

**Southwest Washington Regional Transportation Council
Board of Directors
September 1, 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, September 1, 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
Kelly Brooks, ODOT (Alternate)
Jack Burkman, Vancouver Council Member
Shirley Craddick, Metro Councilor
Bill Ganley, Battle Ground Council Member
Jeff Hamm, C-TRAN Executive Director
David Madore, Clark County Councilor
Larry Smith, Vancouver Council Member
Melissa Smith, Camas Council Member
Jeanne Stewart, Clark County Councilor
Kris Strickler, WSDOT Regional Administrator

Voting Board Members Absent:

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

Guests Present:

Ed Barnes, Citizen
Mike Bomar, CREDC
Shane Bowman, City of Battle Ground Mayor
Elizabeth Campbell, Citizen
Pete Capell, City of Camas
Eric Florip, The Columbian
Tim Gaughan, Citizen
Paul Greenlee, Washougal Council Member
Jim Hagar, Port of Vancouver
Rob Klug, Clark County
Bridget McLeman, Citizen
Jerry Oliver, Port of Vancouver Commissioner
Ron Onslow, City of Ridgefield Mayor
Scott Patterson, C-TRAN
Scott Sawyer, City of Battle Ground
Tim Shell, City of Ridgefield
Michael Williams, WSDOT
Susan Wilson, Clark County

Staff Present:

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

II. Call for Public Comments

Ed Barnes of Vancouver said he hoped the RTC Board Members are paying attention to the transportation issues that are happening in the Portland/Vancouver area. He said he did not think we could wait five or ten years to correct the problems in the I-5 corridor. Traffic congestion on both bridges has increased. He said the right people need to step up to the plate and get something done.

III. Approval of the Board Agenda

JEANNE STEWART MOVED FOR APPROVAL OF THE SEPTEMBER 1, 2015, MEETING AGENDA. THE MOTION WAS SECONDED BY LARRY SMITH AND UNANIMOUSLY APPROVED.

IV. Approval of the July 7, 2015, Minutes

LARRY SMITH MOVED FOR APPROVAL OF THE JULY 7, 2015 MEETING MINUTES. THE MOTION WAS SECONDED BY NANCY BAKER AND UNANIMOUSLY APPROVED.

V. Consent Agenda

- A. Ratification of the August Claims**
- B. September Claims**
- C. Professional Services Contract, RSG, Resolution 09-15-14**
- D. 2015-2018 TIP Amendment, WSDOT Projects, Resolution 09-15-15**

Jeanne Stewart asked that Consent Agenda item C. be pulled for discussion.

JACK BURKMAN MOVED FOR APPROVAL OF CONSENT AGENDA ITEMS A, B, AND D. THE MOTION WAS SECONDED BY BILL GANLEY AND UNANIMOUSLY APPROVED.

Jeanne Stewart asked how RTC participates in the modeling work related to the contract with RSG, if they do their own or if Metro or WSDOT does that. Matt Ransom said for the regional travel model, RTC has two staff that are primarily involved in what they refer to as technical services. One staff member is 100% modeling, and Mark does part modeling and part data services. RTC does their modeling, and they partner with Metro in development of modeling tools, the special applications that are used by both Metro and RTC, to do detailed analysis of particular situations. This contract is for training for us to partner with Metro in development and training on tools so they can become more proficient in application of those tools.

Councilor Stewart asked if they come to joint conclusions or if Metro did modeling based on their priorities and we have a comparable plan for us and then work together for compromises. Mr. Ransom said Metro models for their purposes; analyze and collect data and do their own travel survey, which is an input into the modeling process. RTC does their own. They each atomically manage their portion of the model. They have complete independence in terms of their land use assumptions and the inputs, etc. Where they converge is where they share resource in expertise in terms of the technicality of the procedure or processes. It gets very complex in terms of the skill set that you need. There are people who spend their whole profession doing this. They may have people with skills or training that we don't have, so we rely on them. When it comes to decision making, we are running our own analysis and own

model, but we share components of the underlying architecture. Councilor Stewart supported the fact that we are one region.

