

**Southwest Washington Regional Transportation Council
Board of Directors
October 3, 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, October 3, 2017, at 4:00 p.m. at the Clark County Public Service Center Sixth Floor Training Room, 1300 Franklin Street, Vancouver, Washington. The meeting was televised and recorded by CVTV. Attendance follows.

Voting Board Members Present:

Marc Boldt, Clark County Councilor
Jack Burkman, Vancouver Councilmember
Paul Greenlee, Washougal Councilmember
Jim Herman, Port of Klickitat Commissioner
Anne McEnery-Ogle, Vancouver Council
Jerry Oliver, Port of Vancouver Commissioner
Ron Onslow, Ridgefield Mayor
Scott Patterson, C-TRAN (alternate)
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:

Shirley Craddick, Metro Councilor
Shawn Donaghy, C-TRAN Exec. Director/CEO
Tom Lannen, Skamania Co. Commissioner

Nonvoting Board Members Present:

Nonvoting Board Members Absent:

Curtis King, Senator 14th District
Norm Johnson, Representative 14th District
Gina McCabe, Representative 14th District
Lynda Wilson, Senator 17th District
Paul Harris, Representative 17th District
Vicki Kraft, 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
Monica Stonier, Representative 49th District
Sharon Wylie, Representative 49th District

Guests Present:

Ron Arp, Identity Clark County
Ed Barnes, Citizen
Rian Davis, Clark County Assn. of Realtors
Lori Figone, WSDOT
Scott Hughes, Port of Ridgefield Commissioner
Lee L. Jensen, Citizen
Sarah Kohout, Rep. Monica Stonier's Office
Dale Lewis, Congresswoman Herrera Beutler's Office
John Ley, Citizen
David McDevitt, Citizen
Mike Pond, Citizen
Xavier Reynolds, Citizen
Marc Thornsbery, Port of Klickitat
Carter Timmerman, WSDOT
Michael A. Williams, WSDOT

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

Chair Stewart noted that they would not be taking action on the Bylaws as listed in agenda item VIII. They will have information and discussion of the topic with action taken at the November meeting.

II. Approval of the Board Agenda

PAUL GREENLEE MOVED FOR APPROVAL OF THE OCTOBER 3, 2017, MEETING AGENDA WITH THE NOTED CHANGES AS OUTLINED BY THE BOARD CHAIR. THE MOTION WAS SECONDED BY JACK BURKMAN AND UNANIMOUSLY APPROVED.

III. Call for Public Comments

John Ley from Camas spoke about the Oregon Legislature and the possibility of tolling on I-5 and I-205. He noted that Congresswoman Jaime Herrera Beutler passed legislation at the federal level prohibiting that, and she wrote a letter to the Oregon Governor expressing her concerns for Southwest Washington citizens. Some of the Southwest Washington Legislators have sent a letter to Governor Inslee expressing that they were against Oregon's desire to toll these Interstates. Clark County Council also sent a letter expressing their concerns over the issue. Mr. Ley spoke about some upcoming projects that ODOT has; specifically, a project at the Rose Quarter. Mr. Ley asked where RTC stood regarding the tolling.

Ed Barnes from Vancouver said he hoped that at some point in time the RTC Board and WSDOT would put together a package that gives all the facts of what it takes to build a second bridge, third bridge, and fourth bridge letting the public know. He said there are a lot of letters out there that only have half true facts. Mr. Barnes said the reality is that we need to build an I-5 Bridge. That is where the problem is. He said if they wait to look at other locations, it will be over 20 years before anything will be built and everyone around the table will be gone. Mr. Barnes said everyone needs to work together for what is best for our community and get that bridge built.

Lee L. Jensen from Battle Ground said there have been several comments on several issues, the Rose Quarter, tolls, and ODOT, basically suggesting that Washington State should tell ODOT how to spend their money and fund their projects. Oregon doesn't come to Washington and complain about our intersections, for instance 179th Street exit that gets backed up. For us to complain about the Rose Quarter is not a whole lot different. How Oregon chooses to fund their highways is not for us to say. As far as the Rose Quarter is concerned, that is a problem between Oregon and the federal government. Washington State doesn't have any say. Mr. Jensen said as far as tolls go, we just threw away an \$850 million grant from the federal government for the I-5 project as it was. We threw away another \$450 million lined up from Washington State and \$450 million lined up from Oregon to build the I-5 Bridge. Mr. Jensen said he did not see how we could get anything done without having tolls. Washington State has tolls on several highways. We currently use tolls in this state to fund some of our projects.

IV. Approval of September 5, 2017, Minutes

ANNE MCENERNY-OGLE MOVED FOR APPROVAL OF THE SEPTEMBER 5, 2017, MINUTES. THE MOTION WAS SECONDED BY PAUL GREENLEE AND UNANIMOUSLY APPROVED.

