

**Southwest Washington Regional Transportation Council
Board of Directors
January 2, 2018, 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 Ron Onslow on Tuesday, January 2, 2018, 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
Shirley Craddick, Metro Councilor
Paul Greenlee, Washougal Councilmember
Jim Herman, Port of Klickitat Commissioner
Larry Keister, Port of Camas-Washougal
Commissioner (Alternate)
Anne McEnery-Ogle, Vancouver Mayor
Ron Onslow, Ridgefield Mayor
Scott Patterson, C-TRAN (Alternate)
Eileen Quiring, Clark County Councilor
Ty Stober, Vancouver Councilmember (Alt.)
Kris Strickler, WSDOT Regional Administrator
Rian Windsheimer, ODOT Region 1 Manager

Voting Board Members Absent:

Shawn Donaghy, C-TRAN Exec. Director/CEO
Scott Hughes, Port of Ridgefield Commissioner
Tom Lannen, Skamania County Commissioner
Jeanne Stewart, Clark County Councilor

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
Steve Becker, Vancouver's Downtown Assoc.
Rian Davis, Clark County Assoc. of Realtors
Lori Figone, WSDOT
Bart Gernhart, WSDOT
Kathy Gillespie, Citizen
Linda Glover, Vancouver Councilmember
Judith Gray, ODOT
Chuck Green, OTAK
Jim Hagar, Port of Vancouver
Lee L. Jensen, Citizen
Laurie Lebowsky, Clark County
Mike Mason, ODOT
Gavin Oien, David Evans and Associates
Sean Philbrook, Identity Clark County
Mike Pond, Citizen
Courtney Sell, 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

II. Approval of the Board Agenda

PAUL GREENLEE MOVED FOR APPROVAL OF THE JANUARY 2, 2018, MEETING AGENDA. THE MOTION WAS SECONDED BY SHIRLEY CRADDICK AND UNANIMOUSLY APPROVED.

III. Call for Public Comments

Ed Barnes from Vancouver said he is concerned that the word is not getting out to the people on the Washington and Oregon sides of the river that no matter where a bridge is built on the Columbia River in the future it will need to have user fees and tolls on the bridge in order to pay for it. Mr. Barnes said he hoped the RTC would state that there is no way any bridge can be built across the Columbia River unless there are tolls or user fees. He said the public doesn't understand this fact, and they continue to write letters voicing their stand for no tolls. No matter where a bridge is built, it will need a revenue source to pay for the bonds that are sold to build the bridge. Mr. Barnes said he is 100% in favor of user fees and tolls in order to pay off the debt in order to get the transportation infrastructure that is greatly needed.

IV. Approval of December 5, 2017, Minutes

PAUL GREENLEE MOVED FOR APPROVAL OF THE DECEMBER 5, 2017, MINUTES. THE MOTION WAS SECONDED BY EILEEN QUIRING AND APPROVED. TY STOBER ABSTAINED.

V. Consent Agenda**A. January Claims****B. Master Interlocal Services Agreement: Southwest Washington Regional Transportation Council and Port of Hood River (OR), Resolution 01-18-01**

PAUL GREENLEE MOVED FOR APPROVAL OF THE CONSENT AGENDA JANUARY CLAIMS AND RESOLUTION 01-18-01. THE MOTION WAS SECONDED BY TY STOBER AND UNANIMOUSLY APPROVED.

VI. Clark County Transportation Alliance 2018 Policy Statement

Matt Ransom said most of the Board is familiar with the Clark County Transportation Alliance (CCTA) Policy Statement, and many of the local agencies may have already endorsed the 2018 Statement. This is a coalition or consensus statement across many public agencies and some private entities that coalesce around a transportation priority expression, primarily designed to communicate our intent and priorities to the state legislature.

Mr. Ransom was a partner in the crafting of the statement. RTC provides advice to Identity Clark County by looking at the priority statements, cross checks those against the Regional Transportation Plan and other policies that the RTC has adopted, and gives their affirmation that it is consistent with the Regional Transportation Planning and Policy document. Mr. Ransom said he has done that this year and finds it to be very consistent in moving this region forward. He also attended, on behalf of RTC, a Steering Committee convening to design the statement. On November 20 he provided the report, and that committee endorsed its release to the local agencies for their signature. Once it is approved by the RTC Board, Mr. Ransom said

he would participate in any communication, information sharing that might occur between this organization and state legislators, in order to try and push forward and achieve those projects and strategies that are outlined in the Policy Statement. He said he felt it was something that the Board could endorse without hesitation. Mr. Ransom introduced Ron Arp, Identity Clark County President, to present any comments that he has and provide a status report on how many agencies have endorsed this to date. The motion for the Board, should they wish to endorse this, would be a motion, second, and a vote for endorsement.

Ron Arp thanked Mr. Ransom, and he also thanked Chair Onslow for the opportunity to present to the Board. Mr. Arp said the Clark County Transportation Alliance effort started more than 20 years ago by the lobbyist with the city of Vancouver as well as Identity Clark County. He said they realize that in the state of Washington, they have a large metropolitan area in Seattle and the Puget Sound area and some of the other parts of the state need to really speak with one voice to be heard clearly. That has been the purpose of this effort for many years. Mr. Arp said that we are a suburb of the second largest metropolitan area in the Pacific Northwest. That puts us fourth or fifth in terms of size when looking at our position within the state of Washington. It becomes important for us to speak loudly and consistently with one voice. Mr. Arp said they have built the document, with some gradation changes from a year ago. The biggest part is that they were able to make some bipartisan progress on the I-5 Bridge during the last Legislative Session. They are very encouraged by that and want to do everything they can to continue to encourage their Legislature to work in a bipartisan manner to that end.

Mr. Arp said they are also encouraged by what they see happening in the state of Oregon, particularly in the city; there are some improvements underway in the planning stage and the funding stage for areas around the Rose Quarter. He said that a lot of people say that if we fix the I-5 Bridge that moves the pinch point a little further down. Mr. Arp said the truth is they are actually getting after multiple pinch points along that corridor when they think of the I-5 Bridge as well as the Rose Quarter corridor. Between the Rose Quarter and I-5, those are two of the 50 worst pinch points in the entire country in transportation and they are only six miles apart. Both of them need to work together; we need to find solutions to both of them. Mr. Arp said they continue to encourage that process, and that information is reflected in the CCTA document.

