

**Southwest Washington Regional Transportation Council
Board of Directors
August 4, 2020, Meeting Minutes**

In accordance with Governor Inslee's Proclamation 20-28, the August 4, 2020, RTC Board of Directors meeting was convened in a remote meeting format. Directors and RTC staff present at the meeting included: Scott Hughes, RTC Board Chair; Ted Gathe, RTC General Counsel; Matt Ransom, Executive Director; Diane Workman, RTC Staff Assistant; and Mark Harrington, RTC Senior Transportation Planner. The meeting was broadcast live via webinar and telephone formats which provided for full participation by all members of the Board of Directors. The meeting was also broadcast live granting public access on CVTV (Comcast channel 23), online at www.cvtv.org, and by telephone.

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 Scott Hughes Tuesday, August 4, 2020, 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:

Scott Hughes, Port of Ridgefield Commissioner

Voting Members Present by Phone or Webinar:

Shirley Craddick, Metro Councilor
Shawn Donaghy, C-TRAN Chief Executive Officer
Carley Francis, WSDOT Regional Administrator
Paul Greenlee, Washougal Councilmember
Bill Iyall, Cowlitz Indian Tribe Chairman
Temple Lentz, Clark County Councilor
Anne McEnergy-Ogle, Vancouver Mayor
Gary Medvigy, Clark County Councilor
Ron Onslow, Ridgefield Councilmember
Eileen Quiring, Clark County Councilor
Ty Stober, Vancouver Councilmember
Rian Windsheimer, ODOT Region 1 Manager

Voting Board Members Absent:

Jim Herman, Port of Klickitat Commissioner
Tom Lannen, Skamania County Commissioner

Nonvoting Members Present by Phone or Webinar:

Paul Harris, Representative 17th District

Nonvoting Board Members Absent:

Curtis King, Senator 14th District
Chris Corry, Representative 14th District
Gina Mosbrucker, Representative 14th District
Lynda Wilson, Senator 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 by Phone or Webinar:

Kim Ellis, Metro
Matt Freitag, ODOT
Scott Langer, WSDOT
Scott Patterson, C-TRAN
Melissa Smith, Camas Council Member
Ellen Sweeney, ODOT
Anthony Vendetti, CRESA

Staff by Phone or Webinar:

Lynda David, Senior Transportation Planner
Bob Hart, Transportation Section Supervisor
Dale Robins, Senior Transportation Planner

II. Approval of the Board Agenda

ANNE MCENERNY-OGLE MOVED FOR APPROVAL OF THE AUGUST 4, 2020, MEETING AGENDA WITH ONE CORRECTION. UNDER CONSENT AGENDA, IT SHOULD READ "JULY 7, 2020 MINUTES." THE MOTION WAS SECONDED BY PAUL GREENLEE AND UNANIMOUSLY APPROVED.

III. Call for Public Comments

Mr. Ransom announced that if any public wishing to comment by phone to press * 9 to be placed in the queue to speak. There was no public comment via phone or submitted in writing.

Action Items

IV. Consent Agenda

- A. July 7, 2020, Minutes**
- B. Mid-August Claims (ratification) and August Claims**
- C. RTC - Clark County Interlocal agreement for Reimbursable Services – IT Services, Resolution 08-20-20**

PAUL GREENLEE MOVED FOR APPROVAL OF THE CONSENT AGENDA ITEMS A., B., AND C. THE MOTION WAS SECONDED BY TY STOBER AND UNANIMOUSLY APPROVED.

Gary Medvigy entered the meeting at 4:04 p.m.

Discussion / Information Items

V. Interstate Bridge Trunnion Replacement, Partner Agency Updates

Matt Ransom said he scheduled this item given the timeliness of the Trunnion project set to go to construction in September. He has invited a series of staffs from different agencies that are partnering on this project. Presenting on behalf of ODOT is their Project Director for the Interstate Trunnion Replacement Project, Matt Freitag, and joining him is Ellen Sweeney, Community Outreach Coordinator for the project. Both are with Region One offices. Presenting from WSDOT is Scott Langer, Assistant Regional Administrator for Operations and Planning for the SW Region. Presenting from C-TRAN is Scott Patterson, Chief External Affairs Officer. The goal of the presentation is to be informative both for the Board of Directors and for the community.

a. ODOT Project Update

Matt Freitag said in September, the northbound span of the Interstate Bridge on I-5 will be closed for nine days as crews replace a cracked trunnion and other mechanical parts that help lift and lower the bridge. The closure is scheduled for September 12 through the 20th, during which time traffic will be constrained as travelers in both directions of I-5 will share the three existing lanes and sidewalk on the southbound bridge. Mr. Freitag provided a video highlighting the trunnion replacement project.

