

**Southwest Washington Regional Transportation Council  
Board of Directors  
July 7, 2015, 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 Melissa Smith on Tuesday, July 7, 2015, at 4:00 p.m. at the Clark County Public Service Center Sixth Floor Training Room, 1300 Franklin Street, Vancouver, Washington. The meeting was recorded by CVTV. Attendance follows.

Voting Board Members Present:

Nancy Baker, Port of Vancouver Commissioner  
Jack Burkman, Vancouver Council Member  
Jeff Hamm, C-TRAN Executive Director  
David Madore, Clark County Councilor  
Ron Onslow, Ridgefield Mayor (Alternate)  
Larry Smith, Vancouver Council Member  
Melissa Smith, Camas Council Member  
Jeanne Stewart, Clark County Councilor  
Kris Strickler, WSDOT Regional Administrator

Voting Board Members Absent:

Shirley Craddick, Metro Councilor  
Bill Ganley, Battle Ground Council Member  
Doug McKenzie, Skamania Co. Commissioner  
Tom Mielke, Clark County Councilor  
David Poucher, White Salmon Mayor  
Rian Windsheimer, ODOT Region 1 Manager

Nonvoting Board Members Present:

Nonvoting Board Members Absent:

Curtis King, Senator 14<sup>th</sup> District  
Norm Johnson, Representative 14<sup>th</sup> District  
Gina McCabe, Representative 14<sup>th</sup> District  
Don Benton, Senator 17<sup>th</sup> District  
Paul Harris, Representative 17<sup>th</sup> District  
Lynda Wilson, Representative 17<sup>th</sup> District  
Ann Rivers, Senator 18<sup>th</sup> District  
Liz Pike, Representative 18<sup>th</sup> District  
Brandon Vick, Representative 18<sup>th</sup> District  
John Braun, Senator 20<sup>th</sup> District  
Richard DeBolt, Representative 20<sup>th</sup> District  
Ed Orcutt, Representative 20<sup>th</sup> District  
Annette Cleveland, Senator 49<sup>th</sup> District  
Jim Moeller, Representative 49<sup>th</sup> District  
Sharon Wylie, Representative 49<sup>th</sup> District

Guests Present:

Ed Barnes, Citizen  
Jennifer Brower, Port of Vancouver  
Elizabeth Campbell, Citizen  
Eric Florip, The Columbian  
Tim Gaughan, Citizen  
Paul Greenlee, Washougal Council Member  
Jim Hagar, Port of Vancouver  
Heath Henderson, Clark County  
Lee L. Jensen, Citizen  
Carol Levanen, Clark County Citizens United  
John Ley, Citizen  
Anne McEnery-Ogle, Vancouver City Council  
Susan Rasmussen, Clark County Citizens United  
Bridget McLeman, Citizen  
Scott Sawyer, City of Battle Ground  
Tim Shell, City of Ridgefield  
Patricia Joy Stepp, Citizen  
Jeff Swanson, Clark County  
Steve Tubbs, Citizen  
Michael A. Williams, WSDOT

Staff Present:

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

Chair Smith introduced and welcomed Kris Strickler, the new WSDOT SW Region Administrator.

## **II. Call for Public Comments**

Steve Tubbs of Vancouver spoke about interstate travel and the much needed improvements to the I-5 corridor. He said there needs to be discussions with the Oregon side of the river and encouraged the Board to move forward as a region in that direction.

John Ley of Camas spoke about safety and the high number of accidents at the Rose Quarter on I-5. He encouraged the Board to ask Oregon to fix this two-lane section at the Rose Quarter. He also said he would like to see a presentation to the Board regarding the safety and congestion issues that happen at the Rose Quarter.

Ed Barnes of Vancouver distributed two documents to Board Members. He said at the last RTC meeting he had questioned WSDOT about the Record of Decision (ROD) on the Columbia River Crossing. The Record of Decision was one of the distributed documents. Mr. Barnes also provided a Background Brief on the Columbia River Crossing that was put together by the Oregon Legislative Committee Services providing an understanding of what Oregon did to try to build an I-5 crossing. Mr. Barnes also spoke about misrepresentation of tolls.

Lee L. Jensen of Battle Ground distributed copies of his comments. He spoke about an e-mail exchange between Chair Melissa Smith and Clark County Councilor David Madore and read the exchange.

## **III. Approval of the Board Agenda**

Chair Smith said they would like to reverse the order of agenda items VII and VIII.

JACK BURKMAN MOVED FOR APPROVAL OF THE JULY 7, 2015, MEETING AGENDA WITH THE NOTED CHANGE IN ORDER. THE MOTION WAS SECONDED BY LARRY SMITH AND UNANIMOUSLY APPROVED.

## **IV. Approval of May 5, 2015, Minutes**

NANCY BAKER MOVED FOR APPROVAL OF THE MAY 5, 2015, MEETING MINUTES. THE MOTION WAS SECONDED BY RON ONSLOW AND UNANIMOUSLY APPROVED.