Mr. Arp highlighted the other projects listed in the document. All of the projects are referenced in other documents and other planning efforts in one way or another. Mr. Arp said they are trying to put together a package that they can encourage their Legislature to fund as much as possible and as aggressively as possible, because transportation mobility is one of our most important economic assets, and it is also one of our most significant economic limiters in the area. Mr. Arp said they have made some great progress on public transit. C-TRAN opening The Vine is a fantastic addition. There is work underway already in planning for another corridor with The Vine. Those kinds of things compliment the good mobility system for commerce, freight, and commuter traffic. They want the system to work together, but they know that they have some significant investments coming at them rather quickly.

Matt Ransom asked how many agencies have endorsed the 2018 Policy Statement. Mr. Arp said they have 35 agencies that have endorsed so far. They expect five or six more from what they have heard so far. Last year they had 32, which was an all-time record. They are beyond the record of any time in the past and are very encouraged by that. The endorsements include some agencies from the south side of the river that will continue to support our overall efforts as well.

Matt Ransom summarized by saying this is a 60-day Legislative Session. He said on the Legislative front, they have heard from some of the lobbyists that there may not be a lot of action, all things considered. Should the call come, Mr. Ransom said one of the first things he will do, given the Boards endorsement, is to work from the Statement for the priority projects.

Paul Greenlee said he hoped that the Statement would be taken to some of the smaller city councils for endorsement also, specifically Washougal and Camas. Mr. Arp agreed.

Shirley Craddick thanked Mr. Arp for creating the statement and bringing 35 different organizations together, which is significant. She said the projects listed complement the work that the JPACT/Metro Council are working on and help to create that Bi-State effort. Mr. Arp said it is their pleasure. He said we are a metropolitan area; we happen to cover two states, but we have to work together as one economic region for our mobility in transportation. He said they have had a great reception from the people they have worked with in Oregon and in the Portland area particularly.

PAUL GREENLEE MOVED FOR APPROVAL TO ENDORSE THE 2018 CLARK COUNTY TRANSPORTATION ALLIANCE POLICY STATEMENT. THE MOTION WAS SECONDED BY ANNE MCENERNY-OGLE AND UNANIMOUSLY APPROVED.

VII. MAP-21 Safety Performance Measures and Target Setting, Resolution 01-18-02

Mr. Ransom said staff provided a briefing on the MAP-21 Safety Performance Measures at the December meeting. Since that briefing, a formal recommendation was presented to the technical advisory committee, RTAC. They did endorse and recommend RTC Board approval of this resolution. This would set in motion RTC's ratification of regional targets for traffic safety. This is in support of a federal mandate that they have been given to do performance based planning. Lynda David would provide the staff report. Mr. Ransom said there is a lot of data here, but the intent is to keep it at a higher level. Most of this data has been thoroughly vetted by their committee and the state technicians.

Lynda David referred to the resolution included in the meeting packet addressing Safety Performance Measures and Target Setting. Ms. David said at last month's meeting, they had just a short time to review this item. Today, they are provided informational materials and also a resolution. Ms. David would provide an overview of the federally required Transportation Performance Management Program, review the targets set by WSDOT for traffic safety performance measures, and request RTC Board adoption of MAP-21 Safety Performance Measures and Targets for the RTC metropolitan planning area, Clark County, for the year 2018. This is all part of the federally required performance based planning and programming.

Ms. David provided a recap of the key concepts of Transportation Performance Management. It is a strategic approach that uses data and system information in order to help make informed transportation investments and policy decisions. Cooperation and coordination are key to establishing performance measures and targets.

The federal transportation act MAP-21 was passed in 2012, and it set in motion the requirement to have a performance-driven, outcomes-based transportation planning and decision making process. A USDOT graphic showed components of the transportation performance management approach. Performance measures and targets are put into place; they are monitored and reported on.

The seven national goals were reviewed at the RTC Board meeting in August 2016 and shown on a slide. For safety, which they were dealing with today, the goal looks to achieve a reduction in traffic fatalities and serious injuries on all public roads. Ms. David said there are a total of 17 performance measures, which were listed in the December 5 RTC Board memo. Today's focus is on the five safety performance measures. FHWA issued a final rule making regarding the safety measures which became effective on April 14, 2016. They gave State DOTs nationwide until August 31, 2017 to establish statewide targets for the five safety performance measures. MPOs then had 180 days beyond August 31 to set MPO safety targets. Any Regional Transportation Plan or Transportation Improvement Program published after May 27, 2018, will need to address the safety performance measures and targets.

Ms. David said included in the meeting packet was a folio by WSDOT that explains MAP-21 safety performance measures, and on page 2 of the folio, it describes the methodology used by WSDOT in establishing the five safety performance targets for Washington State. The statewide safety targets are based on data for a ten-year period with performance metrics and targets for each of the five performance measures expressed as a rolling 5-year average. The table on page 2 of the folio provides a summary of WSDOT safety targets using a 2016 year baseline trending toward target zero by the year 2030. They use that to establish the 2018 official statewide targets. All MPOs in Washington State have been working together with the state DOT in setting the targets and have been involved throughout the last two years in meetings in Washington State DOT's MAP-21 Target Setting Working Group. The decision was made by Washington State and all MPO partners to base the initial targets on the state's Strategic Highway Safety Plan, Target Zero. These are aspirational targets they realize, but as a senior DOT manager pointed out, they are people's lives they are dealing with so they should be aspirational.

The five safety performance targets were displayed in graphs in the folio and provided on slides. This showed historic data together with the initial target set for 2018. Those measures include: 1) fatalities, 2) Fatality rate, 3) Serious injuries, 4) serious injury rate, and 5) Non-motorist fatalities and serious injuries. Ms. David highlighted the graphs.

Marc Boldt entered the meeting at 5:20 p.m.

Ms. David provided a slide with the 2018 Safety Performance Targets for WSDOT for the state and RTC (proportioned). The data for RTC was shown on the 11 x 17 attachment to the resolution and also distributed at last month's meeting. WSDOT took the lead in analyzing the crash data and calculated safety performance targets for each MPO in the state. MPOs are to help WSDOT to attain their performance targets established last August. The slide showed RTC's proportional amount needed to help WSDOT meet its 2018 target.

