

**Southwest Washington Regional Transportation Council
Board of Directors
October 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, October 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
Shawn Donaghy, C-TRAN Exec. Director/CEO
Bart Hansen, Vancouver Councilmember
Jim Herman, Port of Klickitat Commissioner
Scott Hughes, Port of Ridgefield Commissioner
Anne McEnery-Ogle, Vancouver Mayor
Ron Onslow, Ridgefield Councilmember
Mandy Putney, ODOT (Alternate)
Eileen Quiring, Clark County Councilor
Melissa Smith, Camas Councilmember
Jeanne Stewart, Clark County Councilor
Kris Strickler, WSDOT Regional Administrator

Voting Board Members Absent:

Tom Lannen, Skamania County Commissioner
Rian Windsheimer, ODOT Region 1 Manager

Nonvoting Board Members Present:

Paul Harris, Representative 17th District

Nonvoting Board Members Absent:

Curtis King, Senator 14th District
Norm Johnson, Representative 14th District
Gina McCabe, Representative 14th District
Lynda Wilson, Senator 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:

Ed Barnes, I-5 Bridge Group/LRTSW
Stuart Bennett, Citizen
Chris Brown, *Clark County Today*
Rian Davis, CCAR
Carley Francis, WSDOT
Sorin Garber, SGA Consulting
Larry Keister, Port of Camas-Washougal Commissioner
John Ley, Citizen
Jim Moeller, Citizen
Sharon Nasset, ETA / Citizen
Scott Patterson, C-TRAN
Sean Philbrook, Identity Clark County
Steve Stuart, City of Ridgefield
Carter Timmerman, WSDOT Headquarters
Walter Valenta, Citizen
Susan Wilson, Clark County

Staff Present:

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

II. Approval of the Board Agenda

MELISSA SMITH MOVED FOR APPROVAL OF THE OCTOBER 2, 2018, MEETING AGENDA. THE MOTION WAS SECONDED BY SHAWN DONAGHY AND UNANIMOUSLY APPROVED.

III. Call for Public Comments

Walter Valenta from Portland, Oregon, spoke of his support in the reengagement of the conversation about how to communicate and travel back and forth between Washington and Oregon in our region and have it be successful.

Kris Strickler entered the meeting at 4:05 p.m.

Sharon Nasset from Portland, Oregon, with the Economic Transportation Alliance (ETA), had earlier distributed an email to members and state Legislators. Ms. Nasset also provided a handout page of the Federal Register dated September 27, 2005, with the notice for an Environmental Impact Statement for the I-5 Columbia River Crossing corridor, and she spoke about the EIS.

John Ley from Camas spoke about the proposed resolution to replace the I-5 Bridge. He said the problem was not the I-5 Bridge and spoke of what he felt was needed.

Representative Paul Harris entered the meeting at 4:12 p.m.

Ed Barnes from Vancouver spoke of the proposed resolution for the replacement of the I-5 Bridge that is before the RTC Board. He also said that most of the Clark County jurisdictions have adopted the resolution and encouraged all to not look back at the past but to look forward to what is ahead in the future.

IV. Approval of September 4, 2018, Minutes

SHAWN DONAGHY MOVED FOR APPROVAL OF THE SEPTEMBER 4, 2018, MINUTES. THE MOTION WAS SECONDED BY ANNE MCENERNY-OGLE AND UNANIMOUSLY APPROVED.

V. Consent Agenda

A. October Claims

MELISSA SMITH MOVED FOR APPROVAL OF THE CONSENT AGENDA OCTOBER CLAIMS. THE MOTION WAS SECONDED BY SHAWN DONAGHY AND UNANIMOUSLY APPROVED.

VI. 2022 Regional Competitive Grant Awards, Resolution 10-18-21

Dale Robins referred to the resolution included in the meeting packet. The action requested is to select the year 2022 regional competitive grant awards for federal Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds. They are required to have a competitive process, which they conduct every year.

The regional grant selection process is a three-step process. 1) Projects are screened to make sure they are eligible; and 2) Each project is evaluated and ranked against a set of needs

criteria. These first two steps were completed at last month's meeting. Today's action is to select the projects for funding.