Mr. Freitag spoke about the traffic impacts. He said work starts this month, August, so they will likely see some activity including bridge lifts, lane closures, and ramp closures. The two biggest impacts happen in September, and work will be complete in October. The nine-day closure is the biggest impact with travelers in both directions sharing the three existing lanes and sidewalk on the southbound structure. They expect delays on freeways throughout the region and on local streets in Vancouver and Portland. Also, during this 9-day period, four ramps will be closed: Marine Drive on-ramp to I-5 north in Portland; Hayden Island on-ramp to I-5 north to Portland; I-5 north to SR-14 off-ramp in Vancouver; and SR-14/Washington Street on-ramp to I-5 south in Vancouver. Immediately following the full northbound structure closure, there will be a single lane closed on I-5 southbound from September 21-27, 2020, to repair the median barrier. While this won't be as impactful as the nine-day closure, they are still expecting delays for travelers coming from Washington to Oregon on that stretch of freeway, especially in the morning. The pedestrian and bike travel across the bridge will also be limited to the sidewalk on the southbound span of the bridge. Flaggers will be placed on either end of the sidewalk on the bridge.

The most visible piece during the closure will be the zipper barrier. To make the most of the space that will be available, they will be using a Barrier Transfer Machine. It is called a zipper barrier. While the zipper barrier shifts positions, traffic continues to flow, and the shift allows two lanes of traffic to flow in the direction with the heaviest traffic. For example, during the morning commute, the bridge will have two southbound lanes and one northbound lane open. During the evening commute, the bridge will have one southbound lane and two northbound lanes open. The zipper barrier will be shifted twice each day: at Noon and at 2:00 a.m.

Heavy traffic, congestion, and long delays are expected on freeways throughout the region and local streets in south Vancouver and north Portland. If travelers do not change their driving habits during the bridge closure, and if traffic volumes are at normal levels, they expect the length of back-ups on I-5 to double to about four miles, and the region may experience up to 16 hours of congestion per day. While they did see a drop in the traffic volumes this spring with the pandemic, they have since increased. They are unable to predict what the traffic volumes will be in September, but if traffic volumes are lower than usual, congestion impacts should not be as severe. Mr. Freitag said they are asking the community to help reduce congestion during the closure by using options such as delaying or shifting trips, biking, taking transit, or working from home or another location when possible. They are also asking the community to please follow all current public health guidelines and recommendations for travel practices.

For transit enhancements, transit users will be able to take advantage of expedited travel times with Bus-on-Shoulder programs on SR-14, I-5, and also on I-205. ODOT is implementing a one-year Bus-on-Shoulder pilot project with C-TRAN across the Glenn Jackson Bridge. They are currently developing outreach for the pilot project with C-TRAN and WSDOT. Information can be found on C-TRAN's website at: <https://c-tran.com/bus-on-shoulder> ODOT is also working in partnership with SMART and TriMet to launch additional Bus-on-Shoulder Pilots to improve transit reliability, relieve congestion, and help meet the region's climate change goals.

Mr. Freitag said for outreach, their team has been actively preparing the community for this upcoming work for over two years, including mailers to over 25 thousand mailboxes, emails to over two thousand stakeholders, and more than 40 community presentations. As they near the closure, folks will notice their media campaign ramping up on social media, on radio, and with digital and print ads. The final mailer was sent to mailboxes near the I-5 corridor in Washington and Oregon at the end of July. Mr. Freitag said their partner agencies throughout the region have been actively participating in the outreach, traffic management, and signal timing, transit operations, and emergency response planning and implementation processes.

Mr. Freitag said they keep their most updated information on their website: www.InterstateBridge.org The Newsletters are there and can also be added to the mailing list for the most updated information.

Shirley Craddick asked if the video was shared on the website. Mr. Freitag said that it was on their website.

Gary Medvigy said he hoped that they would think about some redundancy to the two bridges that we have in looking at 16 hours of congestion, and that is if there is no law enforcement action or no accidents and people stay at home. He said resiliency, redundancy would be a good thing, but they are really going to wish they had a third bridge.

Rian Windsheimer said that Matt had mentioned that the actual closure of the northbound span was September 12-20, which has the most significant impact. He said they are also going to have a single lane closure on the southbound span for about a week after the northbound closure is complete. This will have impacts, but not as significant as the northbound span. Mr. Windsheimer said they have been working on their variable speed signs on I-5 from the Fremont Bridge up towards Marine Drive. Those signs are going to be turned on at the end of August. They are looking forward to being able to use those and share travel information to help manage traffic and keep the congestion to a minimum as best they can.

b. WSDOT I-5 Corridor Active Traffic Management Systems

Matt Ransom introduced Scott Langer, WSDOT Assistant Regional Administrator for Operations and Planning, to present an overview of a project that his department has been working on for many years, and that is the implementation of the I-5 Advanced Traffic Management System. Those are the ramp signals and freeway display boards that have been under construction this summer, and Scott will give them a sense of when they are to go live and what to expect.

Scott Langer said this was an I-5 Corridor Safety Project. It is from 78th Street to the Bridge. He highlighted the crash summary related to ramps because of traffic backups from letting vehicles in. From 2009-2013, there were over 120 crashes on the Interstate Bridge southbound. Crashes follow the peak hours, and the same with severity and injury crashes. He said this is the background of how they ended up with a project in this corridor.

