

**Southwest Washington Regional Transportation Council  
Board of Directors  
August 1, 2017, 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 Jeanne Stewart on Tuesday, August 1, 2017, at 4:00 p.m. at the Vancouver City Hall, Aspen Meeting Room, 415 West 6<sup>th</sup> Street, Vancouver, Washington. The meeting was recorded by CVTV. Attendance follows.

Voting Board Members Present:

Marc Boldt, Clark County Councilor  
Jack Burkman, Vancouver Councilmember  
Shirley Craddick, Metro Councilor  
Shawn Donaghy, C-TRAN Exec. Director/CEO  
Paul Greenlee, Washougal Councilmember  
Tom Lannen, Skamania Co. Commissioner  
Anne McEnery-Ogle, Vancouver Council  
Jerry Oliver, Port of Vancouver Commissioner  
Ron Onslow, Ridgefield Mayor  
Eileen Quiring, Clark County Councilor  
Jeanne Stewart, Clark County Councilor  
Kris Strickler, WSDOT Regional Administrator  
Rian Windsheimer, ODOT Region 1 Manager

Voting Board Members Absent:

Jim Herman, Port of Klickitat Commissioner

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  
Lynda Wilson, Senator 17<sup>th</sup> District  
Paul Harris, Representative 17<sup>th</sup> District  
Vicki Kraft, 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  
Monica Stonier, Representative 49<sup>th</sup> District  
Sharon Wylie, Representative 49<sup>th</sup> District

Guests Present:

Ron Arp, Identity Clark County  
Ed Barnes, Citizen  
Rian Davis, Clark County Assoc. of Realtors  
Lori Figone, WSDOT  
Jim Hagar, Port of Vancouver  
Lee L. Jensen, Citizen  
Matt Kunic, WSDOT Headquarters  
John Ley, Citizen  
Dean Lookingbill, Citizen  
David McDevitt, Citizen  
Jim Moeller, Citizen  
Scott Patterson, C-TRAN  
Mike Pond, Citizen  
Sandi Roberts, Citizen  
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  
Karl Peterson, Senior Transportation Planner  
Dale Robins, Senior Transportation Planner  
Shann Westrand, Office Assistant  
Diane Workman, Administrative Assistant

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

ANNE MCENERNY-OGLE MOVED FOR APPROVAL OF THE AUGUST 1, 2017, MEETING AGENDA. THE MOTION WAS SECONDED BY MARC BOLDT AND UNANIMOUSLY APPROVED.

Jerry Oliver arrived at 4:04 p.m. Paul Greenlee arrived at 4:05 p.m.

## **III. Call for Public Comments**

John Ley from Camas spoke about the history of transportation in Clark County and the building of the I-205 bridge. He said what was not completed was the western bypass. Mr. Ley referred to the Visioning Study that was done by RTC, and he noted the amount of growth that has occurred in the region making it necessary for more ways to get around. Mr. Ley referred to the tolls that Oregon is looking at on the Interstate facilities. He requested that RTC get a study on the details on that and take a public stand.

Ed Barnes from Vancouver said he was there to look forward and not backward. He invited the Board Members to a meeting on August 22 at 2:00 p.m. at the Riverview Center off of 164<sup>th</sup> Avenue. They will discuss the future of transportation in the I-5 corridor and the I-5 Bridge replacement. Mr. Barnes said any other crossing location will take 20 to 25 years out since there are no freeways in place to reach those locations. He said most people in the room would not even be around by then. Mr. Barnes urged the RTC Board to move forward. The priority is to fix the I-5 Bridge corridor with three thru lanes and two auxiliary lanes in both directions.

Chair Stewart asked Mr. Barnes to state who the sponsors of the meeting on the 22<sup>nd</sup> were. Mr. Barnes said the sponsor is the I-5 Bridge Replacement Group. This includes Bob Schaefer, Al Bower, Betty Sue Morris, and several others.

David McDevitt from Vancouver said it was a surprise to hear that the Oregon Legislature was going to put money into a commission to study the transportation issues and the idea of tolling. It identifies a task for a transportation commission to look at the idea of tolls. This is from the border south in conjunction with existing projects. He said he didn't think there should be concern about tolls that will only be applicable to those in Washington. Mr. McDevitt said we have two states, two distinct communities, and two distinct MPOs. He said we need to overcome this divide between the two states and unify, and he suggested a joint powers authority authorized by the federal government. He also said we need to insist that the federal government pick up 90% of the costs.