## **V. Consent Agenda**

### **A. Ratification of the June Claims**

### **B. July Claims**

David Madore asked that the July Claims be pulled for discussion.

LARRY SMITH MOVED FOR APPROVAL OF CONSENT AGENDA A. RATIFICATION OF THE JUNE CLAIMS. THE MOTION WAS SECONDED BY RON ONSLOW.

Jeanne Stewart asked for clarification of the item listed in the July claims. David Madore said it is claim number 122 Alta Planning and Design for \$11,000 for Complete Streets Policy.

THE MOTION WAS APPROVED FOR RATIFICATION OF THE JUNE CLAIMS.

David Madore asked if the \$11,000 was the total cost for a study, what the expense was for, and what they were going to do with it.

Matt Ransom said Claim 122 on the July Claims List is reimbursement for services rendered. There was a contract that was approved by the Board in April of this year for a study of a policy working with local agencies to assess the benefits of a Complete Streets Policy at the regional level. Once the Board approved that contract, Alta Planning and Design began work. They have been working for the last two months, and this is their final invoice. The total contract was to not exceed \$11,000.

David Madore said he thought that each of the jurisdictions has their own policy when it comes to their Complete Streets. Councilor Madore said he did not believe that the County had any intention of adopting that policy for them. He said he assumed that this body is not trying to usurp this Complete Streets Policy upon the County and asked if that was correct.

Matt Ransom said they now have the work done, and the contract ran through the end of June. They worked with the member agency technical committee, RTAC, to examine and review Complete Street Policies. The focus of this study is at the regional level. What happens at the regional level around the RTC table is to guide the expenditure and perhaps distribution of regional funds, the flexible funds that are available to this agency. He said he did not believe that it would be an attempt to usurp local desire for a policy, whether or not they have a policy.

Councilor Madore questioned that this will not restrict funds that would be available to the County if they did not subscribe to that policy. Mr. Ransom said that ultimately when they present this work to the Board that is a policy question. What is the Board's belief of a proper scope and scale for a policy at a regional level? They have not reached that point yet. The consultant has made some recommendations in terms of different models that exist across the nation. The intent is to bring that back to the Board and engage in that discussion.

Councilor Madore said he assumes that when this is brought back to this Board somehow the majority vote of this Board will not somehow restrict the freedom of the County to be able to do what they see fit as the best policy for Clark County. Councilor Madore said he would be voting against this because he does not support Complete Streets agenda.

JACK BURKMAN MOVED FOR APPROVAL OF CONSENT AGENDA B. JULY CLAIMS. LARRY SMITH SECONDED THE MOTION. THE MOTION WAS APPROVED WITH ONE NO VOTE: MADORE.

## **VI. Transportation Alternatives Program Project Selection, Resolution 07-15-11**

Matt Ransom said that Dale would provide the report. He said this is an opportunity to present the Board with five projects for grant award. This is our federal selection of Transportation Alternatives Program, one of the duties of the MPO/RTPO for our region.

Dale Robins referred to the Resolution included in the meeting packet. He said the purpose of this resolution is for the Board to select projects for the 2017-2018 Federal Transportation Alternatives Program (TAP). RTC as the Regional Transportation Planning Organization for Clark, Skamania, and Klickitat Counties has selection authority for the TAP projects in those

three counties. TAP provides funding for a variety of alternative transportation projects. The vast majority of the projects that come forward in this program over the years have been bicycle and pedestrian improvement projects. The TAP process was reviewed and approved by the RTC Board at their March meeting.

The basic process for selecting projects includes local agencies developing their priority projects and submitting those to RTC for consideration. RTC also conducts a public involvement process. The majority of that process was conducted by submitted comments on RTC's webpage. Several comments were received, mainly by people who supported individual projects. There was one comment that supported the whole program. Mr. Robins said this is generally a program that citizens see as a benefit to their own communities, so there is overwhelming support.

An evaluation team was put together to evaluate the projects that included a citizen representative from the Clark Community Bicycle Advisory Committee. Also C-TRAN, WSDOT, Clark County Health Department, and RTC staff served on the Evaluation Team. The Evaluation Team's scores and ranking were presented to the RTAC committee for their review. RTAC discussed the evaluation and ranking and concurred with the Evaluation Team's ranking and recommended that they move forward for RTC Board consideration for funding.

For the 2017-2018 TAP program there were seven projects submitted for consideration. That request was for \$2.7 million in TAP funding. There is \$1.5 million available so everything cannot be funded. The recommendation is for the top five projects to be funded. Mr. Robins highlighted each of the five projects including: 1) Port of Vancouver Port Connector Segment 2, \$500,000; 2) Clark County Highway 99 Pedestrian/Bike Improvements, \$250,000; 3) La Center East 4<sup>th</sup> Street LED Pedestrian Sign, \$47,000; 4) Vancouver Columbia River Renaissance Trail, \$600,000; and 5) Clark County/Ridgefield Main Avenue Access Improvements, \$148,000.