V. Consent Agenda

A. October Claims

B. RTC – City of Vancouver Master Interlocal Services Agreement, Resolution 10-17-15

C. Consulting Agreement for General Counsel Legal Services, Agreement Extension, Resolution 10-17-16

Mr. Ransom briefly described Consent item B, the Master Interlocal Services Agreement between RTC and the City of Vancouver. This agreement is expiring this month, and this is a renewal not a new agreement. RTC has a similar type of agreement with C-TRAN, WSDOT, and Clark County. This type of framework is used to share resources. Consent item C is an agreement to extend the consulting services agreement with legal counsel Ted Gathe. His current contract allows for one extension. The rate proposed is the rate that he currently has with RTC with no increase for the three-year extension period.

Jack Burkman asked a legal question regarding if there were any issues with representatives from the City of Vancouver voting on the Interlocal Agreement.

Mr. Gathe said no, that they have no personal contractual interest, so they are able to vote on that item.

Jerry Oliver asked Mr. Gathe if he has any more plans to act as counsel to individuals that are suing the Port of Vancouver.

Mr. Gathe said no, and that he has never represented anyone suing the Port of Vancouver, and he has no intension of representing anyone in the future.

PAUL GREENLEE MOVED FOR APPROVAL OF THE CONSENT AGENDA OCTOBER CLAIMS AND RESOLUTIONS 10-17-15 AND 10-17-16. THE MOTION WAS SECONDED BY MARC BOLDT AND UNANIMOUSLY APPROVED.

VI. 2021 Regional Competitive Grant Awards, Resolution 10-17-17

Dale Robins referred to the resolution included in the meeting packet. He said last month the RTC Board approved the evaluation of the 2021 Regional Competitive Grant Awards. This month the recommended action is to award those grants that have the highest ranking up to the total funding amounts available.

The RTC Board has the responsibility for selecting approximately \$9 million per year in regional allocated federal funds. In RTC's process, they select four years in advance. What they are selecting this year are the 2021 grant awards. Federal regulations require this to be a competitive process, and that is part of RTC's three-step process. 1) Project Screening, 2) Evaluation and Ranking by Needs Criteria, and 3) Project selection and Programming.

Based on the project evaluation, the Regional Transportation Advisory Committee (RTAC) is recommending 11 projects to be funded. This includes 7 Surface Transportation Block Grants (STBG), formerly called Surface Transportation Program (STP), and 4 Congestion Management and Air Quality (CMAQ) projects. These projects total \$9.4 million. Mr. Robins said what is significant about this is that total cost of selected projects is \$33.0 million. The \$9.4 million leveraged \$23.6 million in other funds.

Mr. Robins listed the 7 STBG projects awarded. The last project funded, the 99th Street project, was the cutoff, and that project received about 39% of their request. The projects listed above that were funded at 100% of the request. All 4 of the CMAQ projects were funded. The last project, the bus replacement for C-TRAN received about three-quarters of what they requested.

The 2021 funding by project type shows that 14% is going to non-capital projects, 59% to road improvements, 12% to transit, and 15% to Transportation System Management and Operations or TSMO which are traffic signal type projects.

The RTC Board is requested to approve Resolution 10-17-17 as recommended by the Regional Transportation Advisory Committee which will result in the 11 projects receiving \$9.4 million in STBG and CMAQ funds. Mr. Robins noted that their funding is a little higher this year. Executive Director Matt Ransom sat on a statewide committee to look at the redistribution of the federal allocation to the region. The new formula that was developed, allows our region to receive a little higher amount, about \$300,000 more per year.

Marc Boldt referred to the 2020 Household Travel Survey and said he is very glad to see that funded. He said the County and City of Vancouver use it in their Growth Plans, and it will be very helpful.

Eileen Quiring asked who sits on the Regional Transportation Advisory Committee (RTAC).

Matt Ransom said the RTAC is senior staff from each entity agency within RTC. There are advisory committees for Clark County and Skamania and Klickitat Counties as well. Clark County's committee includes each city, the Port district, the transit district, and the County has two staff members (one from the Public Works Department and one from the Community Development. These are senior staff delegated by each respective agency.

PAUL GREENLEE MOVED FOR APPROVAL OF RESOLUTION 10-17-17, 2021 REGIONAL COMPETITIVE GRANT AWARDS. THE MOTION WAS SECONDED BY MARC BOLDT AND UNANIMOUSLY APPROVED.

VII. 2018-2021 Transportation Improvement Program, Resolution 10-17-18

Mr. Ransom said the Transportation Improvement Program is the document that compiles all of the regional and significant federal and state projects. Process wise, this is one of the most important pieces of documentation used by agencies so that they can use the funds. In order to get access to the dollars, the TIP needs to be reviewed and approved by the Board and then sent to the state for their ratification. With today's approval, it will ensure that projects can proceed on January 1, 2018.

Dale Robins referred to the resolution included in the meeting packet along with the TIP document provided to members at the table. The TIP is a four-year program of regionally significant transportation projects, and it indicates a commitment to the funding of those projects. Projects must be consistent with the Regional Transportation Plan, and the TIP is required to be adopted by October 15 of each year in order for those projects to be eligible to proceed in January of the next year.