Ron Arp with Identity Clark County thanked RTC for 25 years of hard work for our community. He said they have done a quarter-billion dollars' worth of infrastructure improvements for our region. He said their work has been fantastic to date. Mr. Arp said Identity Clark County has been delighted to be a partner with RTC through many of those journeys and looks forward to the hardest work ahead, including the I-5 Bridge. He said our system is very challenged noting the backups over the last couple days and school has not yet begun. Mr. Arp thanked RTC for

their hard work, and pledged their support on behalf of Identity Clark County, business leaders throughout the region, in working together to build a very efficient and mobile transportation system.

#### **IV. Approval of the June 6, 2017, Minutes**

PAUL GREENLEE MOVED FOR APPROVAL OF THE JUNE 6, 2017, MINUTES. THE MOTION WAS SECONDED BY JACK BURKMAN AND UNANIMOUSLY APPROVED.

#### **V. Consent Agenda**

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

##### **B. August Claims**

##### **C. Indirect Cost Plan, Resolution 08-17-10**

JACK BURKMAN MOVED FOR APPROVAL OF THE CONSENT AGENDA RATIFICATION OF JULY CLAIMS, AUGUST CLAIMS, AND THE INDIRECT COST PLAN, RESOLUTION 08-17-10. THE MOTION WAS SECONDED BY ANNE MCENERNY-OGLE AND UNANIMOUSLY APPROVED.

#### **VI. Transportation Alternatives Program (TA) - Grant Selection, Resolution 08-17-11**

Matt Ransom said this is one of the primary missions of the organization, which is to distribute grant awards. This is a federal program called Transportation Alternatives which used to be called Transportation Enhancement. This is a call for projects that happens every other year. This spring the Board allocated some additional CMAQ funds to build up the program to try to fund as many projects as possible. The recommendation for action is to approve the grant awards as presented.

Dale Robins referred to the resolution included in the meeting packet. He said they are seeking approval to select funding for seven projects to receive a total of \$1.3 million in Transportation Alternative funding. This federal funding used to be called the Transportation Alternatives Program (TAP) and was changed to simply Transportation Alternatives (TA).

Mr. Robins said there are 11 eligible activities associated with this program. The most common are bicycle and pedestrian type improvements. RTC selects projects for Clark, Skamania, and Klickitat Counties. The RTC Board approved the TA process at the March 7, 2017 meeting.

The submittal process began with applications due to RTC on May 1, 2017. Seven projects were submitted. Once applications are submitted, RTC posts them on their website for public input. They received 58 comments. This is much more than usually received. Most of the comments were associated with the 68<sup>th</sup> Street project and Lincoln Neighborhood project. There is an Evaluation Team that evaluates the projects. It is made up of a citizen representative from the Clark County Bicycle Committee, Clark County Health Department staff, and staff from WSDOT, C-TRAN, and RTC. After evaluation, the scores were taken to the Regional Transportation Advisory Committee (RTAC), who then made a recommendation on what to fund. Today, is the final step seeking action.

Mr. Robins briefly highlighted each of the seven projects in the order they were ranked. They include the following: 1) Phase III Waterfront Trail Construction: Stevenson Shoreline Project – Port of Skamania/City of Stevenson, \$200,000. 2) Columbia River Renaissance Trail Connection – Port of Vancouver, \$485,000. 3) Gee Creek Trail – Abrams Park to Heron Drive, City of Ridgefield, \$100,000. 4) NE 68<sup>th</sup> Street Sidewalk – Clark County, \$150,000. 5) NW Neighborhood Connectivity Improvements – City of Vancouver, \$145,000. 6) Klickitat Multi-Use Trail Connection Project – Klickitat County, \$55,000. 7) Chelatchie Rail with Trails Phase 2 – City of Battle Ground, \$147,000. The total for the seven projects awarded is \$1,282,000. All projects awarded are bicycle/pedestrian type improvements.

Action is for approval of Resolution 08-17-11 awarding funding for the listed projects.

Marc Boldt referred to the 68<sup>th</sup> Street project for design. He asked if after the design of that project, there was a time line that it must start construction or be completed. Mr. Robins said that generally, when you receive federal money, you are committing to building a project. There is a commitment to construct the project even if you don't receive federal money. Mr. Robins said he believed that the rule is that you must move on to the next phase within seven years. This means that you would need to move into right-of-way within seven years and another seven years before construction.