Jack Burkman questioned the Columbia River Renaissance Trail award of \$600,000 when the request was for \$800,000. Mr. Robins said they ran out of money. They must allocate a certain amount of the funds for rural areas and a certain amount to urban areas. That project was at the end of the urban funding so they received \$600,000 of the \$800,000 request. The last project also received partial rural funding as well.

Mr. Robins said they are requesting RTC Board approval for selection and programming of the five projects discussed for the 2017-2018 Transportation Alternatives Program.

Jeanne Stewart referred to the Highway 99 Pedestrian/Bike Improvement project and asked for clarification. Mr. Robins said that is a small portion of the project that would aid bicyclists; a rest station on a side street so that people could pull over if they had a flat tire or something. Mr. Robins said it is to make what is currently in place safer. He said he could look through the application with further details and talk with her after the meeting. Councilor Stewart said that stretch of Highway 99 can be very hazardous and wanted to ensure that the improvements were for safety. Mr. Robins said that is exactly what the project is trying to do.

Councilor Stewart referred to the Columbia River Renaissance Trail project and asked just what that was. Mr. Robins said as part of the Boise Cascade development, there is going to be a park along the river for a good portion of that corridor, and that is called the Waterfront Park. It will be a grass area and an area for people to recreate, and a plaza. They also have plans for a pier as part of the park. Behind that is the road network.

Councilor Stewart said she remembers this project from the Vancouver City Council. She said there were development agreements that were created for that whole section, and there were agreements about who would pay for what. She said some of those agreements may have changed over time. She thought the developer was going to do the park. Councilor Stewart asked if this was outside the park. Mr. Robins said this project is constructing a trail within the park.

Jack Burkman said his understanding is that the land is provided for the city as part of the development. The developer is contributing to the development of the park on the waterfront, but there is a city component in there also and the city is funding that through primarily grant money. Councilor Stewart said it has the potential to be double-dipping.

Jack Burkman said the funding is complex; there are many different pieces that are added together. There is a component from the developer, a component from the city, a component from the state, and various grant funding. That is all put together to make the whole public portion of that area.

Larry Smith said that Council Member Burkman was correct. Part of the deal in the agreement with the developer was that they would build the trail component of it. There is a part about seven acres in it that they have had a long-term history of the Renaissance Trail itself and have gone back to save the funding and capital funding for that. This is just another piece to add to it; a component of the Park that the City is committed to.

Jeanne Stewart said she is increasingly worried about where the cost of this park ends, and she said she is surprised to see that there is a component that needs to come through RTC.

Jeff Hamm asked if this is a federal funding category that a Regional Complete Streets Policy might help inform equal distribution of resources.

Matt Ransom said he did not want to speculate definitively, because this is a trail within a park; it is possible. If it were attached to the street and a component of the street, for example a bike lane or a trail to separate a pathway from the street like Evergreen Highway, that might be more affiliated. The way a Complete Streets Policy could work is that some MPOs say in order to receive a certain type of funding you need to meet certain minimum criteria in terms of services provided whether that be pedestrian, trail, ADA, etc. Because we do not have a Complete Street Policy, we have no guidance that way, but that is a conversation that this Board needs to have.

JACK BURKMAN MOVED FOR APPROVAL OF RESOLUTION 07-15-11 TRANSPORTATION ALTERNATIVES PROGRAM PROJECT SELECTION. THE MOTION WAS SECONDED BY LARRY SMITH AND UNANIMOUSLY APPROVED.

## **VII. 2014 Congestion Management Process, Resolution 07-15-13**

Matt Ransom said this is RTC's annual Monitoring Report. It is a data collection exercise, and then comparing that to the projects and strategies identified in the current plan and where there might be a need for further refinement in the next RTP update. Mr. Ransom also said there was some question about some data in the report, and they have investigated that and Dale will share the revised tables which were distributed to members.

Dale Robins referred to the resolution with a summary report attached. He noted that distributed for members was a copy of the report and a sheet with some changes that were made since the meeting packets were sent out. The first change was Table 7 on page 27 of the report. The 1985 thru 2000 C-TRAN Ridership numbers were corrected. On page 63 – Figure 24, the chart title was corrected to 192<sup>nd</sup> Avenue.

Mr. Robins said the Congestion Management Process is a federal planning requirement. It must be incorporated into the Metropolitan Planning Process. As a region, they have developed an annual monitoring report that is a tool to help meet their overall requirement.