JEANNE STEWART MOVED FOR APPROVAL OF CONSENT AGENDA ITEM C. THE MOTION WAS SECONDED BY LARRY SMITH AND UNANIMOUSLY APPROVED.

Shirley Craddick arrived at the meeting at 4:10 p.m.

VI. YR 2019 Regional Grant Proposals – Project Evaluation and Prioritization

Matt Ransom introduced this item saying that this is one of two steps in our grant review process with the Board. There was a call for projects that went out this summer. Jurisdictions' staff worked diligently to submit applications to RTC. They have worked with the RTAC committee and jurisdiction staff to review the rankings and scorings of the projects. RTAC did make a recommendation for the ranking that Dale will present to the Board.

Dale Robins referred to the memorandum included in the meeting packet. He said as the Metropolitan Planning Organization for Clark County, RTC has selection authority for both the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality (CMAQ) program. Each year the Board selects projects for the fourth year out. This year they will select projects for 2019 funding.

Mr. Robins said when they put together the final TIP, it includes this year's selection along with previous years' selection and projects that are being selected by federal and state agencies are all combined into one document to provide an idea of the regionally significant projects that are moving forward for our region. Over the last decade, RTC has collected about \$100 million in transportation projects. Analysis shows that for every dollar, about three additional dollars have been leveraged from other resources. Funds selected by RTC are involved in many if not most of the local regionally-significant projects.

Mr. Robins highlighted the schedule for the project evaluation and prioritization process. A total of 15 projects were submitted; 8 for STP Urban funding and 7 for CMAQ funding. RTC Does not develop projects; rather they ask local agencies to submit their priority projects to RTC, and they are evaluated. The total projects cost is about \$38 million. The total dollar request is \$11.2 million, with approximately \$7.5 million in STP and CMAQ funding available allowing for about two-thirds of the projects to be funded.

Mr. Robins displayed the projects evaluation and ranking for STP Urban funding. Three of the projects are No Capital/Planning projects that do not fit into the evaluation criteria process. Those projects include RTC UPWP/CMP; RTC VAST Coordination; and Vancouver Clark County Transportation Demand Management. (Copies of the evaluation criteria were provided to members.) The five other projects were shown in rank order along with their score. Those include: 1) Clark County NE 119th Street; 2) Clark County Highway 99 Bike and Pedestrian; 3) Clark County NE 10th Avenue; 4) Battle Ground SW 20th Avenue Scotton to Eaton; and 5) Battle Ground SW 20th Avenue 6th Street to Scotton. Mr. Robins highlighted each of these eight projects.

The CMAQ projects evaluation and ranking were presented next. There was one CMAQ project that could not be evaluated with the criteria; the WSDOT Centralized Signal System. There were six additional projects seeking CMAQ funding with the last two tied for 5th place. Those projects include: 1) Vancouver Mill Plain Arrive on Green; 2) Clark County Refining ITS Transportation; 3) WSDOT SR-14 ATIS; 4) C-TRAN Mill Plain ITS, Phase 2; 5) Vancouver Ft. Vancouver Sidewalk; and 5) C-TRAN All electric Buses (2). Mr. Robins highlighted each of these projects.

Mr. Robins said they currently have public involvement from August 31 to October 6. The announcement was published in today's newspaper and posted on RTC's web page asking for public comment on these projects. Mr. Robins has been asked to give a presentation to Vancouver Neighborhood Traffic Safety Committee. In September, RTAC will review the projects and make their selection recommendation, and staff will bring the recommendation back to the Board in October for action of the selection of projects and adoption of the 2016-2019 TIP.

Mr. Robins said today they are asking for action for acceptance of the evaluation and ranking of projects as recommended by RTAC.

Jeanne Stewart referred to slide 20 with the C-TRAN project for two All Electric Buses. She questioned the difference for grant funding for the buses through RTC versus funding through FTA to C-TRAN. Mr. Robins said the outcome is the same: to purchase the vehicles. There is an allocation of FTA funds to C-TRAN that allows them to purchase a certain amount of vehicles, and C-TRAN has additional needs beyond that, and they are seeking funding through the CMAQ funding.