The proposed projects include one CMAQ project; the Mill Plain Bus Rapid Transit at \$2,000,000 and seven STBG projects at about \$5.6 million totaling \$7.6 million. These projects will leverage about \$68 million in other funds, about 9% of the total project costs.

The CMAQ project of \$2 million for the Mill Plain Bus Rapid Transit project is for construction. Under the STBG program the top three are planning projects. The NE 137th Ave., 49th to Fourth Plain project would receive almost \$2 million. The Mill Plain Bus Rapid Transit is eligible to receive another \$1 million to bring them to the \$3 million maximum funding allowed per calendar year. The SE Grace Avenue in Battle Ground would receive \$400,000 for right of way purchase. NE 99th Street, 94th Ave. to 117th Ave. would receive \$1 million for construction. These are projects for 2022 funding.

The 2022 funding by project type includes 16% Non-Capital, 44% Road Improvement, and 40% Transit.

Action before the Board is for adoption of Resolution 10-18-21 which selects 8 projects for a total of \$7.6 million in regionally allocated federal funds.

Jeanne Stewart referred to the Bus Rapid Transit on Mill Plain. She said a great concern that she has with that project is that Peach Health is the busiest emergency room of any north of San Francisco and they do critical care. In looking at what took place on Fourth Plain with the construction of that transit project, Councilor Stewart said they needed to take that into consideration and have a proactive plan of how traffic and emergency vehicles would access and exit the hospital.

ANNE MCENERNY-OGLE MOVED FOR APPROVAL OF THE 2022 REGIONAL COMPETITIVE GRANT AWARDS, RESOLUTION 10-18-21. THE MOTION WAS SECONDED BY BART HANSEN AND UNANIMOUSLY APPROVED.

VII. 2019-2022 Transportation Improvement Program, Resolution 10-18-22

Dale Robins referred to the resolution included in the meeting packet and a copy of the full Transportation Improvement Program document distributed at the Board's table. Mr. Robins said they were requesting adoption of the 2019-2022 Transportation Improvement Program (TIP). This is a federal and state required document. It is a four-year program of regionally significant projects. This is upcoming obligation of dollars. Projects are drawn from the Regional Transportation Plan and must be adopted by October 15. If it is not adopted by then, it would have to be amended in in January. This would mean no projects could proceed in the first month. It would be February before any project could move forward.

Projects included in the TIP come from a wide source of selections. RTC has some selection authority, but also C-TRAN selects projects under the FTA funding. WSDOT selects projects, congress and other granting agencies, such as Transportation Improvement Board, also approve grants. They all have to be reviewed to make sure that they are consistent with the long range

plan, the Regional Transportation Plan, and then they can be programmed into the Transportation Improvement Program.

There are 85 regionally significant projects programmed in the Transportation Improvement Program. This document if approved now begins in January. Projects can start to be implemented in January, and it can be amended every month as needs arise. Another action that is recommended by RTAC is that two projects move forward in the funding. Vancouver's SE 1st Street is proposed to move from 2021 to 2020. Clark County's NE 99th Street is proposed to move up to 2021.

With TIP adoption today, the first two years are selected (2019/2020) and those projects would be able to proceed next year. It will add the \$7.6 million of regional grants that were selected. The total programming in the TIP document would be \$332 million with \$119 million of that in Federal funds. This also certifies that RTC is following the MPO Planning Process as outlined in the Federal Register. This TIP adoption is Resolution 10-18-22.

MELISSA SMITH MOVED FOR APPROVAL OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM, RESOLUTION 10-18-22. THE MOTION WAS SECONDED BY SHAWN DONAGHY AND UNANIMOUSLY APPROVED.

VIII. Map-21/FAST Act Performance Measures and Target Setting for TAM, PM2, and PM3, Resolution 10-18-23

Lynda David referred to the resolution included in the meeting packet. She said at last month's meeting they spent some time reviewing the status of the federal performance based planning and programming requirements, background information on transit asset management, performance targets set by C-TRAN, and PM2 and PM3 targets established by WSDOT. The WSDOT informational folios for PM2 and PM3 measures were again attached to the resolution. Today, RTC is requesting RTC Board action to adopt targets for these performance measures for the RTC metropolitan planning area that is Clark County.