So, they are doing much like what ODOT is doing on their side of the river. ODOT will have live variable speed limits and variable message signs for the northbound during the Trunion work.

WSDOT took off on the good results that ODOT had with Highway 217. WSDOT has some experience with this in the Seattle / Puget Sound area. They are really trying to treat the queues, the end of queue crashes, especially with the variable speed signs. The system is automated. There is a lot of variability in this corridor, and they are trying to take some of the variability out with a system that gives the drivers some knowledge of what they are headed to.

The other component of this is the ramp metering consistent with the safety project. The biggest benefit they get with ramp metering is that they reduce crashes. The ramp metering breaks up the traffic coming onto the system and makes it a little easier to merge in and gets rid of some of those crashes. If those crashes are eliminated, it helps to not have the more serious injury rear end crashes.

With adaptive ramp metering, what they do is shorten the period of congestion. That might take 15 minutes off the back end and 15 minutes off the front end, and you flow through at free flow speed and don't even know that the ramp meter helped you get through. The second part is this allows more vehicles to get through. Even if it is only 5 mph more, with three lanes of traffic and 200 vehicles an hour more in each lane, that is 600 vehicles an hour more they can get through the system. That is how they shrink the period of congestion.

They have had extensive public outreach. They had an Open House last fall. They have been on Twitter quite a bit and are now ramping up to weekly communication. They did a Blog two weeks ago that went to 12,000 confirmed email addresses that they have in their system. They connect with 120,000 users on Next Door and 45,000 users on Facebook. They have a project Webpage. They will have a News Release coming out in the next couple weeks. Outreach to Reddit. They have reached out to the various PIOs across the metro region letting them know what they are doing in this region and that the system is coming online. They are now working with the City of Vancouver and Clark County to get this information out. They want drivers to be aware that this is coming online.

Mr. Langer said the signal heads are in for the ramp meters, and a lot of the variable speed limit boards are in. They are working on some communication issues on the system by 78th Street, but they are getting there. They are finishing up some fiber work. They are hoping to get turn over from the contractor August 24. Sign testing is taking place.

Mr. Langer said when they started this project, the plan was to have the project done by the end of June, so that they would have plenty of time to configure their ramp meters and configure the variable speed limit system. This was started pre-pandemic. They also thought they would have a good month of fine-tuning the system during morning congestion, and they would have the system ready for the Truncheon. With the pandemic, they had suspension of the project earlier in the year, in March and April. Most of WSDOT's construction projects were shut down as part of that, including this project. They lost time there. On top of that, they don't have congestion right now. They are down about 10% traffic wise. It is not that much, but where they are operating in Clark County, 10% is enough to remove their congestion right now. Mr. Langer said during the heart of the pandemic, on I-5 they were down about 25-26%

traffic. He said they need the public to realize that they are going to have to change their habits during the closure or they will end up with some pretty bad congestion. The other part of this is that they can't fine-tune the system unless they have congestion. They will set baseline parameters, but every segment of the freeway is different. They breakdown at different levels of volume and density; they are all unique, because the geometry is unique. Mr. Langer said with the meter they installed on I-205 northbound at SR-500, it took them about a month to get it fine-tuned and tuned in. They are going to be trying to fine-tune five new ramp meters during the middle of the Trunnion construction project, a challenge. Mr. Langer noted that because there is no congestion, the meters will likely not come on until the Trunnion happens. They will put them in auto mode where they actually look for the congestion.

Bill Iyall asked if there was a tolling option on any of the ramp meters yet, or if that is something for the future.

Mr. Langer said no, that currently there is not an HOV lane or anything like that. Because it was a safety project, what they looked at was a way to get them in in an economical fashion. Typically, on these on ramps there is more space. There is space for various safety reasons. They are wider than a single lane; they only look like a single lane. ODOT many years ago came up with splitting the on ramp to form two lanes out of one when a ramp meter is on. That is what they are doing. They created more storage out of them and use that storage. At this time, there is no HOV components to it or anything like that.

c. C-TRAN Service Plan and Bus on Shoulder Operations

Matt Ransom introduced Scott Patterson, C-TRAN Chief External Affairs Officer, who will present the Bus on Shoulder operations on I-5, a permanent project and a temporary/pilot project on I-205. Three years ago, the SR-14 Bus on Shoulder was deployed as a pilot project, and is now considered permanent.

Scott Patterson said this will be representing a significant improvement in terms of improving their reliability on their system. Bus on Shoulder has really been a premier opportunity for them to be able to provide better and more reliable service for the riders that depend on them on a regular basis.

Mr. Patterson provided a background on what Bus on Shoulder is. Bus on Shoulder starts to see a significant benefit when the general-purpose traffic on Interstates fall below 35 MPH, and traffic starts to build up. That is when C-TRAN buses will move, as on SR-14, into the shoulder lane and drive a little bit faster, for safety no more than 15 MPH faster than the other traffic. The shoulders can retain their primary use as a safety refuge for emergency stops and emergency response vehicles.