Mr. Robins highlighted the TIP development process. Projects are selected through multiple processes. The Board just approved RTC's process with approval of the 11 grant awards. There is allocation to WSDOT to select projects for their highways; they also have competitive statewide grants that they select. C-TRAN has an allocation. There are also nationwide and other statewide competitive grants that receive funding. All those projects need to be entered into the TIP if they are regionally significant. Part of that is that RTC must review these to make sure that they are consistent with the long range Regional Transportation Plan.

Mr. Robins said there are 85 projects programmed in the TIP. He showed the percentage by the types of projects including: bicycle and pedestrian, bridge, planning, preservation, rail, road improvement, safety, transit, and TSMO. He also showed the percentage of funding to each with the highest amount of money to road improvement, preservation, and transit.

Approval of this TIP would also include two TIP amendments. The first one is to allow the La Center 4th Street/Pacific Highway Roundabout to delay an additional year. Also, the additional allocation that was mentioned earlier of \$300,000, would allow Clark County to move \$1.3 million up a year from 2020 to 2019 for the NE 119th Street East project. No money was changed, just a move up a year earlier.

TIP adoption will: add \$9.4 million 2021 regional selected funding; program \$216 million in the TIP of which \$128 million is federal funds; the first two years, 2018 and 2019 are selected, meaning they can actually proceed, a project programmed in 2020 and 2021 can proceed in a couple years; and they are also certifying that the MPO planning process was followed including a public participation process, it is financially constrained, and it is consistent with the Regional Transportation Plan.

MARC BOLDT MOVED FOR APPROVAL OF RESOLUTION 10-17-18, 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM. THE MOTION WAS SECONDED BY PAUL GREENLEE AND UNANIMOUSLY APPROVED.

VIII. Bylaws of the Southwest Washington Regional Transportation Council Amendment, Resolution 10-17-19

Chair Stewart said RTC Bylaws are being substantially amended and will eventually require action. As she had indicated, there would not be action today, but would begin with input or questions.

Mr. Ransom said when RTC was formed in 1992, it established the Bylaws as they currently exist. Since that time they have been amended five times, but for the most part the

amendments were very modest. Since that time, there have been new things that come into play, new regulations, techniques for communication, etc. In convening the Bylaws Committee process, which is required by the current rules every five years, they convened that committee this year. It was a committee of five individuals as listed in the resolution. They met on four occasions to look at a more significant revision. The purpose for the revision was to try to bring the Bylaws into the current era, consider a few new policies, look at the organization of the text to offer more clarity, and clear up any ambiguities. Mr. Ransom said the committee rigorously reviewed the Bylaws and made a recommendation to the Board which he presented at the September meeting.

Mr. Ransom said there were a few questions introduced at the last meeting that they have done some work on as listed on page 2 of the Staff Report/Resolution. There was a question regarding how abstentions are handled in the voting process. Mr. Ransom had sent an email out to the Board Members with an attachment of an opinion provided by RTC General Counsel. In summary, it said that abstentions are not counted as a no vote. There was some question about how other entities count abstentions. Mr. Ransom asked Mr. Gathe to give a summary of his research and how abstentions are recommended to be handled around the RTC table.

Ted Gathe said different agencies have different policies with regard to abstentions. The research that he did indicated that there is at least a dozen jurisdictions in the State of Washington that have carved those special policies for abstentions, the City of Vancouver being one of them. Some 15 years ago in response to some voting patterns on the Council, the City of Vancouver City Council adopted a policy that basically said that having an abstention was the equivalent of a vote in the affirmative. Mr. Gathe said what he found over the course of his research was that even the split between those jurisdictions that have adopted specific policies some of them have an abstention count as a yes vote and some have an abstention count as a no vote. In the absence of such a policy, *Roberts Rules* simply says that an abstention is not counted as a vote at all. It is simply registered as an abstention. Where it can result in an equivalent of a no vote is where the provisions of the law as it applies to cities, for example. Some cities are required by law, because they are code cities, to have a majority of the council members, whether or not there is a quorum or not, but a majority of the council voting in the affirmative in order to pass a motion. In that situation, an abstention could rob the majority of the ability to pass a motion. In RTC's situation, there is no provision in the Bylaws that require a majority of the entire membership to vote in order to pass a motion, so they don't face that problem. There is a specific term listed that says a majority of those present, which means if you have a quorum and you have sufficient members to vote on it, it would require a majority of those present. This means that it is possible under the current wording that if there were more than one abstention, it could rob the majority of the ability to pass a motion.

