team are doing. They are in the midst of a statewide planning effort, and he has invited them to give a presentation to this Board. It is somewhat related to a study that RTC will be launching more at the local level later this year. It is a study the Board authorized as part of their work program. Mr. Ransom thanked Ms. Chamberlain for driving down and said he looked forward to the report.

Ms. Chamberlain said thank you for having her and that her trip down was actually multi-modal, AMTRAK and bicycle. For the record, she didn't put a car on I-5. Ms. Chamberlain said she appreciated the chance to be there and particularly to hear the speakers before her talk about congestion, safety, and sustainability measures, because the work they are doing they see as very collaborative with us in addressing those issues. The Active Transportation Division was created a couple of years ago so that they as an agency start to fulfill that vision and mission that they are working for a multi-modal system, and that it will be safe and sustainable. Looking at your maps of trips and thinking how many of those could actually shift if people felt they had a comfortable, safe connection from where they start to where they end. That is the kind of work that they want to do with us as partners. Ms. Chamberlain said they will have heard from Secretary Millar any time he talks that your plan is our plan. She said she is glad that we are updating the Regional Active Transportation Plan. They look to the local and regional plans and theirs to come together so they could work for a complete network.

This is the missing piece for Active Transportation that you don't even mostly talk about for drivers. She said we could take it for granted. If she had driven here today, she could have pulled out of her driveway, come south, signage, on ramps, off ramps, everything she needed and never hesitate and wonder if the road was going to continue for her in the mode she is using. She said if you ride a bike, you know that you come to a place where there is a sign that says bike lane ends. If you are the driver of the rider, there is this moment, think about if you moved in with somebody when you start sharing space, there might be some conflict. That is

what that can feel like. It is as if we said you are going to merge over on to those train tracks. Good luck with that. If you see somebody in a wheelchair in the street and you are thinking why aren't they on the sidewalk, and you get to the end of the block and there is no curb cut. When they talk about complete networks in the context of our work as an agency, we want to know where we are part of the total network for somebody point to point, front door decision on how they are going to get where they are going. Ms. Chamberlain asked if we are part of the solution or part of the problem or maybe a little bit of both. She said they are working for a complete comfortable connection for all ages and abilities; that will not always be on their right-of-way. So, as they work for decision making tools, they need to look at what are the problems they are trying to solve. Connectivity is one of those and safety is another.

In sharing some statistics, you will see in their most recent Gray Notebook that came out the previous week, they show five-year rolling out data. Ms. Chamberlain said if she showed ten years, in nine out of the last ten years, the number of fatalities and serious injuries has continued to go up. It has started to flatten a little bit. That is good news, but not great news. If you think about what this means for all modes, what they know is if they do a good job of designing for the conflict free movement of a pedestrian, they are making it better for every modal user. There is a study out about protected bike lanes. The protected bike lanes aren't just good for bicyclists, they are better for drivers. They reduce the collisions and negative outcomes of more serious collisions. If we give people those predictable visible spaces, we are improving safety for all modes. There is another concern that they have when they look at the data around safety and that is crashes occur at higher percentages in lower income neighborhoods than if things happened in an irrelevant area. They know they have patterns of underinvestment in those neighborhoods. In a neighborhood where you have people more likely to be really reliant on walking and biking and getting to transit for everything they need to do, they have less infrastructure and more crashes. As a matter of equitable access to transportation, infrastructure is a piece of the solution.

In looking at numbers for 2018, if you assume the 2018 stats happen in an even pace all year, 10 times today somebody was being hit, somebody outside the vehicle. Every 14 hours, that collision was resulting in a serious injury or a death, and every third day somebody was dying. The look for 2019 is slightly better than 2018 so far. That is not a guarantee that it will continue to look better till the end of the year. That is how often somebody is affected by this. This is just speaking about pedestrians and bicyclists. The infrastructure improvements for these modes would help everybody.

Ms. Chamberlain said she heard earlier in the presentation interest in how you quantify the value of the things we look at. There is actually a method from USDOT, the Statistical Value of a Life. When someone dies, we lose everything they gave to us, their family, their community, their work place all lose out. If you take that value and apply it to their stats for 2018, fatalities and serious injuries cost society over \$1 billion in 2018. Ms. Chamberlain said we can't afford that when you match that against the cost of a better crosswalk or protected bike lane and it puts that return on investment into some perspective.