Jeanne Stewart said there are a couple projects for improvements where some of the area where BRT will be going such as the Fort Vancouver sidewalk. She asked if C-TRAN reflected the grants received through RTC's program on their books versus a direct request for a grant.

Jeff Hamm said C-TRAN would need to supply the local match for any program such as this. He said one of the differences that happened under MAP-21 was that there was a change to the bus and bus facilities program. There was a large reduction in the funding, and it also formulized all of the money. The formulized money for bus and bus facilities under MAP-21, C-TRAN gets about \$50-60,000 a year, which really isn't enough; it would take 10 to 15 years to buy one bus. Therefore, they are looking to other federal sources that they qualify for in order to make these technology leaps, and then provide the local match to make it possible. CMAQ is one of those sources of funds.

Jeanne Stewart asked if on C-TRAN's books, this bus would be reflected as an asset. Mr. Hamm said it would be treated as a capital asset as any other fleet. It will show up in the capital budget and be depreciated over time and show on the books as such.

Jack Burkman said in reference to Councilor Stewart's reference to FTA, his understanding is that this is not FTA; this is Air Quality money, a separate pot of money. Mr. Robins said it is a separate pot of money from Federal Highway Administration (FHWA). Council Member

Burkman questioned that this is not related to BRT; it is for regular operations. Mr. Robins said his understanding is that these buses are to be used in the I-205 corridor and test the technology in other corridors to see if it will be effective. Jeff Hamm said the concept would be to get an articulated bus to get more capacity. It would not be one of the 40 foot coaches. It would be a larger capacity coach to run the I-205 corridor.

Jeanne Stewart said her question is around how they know what the total cost are to operate C-TRAN, and how will these capital improvement that are being done for BRT or the electric buses come together. She said some of the other projects listed appear in support of BRT. How can they see the total cost that C-TRAN incurs?

Mr. Hamm said in terms of the BRT project, that analyses was already conducted comparing if we were to continue to operate with the existing coaches and routes and schedules versus the BRT. They think there is some operating savings to be obtained there. One of the purposes of this project is to put into service an electric bus to test to see if they are indeed going to realize operating savings, and they have every expectation that they will. That is behind the demonstration and trying out in this particular set of operating conditions.

Shirley Craddick referred to the selection criteria used to evaluate and score the proposals. She asked what policies they use to guide them on what gets funded. Dale Robins said they have a three-step process they use to select projects. To begin, each local jurisdiction can propose any project they want to submit. First they have screening criteria that those projects have to follow to be eligible. This time, all projects are eligible. Local agencies know what the criteria are in order to be eligible. The next step is the evaluation where they score the projects by the criteria which are very detailed. Once they are scored, they put them in rank order, which is before the Board today. Next month, they will bring back a funding plan. The funding plan generally follows the rank order, but it doesn't necessarily have to; some projects are very important to the region. They select the best projects, and bring them to the Board.

Councilor Craddick said she realizes that the RTP has some policies established to guide which projects move forward. She asked if there was a larger plan or a specific focus. Mr. Robins said one of the important things is that they want to leverage additional dollars. They have varied needs, capacity needs, safety needs, and multimodal needs. That is where their criteria focus on.

Jack Burkman said they also have the Regional Transportation Plan. The criteria was developed with that. The prioritization is determined by the amount of points that are weighted. He said a few years ago they changed the amount of points on economic development. Those closer to the policy get the higher points. He said RTAC applied our translation of the priorities into points.

Shirley Craddick said that approaches what she is speaking to. You want to get the most out of the dollar, but there really is a more ultimate goal that is weighed in on with the points in the criteria.

David Madore asked if the individual score breakdown for each of the projects is available, not just the totals as shown. Mr. Robins said they have that available. The detail was provided to local agencies, but they could provide that for each of the projects to the Board as well.