Mr. Ransom said a second question arose at the last meeting that relates to a new policy that is proposed and that is that RTC provide a platform for Board participation, given extreme circumstances, via telecommunications such as Skype or teleconference capacity. The question was if that same provision should be allowed for Executive Sessions. Mr. Ransom said after

considering this further and consulting with a few others, it is recommended that Board Members not be allowed to participate in Executive Sessions via teleconference or telecommunications. The reason for that is that RTC has one Executive Session a year for the Executive Director's review. One other Executive Session pertained to an issue of RTC's status within the Social Security program. Executive Sessions happen so infrequently for RTC; they are not like a general government where they have recurrent Executive Sessions where that may be problematic in terms of attendance.

The last question referred to the type of telecommunications equipment or system to use. He said he didn't think that was a matter to express or delineate in the Bylaws. It would just mean that staff would just need to coordinate with IT and CVTV for what would work best for all.

Mr. Ransom said these are the items that have been addressed since the last meeting. He said he had sent email to Board Members and received very little comment. He said if there are any comments to bring them forward.

Jack Burkman referred to section 4.2.3 Annual representation on the Board shall be communicated in writing to the Executive Director by January of each year. He asked if it was January 1 or January 31. Mr. Ransom said he thought it would be beneficial to state January 31 recognizing that Commissions and Councils compose themselves each year and decide on assignments.

Mr. Burkman said he understood that they would not be taking action and asked if there were other concerns that had been brought up.

Chair Stewart said there were a few things that she would like to discuss with Mr. Ransom to better understand the wording. She said there is no table of contents listed in this version. She felt that was very helpful in the prior version. Chair Stewart would meet with Mr. Ransom to discuss.

Mr. Ransom said he would be available to meet with any other member if they wished. He would update with the comments. One final matter that was raised to his attention by Counsel and that was related to the provisions of Contracts and Services on page 5 section 4.5. He said a fair amount of language was struck because they thought it to be extraneous. He said they now need to go back and look at the Articles of Incorporation and make sure there is synchronization between the two. Mr. Ransom would work with General Counsel on that. Mr. Ransom said if the Board is comfortable with this, they will advertise this for action in November.

Chair Stewart asked that any comments be sent to Mr. Ransom as soon as possible so that he could share them with her when they met.

Eileen Quiring asked for clarification on the Participation by Communications Equipment. It states that participation shall be limited, and she asked if that was going to be left undefined.

Chair Stewart said they currently do not have a setup for that. She said they would explore the possibilities for that and how effective that would be.

Councilor Quiring said some people come from a distance, and if it looks like it becomes necessary to be habitual that they appoint an alternative.

Mr. Ransom clarified that Councilor Quiring's interest was to ensure that this provision not create a scenario where that is the default method of participation. Mr. Ransom said they discussed that with the committee. That was an expressed concern. He said the language as they crafted it attempts to do that. They say limited to instances where a member or alternate is unable to participate in person due to adverse weather conditions, illness, unavoidable conflicts, or other similar situations. He asked if she was suggesting that it be more clear.

Councilor Quiring said she thought it was pretty clear, but she said if it did become habitual she was curious as to how it would be enforced.

Mr. Ransom said he understood that and said that this is where the Chair gets to make a phone call. He said he thought that is how they would handle it.

Chair Stewart said the committee did discuss that issue. She said the purpose of the criteria that they listed was to make it clear it is important to be at the meeting and participate.

IX. Regional Transportation Plan – 2018 Update, Growth and Demographic Analysis

Matt Ransom said this year they have been building the base of knowledge with an economic development presentation from the CREDC earlier this year, a population and employment approval by the Board to give us the proper inputs for this planning process, and today they would share some larger style growth trends. They are building this base, and as they go into the direct planning next year, they are more grounded in similar assumptions. Today provides some interesting information.

Mark Harrington said his presentation is going to focus on growth in the large metropolitan region and the growth and demographics within Clark County. Before he presented the data, he will highlight where they are in the RTP update process and touch on why growth and demographics are important to understand as they developed the RTP.

The planning horizon for the RTP update is 2040, and at the last RTC Board meeting the Board adopted 2040 forecast of population and employment that will be used to help define the future land use conditions the RTP will address. As the Board prepares to discuss policy, goals, and outcomes, it is important to consider a number of things that influence regional travel.

Mr. Harrington said outside the regional transportation system, there are three major areas that impact regional travel on the system. First, growth and changing demographics add increasing demands on the system and changing needs. Second, evolving technology and societal trends change the way people and freight interact with the transportation system. Finally, policy and laws implemented at the federal, state, and local levels influence everything from the adoption of new technologies to the funding of system improvements. This afternoon's presentation will center on growth and demographics. The topics of technology, finance, federal law, and etc. will be addressed at later Board meetings.

Mr. Harrington asked why the focus on growth and demographics. He said growth is a major issue in all of their planning. It is a telling sign of a healthy and vibrant community, but it also brings with it a number of challenges. In the context of the RTP, more people means more travel and a greater demand placed on our transportation systems. Age and income and other characteristics have an impact on how they use the system. The demand an 8 year old child or a 77 year old retiree places on the system differs from his own. The reasons why they travel, when they travel, and where they travel vary greatly. Life stage, income, auto ownership, and employment help define the travel needs of people in the community and travel choices they make. Mr. Harrington said these demographic and socioeconomic conditions vary spatially. Multnomah County differs from Clark County, Battle Ground differs from Downtown Vancouver, and Felida differs from Orchards. Additionally, these conditions will vary over time; what we see today will be different in the future.