Key dates in developing the safety performance targets were listed. At the December 15 meeting of the Regional Transportation Advisory Committee (RTAC) members recommended that the RTC Board adopt RTC's 2018 safety performance targets to share in the goal of WSDOT targets to reach Target Zero by 2030. WSDOT has asked that MPOs provide a resolution, a letter, or other documentation of policy board adoption of the MPOs targets by January 26, 2018 to allow WSDOT time to compile and meet the February 27 federal deadline for MPO safety targets. After establishing these initial targets, WSDOT will need to report annually to the Federal Highway Administration as part of the highway safety improvement program. RTC will report annually to WSDOT. Safety performance measure targets will need to be incorporated into the 2018 Regional Transportation Plan update and the Transportation Improvement Program. The RTC Board should expect at least an annual update on the performance data and how they are doing towards reaching the targets. There is opportunity to revise the targets as years elapse and as they learn more with more data collection.

The action requested of the Board is to adopt Resolution 01-18-02 to establish MAP-21 Safety Performance Measures and Targets for the RTC Metropolitan Planning Area, Clark County, for the year 2018. The targets are the same as WSDOT: to attain zero fatalities and serious injury accidents by the year 2030, and by 2018 to reduce the number trending towards reaching zero by 2030.

Paul Greenlee asked if anyone knew why the serious injury rate for our region is significantly higher (about 18%) than the statewide rate.

Lynda David said she did not know. She said they do look and analyze the factors involved in a lot of the fatalities and serious injury accidents, but she said there was not anything that really stood out. Dale Robins noted that distracted driving is increasing, but that is increasing statewide. Ms. David said as the years go by and they have more data available, they will try to dig into some of these reasons, because they need to try to trend toward zero so they need to understand what is causing these crashes.

Anne McEnery-Ogle asked what happens with the information of injuries and accidents on the I-5 Bridge. Ms. David said it is collected by either ODOT or WSDOT, and collectively amassed, but they can request data specific to a segment of roadway if that is wished.

Mayor McEnery-Ogle asked if it specifically identified which side of the state line the accident happens on. Ms. David said yes, she would assume so. Every collected piece of data has a location point of the accident.

Shirley Craddick said in looking at the data, it appears that in some places the fatalities have increased, but when you look at the hard numbers that is not necessarily the case. She said the targets are set lower to have fewer fatalities, but the trend is not going in that direction, it is either stagnant or going up. Councilor Craddick asked if there was anything specific that is being done to help get closer to the target.

Ms. David said they need to look at projects that they can put into place to sometimes help. Statewide, the Traffic Safety Commission looks at whether or not advertising on television can get through to some people about distracted driving, drunken driving, or driving under the influence. She said there are a lot of people looking at this data to look at what could be the most effective way to bring these numbers down. For a number of years, the trends have been downward; there was less fatalities and less serious injuries, but when the economic recession cleared, there was more traffic on the road again. This results in a higher risk. The trend is towards distracted driving because people are looking at everything but the road in front of them.

Marc Boldt asked if this was split out in a way that they could say that the road or the condition of the infrastructure caused the accident rather than the driver themselves. He said there are things that they can control and things that they cannot.

Ms. David said each individual data piece does have that information. It has information about the weather condition and the factors that went into the crash that happened. The look presented here is a much higher level look. It compiles and amasses the data, but for the Regional Transportation Plan update, they will be digging into a lot more detail about certain segments of roadway or looking at whether or not there are specific areas that could increase. The city of Vancouver has currently got a safety plan effort underway. They are looking at the city-wide information and looking at where segments of roadway could be causing problems. Ms. David said RTC staff would be looking at a lot more detail in a few months' time when they get the Regional Transportation Plan update information together.

Ty Stober said once this is adopted by RTC, it doesn't work if it just stays in this room; it seems that each municipality has to be involved. He asked what the process was from that point to get the local governments to buy into this and have some responsibility.

Ms. David said the next effort will be the Regional Transportation Plan (RTP) update, because it needs to address safety. Also, with the target setting, they need to pull in this data and information and then describe how they can make efforts to attain some of these goals and targets. Each of the jurisdictions will have some part of the program. She said Board Members can take some of this information back to the councils that they work for. Ms. David said as they go through the RTP update, there will be more information for them to share with their fellow councilmembers and constituents.

PAUL GREENLEE MOVED FOR APPROVAL OF RESOLUTION 01-18-02 MAP-21 SAFETY PERFORMANCE MEASURES AND TARGET SETTING. THE MOTION WAS SECONDED BY MARC BOLDT.

Paul Greenlee said his understanding was that this is largely ministerial; that what we are doing is touching the base that is required by the MAP-21 federal law and also by the Washington State implementation of that. He said that basically sets up the game, and then we take the ball and run with it in terms of adding detail and creating a real plan. Mr. Greenlee asked if that was a fair assessment.

Ms. David said yes, that was a fair assessment, summary. She said because there is an annual reporting, the Board will be hearing about it at least annually. They will have to look at how they are reaching the targets.

THE MOTION WAS UNANIMOUSLY APPROVED.

VIII. Major Project Funding Context

Matt Ransom said the purpose behind this memo is intended to be a primer about funding and how they fund the transportation system. He said they thought it appropriate now to make some comments about tolling and how tolling has been used as a traditional means of funding for primarily major projects and to give examples across the state of Washington. Mr. Ransom said later, they would receive a presentation by ODOT staff about tolling being considered within the context of the strategy called value pricing. For the big picture, they see how they fund the transportation system is shifting. It is shifting for several reasons. One, there is a lack of federal investment, primarily due to the fact that the feds have not addressed or raised the federal gas tax since 1993. That's over 25 years of a static gas tax. What members see at the local level where they start to examine transportation benefit districts and other surcharges, and taxes and fees to essentially provide their basic service to residents within their constituency the same thing is happening both at the national and state level. At the state level, what they are seeing in the state of Washington is just a progression of ideas in part dealing with the reality of funding, and tolling being a component of that. Mr. Ransom said what they have seen in Washington State is the evolution of that idea where it primarily began around funding basic infrastructure.

Now, the Legislature has infused the concept of tolling and started to implement a piece of the demand management or dynamic tolling. This uses a price throughout the day and varies that to try to address not only paying for infrastructure, but then how to manage the demand on the infrastructure. They are also seeing shifts across the state in studying new designs and new program ideas, for example a vehicle mile chart system that is currently being evaluated by the Washington State Transportation Commission under mandate by the Legislature. Mr. Ransom said as they look at their funding programs and start to evaluate their regional plan details this year, they thought it was important to provide a big picture perspective. As they evaluate concepts and ideas, they start to talk about the policies and reference points that they use to evaluate different ideas and whether they make sense. Bob Hart would provide the presentation.