JACK BURKMAN MOVED TO ACCEPT THE EVALUATION AND RANKING OF THE FEDERAL PROJECT GRANT SUBMITTALS AS RECOMMENDED BY RTAC. THE MOTION WAS SECONDED BY LARRY SMITH AND UNANIMOUSLY APPROVED

VII. Vancouver Area Smart Trek – Annual Program Report

Matt Ransom said the VAST program is one of the programs that RTC manages on behalf of its members. RTC is like the center of the hub and each of the member agencies that are a participant in VAST are a part of that group. The management of the program is provided by Bob Hart who will provide today's presentation. Because of RTC's management and oversight, they feel it is appropriate every year to provide a status report. He said technology and ITS and some of the other ideas to be presented today are really very important when thinking of not only current, but future transportation system investments and how we need to respond to different technologies that are being developed and brought to the marketplace. Historically, for the VAST program, they started regionally over a decade ago. A lot of the original idea came from and was led by the City of Vancouver. This was at the adoption of the ISTEA federal transportation act. Vancouver had initiated some ITS planning and came to RTC, and it was agreed among members that RTC would be the hub and manage on behalf of the collected. That is when RTC took over and named it the VAST program. Since then, different agencies in terms of their involvement vary. Early in the process, Vancouver was very aggressive and investing heavily in their signal system and technologies, etc. C-TRAN and WSDOT were the same, but in recent years, Clark County has really come forward and doing a lot of great things. They have invited Clark County's traffic engineer Rob Klug to be a participant in today's presentation. This is to demonstrate that this is a regional initiative, and it is a partnership among all the member agencies.

Bob Hart said as Matt mentioned, they have been doing this for a number of years. VAST is a partnership of all the different transportation agencies in Clark County to work together to improve things such as system performance on signal systems, freeway and arterial asset management, and preservation projects. These things together support technology and also build the system infrastructure to develop that technology further. The VAST program meets federal requirements for planning, development, and implementation of ITS projects and maintains a regional ITS architecture. This means the ITS technology projects can be coordinated and integrated and need to include participation by the state and federal agencies. VAST also supports federal CMP requirements that agencies collaborate on operations and ITS technology to manage congestion before adding new roadway capacity to the system.

VAST has been a successful partnership over the last 14 years. The partners include WSDOT, Clark County, Vancouver, C-TRAN, Camas, and RTC. In this time, they have been successful in securing \$24 million in federal funds for VAST projects as well as adding in the local match,

more than \$35.5 million in total project dollars. They have been adding to the program since the beginning and work with partner agencies to identify and develop projects that benefit the region.

VAST has ongoing program coordination and management. This is accomplished by the Transportation System Management and Operations (TSMO) Committee, the VAST Steering Committee, and the Communications Infrastructure Committee. This has been a successful way to develop, review, endorse, and fund operations and technology projects.

Mr. Hart said VAST agency collaboration and federal funding through RTC has led to successful partnerships and the implementation of projects to benefit safety, improve operations, and provide information to the traveling public. He provided four examples that demonstrate some of the more visible partnerships and highlighted the coordination and work that partner agencies provided to achieve the beneficial project. Those examples include the following:

The Bi-State Travel Time Project - Washington and Oregon Departments of Transportation collaborated on a project to publish real-time travel information to the public on roadway message signs to bi-state destinations along the I-5, I-205, and SR-14 corridors and should be complete by the end of September.

The Regional Transportation Data Archive - VAST agencies are partners with PSU in publishing historical traffic information from arterials and freeways in Clark County and are working to add travel time, transit data, and freight vehicle counts to Portal in the future.

The Regional Communications Plan – The Plan describes the existing communications networks of Clark County, the City of Vancouver, and WSDOT, gaps in the network and other system needs, and identifies regional strategies to maintain and improve the network as well as future needs.

The Shared Communications Fiber and Asset Management – This includes an agreement for agencies to share available fiber capacity with each other. In 2015, the VAST CIC worked collaboratively with C-TRAN to share City and State fiber assets for BRT communications along Fourth Plain Boulevard saving \$6 to \$10.5 million compared to C-TRAN building a separate project.

Mr. Hart said RTC will continue to work closely with VAST agency partners to identify projects and develop funding applications for the partner agencies. Operational projects programmed last year as part of the VAST application process include the following:

The Urban Freeway Infill Project (WSDOT) - This almost completes the infill traffic surveillance cameras and traffic detection devices within the urban freeway triangle of I-5, I-205, and SR-14.