Mr. Harrington said he will be presenting a lot of data. It is sourced from the US Census, Bureau of Labor Statistics, State Economic Departments, the Office of Financial Management, as well as local and regional planning agencies. He asked members to feel free to stop him at any time with questions.

Mr. Harrington said from 2010 to 2016, the metropolitan region has added 199,000 people and 168,000 jobs. He said that is like adding the City of Tacoma or all of Salem/Keizer, Oregon.

Mr. Harrington said when he is talking about the metropolitan region, he is referring to what is known as the Portland-Vancouver-Hillsboro Metropolitan Statistical Area or MSA. The seven Counties of Clark, Skamania, Multnomah, Washington, Clackamas, Columbia, and Yamhill make up this federally designated metropolitan statistical area. The MSAs are usually comprised of a central metropolitan area surrounding counties that have strong social and economic ties to core urban area. Mr. Harrington said while their main focus is Clark County, he wanted to provide a bit of larger regional context for growth as they are a part of a larger metropolitan area of about 2.4 million people.

In looking at employment growth, they are now experiencing their strongest job growth in the region since 2005. The region grew by 32,000 jobs during the past year (2015-2016). That is an average of 3.6 new jobs per hour. As a result of this strong job growth, unemployment dropped below 4% this summer.

Mr. Harrington provided a graph of the annual change in non-farm wage and salary employment for the entire 7-county MSA. You can see the time of fast growth, slow growth, and recessions, the Tech Bubble collapse followed by 911 in the early 2000's, and the more recent and deeper recession. They lost over 60,000 jobs during the past recession. It took the region until 2013 to recover to pre-recession high in jobs of about 1.04 million jobs.

The same graph of annual change in jobs for just Clark County was provided. It had the same overall shape as the regional graph. In Clark County we lost over 7,200 jobs during the past recession, and it took us until 2014 to recover to our pre-recession high of about 140,000 jobs.

Over the past year, we have added over 5.5 thousand jobs in the county, and this summer unemployment dropped below 5% in Clark County.

Between 2010 and 2016 there were over 24,000 jobs added to the county. The six industries that account for over 85% of the jobs growth in Clark County as we grew out of the recession between 2010 and 2016 include: professional and business services 4,500 jobs, wholesale and retail trade 4,300 jobs, health and education 3,600 jobs, construction up 42.7% to 3,500 jobs, leisure and hospitality 2,700 jobs, and financial activities 2,100 jobs.

With the recovery of the economy, the region's population is the strongest it's been in over 10 years. Last year, 40,000 people were added to the 7-county metro area. That is an average of 4.6 persons per hour or about 1.8 households per hour.

Just like the previous graphs of annual job change, a graph of the MSA annual population growth from 1990 to 2016 was provided. While growth has returned, the rate of growth is less than it was during the 1990's.

This region is still among of the fastest growing regions in the country. Mr. Harrington provided the last six years of growth compared to other metro areas in the US. Between 2010 and 2016 we ranked 21st in the total amount of growth, nearly 200,000 people. Dallas and Houston both added over 4 times as many people, over 800,000 people apiece. Also, we were ranked 61st in percentage for MSAs over 100,000.

In Clark County, population growth has been the strongest since 2006; once again exceeding 9,000 persons per year. While we have not seen population loss during the time of recession, we can certainly see dips in population growth during those times, down to about 1,500 persons during 2009.

To understand why our population growth varies so much you have to look at the makeup of growth in Clark County, the components of change. Those include births, deaths, natural increase, and net migration. For Clark County, migration from other parts of the country and the world is the major component of population growth. Migration closely matches the path of the economy. That is with the creation of jobs. During the height of the last recession, in 2009, it is estimated that more people moved out of the county than moved in. This was a net migration loss of about 1,000 people; however, our natural increase kept the county in positive population growth.

Mr. Harrington highlighted where people migrate from and where they migrate to in Clark County. West Coast states top both in- and out-migration, particularly Oregon and other parts of Washington. Recent Census data indicates that about 36% of in-migration comes from Oregon, 23% from Washington, and about 7% from outside the country. Other parts of Washington top the list destinations for those that leave the county at 31% followed closely by Oregon.

Natural increase and migration have combined to add 35,000 people to the county over the past six years, 2010 to 2016. That is roughly equivalent to adding both cities of Camas and

Washougal. About 66% or 23.5k located in the City of Vancouver and unincorporated Vancouver. About 11%, or 4k located in Camas and Washougal. This means that about 77% of new residents in Clark County during this time located in the core contiguous urban area.