The Federal Transportation Act MAP-21 was passed in 2012, and it set in motion requirements to have a performance driven outcome based transportation planning and decision making process. Performance measures and targets are put into place; they are monitored; and reported on. The USDOT will compile data and monitor progress toward reaching national goals. RTC as this region's Metropolitan Planning Organization has a role in this process. Once the DOT and transit agency establish performance targets, then the MPO, RTC, needs to review the targets and either agree to support the targets or set their own. The MPO must also address performance based planning in its Regional Transportation Plan and Transportation Improvement Program. They must also track projects over time to make sure projects are consistent with the plan and help to make progress toward the targets and national goals.

The seven National Goals have been reviewed at past RTC Board meetings. They were listed on a slide that was provided. Today's focus was on goals 2 through 6 and on transit asset management.

A Transit Asset Management, State of Good Repair slide provided TAM performance measures and targets set by C-TRAN at their September 11 Board meeting. More information was available on page 2 of the RTC Board Resolution. C-TRAN is required to report on three asset categories: Rolling Stock, Facilities, and Equipment. Targets relate to the useful life benchmark for rolling stock and equipment. The useful life benchmark is the expected life cycle of a capital asset or the acceptable period of use in service given the particular transit providers operating environment.

On page 2 of the Resolution is Table 1A that provides C-TRAN's Useful Life Benchmarks compared with the Federal Transit Administration. The summary table provided C-TRAN's established targets. The recommendation for the RTC Board is to concur with the C-TRAN targets. C-TRAN believes their targets represent a practical balance between capital availability to fund assets and maintenance and the systems safety performance and reliability.

The next information provided was about PM2 and PM3 performance measures for highway performance conditions. Table 2 on page 3 of the resolution provides a full summary of targets set by WSDOT. Ms. David provided a slide with the DOT targets established in May 2018 for pavement condition. Targets have to be set for interstate and non-interstate national highway system (NHS). The targets set by WSDOT are realistic targets. The next slide provided targets for bridge conditions on the national highway system. Again, WSDOT has set realistic targets for Washington State.

The next slide related to targets for PM3, system performance and freight. This showed targets for congestion measured as a percentage of the person miles vehicle traveled on the interstate and non-interstate system, the NHS system. It relates to reliability. Reliability is forecast to decrease within Washington State over the next four years. So Washington State DOT again has set realistic targets.

The final slide of tables is for freight movement targets measured as truck travel time reliability. The attached folio explains how the measures are calculated. RTC's MPO region, Clark County, is an air quality attainment area, and therefore not subjected to the congestion mitigation and air quality program PM3 measures.

For each of the PM2 and PM3 targets reviewed, the recommendation of the Regional Transportation Advisory Committee (RTAC) is to support Washington State DOT targets with this first time effort. Then they can always re-evaluate in subsequent target setting cycles if necessary.

The action requested of the Board is to adopt Resolution 10-18-23 to establish MAP-21/FAST Act Targets for the RTC Metropolitan Planning Area, Clark County, for Transit Asset Management, PM2, and PM3 category performance measures. The recommendation for RTC Board action is to concur with the September 2018 C-TRAN established targets for Transit Asset Management and to support Washington State DOT in attaining the PM2 and PM3 targets set by the state in May of 2018 rather than adopt separate regional targets for the MPO region.

Jeanne Stewart addressed Mr. Ransom saying that these goals are RTC's as the regional MPO for our side of the river. She said the MPO is shared with Metro in the broader sense. She asked how we coordinate efforts with our expectation out of RTC for performance measures and goals and how the efforts are coordinated with Metro. Councilor Stewart said she was not sure that they have identical standards for how we are satisfied that we meet performance standards. She asked how they work together on this to satisfy the MAP-21 requirements.