Mr. Hart said he would provide information about how major transportation infrastructure is funded based on historical and current conditions. Also, he would introduce trends on long-term project funding and policy considerations for future evaluation of regional project funding

proposals. Mr. Hart said major roadway infrastructure has typically been funded by a wide range of funding tools, most commonly, federal and state taxes, gas taxes, regional levies, and roadway tolling. Tolling used for the construction of new or replacement of major highway infrastructure, such as bridges, tunnels, or highway corridors has been the most common application both nationally and in Washington State. Recent tolling programs have also been expanded to include the use of dynamic or variable tolling where rates can change throughout the day in order to achieve a set of corridor performance goals. In Washington, they usually are connected with new capacity, such as the express lanes on I-405 in the Puget Sound area. Tolling programs are generally corridor specific and designed for a specific set of goals to fund a capital project or performance management, such as managing the demand in an express lane or high occupancy toll lane.

Tolling in Washington has historically been for funding new or replacement bridges. Mr. Hart noted a table in the memo listing more than 20 past or current tolling projects around the state. There are two toll bridges in the RTC region: the Hood River Bridge between Hood River, OR and Bingen/White Salmon, WA in Klickitat County and the Bridge of the Gods between Skamania County and Cascade Locks, OR. They are both owned and operated by the Ports of Hood River and Cascade Locks and use the revenue primarily for capital maintenance and repair of the bridges.

In our own region, the north- and south-bound spans of the I-5 Bridges were built as toll bridges and had tolls in place until the cost for construction was paid off. Recent projects in Washington that would include dynamic or variable tolling for pricing for both project funding and managing facility performance: SR-167 High Occupancy Toll (HOT) lane, the SR-520 Bridge, and the I-405 Express lanes, and the SR-99 tunnel to be completed in 2019. Another example is the Columbia River Crossing project. That was to be financed through a combination of federal, state, and local funds raised by tolls that would vary by the time of day to help manage performance in the corridor.

Kris Strickler entered the meeting at 4:35 p.m.

The long term picture for transportation infrastructure funding shows a decline in the purchasing power and decline of fuel tax. This is due to increased fuel efficiency for vehicles, no increase in federal gas tax since 1993, and gas taxes are not indexed to inflation. Gas tax is still the main revenue source for improvements. The electric vehicles do not pay a tax. Many companies are coming out with fully electric models in the next few years. By the mid-20s, they probably will be the primary type of new vehicles. Because of these factors, states and regions are looking at new ways to fund and manage the performance of major transportation infrastructure.

In the short term, except for tolling programs and major infrastructure, the gas tax is still expected to be the main revenue source for transportation system improvements. In the longer term, however, Washington and other states are currently evaluating new funding programs such as road use charges, which are user fees based on the amount of vehicles miles

traveled by drivers, having project-specific tolling programs in place to rebuild or construct major new infrastructure to manage the system performance, and looking into public / private partnerships that rely on a combination of government and toll funding for project financing. Mr. Hart said during their update of the RTP this year and in future years in the finance section, they will need to consider these long-term funding trends and may need to factor in those project and planning funding forecasts the utilization of new project revenue sources and funding programs.

Possible ideas for RTC to use to assess future funding proposals to consider both locally or regionally over the 20-year Plan horizon include: consistency with the RTPs, user equity, system performance impacts and benefits, and project funding.

RTC will continue to evaluate current and long-term trends in major transportation project funding and monitor current proposals for new roadway funding programs within the RTC region and bi-state metropolitan area.

Eileen Quiring asked how the I-205 bridge was funded.

Mr. Hart said the I-205 bridge was not toll funded. Mr. Ransom said it was primarily federal funding: 90% federal and 10% state match. Mr. Ransom said in part why they wanted to frame this issue now is that there is a complete shift away from that preponderance of funding at the federal level. The precedence that they have seen regionally and across the nation is 50% / 50% or 40% / 60%. It has gone to a majority of state funds with minimal federal funds.

Councilor Quiring asked what has been seen with public / private funding. She said she understood that this administration is going to be focused on allowing for public / private funding more. She asked if that was something that is seen in Washington State. Mr. Ransom said each state has different statutory authority in terms of their ability to enter into those agreements. He said a public / private partnership (P3) almost in all instances is private debt that has been issued and then paid back either by state or tolls, usually a combination of both. It is just a different means of frontloading money, and then a payment back using the different sources.

Rian Windsheimer said ODOT has spent a lot of time looking at that, and looking at some P3s. He said as they looked at some of their investments in the past, they couldn't make them pencil. He said as things change and volumes change, and other things happen, they become more and more of a positive opportunity. He said in fact the Hood River Bridge, has had proposals for that to move forward as part of a P3. He said he didn't think they were quite ready to make that step yet, but it is something that they're going to be considering if that particular project moves forward.

Mr. Windsheimer added that the Oregon Legislature also instituted something they call a privilege tax on the sale of new vehicles. That is also going to help fund. They are also looking at a much wider range of ideas in terms of investing in transit, investing in Safe Routes to School through other types of funding using Connect Oregon and some other things that are funded through the lottery. Mr. Windsheimer said everyone is trying to scramble at this point

to try to figure out how to keep their systems running without that increased federal investment. He said while they are able to add auxiliary lanes on I-205 both north and south bound, this is part of the new Fast Freight formula funds that they will be able to use. He said they need to continue to look at the other sources that are out there.

Kris Strickler said for the Washington example, Mr. Ransom described quite well. There is a difference between funding and financing. Private infusion of funding is typically more of a financing tool than it is funding; it still has to be paid back. It comes from the users in most cases, not all, but most. The last example of that was the Tacoma Narrows Bridge in Washington. Long story short, that project started out as a P3 investment and ended up being purchased out by the State, and then administered by the State because of some difficulties in the contracting. He said it is important to recognize that P3 opportunities have a place, and where that fits, that is great, but there are other places where you have to really look at the complexity of the finance structure.

Jim Herman commented that the memo stated that both the Port of Hood River and Port of Cascade Locks have used the toll bridge to fund capital maintenance and repair and other related Port affairs. He said he would like to see the word related taken out. Commissioner Herman said they have used those funds for airports, business parks, parks, and other things that have nothing to do with the bridge.