Eileen Quiring asked if they knew who would be paying for the construction of 68<sup>th</sup> street. Mr. Robins said the County is basically committing to constructing the project if they accept the design money. Mr. Robins said they have to just construct a phase. They could decide to construct the whole corridor over five phases and take multiple years to construct it. Councilor Quiring asked if the design would tell them how much the construction cost would be. Mr. Robins said they should be able to have a good estimate of what the cost would be.

Councilor Quiring referred to the Chelatchie Rails and Trails Phase 2 project and asked if Phase 1 was completed. Mr. Robins said Phase 1 has been designed, and they are going to construction this year. Councilor Quiring asked if this trail was along the rail line. Mr. Robins said it parallels the rail at some places, and it could be on the other side where there is a road. The design process would determine the best location. Mr. Robins said it was his understanding that they intended to stay next to the rail. Councilor Quiring asked if the rail had a problem with that. Mr. Robins said they do require that there be fencing in between the rail and trail. Councilor Quiring asked if there was another portion of the trail that also needs to be completed. Mr. Robins said there is another segment between Battle Ground Lake and Phase 2 that would also need to be constructed at some point. That would be a Phase 3. Mr. Robins said actually, there was a previous phase constructed by the County near Battle Ground Lake. Councilor Quiring told the Board that the property owners around the next Phase (3) are not willing to sell. They may be creating a trail to nowhere.

Jerry Oliver asked when the grant funds would be awarded. Mr. Robing said they would be awarded today with the Board's approval, but the agency receiving the funds would not have access to those funds until January of 2018.

PAUL GREENLEE MOVED FOR APPROVAL OF RESOLUTION 08-17-11 TRANSPORTATION ALTERNATIVES PROGRAM GRANT SELECTION. THE MOTION WAS SECONDED BY ANNE MCENERNY-OGLE AND UNANIMOUSLY APPROVED.

Commissioner Tom Lannen said on behalf of Stevenson and Skamania County, he thanked the Board for the grant award for their Waterfront Trail project. He said it is appreciated and a good start for the waterfront area.

## **VII. 2016 Congestion Management Process – Monitoring Report, Resolution 08-17-12**

Matt Ransom said the Congestion Management Process Monitoring Report is another one of RTC's primary functions of planning and monitoring. This report is composed each year. Briefings on this have been given to the Board twice this spring. Dale will present the final report. The action before the Board is to endorse the report, and the items that are recommended in the report are consistent with the Regional Transportation Plan (RTP).

Dale Robins referred to the Staff Report/Resolution included in the meeting packet along with the 2016 Congestion Management Process (CMP) Summary Report. Copies of the full Monitoring Report were distributed to members and available at the meeting.

Mr. Robins said as Matt noted, this is a federal planning requirement. In our region, RTC does an annual assessment of the transportation system's operating conditions. It is intended to inform the transportation investment and how the federal dollars are spent. It also reports on the effectiveness of strategies. They follow projects after they are implemented to show their effect.

Mr. Robins said in June, the Summary Report was presented to the Board. The summary Report is a short version of the full report. The full report is a technical document, and the Summary Report gives a summary of the main items. The action is for support of the findings.

A regional summary of our economy 2011 versus 2016 shows Population is going up, jobs are going up, taxable sales are going up, volumes are going up, and speeds are going down. This is the reality of the region we live in. In doing this analysis, they found key findings.

Key findings include the following: Implementation of the RTP with focus on operational and bottleneck improvements can address congestion. The needs have been identified and now they just need to implement them; I-5 is a strategic corridor. It is the main corridor going from Mexico to Canada, and the main corridor in the region. Demand will continue to grow in this critical corridor, and choke points need to be addressed; in short term, the region needs to study and implement freeway management strategies to get the most out of our congested freeway system during the peak hours.

Key strategies include the following: Transportation System Management and Operations (TSMO), the technology to get the most out of the existing system that we have, and Transportation Demand Management (TDM), looking at alternatives: transit, carpool, and flex hours to get the most people through. We need to support those types of options in our critical corridors. We need to look at capacity at select locations. We need to implement the I-5

Bridge replacement. In short term prior to implementing an I-5 Bridge replacement, we need to assess and implement strategies to manage the existing I-5 corridor.

Mr. Robins said this is a short summary of the report. Everything else has previously been reviewed with the Board. Action is being asked for Resolution 08-17-12, which would include endorsement of the Congestion Management Process for the 2016 Monitoring Report and its key findings and strategies.