Lynda David said all through this process they have been working in coordination with Metro. In Metro's TPAC and JPACT meetings, they have addressed the performance measures and target settings that they have worked on. Similar to Washington State Department of Transportation, Oregon Department of Transportation took the lead for most of the performance targets set for the Oregon side of the river. Although, Ms. David said she understood that for Metro, although they are now an air quality attainment area, they missed the deadline by one day, so they have to report on the congestion mitigation and air quality program targets, which RTC did not have to do. Ms. David said again, there has been a lot of coordination between Washington State and Oregon DOT on the methodologies for how the targets were established. Washington State DOT has to report the PM3 congestion mitigation and air quality targets established by Oregon, and it has to be one and the same. For the most part, the MPO for Clark County is recommending that the Board adopt the same targets as Washington State DOT to try to support Washington State DOT in reaching and attaining those two- and four-year targets that they set. Ms. David said it is a new program, and in subsequent cycles, they may want to set targets for our own region, but their recommendation this time around is to agree to support the Washington State DOT targets. She said she understands that on the Oregon side of the river, it is a really similar process that is being followed.

ANNE MCENERNY-OGLE MOVED FOR APPROVAL OF THE MAP-21/FAST ACT PERFORMANCE MEASURES AND TARGET SETTING FOR TAM, PM2 AND PM3, RESOLUTION 10-18-23. THE MOTION WAS SECONDED BY MELISSA SMITH AND UNANIMOUSLY APPROVED.

IX. Resolution Supporting the Replacement of the Interstate 5 Bridge between the State of Washington and the State of Oregon, Resolution 10-18-24

Matt Ransom said at the September meeting, the RTC Board recommended placing this agenda item on the October agenda for action. The resolution before the Board is unchanged from that which was distributed in September. The memorandum listed the same recitation of prior Board actions in resolutions and policy statements. Mr. Ransom said he, along with staff, found a lot of consistency and that this would align with RTC policy in past actions in promoting and supporting implementation of this project.

Mr. Ransom referred to a handout for the Board at their table. This was a summary of each of the resolutions that he was aware of having been adopted within the last month or more. He said it is possible a local agency, for example the City of La Center, took up a resolution. It is his understanding that they recommended rather that they prepare a letter to the Governor, and that letter was considered at their September 24 meeting. Mr. Ransom also received a letter

from Columbia River Economic Development Council (CREDC) this afternoon, and that letter was also provided to the Board members. The letter had a similar message, imploring the Governor or others to take action to commit efforts and funds to move some type of project forward. He said some type of project probably would be what is considered to be the next steps, planning or restarting studies, and examination of what that project should be.

Mr. Ransom offered one observation from his perspective. He said as he looked through each of these resolutions that many member jurisdictions have endorsed. He kept in mind the big picture. Each jurisdiction used slightly different language, but the core feature is the same, which is asking for the next step. The request of the Governor, or whomever that may be, is that we want action. We think that there is a next step to take. This is what Mr. Ransom said he feels is the big picture.

Marc Boldt questioned the listing of high capacity transit with a dedicated guideway. He said when the CRC project was done, it was essentially from Fourth Plain to further south of the bridge. That was a long area. Now, they are talking about a specific area, really just the bridge. Councilor Boldt asked when they refer to a dedicated guideway, it needs to start somewhere and end somewhere. He said if the bridge is just the dedicated guideway, it doesn't feel complete. He asked if we are saying the project is larger than just the bridge; because there is the need to get on and get off of a dedicated guideway.

Shawn Donaghy said for the project as a whole, the bridge is probably 85% of the dedicated guideway, but he said he has communicated this through several channels. He said their long-term goal is to terminate somewhere on Hayden Island. They would probably need an exit ramp for that and an on ramp for that. They would probably need some consideration, as well, for some type of a combined northbound freight / public transit only exit northbound into Vancouver. This is so there is some dedicated way to get freight traffic to the Port and a dedicated way for BRT to move across the bridge and focus back into C-TRAN's service area.

Jeanne Stewart said one of the things the original Columbia River Crossing did a good job on was talking not just about the bridge but talking about the bridge influence areas and the bridge impact areas. There was quite a complete picture about the extent of what needed to be done to keep the bridge as functional as possible. Councilor Stewart said for this resolution, there are some aspects of it that she believes are accurately assessed. She thinks it significantly understates the significance of this corridor as far as it being critical and integral to all traffic flow on the west coast. Councilor Stewart said for that reason and other more specific reasons, she would not be supporting this resolution.