The Monitoring Report provides an annual assessment of the transportation system operating conditions. It informs the transportation investment decision-making process, and reports on the effectiveness of strategies. New to the report this year is the Strategy Corridor Analysis that begins on page 54. Mr. Robins highlighted these charts. He said they display a link between the transportation infrastructure improvements in a corridor's performance. Future improvements are linked to those identified in the Regional Transportation Plan.

Jeff Hamm asked how they figured a volume to capacity ratio above 100%. Mr. Robins said they use theoretical capacity numbers so they use similar numbers for all facilities. If it is a two-lane road with a 35 to 40 mph speed limit, a specific capacity is used. This standard allows them to apply to every corridor equally.

Mr. Robins provided slides to highlight: the five worst Volume to Capacity corridors; the eight Lowest Speed Percentage corridors; and the five busiest Transit Ridership corridors.

At the last meeting, Mr. Robins provided an introduction to the Congestion Management. They indicated that bi-state travel was a major issue. He provided a graph showing the bi-state travel across the I-5 and I-205 bridges has grown since the early 1960s to the current year. He also provided a graph of the Morning Peak Hour Delay (7-8 a.m.) 2014 compared to 2013 for the I-205 Bridge; the I-5 Bridge; and SR-14, I-205 to 164<sup>th</sup> Avenue.

Jack Burkman asked what 57% delay for the I-5 Bridge means. Mr. Robins said that translates to about 8 minutes. This means that to get from SR-500 across the I-5 Bridge is taking 8 minutes longer in 2014 than it did in 2013.

David Madore said the graph of the bi-state traffic shows the I-5 and I-205 bridges combined total. He asked if they have that information separated out. Mr. Robins said that is listed on RTC's webpage. He said he did not bring that with him today. He said what they saw was that both bridges approached capacity around early 2000, and the growth rate really started to slow getting through, especially at the peak hour. The peak hour congestion has now gone from a couple hours a day to seven hours a day.

Councilor Madore said it would be helpful to show these two bridges separated out. He asked if we have any of the numbers for the area of the Rose Quarter to see how much of the delay is there compared to the delay on the I-5 Bridge. Mr. Robins said they do not have those numbers. They only collect data in Clark County. On I-205 they go to Airport Way, and on I-5 they go to Jantzen Beach. Councilor Madore said it would be useful for us to take a look at that, because perhaps the backup going south is not the cause of the bridge but because of the two lanes at the Rose Quarter. Mr. Robins said that Metro does a Congestion Management Process and should be monitoring that. Councilor Madore said we need to invite them to share that information with us. Mr. Robins said they could invite them. He noted that they do use a little different process.

Council Member Burkman said both Clark County and the City of Vancouver have representation on Metro's Joint Policy Advisory Committee on Transportation. They do a congestion study, and there is a lot of modeling and a lot of different aspects of the corridor before you get to the Rose Quarter – I-84, Hayden Island, Jantzen Beach, and Swan Island. They do look at that, and the information is available for what their system looks like in a similar manner but it would not be directly plugged into ours. Staff would follow up on this.

Jeanne Stewart said at JPACT, the measurements that they give are not identical to what we do which are hard numbers. They are looking for statistics that can tell them more culturally where they are in the sense that their emphasis on transportation is different. It would not be comparing apples to apples, but it would give us an idea.

Mr. Robins said also at the last meeting they provided information on the peak period spreading. This occurs when trips shift to the period immediately before and after the peak demand. So what they are seeing across the two bridges is that from 2005 to 2014 in the northbound PM two-hour peak period, they are getting less cars across the bridges in that two hour period. Over a seven-hour period, they are getting more vehicles across. When demand is greater, vehicles cannot get through. Councilor Madore said at the next meeting he would like to see this information separated out individually for the two bridges and not combined. Staff could provide that.

Mr. Robins highlighted the key findings of the report. He said the regional traffic volumes far exceed improved recession volumes across the county. They are seeing greater congestion on all facilities. The regional model shows that implementation of the Regional Transportation Plan (20-year plan for the region) will be able to address much of the congestion, and along with operational improvements will make the congestion manageable. It will still exist, but the

improvements that are planned over the next 20 years will help the mobility in our region. Mr. Robins said over the last several years, transportation improvements and maintenance projects have been delayed, potentially leading to higher costs. The region needs to work with state and federal partners to ensure that the Regional Plan is implemented. If we continue to fall behind, congestion will become worse than if we try to fix the plan that we have in place.

Using the Regional Transportation Plan, they have identified potential key strategies. Transportation System Management and Operations (TSMO) strategies need to be part of the solution to get the most out of the existing system. Mr. Robins said in looking at regional federal dollars, over the last ten years, they have spent over \$15 million on TSMO improvements. That is probably only a portion of the total cost. If local jurisdictions implement any road improvement, they try to look at those ITS type of improvements that they can include as part of the projects. Mr. Robins said they need to add capacity. It is very expensive and potentially not feasible. The region needs to selectively add capacity where it is the most needed. They need to implement a long-term bi-state solution. All the data displayed shows the bi-state issue is a real issue for our region. We need to execute a long-term solution. It is years away. In the interim, they need to consider Transportation System Management and Transportation Demand Management (TSM/TDM) options to get the most out of the existing system between now and when we can actually implement a long-term solution.