Rian Windsheimer said he always appreciates the reports. He said they do a good job of giving useful information in terms of what is going on and what the affect is to the traveling public in a way that he can share with people that don't spend their days thinking about transportation. He said it provides a useful snapshot of what is going on. Mr. Windsheimer said ODOT Region One is actually putting out their first version of this report. He said it was inspired by the work that RTC has done. They are putting out their first version of the report the following day. There will be a press release and a link online. Mr. Windsheimer said he got the idea of putting out the report from seeing what RTC has done. He said he could bring that to the next meeting and share it with the RTC Board as well.

Jeanne Stewart referred to page 2 of the Resolution where it states "Overall, the Monitoring Report shows that the implementation of the RTP can address most of the corridor capacity needs over the next 20 years." Councilor Stewart said she doesn't see how that is possible. She asked what was in the RTP that meets our corridor capacity needs for the next 20 years.

Dale Robins said that it doesn't mean that there will not be congestion on an hour period, but overall, there would be enough capacity for the movement of all the goods and people within the region if they built the system that is planned in the Regional Transportation Plan. There is over a billion dollars' worth of improvements that are planned. If those roads are widened and improved, bottlenecks are fixed, and they make the investment in technology to move people, they can have a mobile region. It doesn't mean that they won't have spot congestion and during peak time.

Councilor Stewart said she had a hard time understanding that with the intense congestion that we are now seeing. Councilor Stewart would meet with Mr. Ransom and Mr. Robins to talk about this further.

Jack Burkman said he agreed with Councilor Stewart. He said the important part mentioned earlier, was a billion dollars. He said if they were able to put everything that is in the RTP on the ground, it will be fundamentally different, but we don't have that money. So, it is a very good point.

JACK BURKMAN MOVED FOR APPROVAL OF RESOLUTION 08-17-12, THE 2016 CMP-MONITORING REPORT.

Paul Greenlee said the billion dollars doesn't include money for a new I-5 Bridge. He asked if it was a part of the RTP. Mr. Robins said the I-5 Bridge is part of the RTP, but it has its own financial plan.

PAUL GREENLEE SECONDED THE MOTION. THE MOTION WAS UNANIMOUSLY APPROVED.

### **VIII. RTC 25-Year Anniversary Report**

Matt Ransom said he was pleased and honored to present RTC's 25-Year Report. He said it is going to be a group effort because the work of RTC is not done by individuals; it is done by a group. The group is not just RTC staff; the process and the efforts of RTC are around the table of members. The presentation is for the members and the work that the organization has accomplished over the course of 25 years. That includes partnership, collaboration, planning, and strategy over complex matters.

Mr. Ransom introduced staff that would be presenting (Dale Robins, Lynda David, and Mark Harrington). Other staff present included Shann Westrand, RTC's office assistant. She provides administrative support, financial support, and support to the RTAC committee and the Skamania and Klickitat TAC committees. Karl Peterson was also present. Karl produces the maps and reports for RTC through the support of staff. He was taking pictures to capture the event. Mr. Ransom said in producing the report and looking back, they found that they needed more photos. More pictures of the Board and other people showing that this is a group process of collaboration.

Mr. Ransom said RTC is made up of partners across 24 agencies. When it was formed in 1992, it began with 21, and shortly thereafter, 3 others wished to be a part of the mix and were added to make the 24 member strong RTC. Mr. Ransom noted RTC's Mission Statement.

Mr. Ransom introduced Dean Lookingbill, the founding director of the organization in 1992. He retired before Mr. Ransom took over and was hired by the Board in 2014. Mr. Ransom introduced Sandi Roberts who used to be a part of the administrative team at RTC. She was a long time employee, joined RTC at founding, and part of the predecessor organization. Mr. Ransom said this shows a lot of commitment to the organization by staff, which is why he wanted to introduce them. He said it is a group effort, and he and his staff are here for its members. They are here to run the organization in a way that keeps them compliant and presents members and their staff at the technical level with the information, data, and ideas. Mr. Ransom said copies of the report were distributed to members and available for all. He would be distributing copies to all the member agencies' councils and executives.

Paul Greenlee thanked RTC staff.

Mr. Ransom introduced Diane Workman, his assistant, who supports the Board, does the meeting minutes, and is the record keeper. Mr. Ransom also introduced Bob Hart, who often does presentations as well.

Jeanne Stewart added to Diane's role as an executive assistant. She said in addition to the work that she does to help them be cohesive, that role is key in any organization and sort of the binding force. Mr. Ransom agreed and noted appreciation of all the staff.