What they are working for in the planning process is related to part of the tools they are developing. Ms. Chamberlain said she would be happy to send more information on any of these if there is interest in seeing this work as it progresses. They are looking at updates to manuals and looking at pedestrian crossing safety in particular, because the vast majority of pedestrians who are hit or killed are crossing the road when it happens. Where do they need to be to be able to cross and what kind of a crossing should that be for land use context? Ms. Chamberlain said that came up several times in the earlier presentation as well. The nature of our roadways has changed. What was a highway through empty fields is a highway with a school on one side and houses on the other as land use changes. Another thing they are looking at is how they approach speed limit setting. As land use context changes, that might mean they need to look at what the speed limit should be and the design controls for that. If everybody is moving at a speed that makes sense, they have time to see and respond and stop and not run into each other. That is another piece of what they are working on.

All of this goes to that Active Transportation Plan. It is a required statewide plan; it is a needs assessment, and as such, it rolls up the kinds of things developed in our TIP and local plans and what the needs are on the state system. As they complete the network, other pieces that contribute to that include other modal plans, safety plans, and those kinds of things as an agency of planning, and they want to coordinate on that. The other piece of context is all the other level of plans and not just transportation plans, because Active Transportation really contributes to a lot of desired outcomes. If your Public Health Plan says we need more physical activity, and if your Economic Development Plan speaks to the value of outdoor recreation, trails contribute to that. They want to be cognizant and make sure they are trying to support all of those goals. What is really common in talking about Active Transportation is to have a list of the ways it is good. Good for health and clean air and water. What they don't say often enough is it is good for drivers. When you have that knowledge about what you are coming into, this is one of the rare places in their system that there is green paint on state right-of-way, and there is some here in Vancouver as well. If you are a driver getting ready to get on to this on ramp, it is helpful to know there is a bike trail coming so it is not a surprise. Surprises are bad for transportation. They will look at those kinds of things: how they make the plan and recommendations help the system work better for drivers as well as people walking or biking.

They have developed a list of tools and methods for WSDOT to use in understanding state right-of-way and prioritizing future changes. The things they learn through applying these tools will become part of the draft plan that goes out for public comment. The toolkit includes: Network Analysis, Prioritization Framework, Performance Measures, Asset Management, Usage and Demand, Funding and Policy Review, and Community Outreach Tools.

They will be looking at how to make decisions around use of funds and what the policy guidelines are around that. The plan itself doesn't change a thing, but it lays it out for them to take a good look at it and see what they might want to change going forward. They will also look at what they want to measure for performance and would love to hear from them over time what kinds of things are important to them that they be able to report at a regional level.

They will look for statewide measures that are meaningful, but this is a big state with a lot of terrain, weather, conditions, and infrastructure. Ms. Chamberlain asked what would be helpful for them to measure and track that they could make use of in their planning process.

Their timeline is that they have had a survey in the field. They have closed that, and they are moving into their next phase where they will take what they are producing out of those tools and start to turn it into information they can bring out to the public in an open house or workshop kind of setting. Moving toward a draft plan and later this fall, they would have out for comment and trying to get done by or before the end of the year. They have a couple of ways to stay in touch and would encourage if interested in signing up for one of their e-news letters; one is more general Active Transportation News, trainings, webinars, research, and all kinds of things. These were displayed on the screen. They also have an information page that will turn into their online open house going forward on the plan. Their team in Headquarters includes three of them, and there are others here in the SW Region office.

Paul Greenlee said in his city in Washougal, rail crossings are a big deal, and he said he didn't see that on any of this presentation material.

Ms. Chamberlain said that was a great question. She said it is the MUTCD (Manual on Uniform Traffic Control Devices) that is responsible for the rail safety plan for the state. That is sort of a complex one to unpack. That has come up as a question they probably take into the next phase. There is an Advisory Council focused on the roadway data. The numbers that she gave for collisions are specifically with a motorist involved. That would not include railway. It is an important issue and one they should be looking at.

Chair McEnery-Ogle asked if they have any statistics or are they keeping data on the electric scooters?

Ms. Chamberlain said they are only in use in a couple of places in the state, so there isn't a central place yet. Right now those would be reported as pedestrians. The term pedestrian covers kind of an interesting mix. So, they don't have it to break out. They did in their survey that they had. They were asking people if they were using the scooters, because they were trying to get a first cut at how much use and personally owned ones, as well as all the other little rideable wheeled things.

Chair McEnery-Ogle asked if they would then have some data that shows some of that.

Ms. Chamberlain said they are dependent on what shows up in a police collision report, and they don't at this point have a separate box that says scooter, segway, solo wheel, skateboard, longboard. There is a whole host of things they would have to track. They may still just show up as pedestrians. There are some studies; she thought it was Texas that went to hospital admission records to try to get a sense of what is happening there. It is a rapidly expanding field of questions.