Anne McEnery-Ogle said the resolution before the Board is to support the beginning of a new project on the replacement of the I-5 Bridge, supporting multi-modal approaches on the highway with high capacity transit, bicycle, and pedestrian improvements, and urging the Governor to direct the Washington State Department of Transportation to advance this project. They purposely did not discuss specific details; they want the conversation to start moving

forward on a new project. Mayor McEnery-Ogle said they have had significant support from Oregon to come back to the table.

ANNE MCENERNY-OGLE MOVED FOR APPROVAL OF RESOLUTION 10-18-24 SUPPORTING THE REPLACEMENT OF THE INTERSTATE 5 BRIDGE BETWEEN THE STATE OF WASHINGTON AND THE STATE OF OREGON. BART HANSEN SECONDED THE MOTION.

Eileen Quiring said that Clark County did pass a resolution. They started with an example of this resolution and amended it quite a bit. She said it was not amended as much as she would have liked. She had several amendments that were not accepted. Councilor Quiring said this resolution does not mention capacity or how we are going to pay for it. Although it does mention high capacity transit, it doesn't specifically say bus rapid transit if there must be a guideway for it. Councilor Quiring said it is important, since reading an article that morning about how few people take mass transit and how it is hard to change people from wanting to get to their destination in their own vehicles, realizing that part of the reason for saying that we are going to have this guideway for the bridge is to obtain more federal funding. She said they need to be careful to listen to also what the majority of the people in the County said in the past. Councilor Quiring said she was going to the past, but since passing the resolution at the County, she has heard a lot from people who are very unhappy that we were not listening to what they said by what was in their resolution that was amended. Having said this, Councilor Quiring said she would not be supporting this resolution.

Shirley Craddick told Mayor McEnery-Ogle that she appreciated all the work that she has been doing to get support for this, specifically on the Oregon side, and also thanked those around the table and their cities for their resolutions in support. Councilor Craddick said she knows that this is to go to the Governor; she asked what the next steps are. She said she recognized that the Governors are going to have to speak with each other and work together. Coming from the Oregon side, she said she believed that the Washington Governor is going to have to take the first step. She asked what is being done to make sure that happens.

Mayor McEnery-Ogle said she has a date on her calendar to meet with the Governor and show him a notebook full of all the resolutions that are coming out of Southwest Washington to show support for the replacement of the I-5 Bridge. This also includes asking him to put into his two-year budget funds for the opening of the office here in the Southwest Washington area for WSDOT to start that work. She said they will then hope that is in the budget, and they will ask their Legislators, Senators, and Representatives to support that. The City of Vancouver will be one of those individuals that are in Olympia lobbying for that, to make that happen. Then, it works with WSDOT. She said they are hoping that WSDOT and ODOT come to the table, and they have news that their Legislators on both side of the river have direction to do that.

Councilor Craddick asked if there was a specific request to ask the Governor to interact/meet with Governor Kate Brown. Mayor McEnery-Ogle said they did not ask that. She said they are aware that they are in the middle of elections, and their meeting with the Governor will be after the elections and they can do that at that time.

Councilor Craddick said the Metro Council, in 2008, supported the original Locally Preferred Alternative (LPA), and they also have the Columbia River Crossing included in the 2018 Regional Transportation Plan that the Metro Council will be adopting by the end of this year. Councilor Craddick said with this current Metro Council and future Metro Council that will be seated in January 2019 will have three new members on the Metro Council, and because there has been no discussion about this, she will be abstaining and not taking a position for the Metro Council.

Representative Harris said the Legislative delegation of Southwest Washington, the 17th, 18th, and 49th Districts, met the previous week. They asked for \$10 million to start, to open the office. They are having a meeting with the Speaker of the House in Oregon, Speaker Kotek in November. They have the Bridge Commission that they passed, and the Oregon Legislature has said they will meet with them in November. Representative Harris said they believe they will meet that deadline. They are waiting to see what happens with the elections to meet with the Oregon Governor, to see whoever that might be. They have reached out to their Governor, and they will be meeting with him. They believe that things are progressing well with the delegation support in all the work that has been done, and they will continue to support this project. He said he believes they are in a very good spot.