Dale Robins talked about some of the projects that have been implemented over the last 25 years. He referred to a large display map showing the projects. Copies of the map were also

distributed. It shows road projects, transit improvements, and rail improvements that they have invested in. Mr. Robins said over the last 25 years, they have invested \$233 million and 326 projects. That is a significant amount of improvements that have been made in the region. Mr. Robins had a list of the entire grant awards that have been provided over this time period; it is ten pages and double sided. The map shows that almost all east-west and north-south principle arterial has been invested in over the last 25 years. Roadway projects invested in include: 137<sup>th</sup> Avenue, 162<sup>nd</sup> Avenue, 192<sup>nd</sup> Avenue, Mill Plain Extension, 18<sup>th</sup> Street, 78<sup>th</sup> Street, Padden Parkway, and many, many more roads have been improved.

RTC has invested in the Fourth Plain Bus Rapid Transit System, transit vehicles, transit centers, and park and rides. RTC has invested a significant amount of money in technology or traffic signals in the region. That technology helps us to move more freely on the existing transportation system. RTC has also invested numerous bike and pedestrian type projects, both regional and local improvements. Planning is an important investment which helps at the local and regional level to make smart decisions on where to invest our funds the most appropriately.

They have also invested in preservation. Mr. Robins recalled the discussion that generally RTC does not use their funds for preservation, but back in 2009 they had ARRA (America Recovery and Reinvestment Act of 2009). It had a short timeline on project delivery, and most of that money went to preservation at that time. This was because those were the only projects that they could get up and going within the year period of time. Also during that time period, they invested in the West Vancouver Freight Access project. This was a rail improvement into the Port of Vancouver, which is a great boon to the economy of our region.

Mr. Robins noted the many benefits of all of the projects. They have improved the economy, provide additional mobility and accessibility, enhance safety, improve the quality of life, and they are enhancing the existing transportation system with a lot of their investment also. This allows them to get the most out of what they have. These investments are part of our community. Mr. Robins said hopefully they can continue to make this critical investment in our transportation system over the next 25 years.

Lynda David said to get the project outcomes that Dale just reviewed, it all starts with identifying transportation project needs in the long range (20 year) Regional Transportation Plan (RTP). Regular update to the region's RTP is a requirement for the receipt of federal and state transportation funds to the region.

The RTC Board first adopted a Regional Transportation Plan for Clark County in 1994. Since then, there have been eight major updates to the Plan. The 1994 Plan addressed transportation issues required under the state's Growth Management Act, which was passed in 1990 as well as the Federal Transportation Act ISTEA of 1991. Both of these acts marked profound changes for the metropolitan transportation planning process. Looking back at the 1994 RTP, it is notable that of the 72 priority regional projects identified in that Plan, 85% of them are now complete. There have been numerous other local transportation projects as

well. The most recent RTP was adopted in 2014, and it identified \$1.78 billion in regional transportation needs in Clark County over the future 20 years, with additional revenues required to make improvements to the I-5 bi-state corridor.

Ms. David said in putting together this PowerPoint presentation, she thought she would look back at the presentation she made to the Board back in 1994 when RTC's RTP was first published. She said she forgot that they only started using PowerPoint in 2003. At the RTC Board meeting held at the Marshall House on Officers Row, they went all of ten years using paper handouts and use of a view foil/transparency on an overhead projector to make the presentation. Ms. David said their presentation method has certainly changed over 25 years.

Klickitat and Skamania Counties are a part of RTC's Regional Transportation Planning Organization (RTPO) region. They also have Regional Transportation Plans. The RTC Board first adopted an RTP for Klickitat County in 1995. In the ensuing 22 years, there have been five major updates to the Plan, with the most recent in May 2014. Transportation planning in Klickitat and Skamania Counties are often in sync. So like Klickitat County, the RTC Board first adopted an RTP for Skamania County in 1995, and in the 22 years since, there have been likewise five updates to their RTP with the most recent April 2014 and an amendment in November 2016.