Mr. Ransom said in crafting that statement, they were trying to be respectful of that. He said he was aware of that, and when they talk about factors to be used to evaluate, that should be an evaluation criteria: what are the funds used for? He said increasingly, they should be used for the assets. It is a very important point. Mr. Ransom said as they go forward they should make sure that a factor should be perhaps a consideration of what the funds are used for, that there is a nexus, a clear linkage between the use of the funds and improvements and the benefits received.

Ty Stober said when he and Mayor McEnery-Ogle were in Washington, D.C. last February with C-TRAN, they visited with both the House and the Senate Transportation Committees, which were senior staffs from both the Republican and the Democratic side. He said they also went to the Department of Transportation, and in each of those meeting the question was asked are there examples of major projects happening anywhere in the country where tolls are a part of the funding mechanisms. Councilmember Stober said no one could come up with an example of any project that was moving forward without tolling. He said there was also discussion about P3s, and it felt like there was interest in those committee members. There definitely was an understanding that there isn't a great depth of knowledge in P3s within the United States at this point in time. He said people were saying that we needed to go learn from the Canadians about how to put those together. Even though there is a lot of talk about it, nationally, they don't have a lot of experience with P3s at this point.

Paul Greenlee said he was recently in southern California, Orange County; he said he was amazed to discover that there are toll roads all over southern California. He said he would have

thought that would be the last place in the country to have toll roads. Mr. Greenlee said a number of them have been successful P3 projects. On the other hand, he said the state of Indiana which turned its Turnpike over to a P3 has reclaimed it because the P3 was a disaster. So there is a very mixed experience on this. Mr. Greenlee said having thought about this he observed that about the only place in the country that has the kind of angst about tolling is SW Washington. No one is against it in the Puget Sound area or even in Spokane. Mr. Greenlee said even after the New York State Thruway was completely paid for, the State went out to ask if they wanted even more bonds to make it even nicer, and the answer was an overwhelming yes. That has always been a toll road. Mr. Greenlee said the reality strikes him that his best guess is that if anything is done to the I-5 and I-205 corridors, they are going to need either user fees or tolling or something from the split to the join in both states. He said whether that is demand pricing or not is an interesting question, and clearly, the gas tax doesn't work anymore for big projects.

Marc Boldt said as this conversation continues, the Transportation Commission has a very good study on future gas tax. He said he has heard it twice, and it would be interesting for this committee to see that. Mr. Boldt said it is bleak, but it is a very honest assessment.

Mr. Ransom said as he has said, this is just a primer, the first part of a discussion. He said as this organization thinks about their investment needs over the next 20 years, and it is being done at local agency levels as well, there are going to be a lot of things on the table that maybe at times were not on the table in the past, but they are now. As they look at their investment needs and they look at the gaps in funding, they are going to have to start to talk about some of the different tools because of that very nature of the economics of the decline of purchasing power. How they consider and evaluate those is really where they need to spend some time. The trends are the trends; the tools have their application in any given instance. How we evaluate that is really where we could spend some time thinking about the proper application and if it makes sense to help us move forward. Mr. Ransom said he thought they should come back and invite the Transportation Commission to help find a state level discussion because most of their money comes from the state and the feds and they need to know what they are thinking.

IX. Portland Metro Area Value Pricing Feasibility Analysis – Project Update

Matt Ransom introduced Judith Gray, ODOT's Project Manager for the Portland Metro Area Value Pricing Feasibility Analysis study. Four members of RTC are on that Policy Advisory Committee (PAC): Clark County Councilor Eileen Quiring, Vancouver Mayor Anne McEnerny-Ogle, WSDOT Region Administrator Kris Strickler, and ODOT Region Manager Rian Windsheimer. Mr. Ransom said they have discussed this issue several times, but this is to provide a formal presentation to hear what their study has been doing and where they think they might be headed in terms of evaluating the concepts. He thanked Ms. Gray for her time.

Judith Gray thanked the Board for the time to present this briefing on the Value Pricing Study. She said she has been working in transportation in this region for over 20 years, but she has

been at ODOT about two months. Ms. Gray said she came over specifically as a manager for this project. She said her colleague Mike Mason was also in attendance; he is the Senior Planner working with her on this project.

Ms. Gray said she appreciated that the previous presentation was about tolling. To clarify definitions, she started by saying that tolling is a broader concept about the collection of fees for vehicles on the road. Value pricing is specifically for the purpose of managing or improving traffic congestion. It is a subset under the broader tolling. Ms. Gray noted the memo in the meeting packet and handouts: a one page fact sheet, an overview of the Oregon Legislation that directed them to do this process, as well as a copy of the presentation. Mr. Ransom said all of the materials will be posted on RTC's website and available following the meeting.

Ms. Gray said in the last Legislative Session, the Oregon Legislature passed a comprehensive transportation package called House Bill 2017, now referred to as Keep Oregon Moving. She referred to the handout of the brief overview. This shows a package of investments; it includes safety, bridges, investments in active transportation, transit, non-roadway freight investments, as well as new funding. There are new gas taxes, registration fees, title fees, a new privilege tax on the sale of vehicles, and a bicycle tax. This is a significant thing when the Legislature passes and makes a commitment, a \$5.3 billion package. In addition to the investments in the new funding, the Legislature directed a few policy issues. One is on accountability, so it requires new transparency procedures for both ODOT as well as the local agencies that receive any of the funds.

One of the other policy issues was Value Pricing. She said this is a comprehensive approach to handling transportation in a constrained financial environment, but with a growing population and job environment. The legislation was in some ways very specific. The Legislation directs the Oregon Transportation Commission (OTC) to seek Federal Highway approval to implement Value Pricing no later than the end of 2018, and that if the Federal Highway Administration approves then the OTC must implement. That is the direction, but it is also somewhat flexible. It defines the focus area for potential pricing the entire corridors of I-5 and I-205 from the state line to the north to their interchange to the south. It doesn't necessarily require that the pricing be continuous for the entire length of those corridors, but that that is the area that they are looking at in their feasibility analysis. They are also going to be looking at segments, so it may just be a segment to the approach. The Legislation also specifically does not preclude implementation of pricing on any of the other state freeways or state highways or any of the local agencies. It is just saying do pricing on I-5 and I-205 and these segments to improve congestion.