Chair Onslow said this is an open request for the Governor to address this situation. He said he has a lot of things to say, but in this case, we are just asking for the talks to begin and nothing more. We are not making specific requests.

THE MOTION PASSES WITH 8 YES VOTES; 2 NO VOTES, QUIRING AND STEWART; AND 3 ABSTAINED, CRADDICK, PUTNEY, AND STRICKLER.

Jeanne Stewart said she hoped the Board understands that a no vote does not mean that they will not move forward with talks and conversations. She said they will do that regardless of the no vote to make sure that they get to the best conclusion as possible on this. She said it will take all of them working together to do it.

X. Human Services Transportation Plan, 2018 Update

Matt Ransom said the Human Services Transportation Plan has been before the Board earlier this year. He said through the summer Lynda David and Dale Robins have been working with our partners to produce this Plan. This is a little different than a traditional Transportation Plan. This covers more of our vulnerable population, the aged, the infirm, perhaps people who don't have normal access to transportation services because of their medical health or other conditions. Much of this planning effort is an attempt to try, within our three-county region, Clark, Skamania, and Klickitat Counties, to identify those priorities that are most pressing, and there are funds attached to this. There is a committee that convenes to prioritize the funding requests, which will be presented.

Lynda David referred to the memorandum included in the meeting packet. She said the purpose of this item is to inform members of the update to the Human Services Transportation Plan for the region which is about to be finalized. The Plan focuses on special transportation

needs, as Mr. Ransom said. It is a requirement for the receipt of transportation funds and is used to identify transportation needs and support for transportation project development and submittal of grant applications for statewide competitive funds from both federal and state sources.

This agenda item anticipates Board action at a future meeting when the Board will be asked to adopt the updated Human Services Transportation Plan and endorse a ranked list of projects that address Human Services Transportation needs in Clark, Skamania, and Klickitat Counties. These are projects submitted by resource agencies for the next Washington State DOT Public Transportation Consolidated Grant Program cycle.

The Human Services Transportation Plan addresses the transportation needs of the elderly and the young, people with disabilities, those with a low income, and rural residents unable to provide their own transportation. Generally, the Plan addresses the special transportation needs of those who cannot drive themselves. The Plan is a Federal and State requirement with an update required every four years. The Plan in turn leads to project development and supports applications for Washington State DOT Consolidated Public Transportation Grant Program and for the use of Federal Transit Administration Section 5310 funds which come to the Clark County region with C-TRAN as the designated recipient of the funds.

The Human Services Transportation Plan is a Plan that must cover RTC's three-county region. As the Regional Transportation Planning Organization for the three-county region, RTC's role is in developing the Human Services Transportation Plan (HSTP) and processing the accompanying grant process. In response to requirements in the 2005 Federal Act, SAFETEA-LU, the first HSTP for this region was adopted in 2007, an update then followed in 2011, and the current Plan was adopted in 2014; and an update is due this year.

Washington State is prescriptive regarding what must be included in the HSTP. The Plan must include coordination with Stakeholders, it must address emergency management and how people with special transportation needs would be evacuated during an emergency. It must include and analyze data and information from sources such as the Census, the American Community Survey, and Washington State Office of Financial Management. Ms. David said they need to understand the demographic trends they are experiencing in their region and how this might affect special transportation needs. The data and information section of the Plan must also include maps to show general locations and clusters of people with special transportation needs as well as maps of places that people may want to go to. Unmet transportation needs must be identified in the Plan as well as strategy to meet these needs. The Plan must also address technology and consider how technology may be used to improve transportation from dispatching a vehicle, to timing information for transportation system users, and evolving technology which in the future may include driverless vehicles.