The SR-503 Incident Management and Traveler Information (WSDOT) – This completes WSDOT's SW Region ITS Plan for communications and ATIS device infill for the SR-503 corridor from Fourth Plain up to Main Street in Battle Ground.

The 32nd Street Active Traveler Information Signing (Washougal) – This project is evaluating the feasibility of and if confirmed, will design traveler information signing with a variable message sign located on SR-14 that would be linked to the NE 32nd Street Railroad crossing south of E Street. The completed project would recommend an alternate travel route to drivers to avoid the south approach of the E Street/NE 32nd Street intersection when closed by trains.

The Open Trip Planner and Alerts System (C-TRAN) – This project will plan and implement new traveler information system functionality for C-TRAN. It will allow users access to traveler information applications using a variety of technologies that let them make more informed decisions on pre-trip and en-route travel information.

The Signal Timing, Evaluation, Verification, and Enhancement (STEVE) Project (Clark County and WSDOT) – Rob Klug, Clark County Traffic Signals Manager, would provide the information about this project as well as others that the VAST partners share.

Mr. Klug said the Traffic Signals Department for Clark County Public Works manages the traffic signals, Intelligent Transportation Systems (ITS), School Closures, and many other things that the County does. They also help manage the City of Camas, City of Washougal, and City of Battle Ground traffic signals. They do a lot of work to try and improve their own systems.

Mr. Klug said Intelligent Transportation Systems, or ITS, is going above and beyond the normal intelligence that is put in traffic signals. It is getting more data and more system performance response. He would talk about some of the systems that they are doing at the County. Generally, the underlying principle of ITS is by using intelligent transportation systems, you are still going to have congestion and you are still going to have to build new capital facilities, because you are going to need more capacity in the roadways. The difference is that they can manage the traffic and make it work better and hopefully offset the need to invest in the capital facilities by several years. This could put off a project for three to five years instead of doing it now. An example of that is the first ITS system in the County on 134th Street. Mr. Klug said when they got it turned on and working before they opened the interchange, you could see pavement for the first time ever. He said it was amazing, because traffic was moving because they were able to manage the vehicles and do a much better job with the system that they had. They were able to make the signals work better to move the traffic. They still had to build the 139th Street interchange and all that went with it, but they could provide a better level of service in the interim and manage the traffic during construction. ITS provides real time operations, looking at historical and current data, looking at measures of effectiveness, and ultimately sharing the data with other resources.

Clark County has received a lot of significant benefits to the county arterial system because of all the work they have done with RTC and their other partner agencies, WSDOT, City of Vancouver, C-TRAN, and their own IT department. Clark County has shared resources with the City of Vancouver and WSDOT. One of the largest is the fiber optic interconnect. This is a big cost savings by not having to install more cable into the ground. They are sharing servers and software applications between their member agencies. They are collaborating on projects and

have common collaboration areas such as travel time data and better integration of server based software systems.

Mr. Klug said they have completed many county VAST projects. They have completed traffic signal optimizations on NE 134th Street, NE 99th Street, Padden/Andresen, NE 78th Street, NE Highway 99, Barberton, and Hazel Dell/Felida.

They are currently working on the Transportation Systems Management and Operations (TSMO) Pilot Project. This is a pilot project among the State, County, City of Vancouver, and RTC where they started putting Bluetooth systems and pre work for Purdue Arrival on Green. This will allow for them to know travel times along the corridor and also how well the traffic flows through the signals.

Another current project is the Orchards / Sifton Traffic System Optimization (TSO) project. They will be asking the County Council to award the bid for this project that evening. This is \$4 million worth of signal improvements on 9 WSDOT signals and 21 county signals and a lot of fiber communication.

They have several ITS projects including Traffic Responsive Incident Management, Signal Timing Evaluation, Verification, and Enhancement (STEVE), and Highway 99 Transit Signal Priority. They have upcoming projects including the Working to Refine Intelligent Highway Transportation (WRIGHT) project. They are working to get XML data out of all of their systems so they can transfer it to the PSU Traffic Data Portal. They can then also use it for other things in the county. Other upcoming projects include Connected Vehicles and Adaptive Corridors.