Ms. David listed the five Federal Transportation Acts that have been in place in the past 25 years. The Metropolitan Transportation Planning Process conducted by RTC is very much influenced by these Federal Transportation Acts. ISTEA, the Intermodal Surface Transportation Efficiency Act of 1991 made profound change to planning and policy and would require the collaboration to affect an intermodal approach for highway and transit funding. High speed rail corridors were identified in the Act, including the Pacific Northwest Corridor between Eugene and Vancouver B.C. TEA-21 was passed in 1998. It outlined seven planning factors to be included in the Regional Transportation Plan and established the Job Access and Reverse Commute funding program, which although no longer in existence, initiated the Human Services Transportation Planning Process. RTC first adopted its Human Services Transportation Plan covering all three RTC counties in 2007. SAFETEA-LU was passed in 2009. It included funding for the New Starts and New Freedom programs to support new public transportation services and alternative transportation for those with disabilities. In 2012, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) began consolidation of transportation funding programs and promised development of a national freight policy. The Act also initiated performance based planning requirements linking transportation investments with transportation system performance. The current Act, Fixing America's Surface Transportation Act (FAST Act), was passed in 2015 and continues performance based planning.

Ms. David listed the planning factors that have to be considered as part of the Regional Transportation Plan. The factors were outlined in TEA-21; they have changed slightly over the years, but are indicative of the range of issues that must be addressed in a metropolitan transportation planning process. Under TEA-21, there were seven factors, and now there are ten, with the recent inclusion of need to look at mitigation of storm water impacts in the

planning process. Over the 25 years of RTC's existence, they have seen the emergence of such issues that affect deciding fiscal restraint in the 20-year plan where the RTP financial plan must demonstrate balance between investments and revenue. This is something new. In 1992, the Vancouver region fell out of nonattainment air quality region for ozone and carbon monoxide. They have now reached attainment to date. In 2011, RTC published the first Regional Transportation Safety Assessment. In recent years, they have focused on the linkage between transportation and health with the benefit of Active Transportation Modes, walking and biking as well as focusing on equity and access to services for people.

Mark Harrington spoke about land use and transportation data. Mr. Harrington noted some of the differences from 25 years ago. In 1992, one-third of the Clark County residents were not born yet. Technology was developing and still a year away from being able to surf the Web. Mr. Harrington provided a series of Clark County images in Google Earth from 1990 and corresponding images from today noting the significant changes that have occurred. Areas displayed include: Vancouver Mall and I-205 interchange; I92nd Avenue and SR-14; I-5 and Highway 99 from 78<sup>th</sup> Street to 99<sup>th</sup> Street; I-205 and Padden Parkway; Salmon Creek Interchange area where I-5 and I-205 come together; Ridgefield Junction; and SR-503 south of Battle Ground and north of Orchards. In the past 25 years, Clark County has certainly grown a lot.

In the past 25 years, Clark County has almost doubled in population. The over 65 population grew by 150%, while less than 65 grew by only 62%. We had a growing population and an aging population, and these are things that they continue to see looking forward. Other big changes we've seen our community grow more diverse. In 1990, 8% of the population was minority; we are now up to 20%. We have grown, grown older, and grown more diverse and continue to drive a lot. They have increased the annual vehicle miles traveled in the County by 1.1 billion miles, up from 2.3 billion in 1992 to 3.4 billion in 2017.

Mr. Harrington asked what was next on the horizon. He said there are some things they have a pretty good idea about, and other things like on the technology front, not so. In 1992, today's cell phone would be like a super computer during that time. No one imagined in 1992 that you could carry that in your pocket. In the next 25 years, technology will change, but have no idea to what degree. The things they do know about: Clark County grew 221,442 people in the last 25 years. They expect in the next 25 years to grow about 140,866 new residents in Clark County. This will be 600,361 people in 2040. It is a 30.7% increase. The senior population, 65+ years, is going to continue to increase. They added 39,881 in the last 25 years. In the next 25 years, they are looking at a 63,830 increase to 129,077 seniors in 2040. This is over 20% of the population. That is 45% of the new growth in the county. In the last 25 years, they added 69,000 jobs in Clark County. Under the current Comp Planning assumptions, they are looking at adding 92,200 jobs in the next 25 years. This will have a big impact on Clark County. When they looked at the previous 69,000 jobs, it was at .8 jobs for every new household that came to Clark County. They are looking now at having 1.7 new jobs per household. Part of that is due to they are now looking at a half million people in the county that is a maturing urban area that

is not solely a bedroom community. It has developed its own industry and its own jobs to serve the people of this county, and that is going to continue to develop.

Mr. Harrington said these are some things that they will be talking about as they look at their next 20-year Plan, which covers most of this. He said it is interesting to look back and see what has happened in those 25 years and really put that in context that when they are doing their 20-year update, that kind of change is what they are looking to address over the next 25 years. This is big, and a lot of change is going to happen. They aren't just looking out the next few years; 20 years is a big look and a long hard look with some speculation about what the future is going to hold in technology.