Chair McEnery-Ogle thanked Ms. Chamberlain for the presentation and for making the ride down.

IX. RTC Business Agreements and Administration Manual

Matt Ransom said he had introduced at the last meeting a memorandum looking at administrative documents and business agreements. The first two he would brief the board on and referred to the first memo included in the meeting packet regarding a Memorandum Concerning County Treasurer and Southwest Washington Regional Transportation Council. The memo describes in brief that RTC has a long standing business partnership with Clark County Treasurer to be RTC's banker. As a matter of law, RTC has to hold their funds with the county treasurer. The proposed Memorandum of Understanding was attached to the staff report. It lays out in more clear terms our business relationship, the parameters, and the processes. Like many of the agreements that we have with Clark County, we pay to have reimbursement for their costs of staff time associated with processing our banking transactions; we pay them. Mr. Ransom said this can be seen as part of claims each month. He would consider this largely an administrative activity. This is better than what we currently have. We have two sentences in a 1992 MOU. This proposed MOU is better for all parties involved. It lays out the rules of engagement and the commitments to provide services back and forth.

The second item is again administrative in nature. Mr. Ransom has completed a review of RTC's Personnel Policy Manual and proposing that be readopted at the July meeting. He didn't identify substantive areas of revision. When the agency was formed in 1992, it decided to incorporate almost verbatim the County's personnel manual. If you were to compare one to the other, the only difference would be that RTC doesn't have any bargaining units that we have to negotiate with. Therefore, provisions related to bargaining are omitted from RTC's policy manual. It doesn't apply in that instance. The other policies related to vacation, benefits, and such are identical. Mr. Ransom said he didn't print the Personnel Policy Manual; it is a large document. It is available by link from the staff report and also on RTC's website with the June meeting materials. The Table of Contents was attached to the memo to provide a sense of the breadth of what is covered. Mr. Ransom said it is a useful tool for management and for staff to understand clearly what the commitment of the agency is. He said if Board members had any questions, he would be happy to address those. He offered to print copies for the July meeting. Mr. Ransom would review the manual periodically, particularly when things like federal or state law changes, to ensure changes are reflected.

Eileen Quiring asked if there were changes and if they were red lined in the document.

Mr. Ransom said they were not red lined. The changes for the most part were omitting references to bargaining relationships.

Chair McEnery-Ogle asked if members still want a 140 - page document printed.

Mr. Ransom said he felt he needed to produce it for the record.

Temple Lentz said she sees the need to print one for the record, but for the Board's purposes, a link in the materials would work.

Chair McEnerny-Ogle said she sees that the Board members agree that a link is fine in July. One manual can be printed and shared around the table if wanted.

X. Other Business

From the Board

Chair McEnerny-Ogle said they would have information from the Board. She asked Scott Patterson if he had an update from C-TRAN.

Mr. Patterson said yes, he would take the opportunity to talk about the Mill Plain BRT. The previous week, they had an opportunity to provide a tour of the corridor to Linda Gehrke and her team from the Federal Transit Administration (FTA) Region 10 Office in Seattle. They spent a couple hours meeting and providing an overview of the project to date and a couple hours for the tour itself. He said they had really positive feedback and a lot of good ideas and suggestions. They are moving beyond the 15% design level they hit a few weeks ago. They plan to be at about 30% design this spring. There are ongoing discussions with the FTA and Linda's team in Seattle about the level of Environmental Review. They expect to have that wrapped up hopefully by this summer. Everything is continuing on pace. Next month they will also be providing a tour for FTA's Headquarter staff in Washington, D.C. There are a lot of transit projects in the Pacific Northwest, currently, so they will be coming out and touring Mill Plain as well. Mr. Patterson said C-TRAN is also excited about it. He said everything is continuing at pace and really looking forward to being in a position to hopefully secure that federal funding as early as next year. Everything they are hearing at this point is continuing to be very positive.

Chair McEnerny-Ogle thanked Mr. Windsheimer for traveling over the Columbia River and asked if he had an update from his side.