The signal optimization projects are a system-wide approach they have taken towards traffic signals. They are updating signals with much more capability and interaction and adding battery backups. Mr. Klug said they have been very successful in working with their partners to get projects pulled together. He explained how the information that they are able to capture is used to program the signal timing for the best flow of traffic.

The Traffic Responsive Incident Management (TRIM) is a project they are currently working on. It has a series of improvements including a Central System Traffic Responsive Coordination Module. This allows the system to acknowledge the actual traffic use and volumes and changes the timing pattern to accommodate. They currently have this in operation in three corridors in the County and are expanding one corridor at a time. He said it makes sense to have the signals respond to what is needed rather than how they programmed it by what they thought it would do.

The County is also working on Web.now. They are currently pulling together all of the congestion information in the county. When complete, this will allow citizens to see actual video of what traffic is doing not just a snapshot.

The STEVE Project is where they are actually looking at developing measures of effectiveness for how the County's roads are operating and be able to use the Bluetooth travel time and other measures of effectiveness.

The County is working with C-TRAN on the Highway 99 Transit Signal Priority Project. This will allow when a bus is behind schedule, if necessary, the signal will adjust its timing a bit to benefit the bus getting through the intersection, but only if it is behind. There are other integrations as well.

The WRIGHT Project, and other projects that they have applied for collectively, has adaptive signals on 139th Street. It has enhanced traffic signal priority (County and City of Vancouver), regional central traffic system (county and WSDOT), and regional video sharing for the City of Vancouver, WSDOT, and Clark County.

Mr. Klug said future projects include: additional adaptive corridors; roadway weather information systems; integration of traffic data in county processes; additional Bluetooth and arrival on green; and data feeds to PSU's traffic data Portal.

Bob Hart said RTC will continue the work they have done over the last several years with the VAST program in terms of operations and ITS. He noted a handout to the Board Members referencing a Regional Traffic Signals Workshop on October 1 that RTC is hosting at the Library from 1:00 – 4:30 p.m. It is geared toward planners and traffic engineers. It will address the future of signal systems and operations and also address connected vehicles. Mr. Hart said to contact Mr. Ransom or him if you would like to attend.

Jeff Hamm said signalized intersections also control the flow of pedestrians and bicycles. He asked if the system is used to optimize that or if that is being tracked.

Rob Klug said they have tried a couple of systems to see if they could track bicycles; so far none have worked. They have a high level of error, and so they are not pursuing options to look at bicycles specifically. He said ideally, he would like to have a system that could recognize a bicycle in a turn lane and because it is a bicycle, it has a different acceleration characteristic than a vehicle going through there. So far, they have not found anything that works. When it comes to bicycles, they are changing out systems to detect them by radar. As for pedestrians, Mr. Klug said the County's signals tend to be very far apart in a suburban environment, so they are not really trying to progress pedestrians from one signal to the next, but they are in the process of upgrading 100 percent of their traffic signals to have APS button, the talking button, for the disabled community. They are doing this for many reasons. As for getting pedestrian counts, their central system tracks how many times at fine minute intervals every pedestrian movement is served by the signal, not how many times the button is pushed, but how many times it serves across each of the legs. They cannot tell if it served one or many pedestrians.

Shirley Craddick asked how the Portal data at PSU is used, how it benefits Clark County. Mr. Hart said Portal began as a research project many years ago. Over time, as more data got input, we started to look at how we wanted to use it as well. RTC from a planning perspective is to be able to make that all automated, by getting travel time information, transit volumes, speeds, it gives a better picture of how the system performs. This is archived data for analysis, not real time data.

Rob Klug said they have many different systems out there, and they don't necessarily talk to each other. What they are looking at is putting all the different data systems together in Portal, to bring all the information together in one place. This will allow them to have the University develop the tools they want rather than having to go to each of the vendors of the different systems and have multiple vendor reports.

Councilor Craddick asked what effort is being made to work across the river, coordination between the two sides of the river. Mr. Hart said it is a bi-state archive. They share the data with each other. They can look at the whole I-5 corridor, not just the part that is in Clark County, and do the same for I-205. That is how the data is structured. This is another reason why on vehicle length, for example, they have to work with ODOT so each side is using the same definitions and specifications.