Matt Ransom added that this is a member-led organization. The Chair is one elected by the Board each year to serve and work with the Director. Mr. Ransom had a few trivia questions for the Board: What member or individual served the most number of appointments as RTC Chair? Vancouver Mayor Royce Pollard served 5 terms as RTC Board Chair. The next in line was Washougal Councilmember Charles Crumpacker serving 4 terms as Board Chair. Mr. Ransom said he and staff produced the report to shine the light on the organization. He said sometimes you need to just take stock of what you have done. Sometimes you need to share with people what you are doing and what you have done. This was their opportunity to do that. As a final comment Mr. Ransom said we can do big things: \$230 million, 85% of the projects done since 1994, since that 1994 RTP was completed. If they set their minds to it and have a little persistence and maybe debate or compromise a little, they can actually do good things for the community. The three counties that they serve have been well-served by the investments along with the members participation and staffs support. They look forward to the next year. Mr. Ransom will be sending copies of the report to each organization. Please let him know if you do not receive copies. Mr. Ransom said they would be happy to come and present this to individual councils or Boards.

Chair Stewart thanked Mr. Ransom for spotlighting some of the people who work on this every day and for staff presenting a very interesting presentation.

## **IX. Other Business**

### From the Board

Rian Windsheimer wanted to respond to some of the questions that were raised about the Oregon Legislature's recent package. The Legislature directed ODOT, through the Commission, to look at value pricing from the Columbia River to the junction of the two Interstates I-5 and I-205. This is to look at value pricing in those corridors and other places that might make sense. They left it open to potentially expanding that. They have an understanding that they haven't looked at this yet, and there is a need to do that. The Commission and ODOT understand this as well. Mr. Windsheimer said the first thing that they are going to do as it relates to value pricing is to start looking at putting together a regional committee with representation from the Washington side of the river. They will start having a conversation about what might that look like. What are the types of opportunities that might make sense? All of this this has to be done

under the guidance of federal law that talks about how they operate the interstates. They will be moving forward with those meetings and start to develop some proposals. The Oregon Transportation Commission is directed to put together an application to the federal Government to implement value pricing. That application has to be in by the end of next year. They have quite a bit of time to start that conversation and better understand what that might look like. Mr. Windsheimer said he is glad to hear that there is interest in Washington to talk about that, and that makes sense. He said they certainly know that if they are going to move forward with something and it is going to be successful, they need to engage the Washington side of the river and need to understand and participate in the process. They plan to take a proposal to the Commission later this month to start asking them about how they would like them to frame up that conversation. Mr. Windsheimer said there is a lot more to come. There is a lot more conversation to be had before they really know what they are looking at and how it might operate, and how it might work. Mr. Windsheimer said there are a lot of questions. He said he thought the questions that were asked earlier about some of the concerns that people have are all very valid questions that they need to spend some time to think about. He said there is going to be a lot more conversation before something shows up.

Chair Stewart said it is reassuring to hear that there will be an opportunity for RTC and Clark County to participate.

Jack Burkman added to what Mr. Windsheimer discussed. He said they covered this and discussed it at length at the JPACT meeting. He said there was a good infographic put out on the House Bill that he encouraged be distributed to members. House Bill 2017-10 is 334 pages long, and the infographic is a one-page summary of what they are trying to do.

Mr. Windsheimer said he would send the infographic to Matt to distribute. He said it does provide a good overview, and he said if it is of interest to the Board, he would be happy to talk a little about the project at the next meeting. Mr. Windsheimer said they did designate a number of very specific projects that they are expected to complete, and a certain number of projects including Rose Quarter and widening of I-205 to the south that they are expected to report on back to the Legislature on specific days. There is some funding for development of those projects. There are a couple projects that they will see relatively quickly. They call them trigger projects, because there are two sets of gas taxes that if they don't complete the two projects by December of 2019, it does not kick in for local governments, county governments, or state government. It does put pressure on ODOT to deliver those projects by those dates. One of the projects is a new lane northbound on I-205 between Powell Blvd. and I-84. The other project is implementing active traffic management to their real time system, information sharing, and variable speed limits on I-205 between the river and the George Abernathy Bridge. Mr. Ransom would distribute the infographic to Board members.

Chair Stewart referred to a letter that Jaime Herrera Beutler sent to Governor Kate Brown and ODOT Director Matthew Garrett. The letter indicated her concern about tolls. Chair Stewart wanted a copy of the letter sent to Board members. Mr. Windsheimer would send the infographic and the letter to Matt to distribute to Board members.