Mr. Robins said they are looking for action of Resolution 07-15-13 which is endorsement of the Congestion Management Process 2014 Monitoring Report and its findings.

Jack Burkman said he thought it was a very good report. He said a number of years ago, we were going to put more emphasis on Transportation System Management and Operations strategies; we don't have the money to build a lot of new roads to get more out of the roads we do have. It looks like that is working. Council Member Burkman said we are still falling behind, but it is expanding the capacity that we have.

JACK BURKMAN MOVED FOR APPROVAL OF RESOLUTION 07-15-13. THE MOTION WAS SECONDED BY NANCY BAKER.

David Madore distributed a graph and also provided a slide of the graph showing Clark County Population and C-TRAN Total Ridership from 1999 to 2014. He referred to page 27 in the report and the paragraph talking about Table 7. The last sentence states "Over the same time period, C-TRAN ridership's growth rate has generally been higher than the population growth rate." Councilor Madore said this statement is not correct.

DAVID MADORE MOVED TO AMEND THE MAIN MOTION TO HAVE THE NOTED STATEMENT CHANGED TO SAY "C-TRAN RIDERSHIP HAS GENERALLY BEEN DECLINING COMPARED TO THE POPULATION GROWTH RATE ESPECIALLY SINCE 2008."

Chair Smith asked Councilor Madore where he gathered the information for this. Councilor Madore said Jeff Swanson, Clark County Economic Development Director, pulled together the population numbers and Jeff Hamm provided the numbers from C-TRAN. Councilor Madore

asked Jeff Hamm to verify the numbers. Mr. Hamm said he would be happy to, and he had something to add to the discussion at some point.

JEANNE STEWART SECONDED THE AMENDMENT TO THE MOTION.

Jeff Hamm said it would be better to look at a broader time frame on this. He had two additional graphs dealing with C-TRAN ridership relating to population and C-TRAN ridership and the number of service hours provided.

Mr. Hamm provided a slide of a graph showing Population/C-TRAN Ridership Cumulative Growth Rates going back to 1985. If you look at 1999/2000, you do see a decline in ridership, but if you go back to 1985 up until 2000, there was really strong C-TRAN ridership growth during that period of time. He asked why this started to change in 2000. Another slide showed C-TRAN ridership 1981 to 2014 along with the number of service hours available on the street. Over the 1990s, they opened Fisher's Landing, Salmon Creek Park and Ride Lot, and the commuter service into Portland matured. Then in the year 2000/1999 is when I-695 failed and C-TRAN lost 40% of its revenues. C-TRAN responded by slashing service, and the reduction in service hours as shown coincided with the reduction in ridership. That continued until 2004, when they went out again to the voters for a sales tax increase that failed. One of the responses that C-TRAN did in 2005 was a significant increase in fares. It doubled fares for commuters. They lost 40% of their riders to Portland in 2005. That is another indication of the reason why ridership was dropping. The recession hit, and C-TRAN again cut service in 2010. There are reasons why from 1999 on, there was a flattening of C-TRAN ridership. Mr. Hamm submitted that when C-TRAN's funding is stable, the situation will show its ridership is going to increase faster than the population. He said the statement referred to in the report is generally correct.

Jeanne Stewart asked if the chart that the County presented was not accurate. Mr. Hamm said he had not looked at it figure by figure, but in looking at it, it looks generally correct. Councilor Stewart said if it is true, she would ask that it be added to the report, not necessarily change any of the graphs or reports that are already there. She said it adds a perspective.

Mr. Hamm asked what perspective that was. He said in general, this is a congestion management report, and the statement is that public transportation ridership can increase faster than the population growth, and you can conclude from that that it is going to positively contribute to controlling congestion in the region if the system is properly funded over time. That is the main thrust of what the report is trying to say; as a tool to address congestion.

Councilor Stewart said to her to understand the role transit plays in congestion management and to understand how well transit is functioning in serving existing population, this is more information. She said the information is that we are not going to be able to rely entirely on transit if this trend continues. She said transit is not going to be the most important factor in reducing congestion.

Mr. Hamm said what would be helpful would be to go into this level of detail as to why that relationship happened, and include the discussion of the reduction in service hours and impact

of fare increases on ridership. That would be good information hearing in the future to the extent that the region wishes to use public transportation as a way of addressing congestion.

Jack Burkman said he would not support the amendment, because he did not think it was a correct statement to insert in the report that the ridership has decreased. He said it would make sense to clarify this with "C-TRAN ridership has generally grown at a higher rate than the County's overall population growth rate since 1985", because that is what the report is showing. We could also qualify it by saying when funding is stable, but that gets into some of the background information.