Mr. Windsheimer said he didn't have too much to add other than saying that he did want to say thank you to the City of Vancouver for including him in the trip to a City to City that was out in Denver. He said he had a great opportunity to get to see a project that is very similar to the Rose Quarter lids being done by CDOT. It provided an opportunity to talk with CDOT about partnership and get to meet some folks and get to know them better. He said he really appreciated that opportunity. Also, Mr. Windsheimer had a flier that he would like to make available to folks. He said there are a number of projects coming up during this construction season that if you travel to Oregon, you're going to see, on I-5 in particular. There are a number of variable message signs coming up, some with traveler information and variable speed that is also coming on I-205 along with a number of auxiliary lanes. Those often require full closure of the freeway in order to put up those sign bridges that span the entire width of the freeway. The Fremont Bridge is having some deck work, and that has weekend closures of particular ramps associated with that. The Markham Bridge is going to have some lighting lane closures as they switch to LEDs. Mr. Windsheimer said there are a bunch of projects they are doing with paving and other things. He encouraged folks to take a look at the information. Their website <https://www.tripcheck.com/> has a link to all the construction pages that talk about the dates of the closures. You can sign up to get updates of any particular project that might be

on a route you may be travelling. There is lots of construction coming up. Mr. Windsheimer said to be safe out there and watch out for orange cones and work zones.

Chair McEnerny-Ogle thanked Mr. Windsheimer and said they would try not to block ODOT. She did note that they also had Shawn Donaghy from C-TRAN and Carley Francis from WSDOT along with Rian Windsheimer from ODOT with them in Denver as they studied transportation and all sorts of topics the previous week. She thanked them for going with them.

Paul Greenlee said WSDOT was not present, but they are starting construction on roundabouts on SR-14 at River Road in Washougal. They will take out the only traffic light for almost 100 miles on SR-14. It will provide access into the Port industrial area, especially coming out of the Port and going westbound, which has been essentially impossible at this point. Councilmember Greenlee said this is a big deal for them and many thanks to WSDOT. It is not exactly an RTC project, but they are building a trail that will connect the Port of Camas-Washougal Waterfront Trail with the Dike Trail at Steamboat Landing. They got into a problem because they were getting easement from WSDOT and were going to build a 10-foot wide trail, when WSDOT's hard and fast, cast in stone rule is 14 feet. They found a way around that and many thanks to WSDOT for being as flexible as they could without stepping over their own lines. Mr. Greenlee said those are two projects going underway and many thanks to WSDOT.

Chair McEnerny-Ogle asked if that light on SR-14 is the one next to Pendleton.

Mr. Greenlee said yes, that is the light that will disappear. It will become a two-lane roundabout with actually a third right turn lane. The same thing will be at 32nd Street. He said the big deal there is that at the time that the design was done, there is a pipe company there that needs to move loads, so called permit loads, loads that are more than 120 feet long. So, you need a roundabout that you can put a 120-foot long tractor and trailer through, and they have got that.

From the Director

Matt Ransom provided two Regional Project Showcases for Clark County's NE 119th Street. He referred to the flier included in the meeting materials that profiles the two projects that Clark County has wrapped up, a major east/west roadway improvement in the North Vancouver urban area. RTC's contribution to one phase was on the order of \$2.5 million. Portions of that were for design and the majority for construction. RTC's contribution on another was on the order of \$4.25 million; some funds for design and engineering and the majority for construction. Overall, the County's investment in the two segments of roadway was over \$24 million and over \$9 million, so almost \$33 million in major urban arterial improvements. As Dale had mentioned earlier, it is improving what are otherwise rural two-lane roadways to urban standards is a core component of the regional system. Many congratulations to Clark County for getting that work done.

Mr. Ransom said the second thing that he has included in the meeting materials is that he wanted to profile this very briefly. Unfortunately, Metro Councilor Shirley Craddick has not been in attendance at recent meetings. One of the reasons why she has not attended is the

Metro Portland Council has been working heavily on the development of a Regional Transportation Levy. This would be the likes of maybe Seattle and Arizona and L.A. and other regions have done where they put a project together, put it out for public vote and see if it has enough interest and enough support. They are working on said idea. They call it T-2020, Transportation 2020. They have a very rapid schedule with an extensive community group process and process like we all do in planning. The summary that was provided is that they intend to have a recommendation that they then put on the ballot, and they identify that by May 2020. The second piece attached to the first slide, they are using a corridor approach. What is important about this is that they have decided to not identify the state highway or the interstate route corridors. Mr. Ransom said he believes the reason for that is a policy principle if you read the materials that are attached. The Metro Council as well as the community group said it is the state's priority to invest in the interstate system. So, the Regional Levy needs to focus on the roadways below that. They have identified a series of corridors. Mr. Ransom said he understands that they are having a work session today to perhaps narrow the field of corridors they are going to delve into identifying project improvements. The take away for us first is just information that this is being worked on south of us. The second piece is that if and when RTC or Clark County jurisdictions ever need to start to talk about a regional levy, whether that is ten years down the line, C-TRAN has experience doing this, but we have not done this at the general transportation improvement level before. That might be in the future. If you recall, when we talked about our finance needs as part of our Regional Transportation Plan, we said that that certainly may be something we have to look at as a region. Mr. Ransom said they would watch this and pay attention to successes or not that they are able to achieve and use that perhaps as a template if it is applicable in the future. He said we don't know when we might need to have that conversation, but he said when he looks at the numbers, it is probably a conversation we can't avoid in a ten-plus year horizon. There is not enough money coming from the state or federal level. Most of the state improvements are oriented to the Interstate highway system which is what this is focused on. We might have to do the same in the future.