Between 2015 and 2016, the county grew by about 9,000 persons. That is about 1 person per hour or about 9 new households per day. This would require roughly 3,300 new dwellings per year. During 2016, about 3,300 residential permits were issued with 80% single family and 20% multifamily. The building industry and permitting is keeping pace matched with growth that we saw.

Mr. Harrington next took a look at the kind of growth we are expecting for the future. For the 7-county MSA, by 2040 they expect the metropolitan area to reach 3 million people. The population is forecast to grow over 600,000 people over the next 24 years. That is another 425,000 jobs to over 1.5 million by 2040.

At last month's meeting, the Board adopted the forecast for Clark County. That is growth of around 140,000 people and nearly 90,000 jobs for Clark County. In 2040 that will have nearly a quarter of a million jobs and over 600,000 people.

Mr. Harrington provided Clark County's share of the 7-county metropolitan area's population and employment. Currently, Clark County has about 19% of the MSA's population, and that is forecasted to grow to 19.7% by 2040. Today, roughly 13.5% of the MSA's jobs can be found in Clark County, increasing to over 15% by 2040.

Mr. Harrington presented some demographic trends. He said the population of the U.S. as a whole is aging and Clark County is no different. The first hints are already here. The 65 and older population is the fastest growing age group in the county and will continue to be. They expect between 2016 and 2040, the 65 and older population will increase by over 60,000 persons. That is about 44% of the county's growth during those years. This is a profound demographic shift, and it has wide ranging social implications, with transportation needs of this aging population being only one.

With that aging, there are changing trends in the area of driver's licensing with relation to age. A graph showed the share of licensed drivers by age for 1978 (the first year data was available), 1990, and 2016. This is national data; however, there are two main points of interest. First, the percentage of those 65+ with a driver's license has seen 20 to 30% gains in their age group. The older population is maintaining their driver's license. Conversely, the percentage of those under the age of 40 with a driver's license has seen a 10 to 24% drop within their age group. For example, the percentage of licensed 17 year olds has dropped to about 45% from a high of nearly 70% in 1978. Even the 30 to 34 year old group has dropped from near 100% to less than 90%. Auto ownership attitude to drive and the ability to drive is changing. Mr. Harrington said he checked back with some data from 2012. Between 2012 and 2016 this hasn't changed that much. The idea that it is going to keep shifting dramatically over time is not necessarily so, but it is something that is different now as far as licensed drivers.

Back in 1980, minorities represented less than 5% of the county's population; in 2015, that figure has increased to nearly 20%. The strongest growth has been the Hispanic and Asian communities, with more than 8% of the population identify as Hispanic and over 7.5% as Asian. The number of persons identifying as multi-racial has increased since the inclusion of the category in the Census starting in 2000. Minority population is growing quickly in Clark County. From 2010 to 2016, minority persons accounted for over 53% of the County's growth, over 25% are Hispanic or Latino, and nearly 25% were identified as Asian. The County is diversifying; this is nationwide. Soon, they are talking about becoming a nation that is a majority minority nation.

In looking at poverty in Clark County in 2015, poverty in Clark County has been decreasing since the end of the recession at 11.2%.

There are about 8,000 households in Clark County that do not have a vehicle. To put that in context, the City of Camas is roughly 8,000 households. That is 5% of all households, 2% of owner occupied households, over 10% of renter households, and head of household 65+ is 10%.

A look at disability in Clark County by age in 2015 shows 13% of Clark County's population has a disability. For those between 65 and 74 is twice as likely to have a disability. Once they are over 75 it jumps four times the county average of living with a disability, more than 50%. This highlights some of the transportation challenges that we are going to face by those in our community as they age. As they have seen with the growing population of those over 65, this is going to be a major issue for the community and something that they will be addressing in the RTP update.

Some of the issues for the 2018 RTP update include: accommodating increased travel demand associated with growth; the travel needs of an aging population; and also, Executive Order 12898, Environmental Justice for Low Income and Minority Populations. This Executive Order is a requirement that RTC, as a federal MPO, evaluate the distribution of benefits and burdens of the Regional Transportation Plan with respect to minority and low income populations, particularly with the goal of equity and non-discrimination. Look at how the RTP addresses their needs as well as the rest of the population, the benefits of investments in transportation, as well as negative impacts.

X. Other Business

From the Board

Chair Stewart asked Rian Windsheimer to provide some information on the tolling conversation.

Rian Windsheimer distributed copies of a press release that went out that day regarding the Value Pricing Advisory Committee. The first meeting of the committee will be on November 20. They have just received conformation on the committee members. Mr. Windsheimer said there had been correspondence from Senator Murray's office and a response from Oregon's Governor regarding the suggestion that someone from the City of Vancouver be included on

the committee. He said they have extended an invitation to Anne McEnery-Ogle who has some transportation experience. He said it is helpful to have someone who has RTC and C-TRAN experience and able to speak to the needs of the City. It is also valuable that she has Bi-State experience and an alternate on the JPACT committee. Mr. Windsheimer said there was another request they received looking at having Kris Strickler as a voting member. Oregon officials agreed to that, and that will go back to the Oregon Transportation Commission for approval next month. Mr. Windsheimer said they also invited Marc Boldt to be on the committee.