Councilor Stewart said on behalf of Clark County, she is asking for some research to identify what the process will be with bi-state communication and agreement. It is to understand at what point the Oregon Legislation for transportation is implemented, and at what point they have the opportunity to communicate they are acting on behalf of the interest of Clark County. She said this is for her as a Clark County Councilor. Councilor Stewart said she would appreciate any communication on the Oregon side about this. She said she did not want to find us in a position where we are just responding to what Oregon does; we need to be proactively involved in the process.

Eileen Quiring said a Regional Committee was mentioned. She asked if people from RTC would be included in that, and if they are, she requested that people who sit on that committee and listen to the ideas and put forth ideas report back to the RTC Board so they know what's going on and can respond in a timely manner. Councilor Quiring said she hoped that RTC would have received information, a warning, so they could be proactive in some of these long term decisions. Councilor Quiring also asked if value pricing meant tolls or if it included a lot of things.

Mr. Windsheimer said he was not sure what the Oregon Legislature meant by value pricing. He said the idea that RTC didn't know about this is because a lot of folks didn't know. This was something that was added towards the end of the bill. It wasn't something that was part of the hearings. This was something that was subsequent to that. The Oregon Transportation Commission is the body that will determine who is participating in the regional effort to try to identify alternatives and look at opportunities. Their expectation is that every member of that committee is taking that information and sharing it with the folks they engage with in order to get additional feedback to take back to the group. That will be part of the charge.

Councilor Quiring said she understands the Legislative process, so she knows how things fly in and out, and sometimes in the dead of night. She did say that it would be prudent to actually define value pricing so the people who are going to be paying the value pricing can understand what is being discussed so they can voice their concern, either pro or con. She thought it was a little deceptive.

Jack Burkman said also at the JPACT meeting there was a presentation on House Bill 2017. He said it is 2017-10 because there were 10 substantial revisions as it went through. So it has been in constant flux. There is this committee to be formed, and he made a specific request that some representative of SW Washington sit on that panel. He said RTC has structured the Bi-State Coordination Committee as an interlocal agreement between RTC and Metro that any issues of bi-state significance are to go through that committee. He said it is not like we need to invent something new; we already have a standing organization set up to address these kinds of issues. Mr. Burkman said his expectation is that is where a lot of the information will come in and members sit on that committee and report back to the RTC Board. He believed that the Regional Committee would be spending a lot of time understanding what the Legislative intent was before they can really get to work.

From the Director

Mr. Ransom highlighted the Project Showcase: Highway 99 Traffic Responsive Incident Management for Clark County. The project is an Intelligent Traffic Signal (ITS) improvement. The purpose was to provide an advanced signal system. The project also integrates WSDOT cameras with the county system for a regional view of traffic movement. RTC funding was \$420,000 and total project cost was \$539,000.

The Bylaws Committee that the Board convened met to review the Bylaws. They are to be reviewed every four years. The Committee has met four times. They made a recommendation to forward to the Board at a meeting the previous week. Mr. Ransom is in the process of summarizing that recommendation. The first report back to the Board is likely to be in September. Parts of the Bylaws text are being moved around for clarification; they hadn't been changed since 1992.

Mr. Ransom said the Washington State Legislature wrapped up without a capital budget. There were member projects that were affected by the capital budget log jam. If there is RTC funding that is affected by that in terms of leverage or match, they will be working with members' staff to try to ensure they can reconfigure the funds to address this issue that the Legislature created. On the Oregon side, Mr. Windsheimer addressed earlier. Mr. Ransom said they will have reports to the Board as those programs and projects move forward.

Mr. Ransom said RTC has completed their annual audit by the State Auditor's Office. Last week the RTC Chair along with himself and RTC's accountant met with the Auditors for the Exit Conference. They came out with a clean sheet, with no recommendations or findings. Mr. Ransom said they have a great team that supports the financial standing of the organization. He thanked staff for their good work.

Chair Stewart said she sat in on the Audit Exit, and it is very impressive when you go into the meeting and it's a completely clean audit. It is about the shortest meeting you can ever go to. She said there were no findings, no exceptions, or no comments about anything. That is a nice clean audit for any organization. She offered congratulations and thanked the staff.

The next RTC Board meeting will be held on Tuesday, September 5, 2017, at 4 p.m. at their regular location in the Public Service Center.

**X. Adjourn**

The meeting was adjourned at 5:35 p.m.

Cake was provided in celebration of RTC's 25 years.