Speeds on our Interstates, I-5, I-205, and SR-14, have dramatically decreased in recent years. Because C-TRAN's commuter services uses those same general-purpose lanes, their travel times to get across the river and into Portland have significantly increased, which has led to a number of reliability challenges, that not only inconvenience riders, but make it a challenge to be able to provide enough service to meet the demand that exists in the corridor.

Mr. Patterson said a few years ago they started to work with WSDOT to see how they could implement a similar type of system. In late 2017, they initiated the Pilot Project on SR-14. It is a relatively short segment of SR-14 between the Fisher's Landing Transit Center (164th Ave. and SR-14) along the right shoulder to the I-205 on ramp. Even though it's a relatively short distance in length, they immediately saw significant improvements along the corridor in terms of improving their travel time and speed. After the first full year of operation, for the most congested segment between 7:30 a.m. to 8:00 a.m., they were approaching 42% improvement in speed along that segment. That really gets to improving their reliability and a better service for their riders. It's been it's been very successful.

It also began C-TRAN's interest in once again partnering with WSDOT to look at implementing the I-5 southbound Bus on Shoulder Project. C-TRAN worked in coordination with the DOT to apply for and ultimately receive a State Regional Mobility grant to help fund the project. This is a segment that is much longer than the segment on SR-14. It's about five miles in length from approximately the 99th Street Transit Center on I-5 down to the Interstate Bridge. This will provide C-TRAN the opportunity to use the inside left shoulder southbound up to the bridge. They expect to see very similar, and likely better, travel time improvements on I-5 simply because the length of the traffic queue has backed up quite a bit further than has been seen in recent history. Mr. Patterson said this project wouldn't have been possible without the strong partnerships they have had in the region. He said he and Scott Langer have worked quite a bit on this project. He added that Carley and her team have been amazing to work with.

WSDOT issued a contract with Tapani Inc. They began construction in June. They are doing some pretty significant restriping, narrowing lanes to provide a 14-foot-wide shoulder to adequately provide width for the Bus on Shoulder lane. They are replacing some drainage structures and electrical junction boxes along with the repaving and restriping. They are still on track to be done by mid-August. This will provide C-TRAN the opportunity to allow their drivers the opportunity to do some training and testing of the lane before they expect to be using it for significant periods of time in conjunction with the Truncheon project.

Mr. Patterson thanked partners at ODOT as well for the opportunity to utilize the I-205 Bus on Shoulder lane, both throughout the Truncheon Project, but as well, the one-year Pilot Project. They look forward to being able to utilize that. They expect to see a lot of the same benefits, and hopefully will be in discussions in the not too distant future about either extending the Pilot Project or even making it permanent.

Shirley Craddick thanked Scott and said it was very interesting. She said she was pleased to see this project moving forward. She said she supported the SR-14 project, and looks forward to Bus on Shoulder moving into Oregon. She thanked them for this work. Councilor Craddick asked why they are choosing the inner shoulder. When the bus needs to exit the freeway, it needs to move to the right. Why use the inner shoulder and not the outer shoulder?

Mr. Patterson said depending on the segment and agency and type of commuter service they're providing, they felt in this case doing it in the left lane because the vast majority are

boarding commuter buses further north in the Salmon Creek area where I-5 and I-205 meet. They also have the Park and Ride facility in the Hazel Dell area off of 99th Street. So almost all of their southbound commuter buses are operating out of one of those two facilities, and they all continue on into downtown Portland. They are not exiting between Hazel Dell and the Interstate Bridge. Staying in that left lane, it actually helps them avoid doing additional merging into traffic at the interchanges.

Shawn Donaghy added that it's not uncommon for most transit agencies on the Interstates to utilize the inner shoulder. There is a lot less emergency vehicle traffic on the left side. Usually breakdowns merge as far as they can to the right, as they should, as it is listed in most of the driving manuals for the states. The left shoulder is usually pretty clear; and usually a safer mode of transport. They opted for the right shoulder for SR-14 because it was a straight shot from 164th to I-205. In that case, it helps out quite a bit. In most cases on Bus on Shoulder, it's better to be on the inner shoulder.

Chair Hughes asked what kind of education they have for the drivers on the left lane when they have to merge at the bridge.

Scott Patterson said one of the benefits of the project being completed at the middle of this month is it will give them the opportunity to take their drivers out on the corridor and to do some in-person testing of it. They are also able to utilize just simple video technology to do some videos for other drivers so they can begin to get educated on it. Mr. Patterson said there are numerous opportunities to be able to get them both direct training and experience before they are actually carrying regular passengers as part of their route.

Chair Hughes asked if there will be signage on the left-hand lane for drivers to be cautious of the bus merging in from the left lane.