Mr. Windsheimer said there was some conversation in the public comments around some things that were inaccurate. He said he looks forward to have a good conversation around what they are really talking about. Look at reasonable alternatives they can consider, and what is off the table. Part of that, he said, is listening to what all have to say and what the public has to say. Mr. Windsheimer distributed a list of the committee members. He said they are not allowing alternates. This is for continuity to the conversation. There are six meetings scheduled. Anyone can attend the meetings, but only the appointed member can vote. Mr. Windsheimer said the idea that they know where the tolls are going or the three projects is just not true. Today, they don't know how much this will generate, or if it will generate any funding. It all depends on how you do it and where you do it. Mr. Windsheimer said they don't know any of the answers to those questions yet. The mention of the 217 project in Beaverton as being funded by tolls is not the case. He said that project was fully funded by the legislature, and it does not need any additional funding. There is a lot of misinformation out there. He encouraged folks to talk with the members on the committee once they get started in order to get straight forward information. Mr. Windsheimer encouraged members to also share their feedback with the representatives so they can share that with the committee as well.

Mr. Windsheimer distributed copies of the charge of the committee. It was the guidance that they received from the Oregon Transportation Commission. It talks around the specifics of what they are trying to achieve, in terms of managing congestion and potentially financing projects. They lay out a number of factors: revenue and cost, traffic operations, diversion, adequacy of transit, equity, and a range of others. Mr. Windsheimer said these are things that they are going to have to talk a lot more about, because they just do not know the answer to how that might move forward yet. In addition to everything that they listed, they specifically call out there may be others. The first meeting on November 20 will be much more about sharing information about the process, sharing information about value pricing and what it is and what it is not. It will not be a decision-making meeting in terms of what they are deciding. It will be an opportunity to ask questions, and finish coalescing around the process that they will be going through and how they will be coming to a recommendation. The job as part of the committee is simply a recommendation to the Oregon Transportation Commission. It is not a decision. There is a lot more that has to go into making any type of decision. Mr. Windsheimer said they are not at a place where they have any idea, for example, that they will be tolling at the two bridges at the border. They haven't even started yet, so they don't know if that is even

an option. He said he looks forward to the meeting and hear the pros and cons and take all comments into consideration.

Chair Stewart asked what body the Value Pricing Advisory Committee will advise. Mr. Windsheimer said the Advisory Committee will provide a recommendation to the Oregon Transportation Commission (OTC). Mr. Windsheimer added that two of the Transportation Commissioners have agreed to participate in this process with them at the table.

Chair Stewart said that he had indicated that Kris Strickler, WSDOT Regional Administrator, would have a certain role. She asked what that role is. Mr. Windsheimer said when the Value Pricing Committee was originally presented to the Oregon Transportation Commission as to who was to be appointed to the committee, the Federal Highway Administration and the Washington Department of Transportation were both to be Ex Officio members, participating but not having a voting role. Since that time, they have heard that Washington State is interested in having a voting role, and they think that would add a lot of value to the conversation. Mr. Strickler will now be a voting member. They have said yes to that, but they have to wait for their Commission to take that action at their next meeting.

Chair Stewart asked if there would be alternates and if members could change. Mr. Windsheimer said these committee members were specifically appointed by the Director, so they would not be allowing for alternates to participate at the meeting in terms of voting capacity. Others can attend but not be at the table to vote. The voting members listed are the ones expected to participate in terms of a voting capacity for the organization.

Matt Ransom said he is looking at the 2018 work program, and this matter of value pricing will be a topic that they will discuss. In thinking of the 2018 work program, they will provide a forum around the RTC Board table for not only the listed committee members to come and report, but also it would be appropriate for the Board, at the appropriate juncture, to convene around the topic, whether it is an evaluation or recommendation. There might be a recommendation that they want to weigh in on. At this point, we just don't know what that is going to look like. Mr. Ransom noted that RTC has been invited by ODOT to serve on one of their technical modeling committees. This is where we offer our expertise to ensure that traffic modeling is consistent with assumptions coming out of Washington. They are convening with Metro as the modeler for the three counties in Oregon and ODOT is the overseer of the effort. Mr. Ransom said they are going to be doing a lot of work. They are going to be evaluating a lot of scenarios.

Mr. Windsheimer thanked Mr. Ransom for bringing that up. He said obviously the transparency of the conversation is going to be critically important, and that folks have confidence in the numbers that they are getting and how the models are running. By having RTC staff help staff that group and make sure it is consistent is going to be critical. Metro's model is what they will be running, and some statewide folks will also be joining as well. The entire effort is being run by some consultants who will be serving at the direction of the committee. Mr. Windsheimer

said a more in-depth work session at some point to make sure folks are comfortable with what the options are for weighing in on something, he thought that would be a smart idea.