David Madore said it was very encouraging to see all the intelligence and communication and information that is being displayed. He said on the surface streets, the traffic signals work great, when it comes to the freeways and message signs he asked if that information was available online. Mr. Hart said at this time, it is not available online. That is something they have talked about once the foundation is in place.

Councilor Madore referred to the connected vehicles discussion and the real time travel information capability. He asked if that would be provided for I-5, I-205, and SR-14. Mr. Hart said they have not done much with the connected vehicles on the freeway system yet. That is one of the purposes of the workshop, to help everyone learn more about how that application works on the freeway system and the arterial system. Councilor Madore said that there is no existing system in place at this point. Mr. Hart said that was correct for the connected vehicles. It is published on the web, and the infrastructure is in place.

Rob Klug said they are getting a vendor to purchase a model for the county that they will be able to put high resolution data out to the vendors that want to use the data, but to also be able to give the data to Portal. All of this will be on Portal. This is Signal, Phasing, and Timing (SPAT) data.

Jack Burkman said there is getting to be so much data, and every year there is something new, new reports. He said Oregon has their road usage charge program, OReGo. He said people are signing up for this pilot program, and it has varied options. With all this information, it is hard to say what creative ways people will come up with and start working with the car companies. They are usually not the ones to do this; it is the entrepreneurs.

VIII. Legislative Update - Federal

Matt Ransom referred to the memorandum distributed to Board members. He said if there was no intervention by Congress by the end of July, there would be a stoppage of the flow of the federal gas tax funds to the states and local agencies. Congress did act on July 29. They passed a three-month extension of the current surface transportation highway bill and appropriations act. They allocated three months of funding to continue moving things along.

This means at the state and at the MPO/RTC level, we will continue to operate business as usual. October 29 would then be another moment of reckoning for Congress to either do another extension or whatnot. These are small steps.

The Senate took a big step. The Senate pushed forward and passed out of the full Senate a complete reauthorization bill to the six-year Surface Transportation Program, the DRIVE Act. The most important for this region, given that we are a freight and commerce centric region with the Ports and gateways to the mid-west and east to the seas, is a new proposal. A new freight program, a formula set aside for designated high priority freight routes across the nation. That could benefit Washington State corridors like I-5 and perhaps gateways into the ports.

They continue the Metropolitan Planning process and are making some refinement to that. This is what RTC manages on behalf of members and FHWA regionally. They continue the performance measure program that is identified in MAP-21. That discussion has not yet been brought to the Board, because FHWA is slow in developing their policies and guidance in terms of how we should manage performance and collect performance data and report it both at the regional and state level. The new bill proposes to continue that.

Mr. Ransom said he has meetings coming up with Congresswoman Herrera Beutler's local staff to see what is going to happen on the House side. RTC is tracking this and making contacts with our federal delegation to be a resource to them. Mr. Ransom said he hopes that Congress moves forward with the six-year bill.

Shirley Craddick asked if there was anything that they should be concerned about. Mr. Ransom said they have heard from the National Association of Metropolitan Planning officials that the formula might in the short term, the first couple years of the bill, reduce the actual formula set aside that flows to the region. They might give more money to the bridges initially, and that would affect the flow to the state and down to the regions. RTC might see a bit of a dip in our formula allocation. That would affect the grant process. With that said, Mr. Ransom said Washington State already appropriates above and beyond the federal minimum, so we would have to see how the Governor's office and the Senate and House leaders might adjust the formula to help keep us whole at the regional level. In the long term, good things out of the Act are that they are proposing to index up the funding a portion, so every year it should increase. Whether that can be funded, is yet to come.

David Madore asked if there was any opportunity for general funding for a new freight corridor, it would be wise for us to recommend a freight corridor study. He said the Corridor Visioning Study looked at new corridors, and new bridges in East County and West County. Councilor Madore said he would like to see us cash in on an opportunity if funding came available for new freight corridors. He encouraged the Board to consider a third and fourth bridge across the Columbia River.