Mr. Patterson said when those merges are taking place, traffic that is in the general-purpose lanes is already moving very slowly. They are merging quite a bit in the different lane configurations on I-5. Their drivers are very experienced at what it takes to be able to safely merge. Typically, when automobiles are seeing a large bus merge, they're really good at letting the bus in.

Scott Langer added that there is a signage package that goes with the end of the Bus on Shoulder lane that warns drivers about merging and that the buses are merging back in. There's an accompanying signing package to warn the drivers that it could be happening.

Ron Onslow asked if they had any traffic accidents with the merging of the buses.

Scott Patterson said that they have not had any accidents with that. One of the reasons that SR-14 began as a pilot project is because it was so new to the region. They wanted to make sure they had the opportunity to carefully analyze it and make adjustments if needed. He said it has gone amazingly well. They are really pleased. In looking across the country at other Bus on Shoulder systems, you see very few, if any, serious incidents. It has been tried and tested in other major metropolitan areas, and the data in terms of safety is really safe.

VI. Regional Emergency Transportation Routes - Update

Mr. Ransom said he has asked Lynda David to introduce this item. It is a panel presentation with our partners Metro and Clark County who are jointly leading this region's participation in this process. It is an MPO obligation to designate emergency transportation routes.

Lynda David said Regional Emergency Transportation Routes are travel routes that if this region were to experience a major emergency or natural disaster, the routes would be prioritized for rapid damage assessment and debris clearance so that emergency response and essential supplies could be provided within the region. The five county Portland / Vancouver region already has designated Emergency Transportation Routes (ETR). They were last updated in 2006, so work is currently underway to review and potentially update these routes. The memo with the meeting packet has three attachments that explain more about the project. The updated Regional Emergency Transportation Routes (RETRs) are important to RTC, as they will be included in the next update to the Regional Transportation Plan (RTP) for Clark County as RTC addresses planning for transportation system resiliency, safety, and emergency response. The project is co-lead by the Regional Disaster Preparedness Organization (RDPO) and Metro. It involves considerable coordination between jurisdictions and agencies in this region. Ms. David introduced Kim Ellis, Principle Transportation Planner with Metro who will provide an overview of the RETRs update, also Anthony Vendetti with CRESA, the Clark County Emergency Services Agency is also available at the meeting.

Kim Ellis said she would like to share an update of where they are in the project. She said they have been working very closely with the technical workers that Anthony is a part of and other jurisdictional staff. They will have draft maps and a draft report with recommendations for future work later this fall. They would like to come back to the Board at that time to share the results of the work and get further feedback of what they are doing.

This project is for the five-county area surrounding the Portland metro region. The Regional Disaster Preparedness Organization provides regional coordination around emergency response and disaster preparedness. As a partner, all of their member jurisdictions are jurisdictions that are members through Inter-governmental Agreements all across the region. Every jurisdiction within the five-counties are eligible to be participating in their work. The RDPO was established in 2012. It was really intended to pull together multiple efforts that have been happening since the 1990s on Disaster Preparedness and Emergency Response. Intergovernmental Agreements are how they coordinate work. They have multiple workers. They have a policy committee that engages elected officials. They have a steering committee that has senior level staff from different agencies that oversees many different technical workers that are public works, public health, as well as other fields.

The purpose of this project is to update the routes. The routes were first designated in 1996 and last updated in 2005. At that time, both Columbia and Clark County were not involved in that update. One of the purposes of this effort is to improve the visibility and understanding of the resilience of the routes, the purpose of the routes, and to better integrate them into other planning efforts, whether it is transportation planning, capital improvement program, but also

regional resilience and recovery planning activities. They want to try to engage at a policy and technical level what has traditionally been very much a technical exercise in the region.

They have been doing a lot of background work leading up to developing the criteria that they are beginning to use data to review the routes. Ms. Ellis said they're not starting from scratch, because there has been a lot of work done locally both in Oregon and Washington that they are building on. In particular, they will be using that work and a few routes have been added to the analysis that came out of those efforts. One of the outcomes of this is not just having updated routes and maps with future recommendations for work, but they do want to seek endorsement by the RTC Board, as well as the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council at the end of the process. In addition to the policy board for RDPO to recognize there is agreement that these routes are important, they connect with state routes, and then it will help the region advocate for resources to further upgrade these routes to be more resilient and help support planning activities in the future. They expect that endorsement process to happen next year. Now, they will be developing draft updated routes and report back in the fall. They will further refine them and come back in early 2021 to seek support from the various Boards.

The ETR Work Group has been meeting over the past year and really helped develop the Scope of Work. The funding for the project has come from the Urban Areas Security Initiative (UASI) which is a federal grant program through the Federal Emergency Management Agency (FEMA). They applied through RDPO; they have several grants that fund their projects to that. The Work Group helped scope the project and also began developing the criteria and process that they are using. They have been very engaged throughout this work.

They have been briefing other policy and technical committees since January. Ms. Ellis said COVID-19 definitely put a crimp in their process in terms of being able to engage people earlier. They are really trying to engage elected officials from both sides of the river to ensure people are aware of the work and provide feedback and also review their projects at the end.