Dale Robins added that there is a section of text in the report that does talk about some of the funding issues that has happened to C-TRAN. Council Member Burkman said that is why his recommendation is to clarify the timeframe over which this occurs. He agrees if you interpret the last year or two that is not an accurate statement. If you look at the overall picture, which is what this is about, the table shows the growth rate since 1985.

David Madore said there is nothing in the report that talks about why it is like it is. This is a monitoring report to just report what. The reason for the monitoring report is to not reflect the history of decades; it is to inform us for strategies to go forward. He said that things changed between 1985 and 1999, but at this point, he felt it was irrelevant and should look at what it is now.

Jack Burkman said the exact sentence states "over the same time period". To clarify, we should add the years shown or just drop the whole sentence completely.

David Madore said all the other data in the report start from 2005 to 2014. The transit data goes back to 1985. They should be consistent, so show 2005 to 2014 for transit as well.

Dale Robins said Table 4 on page 19 talks about the Columbia River Crossing in a similar time frame. Councilor Madore said that is a different topic.

Councilor Madore asked for a Roll Call Vote and restated the Amendment to the motion.

David Madore said the original statement in the report states "Over the same time period, C-TRAN ridership's growth rate has generally been higher than the population growth rate." DAVID MADORE MOVED TO AMEND THE MOTION TO CHANGE THE STATEMENT TO SAY "OVER THE SAME TIME PERIOD, C-TRAN RIDERSHIP HAS GENERALLY DECLINED COMPARED TO THE POPULATION GROWTH RATE ESPECIALLY SINCE 2008."

Ron Onslow said the amendment wants to change the growth rate. He said he agrees with what is on the chart, but that has nothing to do with the growth rate. It is comparing apples to oranges. The amendment wants to change the ridership versus the average growth rate. He said he did not think that is correct. David Madore said he did not propose to change the numbers, just stating it more correctly.

Chair Smith said this is the first that everyone including staff have seen this data and would like to have it validated.

THE AMENDMENT TO THE MOTION FAILED WITH 2 YES VOTES: MADORE AND STEWART AND 7 NO VOTES: BAKER, BURKMAN, HAMM, ONSLOW, L. SMITH, M. SMITH, AND STRICKLER.

DAVID MADORE MOVED FOR A SECOND AMENDMENT TO STRIKE THE NOTED LAST SENTENCE ALTOGETHER AND TO INCLUDE THE GRAPH THAT HE PRESENTED WITH THE CONDITION IT BE VERIFIED BY JEFF HAMM TO BE ACCURATE.

Jeanne Stewart asked if that would require them to postpone adoption of the Report.

Matt Ransom said in looking at the data of the County's graph and you look at the chart that RTC staff prepared, he believed it was the same data set. The ridership is the C-TRAN data set, and the population is the population. Really, the discussion is where the point of observation is cut. The report says the point of observation is 1985 forward. Part of the conversation around the table is the point of observation should begin in 1999. That is an observation that the Board can make. It depends on where you want to cut it and where you want to measure it. Clearly, the data shows from 1999 forward the now ridership has declined and population has continued to increase. He said he did not believe they needed to wait to take action. Mr. Ransom said it is the same data. It shows ridership declined since 1999; the line clearly demonstrates that. Others can answer why. That is an observation that could be made. It could or could not be helpful for future planning purposes.

Jeff Hamm asked Councilor Madore if he would find it acceptable to have the graph Mr. Hamm presented placed in the report showing the tapering off of ridership with population from 1999 forward, but it also shows the increase in ridership faster than the rate of population increase. Councilor Madore agreed saying the more accurate history, the better. He said he would be happy to amend the motion to include that if that is preferred. Mr. Hamm said he would be prepared to support something like that. David Madore restated his amendment.

DAVID MADORE MOVED FOR A SECOND AMENDMENT TO THE MOTION. THIS WOULD STRIKE THE NOTED LAST SENTENCE ON PAGE 27, INCLUDE THE GRAPH THAT HE PRESENTED, AND THE GRAPH THAT MR. HAMM PRESENTED AS WELL. JEANNE STEWART SECONDED THE MOTION.

A Roll Call Vote was requested.

THE SECOND AMENDMENT TO THE MOTION PASSES WITH 8 YES VOTES: BAKER, BURKMAN, HAMM, MADORE, L. SMITH, M. SMITH, STEWART, AND STRICKLER AND 1 NO VOTE: ONSLOW.

David Madore referred to Strategies on page 47 under Transportation Planning Efforts. The last paragraph specifies that our strategy includes the C-TRAN 20-year Transit Development Plan that was adopted in 2010 before the CRC was dropped. The Plan incorporates recommendations of the High Capacity Transit System Plan. Councilor Madore said that is no longer a valid plan, so it would be inappropriate to include it listed in our strategy. He said a new plan needs to be developed. Councilor Madore also said he had read it earlier but could not find it, that part of the strategy included the I-5 Bridge replacement. He asked if that was still listed in the report. Mr. Robins said that was removed. It was in last year's report.