On page three of the memorandum, data tables are listed of relevance to the HSTP including population over 65, those with a disability, households with no vehicles, and so on. The aged population is often those that experience transportation challenges; therefore, they tend to

focus on the aged population in the Human Services Transportation Plan. They have noted the growing population age 65 and over in Clark County. In 2010, this amounted to 11.5% of Clark County's population; by 2015, the percentage had grown to 14.3%, and the Office of Financial Management forecast that by 2040 the population over 65 in Clark County will grow to 22.2%. Skamania County had 18.9% of its population over 65 in 2015, and it is forecast to grow to 29.9% of its population by 2040. Klickitat County over 65 has already accounted for 22.8% of its population in 2015, and it is forecast to grow to 34% of its population by 2040. This is likely to have consequences for transportation.

Washington State Department of Transportation is placing particular emphasis on stakeholder outreach for the 2018 Plan update to have stakeholders be able to provide input on identifying gaps in existing special needs transportation services and for RTPOs to hear suggestions on ideas to fill these gaps.

Ms. David provided slides listing the numerous outreach meetings that RTC staff have participated to present the Human Services Transportation Plan Update and to solicit input for the Plan. She said they continue to work very closely with this region's Accessible Transportation Coalition Initiative or ATCI. The Coalition was formed in 2011, and it followed from an Easter Seals training to address accessible transportation. The ATCI has met frequently since that initiative.

RTC's Website also has a special page for Human Services Transportation Plan which includes the existing 2014 Plan as well as an electronic comments form that people can use to provide RTC staff with their comments.

Ms. David said they have used the outreach meetings to solicit comments from stakeholders and have learned of the challenges faced by special needs clients. Some of the identified transportation needs are listed on pages 6 through 8 of the memo.

The Consolidated Public Transportation Grant Program is administered by WSDOT. Through this program WSDOT distributes both state and federal funding for special needs transportation and rural transportation. WSDOT solicits projects to compete for funding from this program statewide. In RTC's region, they were successful in the 2017-2019 biennium for the five projects listed on a slide. About \$62 million was available statewide for that biennium, and this region secured about \$2.5 million.

RTC's region received Federal Transportation Administration Section 5310 funds which are to be used for the enhanced mobility of seniors and individuals with disabilities in Clark County's urban region. C-TRAN acts as the designated recipient for these funds, and then they fund sub recipients. Funding amounts to about \$330,000 that comes to the Clark County urban area. C-TRAN uses these funds to support its popular Travel Trainer and Travel Ambassador programs and also works with sub recipients of the funds such as the Human Services Council that runs a mobility management program and with Catholic Community Services that runs a volunteer driver program. Also, the Human Services Council's Reserve-a-Ride Program receives some supplemental funding from these FTA funds.

Following identification of transportation needs and potential strategies in the draft Human Services Transportation Plan Update, service providers define projects to meet the needs. Transportation stakeholders and project sponsors in the three-county region convene to discuss the highest priorities and to rank projects seeking funding through the State's Consolidated Grant Program. The State's grant process requires each RTP region to rank projects as A, B, C, or D level. The number of letter grades each region gets is determined by the population in categories such as number of rural residents, people under age 18, people over age 65, people of disability, people living in poverty, and the number of veterans in the community. Based on these populations, the RTC three-county region is able to submit 6 ranked A projects, 6 ranked B projects, 5 ranked C projects, and unlimited number of D ranked projects.

Ms. David said the draft Human Services Transportation Plan update for the three-county region is soon scheduled for completion. The Plan will support project grant requests and will be brought to the RTC Board for adoption before the year's end. The Board will also be asked to endorse the project application rankings for projects seeking WSDOT Consolidated Grant program funds for the 2019-2021 funding cycle. Project rankings will be carried out by the Accessible Transportation Coalition Initiative (ATCI) before being brought back to the RTC Board for endorsement.

Marc Boldt said with technology that is now available he felt that there should be some mention of Uber and Lyft, and he asked where that fit in.

Ms. David said it will be acknowledged in the draft in the Plan.

Chair Onslow asked if there was a date specific for when the Plan update needs to be complete.

Ms. David said the Plan update needs to be complete by this year's end. She said it is likely that it will come before the Board at next month's meeting for adoption. It needs to support the grant requests of the agencies that are trying to apply for statewide Competitive funds.

Eileen Quiring asked if the Human Services Council was a government entity or if it was a private entity.

Ms. David said the Human Services Council was not a government entity; it was a nonprofit.