Mr. Ransom said he understood that with the program, each state would have to designate the state highways that are the priority state highways. That would be a designation from the state

to the feds. Those corridors would be eligible. The question would be what the designation on corridors would be from this region. We would have to go through a process to designate those corridors. Currently, the two corridors that likely could or would be designated are I-5 and I-205.

Councilor Madore said in contrast to improving the existing corridors, the proposal is for us to bring new corridors, a new bridge in East County and a new bridge in West County.

Jeanne Stewart said doing advance planning is critical. She said the discussion should be about what we think we need and what we think we can get. She said she doesn't want to suggest that we shouldn't plan for other kinds of corridors, but planning for a general purpose bridge would be higher priority to her than freight. She said if they were to discuss freight, she would want to know where the freight was coming from and where it was going to. She said there has been talk of a port to port bridge and felt that would have a very limited value. We would want to think about what we could accomplish with a new bridge.

IX. Other Business

From the Director

Matt Ransom said the RTC Dues Review Subcommittee has been organized and had their first meeting on August 27. There are six members on the committee. They plan to meet monthly, and plan to have a report back to the Board at the December meeting. The April meeting of 2016 is when the Bylaws specify that with the Unified Planning Work Program (UPWP) discussion, dues amounts are discussed. They hope to have the dues report from the committee by the end of the year. In the early months of 2016, they will work on any change that comes out of the report discussion. Any action by the Board regarding the dues will likely not take place until April.

Councilor Madore said WSDOT had provided the county with the formulas and specifications of what the other MPOs across Washington State are doing in terms of dues. He said he assumed that was being used for the committee's discussion.

Jeanne Stewart said the matrix that the committee was provided was quite an extensive set of information. She said it compares what we are doing now to other counties that have a similar organization as RTC, and it will be comprehensive. Councilor Stewart said she would keep the Board of County Councilors up to speed as that moves forward.

Melissa Smith said they have only had the first meeting and will be delving deeper into the data.

Matt Ransom said the Bus on Shoulder project that has been discussed with the Board, and staff has spent the last several months going out sharing it with partner agencies. Based on the scoping and consultation process they have had with their partners over the last several months, they intend to finalize their Request for Proposal and distribute that. Before any contract is finalized, that would come back the Board for consideration and approval.

David Madore said when that is brought forward, he wants to understand proportionality; how much investment will actually move passengers compared to the actual traffic on the bridge. Mr. Ransom said that might be an output of the actual study itself. The RFQ is not going to answer that question, but it is a good question to be studied.

Jeanne Stewart said the contract will come back to the RTC Board for approval. She said her concern is that we are approving a contract to move forward with a concept prior to C-TRAN or County Board receiving information about the advisability, what the shoulder width is, and how safe it is. She said they need to make a decision on how this can be done, and how it can be done safely. Mr. Ransom agreed. He said that is exactly what the study would be. This is a very small scope study to take what the Board approved as a recommendation coming out of the I-205 strategy. This takes the recommendation to validate if it is promising or not. That is the purpose of the study.

Mr. Ransom said the Secretary of Transportation has set a meeting called Innovation and Partnership Conference, and it is being held in Tacoma on September 22. Mr. Ransom will be attending and taking a couple partners from the Clark County region. The Secretary of Transportation with her new vision for the department is really trying to push forward with transportation in Washington State. Now that there is an approved 16 year transportation bill, we need to think about implementation of that bill, but then also think about how we should be investing into the future knowing that even that bill itself is not going to solve all the transportation issues across the state. Secretary Peterson has called this conference to strategize about what things look like across the State of Washington in the future.

Mr. Ransom noted JPACT meets Thursday, September 10, 2015, at Metro at 7:30 a.m. C-TRAN Board of Directors meets on Tuesday, September 15, 2015, at 5:30 p.m. at the Vancouver Library.

The next RTC Board meeting will be held on Tuesday, October 6, 2015, at 4 p.m.

JACK BURKMAN MOVED FOR ADJOURNMENT. THE MOTION WAS SECONDED BY LARRY SMITH AND UNANIMOUSLY APPROVED.

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

Melissa Smith, Board of Directors Chair