The Oregon Transportation Commission established a Policy Advisory Committee (PAC) to help in this process. As mentioned already, it is a 25-member committee, and four members at the RTC table. Metro is also represented; not by Councilor Craddick, but by Councilor Dirksen. Ms. Gray said they have broad representation not only from government agencies, but also from transportation and social equity advocacy groups and businesses as well.

The specific charge to the committee is to make a recommendation on the best locations for value pricing within those two corridors, the type of value pricing that would work best, and what mitigation strategies should be evaluated further. The OTC listed these 10 specific Policy Considerations that the committee should be considering in making their recommendation: traffic operations improvements; diversion of traffic; adequacy of transit service; equity impacts; impacts on the community, economy, and environment; revenue and cost; public input; consistency with state law/policy and regional plans; feasibility under federal law; and project delivery schedules. Ms. Gray said they spent quite a bit of time at the first two meetings of the PAC identifying what these would mean and how they would be measured. When the OTC established a policy advisory committee, ODOT also hired a consultant with experts in value pricing and public engagement. They have also been working with a modeling team from both Metro and ODOT, and Mark Harrington with RTC is also participating at the weekly meeting since they started. They are working at how to support the PAC charge of making that recommendation with consideration to these specific policy issues.

In looking at the timeline, they are now here in 2018, and the direction from the Legislature was to have a proposal by the end of 2018. The timeline for the PAC is to go through June or July to have time to get it to the Oregon Transportation Commission with the recommendation and formalize a report. The 2019 to 2020 to 2021 timeframe they really don't know yet. They won't know until they know what the recommendation is and what they hear from the Federal Highway Administration. What they do expect is that there will be a need for a full NEPA analysis, more technical work, and definitely more public engagement. While the direction from the Legislature may have given an impression that they can get a recommendation this year and flip a switch and have tolling, that won't be happening. They will have more time for people to weigh in. There will be a lot of questions. This is a really complicated subject; there are a lot of different perspectives, and often times they end up with more questions than answers when they first start digging into it. Ms. Gray said at this point, they can focus on really moving in the right direction of what they want to pursue and then they will have more work to do.

Ms. Gray shared the concepts for the evaluation. Also included in the meeting materials was a memo with Initial Value Pricing Concepts. She said the consultant also gave a very good presentation on the concepts at the last PAC meeting, which they have a video of, and she would have Matt also make that available to members.

Ms. Gray said they have learned that there are really three basic building blocks, three tools, ways that they may apply value pricing. One is to price all of the lanes; another is to price one lane and have next to it unmanaged lane or general purpose lane; the third is to construct a new lane and pricing that lane. These are the three pricing treatments that they narrowed it down to.

They have a baseline case. They are looking at the year 2027, so it reflects 10 years of growth in population and employment. It includes the projects that have been identified in the Regional Transportation Plan (RTP) in the Portland Metro area. The RTP goes through 2035, so

this would be the first 10 years of projects. This will be the baseline with a publicly vetted process through 2027 with no pricing.

The first building block will be the baseline with tolls on all lanes. The second and third building blocks will be the baseline with one priced lane and the baseline with a new lane that is priced. These would be managed or express lanes. They would have variable pricing either by time of day or it could be dynamic with traffic, which means that as congestion gets worse, the price goes up a little bit. These are some of the operating variables.

The approach that they have developed for this process is to start off with some initial concepts that are really about learning. Ms. Gray said we all have a lot to learn in this region about how these different pricing concepts would be applied and how they would work. So they decided to start with the building blocks just described and then do some bookends, meaning what if they priced the entire corridors with each of the three treatments. The other concept is combinations. Ms. Gray highlighted these concepts they would be evaluating. They might be viable for proposals that the PAC could recommend, but the purpose is to learn about how they would work for the whole system. They will learn about some of the operational constraints, some of the construction constraints, and some that work better than others. They would also look at the different combinations. They hope to get a broad range of impacts, effects, and issues. This is what they would look at for the first stage. They will be presenting the first level of findings at the PAC meeting on February 28 for those initial concepts. Based on what they learned and also from public input that they receive over the next six weeks, they will ask the PAC to identify some refined concepts. It could be that one of the concepts gets advanced further. What they expect to see is targeting some segments, either those that have hyper congestion or some where they may see an opportunity for capacity expansion. They have meetings in April, May, and June with the PAC where they will be refining the analysis on different concepts.

They have four more Policy Advisory Committee meetings scheduled. The next meeting is on February 28 and then April 11, May 14, and June 8.

Currently, they are getting out to organizations including tonight's meeting. Ms. Gray noted some of the other organizations that they will outreach to. They have three open houses scheduled: January 23 at Clackamas Town Center, 5:30 to 7:30 p.m.; January 27 at Lloyd Mall, 10 a.m. to 12 noon; January 30 at Vancouver Community Library at 5:30 to 7:30 p.m.; and on January 17 an On-line Open House will also go live. She asked Board Members to pass the word on to their constituents.

Ms. Gray noted the project web site: www.ODOTvaluepricing.org and other contact information as listed in the presentation. The web site will be updated with the materials that the PAC is receiving. The video with the consultant mentioned earlier is also available on the web site.

Rian Windsheimer said when she said they are going to learn more about these concepts, he asked what kinds of things they are going to learn and what evaluation measures they are using.

Ms. Gray said of the ten policy considerations that were listed and mentioned earlier for the Policy Advisory Committee, for this first round, the emphasis will be on some of the traffic operations. This is in part because those are the things that the model is built to do; travel time savings and delay, breaking that down for freight and passengers, and diversion. Ms. Gray asked Mr. Windsheimer if there was something in particular that he wanted to talk about.

Mr. Windsheimer said their evaluation criteria are listed on the web page. In that they talk about the kinds of things that they will be measuring. He highlighted some of the things that they are going to learn. If they were going to pay a toll on a road, what the travel time savings would be: the benefit to paying the toll. They are also going to see if you do pay a toll on one roadway in a certain type of fashion, what that means for diversion. This is a very important thing to try to understand. They will see what it means in terms of the number of folks wanting to shift to transit and the adequacy of transit. Mr. Windsheimer said there is a broad range of criterion that they will be using and getting information about at their upcoming meeting in February. He said if people are not able to attend, it is also live streaming online so you will be able to see what the results from the modelers and consultants look like. Mr. Windsheimer said these results will help them better understand, and may find that there are some things that they should just take off the table immediately because it doesn't meet any of their criterion. He said for those who either love something or hate something, this is the information that tells them how it performs and what the tradeoffs are in order to make a better judgement to the answer. This should help better inform the PAC and themselves about how it will perform and what the benefits might be. Then they can look at whether they invest only in new capacity or not and how they deal with the equity impacts as they approach and what they are. Mr. Windsheimer said they may not get all the answers in this short timeframe in developing a recommendation, but they will need to adequately answer all those questions by the time they are done with the NEPA process before they get into something like implementation. He thanked Ms. Gray for the presentation and the timeline to help folks better understand this is the beginning of discussions about what options are on the table and what makes sense.