Ms. Ellis said in their background work they did, they found there were varying definitions of emergency routes and different plans and documents in the region. One of the first tasks that they did with the Work Group was to come up with a common definition. These are routes that would be used during and immediately after a regional emergency or natural disaster. It has the purpose of moving people, either personnel or patients, but also resources, materials, first responders, and essential supplies. They would also need to be prioritized for debris clearance and also ensure that they are actually viable to be used in the event of an emergency. The regional routes that are designated in this region are connected in Oregon. ODOT has identified what are called Statewide Seismic Lifeline Routes. They have not seen the equivalent of that in Washington state. Washington DOT has done a lot of work in evaluating the seismic resiliency of their routes. They are integrating the regional emergency routes with the ODOT Statewide Seismic Lifeline Routes. These are also connected to local emergency transportation routes, and even neighborhood local emergency response routes.

For updating the regional routes, there are three primary areas that they are going to be looking at: Connectivity and Access, Route Resilience, and Community and Equity. They have a lot of data that all of the partners that are being included in the Work Group, at county level, some of the cities, TriMet, and the Ports as well. They will be looking at giving access of the routes. These areas are summarized in the attachments to the memo in the packet.

In addition to evaluating the routes as they have been developing the framework with the Work Group, they have identified areas for future planning work at the regional level. This is recognizing that this work is really focused on the role of these routes and emergency response and initial recovery.

They will be creating a database that will have the GIS data available to support future planning, investments, and work with partners to clear these routes in the Transportation Plans at the local level as well as at the regional MPO level and the Emergency Plan. They will evaluate vulnerability for hazards in more detail. They will develop public information and messaging; plan for bike and pedestrian access needs; and evaluate river routes. They are looking at the road system to the airports, to PDX, and to the Hillsboro and Troutdale airports, also the airports in the Clark County area and surrounding counties.

Ms. Ellis said they are working to apply the criteria and reviewing draft maps. They have meetings being convened by the RDPO in partnership with the five counties and bringing other staff from the cities and other agencies in to review some of the preliminary maps. They'll make some additional refinements. In the fall, they will have draft updated maps and the report with the recommendations for future work. That is when they would like to come back to this Board to share this and get additional feedback before the update is finalized, hopefully before the end of the year. Early next year, they will conduct the final review and endorsement process, and then begin sharing the information and the data more broadly. Some of this data has never been together in the five counties. The new data set for the five-county area will be a valuable resource for many agencies involved in transportation and land use planning and emergency management.

They have a project website <https://rdpo.net/emergency-transportation-routes>

Ms. Ellis said that Laura Hanson with RDPO was not able to attend, but if anyone has interest in participating more in RDPO activities to contact Laura directly or she could relay the message.

Gary Medvigy asked if each of the airports are on those emergency routes. He also asked when looking at vulnerabilities if they are looking in detail at the connectors and that would include the sea Ports as well, not just the facility, but the connector from the emergency route to the airports and sea Ports.

Kim Ellis said yes. They have mapped all of the airports in the five-county area, the larger airports and the smaller airports that serve some of the more rural areas, as well. They will be looking to ensure that they do have good connectivity. It may be connected by a regional route or it could be that it is connected by a local emergency route as well. That is part of the process that they are currently going through. They are also mapping the marine terminals as well, so

all of the terminals through the Port of Vancouver and the Port of Portland; air and marine sites.

Councilor Medvigy thanked Ms. Ellis and thanked her for looking at the general aviation airports as well, saying they are very important.

Anthony Vendetti said this is the first step for them. They still have a lot of work to do on the local Emergency Transportation Route planning. That is what is going to happen once they have all the new data available for them and have completed the regional projects. They will make sure that all of those connect and connector routes are covered. They still have a lot of park communities that still need to be reached.

VII. Regional Studies Update

Mr. Ransom said he has asked Lynda to give a high clip review of this memo. Each year when the Board reviews the Unified Planning Work Program, that is RTC's 100 page federal and state work program typically reviewed in April and approved in May. There is a lot of material. The purpose of this update is to provide a snapshot of several studies that RTC is leading, others that they are involved in. If there are some that are listed here or in the Unified Planning Work Program that they would like to have a more detailed briefing on, they try to provide briefings like today that are timely and topical. Mr. Ransom said they will get to a few of these; they are in the queue. He said if anyone wants more detail on any of these, to contact him and he can see if they can provide a full briefing.

Lynda David said the agenda item is to let members know about projects that are under way or coordinating with other partners. They last provided such a briefing to the Board about a year ago. They wanted to make sure that members were updated on current work under way. The memo in the meeting packet provides an overview of each transportation planning study. They are available to provide a web link for more information on each of the studies.

On the **Regional Level** a study currently under way is the Regional Active Transportation Plan for the Clark County region that will predominately address pedestrian and bicycling modes. Work is carried out by RTC in coordination with planning partners and with consultant assistance. A draft is anticipated in fall 2020 and completion in winter 2020.