Mr. Ransom said he did participate in that Denver City to City exchange, and said thank you to them again for being an invitee. He said he had three summary observations that he took away from that. One, regionalism is important; meaning when you coordinate as a multitude of partners, you can do important things. By way of comparison, the MPO in the Denver Region is an area of 3.2 million people; they have ten counties, and a 50- to 60-person Board of Directors. Mr. Ransom said he thought what is interesting about that is they have the diversity issues we have as well, rural counties, urban counties, and pressures on the priority, and that is what we are here around this table for. It is to balance needs and identify our most important strategies and hopefully we work together. Mr. Ransom said that was his take-away from the trip. It has made him come back and contact his colleague down at Metro, because they have been trying to reconvene the Bi-State Committee. Mr. Ransom said he called them up earlier this week and said let's get together and do this, because regionalism is necessary and we have to continue to work at it. He said that was a phone call he placed sort of as a reminder out of this trip that we've got to just stay on top of it and try to make those connections.

Number two idea is that big projects are difficult to do, and you have to have staying power. Mr. Ransom said what he means by that is Rian Windsheimer identified Interstate 70 major rebuild project of the main East/West Interstate through the metro Denver. The Department of Transportation Project Team gave a presentation. Part of that presentation stated that they began the project Environmental Impact Statement (EIS) in 2003, and they just achieved a Record of Decision, their final in environmental permitting in 2017. That is a 14-year duration. Mr. Ransom said at times when we feel a little bit disappointed about maybe triumphs or failures in our big projects, we also have to maybe go okay, let's give it another shot. He said he thinks that we are staged to give the I-5 Bridge conversation another shot. He said when he saw this EIS schedule, of course you want to do it as fast as you can; but sometimes to do big things you might reach a fork in the road and you have to double back and reconsider. He said that was a point of reflection to say we can get to the finish line.

Mr. Ransom said his final observation is micro mobility is fun, and he directed this to Councilor Hansen. He said he saw him ride scooters around a couple of times. He said he sees the Vancouver Council may want to put that back on the table for consideration. The larger observation outside of whether this is a good idea or bad idea, is that transportation is evolving quickly. How people are using the system is evolving quicker than us as regulators and policy people tend to want to think or believe. Then there's that balancing act, and as officials, you understand this. How do we regulate in the interest of public welfare and safety, and how do we let people innovate and have new ideas, and how do we have better community circulation. In summary, Mr. Ransom said in the Denver example and his own personal experience, they are sort of fun. They may be safe or unsafe, or may be this or that, but micro mobility is actually very efficient. So, for those short trips back and forth or a quarter of a mile or five blocks down, or maybe tourist activity, sometimes we have to think perhaps in different ways. These little short hops from uptown to downtown, or from here to there, those can be little hops that then don't have to be done by a car and you don't have to park the car. It is this complete system that they are striving to look at; a big urban community that has integrated "pieces" into their network. The encouragement or the editorial is that we have got to be open to new ideas. Mr. Ransom said he thought it was fun to see some of the people around this table jump on that idea. He said we will see what the future brings. He said he appreciated the opportunity to participate, and he thinks it is a great initiative and hopefully it continues.

Mr. Ransom said the next meeting is July 2. They are assuming that they will hold the meeting, and they will confirm attendance prior to that time given the holiday.

Gary Medvigy said there are communities that use a lot of the electric bicycles and electric scooters. He said he was just in one of high density of colleges in the Washington, D.C. area, and tourists use it as well. He referred to Georgetown University and said he is positive they have accident data that is easily accessible between pedestrians and scooters and bicycles. It is probably readily available in different communities.

Chair McEnery-Ogle said you bet it is.

The next RTC Board meeting will be held on Tuesday, July 2, 2019, at 4 p.m.

XI. Adjourn

The meeting was adjourned at 5:31 p.m.

Anne McEnery-Ogle, Board of Directors Chair