Paul Greenlee said they were not limited to the I-5 and I-205 corridors and asked if they intended to look at the Sunset corridor and Highway 217. Mr. Greenlee added that several of his constituents have said that corridor is as much of a problem as the I-5 corridor because they work in Beaverton or Hillsboro.

Ms. Gray said she tries to stick with her role of being the project manager. She said she expects that there will be some who will want to make a recommendation to look at other corridors. She said she had heard from their consultants that having more of a system wide approach to pricing can improve effectiveness and improve the options, but again that would be a policy decision that would be outside of her role.

Mr. Windsheimer said it is important to remember that the Legislative direction was very clear about what this group is supposed to look at. He said he did not think it was meant to limit what they might consider in the future. He said depending on how this effort goes in terms of what they learn, it may be applicable in other places.

Marc Boldt thanked Ms. Gray for the open houses and the time / location options. He asked how the word gets out to the public; how the daily driver gets that information in order to get good attendance. He asked if that was their job or her organization's job.

Ms. Gray said she would like to have their help. It was just in the last week that these open houses have been finalized. There will be a press release; they will make announcements at every opportunity they have, and there will be social media as well. They also have a list of interested parties. She said they will use every means that they have but certainly would appreciate the information being shared with everyone's constituents. She said that is probably going to be one of the most effective ways to get the word out.

Marc Boldt said if he was a guy trying to get to Portland every day, and he asked if he was going to have to pay a toll, would that information be provided at this open house.

Mr. Windsheimer said at this stage, it is really describing the process and what is going to be considered. The information of how each of these options performs is not going to be available until later at the February 28 meeting. These open houses are their initial outreach. They will have further engagement once that information is available. They will be making it available on the web as well. These January meetings are more introductory as to why they are doing this.

Ms. Gray said she has asked their public engagement team to focus on as the theme for this first round is to make sure that they are asking the question if congestion is a concern to them and how it affects their life. Then learn about value pricing and ask what about value pricing is promising to them and what about value pricing concerns them. That is the information that they need to take back to the Policy Advisory Committee. They want to know if it is safety or freight or the commuter trips for example. After the February meeting, when they have some initial findings and the Policy Advisory Committee begins to narrow down those concepts, then they will be in a position to start asking folks what they think about those concepts.

Eileen Quiring said she thought it was good to ask those noted questions. She asked if the presentation at the open houses was going to be similar to what was presented today. Ms. Gray said yes.

Councilor Quiring asked about the venue, how many people they expect. She said once the word does get out, it is very possible that there will be a pretty large group. Ms. Gray said as the public engagement team has talked about venues, they have talked about making sure that they can accommodate a couple hundred folks.

Mr. Ransom asked if the format was informal such as come-and-go and share information or if it was formal.

Councilor Quiring said she hoped it would be more informative and not an open house where you come-and-go and look at maps. She said people need information. She felt it would not be very successful if people are not equipped with some of the knowledge that was presented today. She said further down the road, knowing what is expected for the Policy Advisory Committee to be looking at and thinking about is very important to be giving to people.

Ms. Gray said she appreciated that feedback. She said she is not leading the public engagement team, but she would make sure they are doing that right mix of information that is passably available as well as programmatic.

Mr. Windsheimer referred to the video link previously discussed with the presentation by the consultants and said he thought it would be useful to have that video playing at the open houses to have the opportunity to actually hear the consultant talk about the different types of tolling work in different places. Any feedback on that would be helpful.

Chair Onslow thanked Ms. Gray for the presentation with a lot of information.

X. Other Business

From the Board

Chair Onslow said they have an item listed under unfinished business: A tabled motion in regard to a letter to Oregon Transportation Chair submitted by Commissioner Jerry Oliver at the December 5, 2017 meeting. Chair Onslow said if anyone wished to act on it now is the time. The item remained tabled.

Scott Patterson with C-TRAN provided an update on the SR-14 Bus on Shoulder Pilot Project. He noted that a recent article in The Columbian on the Bus on Shoulder Pilot Project was available at the table for Board Members. He said C-TRAN Executive Director/CEO Shawn Donaghy was to provide an update at last month's meeting, but that was deferred due to time.

Mr. Patterson said thanks to their partners at WSDOT, Kris and his team in particular, C-TRAN has been engaged in discussions, and fortunately, they were able to, they think at a very low cost, well under \$50,000, work with WSDOT to do some signage and restriping to allow a two-mile stretch on both sides of SR-14 between 164th Ave. and I-205 to be able to have the buses use the shoulder during times of congestion. The Board has been briefed on a high level about what some of those parameters are. They have been asked in terms of how it is working and there will be and is an enormous amount of data that is being collected and will be analyzed in the months ahead. They wanted to take a snapshot and look at how things are going in the early stages of it.

The two-mile segment, particularly heading westbound in the a.m., they are seeing a 13% overall improvement in terms of travel speed. When you look at that two-hour window between 6:00 a.m. and 8:00 a.m. when it is the most congested, that jumps to a 17.3% improvement in speed. This translates to about a 15% increase in on time performance for their Route 164. For a very small segment, for a low cost, they are seeing demonstrated improvement for their riders. Mr. Patterson said some additional good news is that they have

not had any safety incidents along the corridor, no accidents. He said they have had very positive comments from their riders and some positive comments from the general public as well. All in all, they are very excited about the beginning, and they are looking forward to what the remainder of the pilot project has in store. This is an 18 month pilot project, but they are also busy looking at potential expansion and possibly some other corridors as well.

Mr. Patterson said at a high level, that is where they currently are. He said there is a very good video on C-TRAN's web site where they put a GoPro camera on the front one of the buses recently and you can take an actual trip down the two-mile segment.

Shirley Craddick said she appreciated this information. She asked if the improvement in travel time that they are measuring is just for that two-mile segment, not from Fisher's Landing and getting into downtown Portland.