Marc Boldt said he appreciated the call from Mr. Windsheimer with the invitation for the committee. He said this committee is not a political body. Councilor Boldt said he did not know where they were going with this, but the County Council is going to talk about it. After the call from Mr. Windsheimer, the Council discussed it and appointed Councilor Quiring. Councilor Boldt said it was a no-win thing to even vote for tolls. He said if he votes no regardless, he puts them in a bind and he puts everyone else in a bind. He said he didn't think he could add anything to the conversation, and the committee needs someone who can add to the conversation. Councilor Boldt said he was not the one for the committee and that he would talk with Mr. Windsheimer.

Chair Stewart said contributions can be made in many ways on an advisory committee. She said sometimes people who don't necessarily agree with the notion of value pricing who are knowledgeable can still make good points and can still be representing their county where there is strong resistance to value pricing or tolls.

Chair Stewart wanted to remind the Board that in November of each year, the Executive Director is given a performance review. She and Mayor Onslow, as Chair and Vice Chair, will be putting that package together and soliciting comment. They may do it through the same Survey Monkey poll as they have in the past. They may use the same questions, or they may modify those somewhat. This communication would be sent to Board Members from the Chair and Vice Chair shortly after November 1. They would look to have that report back to present at the December Board meeting. The December meeting is when the Board reviews those responses and the employment agreement.

Rian Windsheimer shared some photos that he and his staff took as part of the Eagle Creek fire work they did on I-84. He wanted to thank everyone for their patience and support and coordination. He also thanked WSDOT for all their help. He thanked the community of Skamania for all they did and for putting up with all of the extra vehicles traveling through the area on SR-14 with the closure of I-84. Mr. Windsheimer said they were prepared to open I-84 about a week earlier than they did, but a tree came down on Fire Rock Mountain breaking through barriers on to the roadway in addition to all of the rain. Clearing, repairing, and stabilizing delayed them one week. Mr. Windsheimer said work on the fire was a great team effort from everywhere across the state and across the river. He thanked everyone for all their efforts. He said they removed a little over 4,000 trees from the roadway.

Chair Stewart asked Kris Strickler to talk about SR-14 when I-84 was closed and the traffic was using that facility.

Kris Strickler said the typical daily traffic on SR-14 is 7,000 to 8,000 vehicles per day just east of the Washougal area. As soon as I-84 closed, they were experiencing about 18,000 vehicles. Shortly after I-84 closed, they prohibited trucks over 10,000 lbs. because they would start to see significant damage, and also the starting and stopping was too difficult with that amount of

traffic. He said they were paying attention to the roadway system from Washougal out to the Goldendale area to see if they are going to have additional wear that they will have to address. It is too soon to tell about funding.

Mr. Windsheimer added that as they have conversations with Federal Highways around reimbursements for the fire and the damage that was suffered to the roadway and the work that they have had to do, they have invited WSDOT to the table to make sure that they are talking about SR-14 and routes north of that that were carrying trucks. If it is an eligible expense, they will be working together to seek funding.

Paul Greenlee asked C-TRAN the status of the Bus on Shoulder project.

Scott Patterson said they have begun operator training; it has been underway for about a week. They have been closely coordinating with WSDOT and staff has been remarkable in terms of accessibility and involvement throughout. They have a launch date, which is about 99% certain, for Monday, October 23, 2017, to begin service operating on the shoulder. That is dependent on traffic both eastbound and westbound in the morning and afternoon commutes. They will have all of their drivers trained by then, so they are looking forward to it.

From the Director

Mr. Ransom said the Bi-State Coordination Committee is going to have its second meeting this year meeting on October 26 at 9:30 a.m. at the Port of Vancouver Terminal 1 (former Red Lion Hotel). The agenda has been posted on RTC's website. They will be receiving updates related to Regional Transportation Plans, both RTC's and Metro's.

Mr. Ransom said they have been attempting to partner with WSU Vancouver to bring on two student projects. One related to an assessment of recent public opinion survey work. This is pulling past surveys together to try what commonalities might exist between them to help inform them as they go into this next year for some regional planning discussions. The second student project they are working on is a research project related to the topic of Environmental Justice and Equity. As Mark Harrington has presented, it is increasingly a big issue not only in a federal policy and regulation, but within this county given the diversification that is occurring. RTC is being asked to put more time and effort to that. They hope to bring on a student to help with some research on that. This is something that this agency has not done and happy to get this on the ground. He said he hopes when the students wrap up that they come to the Board to present their results.

Paul Greenlee thanked ODOT and WSDOT and the State Patrol for all that was done during the fire. He said with all of the traffic traveling through Washougal, they did a great job.

The next RTC Board meeting will be held on Tuesday, November 7, 2017, at 4 p.m. The location will be at Vancouver City Hall in the Aspen Room.

XI. Adjourn

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

Jeanne E. Stewart, Board of Directors Chair