DAVID MADORE MOVED TO STRIKE THE PARAGRAPH ON PAGE 47 LISTING THE C-TRAN 20-YEAR TRANSIT DEVELOPMENT PLAN.

THE MOTION WAS NOT TAKEN UP FOR LACK OF A SECOND.

Jeanne Stewart said in regard to the C-TRAN 20-year Transit Plan, she asked if the Bus on Shoulder on I-205 was in the 20-year Plan or just something that has been discussed. Jeff Hamm said that is contained in the RTC adopted High Capacity Transit System Plan. It is not contained in C-TRAN's 20-30 Plan. Councilor Stewart said the bus on shoulder has implications, and asked when RTC approved that.

Matt Ransom said as Mr. Hamm pointed out, the recommendation for further study is identified in the High Capacity Transit System Plan. The RTC Board did approve an overall strategy for I-205 last year. As part of that strategy was a three-pronged approach: a first strategy was ramp metering and other TSM improvements; another strategy was to evaluate further the actual merits, or not, of the bus on shoulder operations. What staff has done since then, given the Board's adoption of that strategy for further study, they have budgeted this year in the work program some resource to do some scoping and early data collection. Staff is currently preparing a scope of work with our partners both here in Clark County as well as in Oregon including the two DOTs and transit agencies, and MPOs. The scope of work would study this further. Once they study it further, they will bring it back to the Board for an opportunity of discussion. Councilor Stewart said she was glad to hear they can have follow-up discussion on that topic in the future.

David Madore said because the CRC was such a sizable project, a large percentage of the C-TRAN 20-year Plan is dedicated to the CRC, and it is not appropriate for us to adopt this with so much dedicated to a project that is no longer on the table.

Jack Burkman said to the best of his knowledge as a Board member of RTC, currently, the only adopted policy is that 20-year Transit Development Plan. For RTC as a different organization to throw out the only currently adopted Plan or not take it in its entirety would be inappropriate. That would be substituting our judgement for their Plan.

Jeanne Stewart asked if the C-TRAN 20-year Plan has aspects that are outdated and need to be updated, how would the information be brought forward; would be as it is in the 2010 Plan now or would it be any 20-year Plan that C-TRAN would approve?

Matt Ransom said the report now says that part of the set of strategies is what other member agencies have on their books. The reference to C-TRAN's Plan is the Plan that they have on their books. Mr. Ransom said he or staff can't make up what it could or should be. We have to go off what it is. Mr. Ransom said he and Mr. Hamm have talked about this. As C-TRAN engages in their planning process, he will welcome and want them to be able to brief the RTC Board in terms of what ideas and strategies they are looking at. They have talked tentatively about scheduling an initial briefing to the RTC Board on their planning effort this fall. As it stands, their Plan is on the books.

Jeanne Stewart said we can adopt this report, and if C-TRAN rewrites or has substantial revisions to their 20-year Plan, it could come back to RTC for an amendment.

Mr. Ransom agreed saying the Congestion Management Report is an annual review. He said he along with staff have worked on it this year and introduced a new way of presenting data, which are the charts that Dale presented up front. He said he was taking in all of the discussion/feedback from this meeting, so next year they will have even more changes to make the report even better.

Chair Smith said there is an amended motion on the table.

David Madore said he had one more amendment. He said the report talks about the failure that is already upon us and only going to increase which is the bi-state traffic congestion on our two bridges.

DAVID MADORE MOTIONED TO AMEND THE REPORT TO INCLUDE A CONSIDERATION OF A THIRD COLUMBIA RIVER BRIDGE TO RELIEVE THE BI-STATE TRAFFIC CONGESTION AS PART OF OUR STRATEGY GOING FORWARD.

THE MOTION WAS NOT TAKEN UP FOR LACK OF A SECOND.

A Roll Call vote was requested for the amended motion.

THE AMENDED MOTION WAS APPROVED WITH 8 YES VOTES: BAKER, BURKMAN, HAMM, ONSLOW, L. SMITH, M. SMITH, STEWART, AND STRICKLER AND 1 NO VOTE: MADORE.

### **VIII. Transportation Programming Guidebook, Resolution 07-15-12**

This agenda item was not presented due to lack of time and will be brought back at a later date.