Mr. Patterson said there is a 15% overall on time performance that measures the whole route, but in terms of the speed, the speed improvements, the 15% and 17% he noted, that is just in that segment.

Councilor Craddick said that 15% increase in that two-mile segment improves the overall transit time by 15%. Mr. Patterson said that was correct. He added that two-mile segment also represents about 15% of that total trip between Fisher's Landing and downtown Portland. He said the more they can work with their partners, not just in Washington DOT, but in Oregon DOT as well, they think it really stands a good chance of improving that much more the type of transit service they can provide to their citizens.

Anne McEnery-Ogle congratulated C-TRAN for its first year of the BRT. She said a year ago they cut the ribbon, on a very cold and icy day in January, and the ridership on that route, route 4, is nearly 45% higher than it was in 2016.

Scott Patterson thanked Mayor McEnery-Ogle. He added that at next week's C-TRAN Board of Directors Meeting, they will be providing some additional information. They have a first year snapshot in terms of some of the operating and performance characteristics of The Vine. They are putting that against the project's original purpose and need and the goals that were established back in 2011. There are some really interesting and exciting data points. Mr. Patterson said they will be releasing those publically over the course of the next week.

From the Director

Mr. Ransom followed up on the presentation that Ms. Gray gave. He said the timeline for the value pricing analysis is very helpful. He said it gives them a milestone for bringing back not only information that Ms. Gray has committed to come back and present to the Board, but when they think about weighing in with RTC's comments formally as a Board, spring is when they probably have good information to provide formal feedback. He said he envisions the Board doing that. The Board will be briefed at key milestones and at the Board's desire will weigh in as appropriate.

Mr. Ransom said the Legislative Session begins next week. This is the Washington Legislature's 60-day Session. He will be monitoring the Legislative Bills as they come forward should they affect regional transportation and other matters. He said he will try to communicate as proactively as possible with Board Members whether it is a weekly alert or a summary alert. He said many receive alerts from their lobbyists, so he would try not to duplicate. Mr. Ransom said he is only familiar with one matter currently. It is not a Bill per se, but the Governor has proposed in his budget a slight increase in funding for the work that agencies like RTC do. This is for the Regional Transportation Planning Program or the RTPO Program. For RTC, this covers Clark, Skamania, and Klickitat Counties, and the Governor has proposed an increase of \$500,000 statewide. When that trickles down, it is not a lot, but with that said, he said it was a very progressive thing for the Governor to do, to recognize the value of these types of organizations across the state. Mr. Ransom said the WSDOT supports that as well. Mr. Ransom said the Oregon Legislature has a short Session as well, and asked if there were any known issues.

Rian Windsheimer said he wanted to mention one thing since it will be happening between now and the next meeting, at which time he could provide more information. Mr. Windsheimer said one of their to-do lists from the Legislature was to give a Cost-To-Complete Report on the I-205 corridor for widening the George Abernathy Bridge at Oregon City and the additional lane in each direction that goes all the way to the junction of I-5. ODOT is going to be preparing that report and getting it to the Commission later this month, and they will be submitting it to the Legislature the first of February. That information will be available coming up soon.

Mr. Ransom said the Bill had an incredible amount of accountability placed on ODOT. He said in addition to that he recalled there was a Rose Quarter Project update. Mr. Ransom said when those come out formally, he said he thought that it would be appropriate that the Board see this is important information. Mr. Windsheimer said he would be sure to make those available.

Mr. Ransom referred to the handout of the Project Showcase for C-TRAN's Fisher's Landing Transit Center Parking Expansion and Other Amenities. RTC invested \$800,000 in CMAQ funds in committing to C-TRAN for improvements of the Park-and-Ride, \$200,000 of that was used for the physical construction. The other \$600,000 has been committed to C-TRAN to explore what is characterized as a public-private partnership opportunity, often referred to in transit lingo as Transit Oriented Development (TOD). Mr. Ransom said at the Fisher's Landing Transit Center, there is a vacant corner on 164th Ave. and 34th Street that has been vacant for a number of years. He said he believed that C-TRAN is studying what kind of opportunity might be open for development. Like Port Districts, a typical format would be a long term ground lease and put out for private development, maybe an opportunity to do a mixed use commercial retail, something that would be supportive of transit as well as just that commercial opportunity on that corner. Mr. Ransom said he believed that was currently under study.

Scott Patterson said that is under study. He said the C-TRAN Board awarded a contract to a firm to help them do a feasibility study. That is getting underway in earnest this month. They

will be initiating some public outreach over the next couple weeks to last about three or four months. The feasibility study will look at and identify a number of potential uses, and it is not necessarily just focused on that north east quadrant that is vacant, but they are opening it up to take a broader base look recognizing that they can't limit or inhibit the transit use that they have in terms of the number of park-and-ride parking spaces as well as their transit center platform. Mr. Patterson said it will be interesting to see how this comes about. He said there will be a lot of public involvement in that and C-TRAN Board involvement in the months ahead. They hope to have that report complete by the end of 2018.

Mr. Ransom said they look forward to seeing the results of that, possibly a formal presentation to the RTC Board.

Mr. Ransom noted that also available to the Board Members was an article from The Columbian on autonomous vehicles. He said they had a very successful Smart Cities Workshop that RTC hosted, and Bob Hart lead that initiative with our partner agencies. He said 70 to 80 individuals attended the workshop learning about the future of smart cities, and the second day was a more detailed planning/engineering focused effort. This is a look at how they start to make wise investments in their signal systems, and how they can accommodate and work with connected vehicles. These are important questions as they think about the public use of resources. Mr. Ransom said this is one of those things that is going to transform how we do urban mobility over the next 20 to 25 years.

Mr. Ransom noted at the Board's table was a three month look ahead agenda that was distributed to Board members. Mr. Ransom said he is going to work with the Executive Committee to try to get out some new communication pieces. This is a look ahead three months of what would be on the agenda (subject to change). This will be published each month. It will provide a look at what is coming up and an opportunity for any questions.

Paul Greenlee said he will be leaving the Board, and Camas will reclaim the seat, and he will be the alternate. He thanked everyone at the table saying he has enjoyed the time. He said he particularly wanted to thank the staff. He said he has had some interaction with them, and it has been a real treat working with them.

The next RTC Board meeting will be held on Tuesday, February 6, 2018, at 4 p.m.

XI. Adjourn

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