The Regional Architecture Study is being developed by RTC as part of the Vancouver Area Smart Trek (VAST) program. This study addresses updates to the ITS Architecture to account for new technologies and service packages such as connected vehicles and also changes to the architecture software structure.

The Shared Central Signal System Study is a joint project between WSDOT and RTC. It is significant and will include developing guidelines for implementing a unified multi-agency regional operations system with an integrated traffic signal system for the entire region.

The Urban Freeway Corridor Operations Study was led by RTC and is now complete. The final report will be presented to the Board in the fall. The UFCO Study Report is now available on RTC's Website. The link is provided in the memo.

The I-5 / 219th Street (SR-502) Interchange West Access Study is being led by the City of Ridgefield. It will look at connecting the current interchange at that location to provide an additional ramp to the west to connect to the south part of Ridgefield.

Ms. David said there are a number of local jurisdictions, such as Vancouver, Clark County, and Camas that are looking or updating and developing Transportation System Plans to look at transportation infrastructure needs and system development policies. These will support the local Comprehensive Growth Management Plans.

A Household Travel Survey is usually conducted in this region every 10 to 15 years with the most recent conducted in 2009-2010. As in past efforts, RTC will be partnering with Metro, ODOT, and other planning partners through the Oregon Modeling Steering Committee. An updated survey serves to inform the regional transportation planning process and enable update and re-calibration of the regional travel forecast model. Phase 1 pre-development survey and methodology work is underway. Due to COVID-19 related travel disruptions, the field survey has been delayed. Tentatively, the travel survey may be fielded in 2021 in the Clark County region.

Other **Bi-State Studies** of interest include the Columbia Collects Study which is led by Metro in partnership with RTC and other regional and local partners. The study will consider bi-state data and economic development opportunities. Now, its focus is on economic recovery.

Within **Washington Statewide**, there is a Statewide Transportation Needs Assessment being led by the Washington State Legislature's Joint Transportation Committee. This is a comprehensive assessment of statewide transportation needs and priorities for 2022-2031. A Phase I report is available online and Phase II work is underway with recommendations expected to go to the Legislature for consideration during the 2021 legislative session.

The Washington State DOT Highway System Plan is underway. It looks at how to preserve, maintain, improve, and operate state highways in Washington. It has been 12 years since the last Highway System Plan was published. Completion is expected in 2021.

In the **Oregon/Metro Region** there are several studies underway. The Board has heard at previous meetings about the Oregon Toll Program led by ODOT, which is looking at potentially tolling sections of I-205 and then I-5. I-205 is currently being evaluated as part of an Environmental Assessment Study with public comments now being solicited on Purpose and Needs statements. Proposals for the I-5 corridor potential tolling will be subjected to an alternatives refinement phase which is scheduled to be initiated later this year.

The Regional Congestion Pricing Study is being led by Metro. It is an investigative technical study of congestion pricing, looking at various pricing policies and programs, and it will look to understand outcomes and effects of congestion pricing if they were to be applied in the Portland region. It is scheduled to conclude in early 2021.

There is a Regional Mobility Policy Update underway which is led by Metro and ODOT. The study is addressing an updated mobility policy for measuring performance of the transportation

system and identifying the transportation needs of moving people and goods. Work is scheduled to conclude in June of 2021.

VIII. Federal and State Legislative Update

Matt Ransom said he had put this on the agenda expecting that there might be updates. Conversations were that there might be a special session. Nothing has materialized. Last month he reported that the House did push forward a reauthorization proposal. The Senate Committee last year did the same. Currently, there is no proposal on the table from the administration. He said it is unlikely that there is a reauthorization in full. Most likely, there is an appropriation extension where the federal transportation programs are reauthorized at current funding levels. If there are any changes, he would keep the Board apprised.

Other Business

IX. Other Business

From the Board

Rian Windsheimer said he wanted to share that ODOT is in the beginning of its 45-day comment period for tolling on I-205. There is a lot of information available about alternatives they are studying, how the tolling system works, what they are looking at, and the approach to equity that they are undertaking. He provided a link to the website in the chat box: <https://oregonevents.org/openhouse/i205toll>

as well as the survey:

<https://www.surveymzmo.com/s3/5678377/ODOT-I-205-Outreach-OOH-summer-2020>

Mr. Windsheimer encouraged all to take the survey and share their views so they can take all of that into consideration as they begin this comment period. The comment period will continue until September 16.

From the Director

Mr. Ransom said in regard to ODOT's Tolling Program, they have invited the Tolling Program Director, Lucinda Broussard, to present to the RTC Board at the September 1 meeting. The intent is for her to review with the Board the purpose and need comment period and their process and alternatives they have studied. Mr. Ransom said he has initiated a review process with RTC staff based on the comments that this Board approved several years back. They will report more fully at the September 1 meeting. He encouraged everyone and their staffs to take a look at that and prepare individual agency comments as they see fit.