### **IX. Legislative Update – State and Federal**

Matt Ransom provided a brief update and distributed a handout that represents the revenue side of the bill that was passed by both chambers of the State Legislature within the last week or two. Mr. Ransom said there are one or two other bills that the House of Representatives need to take up. What he has heard is that the Governor has committed to sign the revenue bill. It is expected that would happen at some point in the future. The other bills that need to be adopted will be acted on again at a date uncertain. On the State budget, when the Governor signs it into law, it will provide this region with projects that are committed to be implemented within the next 16 years of the bill's duration. It (the Bill) is comprehensive. It funds transit projects, and many of the grant programs that each jurisdiction applied for. It funds a new complete streets program. This is why it is relevant for the RTC Board to talk about that and ensure that we are eligible for those grants. Mr. Ransom said they want to make certain that every piece of money that we are eligible to apply for as a region that we are ready and staged to do that.

Mr. Ransom said on the Federal side, Congress in May did approve a two month extension to the appropriations, the allocation of federal funds for all road projects. That extends through

the end of July. Mr. Ransom said they will be back at it at the end of the month to see if they want to appropriate more revenue. His recommendations to member agencies, and he shared it with members at the RTAC meeting, is to continue to implement your projects. Congress will ultimately probably come through with the revenue, so don't delay your commitment to your projects if they are backstopped by federal funds. Mr. Ransom said on the policy side, the Senate in DC had moved out of Committee a significant bill that might reshape the current Federal Transportation bill, Map-21. It is proposed to expand freight emphasis, freight corridors, fund major investments, and expand the Tiger grant program, which is a competitive program. The Port of Vancouver and others have secured funds through that program. Mr. Ransom said it is too early to say, but RTC is tracking this with our federal delegation and will bring back updates if the Board needs to weigh-in in terms of support or not support for what might be a new federal bill at some point.

## **X. Other Business**

### From the Director

Mr. Ransom noted three Regional Project Showcases and distributed copies of each of the project's information. The three completed projects are funded by TAP (Transportation Alternatives Program) funds. The projects include: Hazel Dell Area Sidewalks, Clark County; 6<sup>th</sup> Street Sidewalks, Klickitat County; and Transit Terminus to Port Center Project, Port of Vancouver. Mr. Ransom highlighted each project.

Matt Ransom said a roster for the Dues Review Sub-Committee has been established. The members include: Jeanne Stewart, Clark County (MPO County); Jack Burkman, City of Vancouver (MPO Large City); Melissa Smith, Chair, City of Camas (MPO Small City); Jeff Hamm, C-TRAN (Special District); Doug McKenzie, Skamania County (RTPO County); and Nancy Baker, Port of Vancouver (Port Districts). Mr. Ransom said he has a proposal to RTC Chair Melissa Smith who will also Chair the Sub-Committee. The proposal is for three to four meetings; concluding with recommendations to the Board by the end of the year. Staff has been doing research in terms of other MPO dues structures. They will review the information and discuss what a fair and appropriate dues structure would be to move forward. Mr. Ransom will have Diane contact members to see what schedule availability is. It may be late August but no later than September.

Mr. Ransom provided an update to the Board in terms of the training program he attended in June. He thanked the Board for extending the opportunity to attend the program. He said the best way to characterize it is like a three-week boot camp. It was really broken down to why you are involved in this work, and what are the ways you can exercise the authority that you have? It was a composition of about 45 individuals drawn from both across the nation as well as 6 or 7 international senior executives in government. This was elected officials as well as appointed executives like him. This was a good cross mix perspective in terms of legislative, administrative, and others.

Mr. Ransom said the first week was focused on self-assessment, strengths and weaknesses, working within the political system. It was a larger approach in terms of working within these complex public sector systems that we work within. The second week was about programs and assessments, and good and effective ways to evaluate programs and prepare programs. The third week pulled it all together and doing some case study review and presenting to the class as a panel the research that you did. The program itself was designed around case studies. So as opposed to just theory, it is actually looking at cases and examining how you would do it better, or if you would do it differently, or why you made the decisions you did.

Mr. Ransom said as an executive going to this program, it really challenges you to assess how you would approach the work, how you would work within the organization, and how you would work with external partners. He said it is a combination of all that. Mr. Ransom said given his early tenure here within the organization, it was really a worthwhile investment to set an early framework for productive work with the Board and external partners in doing good things for our region. Mr. Ransom said he would be glad to share books and other materials that he returned with if others are interested.

Mr. Ransom noted the upcoming meetings listed on the agenda. He added that the Bi-State Coordination Committee will meet on Thursday July 30 at 9:00 – 11:00 a.m. at the Vancouver Library. He said they will be briefing the Committee on the Bus on Shoulder Scoping that staff here at RTC has been working on, as well as Metro's Regional Transportation Plan update.

The next RTC Board meeting will be held on Tuesday, August 4, 2015, at 4 p.m. *(Notice was later given to cancel the August 4 meeting.) The next meeting will be held on September 1, 2015 at 4:00 p.m.)*

THERE WAS A MOTION TO ADJOURN. THE MOTION WAS SECONDED AND UNANIMOUSLY APPROVED.

The meeting was adjourned at 6:00 p.m.

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Melissa Smith, Board of Directors Chair