Mr. Ransom spoke to the RTC Bylaws. He said they have by mandate and good judgement they are meeting remotely, and he doesn't see that changing any time soon. He and the executive Committee have reviewed the Bylaws this month and asked the question if their Bylaws prohibit them from meeting in some form beyond when they can reconvene in person. As a review of the Bylaws, four years ago the Bylaws Committee introduced this new article whereby the Board Member could participate in meetings subject to some very narrow

circumstances, illness, inclement weather, and so forth. Clearly, meeting in this format, as necessary, was outside of what the Board's intent years ago. The question before the Board is if there is a future around this table where they provide a more permissive avenue for participation like this. The communications, logistics, and technology in balancing CVTV in television and Zoom, etc., they have a lot to maneuver. Mark is kept very busy in keeping up with the meeting needs. With that, Mr. Ransom opened the conversation of perhaps bringing this back for a full conversation of organizing the Bylaws Committee to take this matter up. He asked for feedback.

Shirley Craddick said in having to drive from Portland to attend in person, the Zoom format is an excellent format. She said she is able to attend the meeting, and attend on time. The Metro Council meets regularly on Tuesdays from 2 to 5 p.m., and she traditionally has to leave the meeting over an hour early to attend the RTC meeting, and even then, she is late in arriving. Councilor Craddick said she really enjoys having this meeting format. It makes it much easier for her. She said she also recognizes that she is one of a large group of people, and most everyone else lives and works in Washington.

Ty Stober said it seems that this Board goes through a cycle during the year. There are meetings that are really fast. He said even if it is not every meeting, he thinks it is an opportunity to think when the schedule is light, it makes more sense to do it remote than everyone meeting. He felt it should be an opportunity for that as an option.

Shawn Donaghy said as part of the conversation of the Executive Committee for the RTC, really revolved around the idea that the RTC is much larger in distance than some of their local councils or even the C-TRAN Board or other areas that are affected. He said he thought this is an excellent way to be in participation, especially from some of our partners who are on the outer perimeter of the RTC's area. They might be able to get a little more participation out of it, and good feedback out of it. That is what they want. He is in support of this format. He agreed with what Councilor Stober said and also Councilor Craddick.

Melissa Smith said she liked the format. It is a new process, and it is going to be different. She said they have discussed this at their council as well; they are much smaller, so they may have to stay with it. They still want that human interaction. It may be that they meet in person quarterly or rotate it somehow. She said the Zoom meetings are very good, and you get a lot more people in the meetings.

Gary Medvigy said in-person meetings are by far the go-to plan, but he thinks the opportunity to be a part of the meeting remotely when you have a distance to travel is great. He said it would be good to be able to have the opportunity to do both.

Mr. Ransom summarized what he heard. He said he heard that they liked the remote as an option. The way the Bylaws are, a revision would come forward, and he would need to convene the subcommittee. He suggested that he would prepare some language and make a recommendation to the Chair about convening the Bylaws Subcommittee so that matter can be taken up formally. He said given these steps, they should be able to formally take action at the

December meeting. That would allow them going into 2021, to have a plan as to how they want to engage.

Mr. Ransom had a Project Showcase to present. He congratulated Clark County on the great upgrade to NE Blair Road (SR-500 to MP 2.47) in the region. RTC's contribution to the project was \$1,000,000 to the total project cost of \$3,451,000.

Mr. Ransom said he wanted to provide an update about their project obligation and delivery status. He said they are meeting all of their obligation targets. He thanked all agencies for continuing to work on projects in spite of our highly unusual circumstances. They have met all of their obligation targets for this year. There are some projects that have commitments to deliver by September 30, 2020.

Mr. Ransom said he sent Board Members a survey last week, and he thanked those who took the survey. He said back in March they had a special presentation from a consulting group out of Boston, Massachusetts. IDC is the company. They were hired by five agencies here that all put money in to do an assessment of if we were making investments on the regional and local transportation systems that are supportive of the idea of the future of transportation, essentially, smart transportation, smart signal systems, connected vehicles, etc. After the March briefing, the pandemic came full force. The state was put into a shut down. This project was delayed significantly, and the survey was delayed. The survey that he sent to Members was not designed for them. All of their staff: planners, engineers, operations staff that do the signal technology work, got this survey. It is more designed for them. It is such an important topic that he wanted to provide an opportunity for the Board to see the work that is being done and see the survey. They are going to bring IDC back for the assessment Report. Given the gap in time between that March briefing, he wanted to refamiliarize members what the whole topic is. Smart technology is an important public policy question. He said their staffs are working on it; it should be top in mind for all in how we are investing dollars. IDC will be back to give the Board what they think our status in terms of benchmarks to our peers across the nation.

Mr. Ransom said they are still in Safe Start Washington Phase two. RTC offices are partially closed, meaning only essential personnel are in the office. They are fully operational, working with members staffs, working on the technical work.

The next RTC Board meeting will use this same format and held on Tuesday, September 1, 2020, at 4 p.m.

Adjourn

The meeting was adjourned at 5:50 p.m.