Councilor Quiring said she heard from someone who spoke to a neighborhood group who was from the Human Services Council, and she wanted to confirm it was what she thought it was. Councilor Quiring said the need is really great, and she hoped that they get just as much as they can to be able to address this.

Ms. David said RTC is involved and they write the Plan, but they are really working in close coordination with the Human Services Council and the other agencies that are trying their best to leverage as much funding to help these people.

Matt Ransom said in conclusion, an observation in looking at the numbers in the rural counties in our service area with 28% and 33% of the population over 65 and then make assumptions

about the needs they might have in mobility and access to medical services, etc.; that is a profound number. He said what is also equally compelling is those rural counties don't have the resource or the access to services. Much of the benefit and compliment of partners within the region; they really bootstrap together in order to provide the area services. He said whether it is volunteers that go out and do medicate transportation or volunteer driving for some of the rural Gorge transit services. They are trying, even in our case, to link by state, because many of the medical providers are, for example, within the City of Hood River or the City of The Dalles, which is across the river. This brings other issues related to funding, because that can be tied to the state and can have restrictions. Mr. Ransom said this is an amazing network of collaboration, but fundamentally, there is not enough resource. There are some issues within the region. In looking at what to do standpoint beyond getting more money, it compels us to think about how we serve our constituents. This is also a representative of the fact that the young people move to the cities for employment and jobs and access to improvement of their lives. This shows us macro trends, which is often the aged. They have a home, a lifestyle, and they choose to remain there. As we continue to age within our three-county region, that number really stands out. We need to look at what we are going to do to serve our constituents, and how we become even more efficient at these finite resources. Mr. Ransom said it is probably a combination of technology, volunteerism, and civic spirit to help a neighbor with the limited resources that we have. He gave accolades to all the service partners saying they are really doing their best to try to provide services; it is what makes a community. Mr. Ransom said RTC is just a piece of the coordination.

Eileen Quiring said in this presentation they also learned that the people that volunteer to drive, because of the litigious nature of many things, are really prohibited from volunteering their services. She said it is sad that they can't do that. Councilor Quiring said this is a great program and that we need to leverage whatever we can, because the need is obviously getting greater.

Chair Onslow said this is a tremendous amount of information and very well done. He thanked staff for the work.

XI. Discovery Corridor Adaptive Infrastructure Study – guest presentation by the City of Ridgefield

Chair Onslow said he was pleased to introduced Steve Stuart, Ridgefield's City Manager, to present this agenda item.

Matt Ransom added that part of this presentation is to present a study that WSDOT SW Region has funded in partnership with local government. In prior RTC Board meetings, the Board has approved a couple contracts that RTC is going to let where they are also the participant of work that is funded by WSDOT. RTC is going to lead the project on their behalf. Mr. Ransom recognized the outgoing SW Region Administrator, Kris Strickler. He said in Mr. Strickler's tenure year, and in what he has observed over the years that he has watched RTC, was able to grab the money for this region. Mr. Ransom said he has seen more local planning studies,

operation studies, and also small projects in our region. He wanted to recognize this, because from a planning standpoint and trying to do things low cost in addition to the big number projects, a lot of the recognition needs to go to Mr. Strickler. Mr. Ransom said this study is an example of some of that funding.

Chair Onslow asked when Mr. Strickler's last day at WSDOT would be. Mr. Strickler said the following Friday, October 5, 2018, is his last day.

Steve Stuart noted that it was perfectly said by Matt. He said a lot of the work that is being done in Southwest Washington to move transportation forward really wouldn't be happening without Kris Strickler's work in the Southwest Washington region and his work prior to that in a variety of different roles. Mr. Stuart told Mr. Strickler that he will be missed in Southwest Washington.

Mr. Stuart talked about the Discovery Corridor Adaptive Infrastructure project. He said this all started because of an RCW. The RCW said "Public investments in transportation should support achievement of economic vitality." Mr. Stuart said it is a great follow up to the previous presentation about Human Services. Transportation can support a lot of different ends and means for our community, and economic development is certainly one of those that it should be supporting. The WSDOT partnered with Smart Growth America over the past year to dig into how we can adapt our infrastructure to be able to support economic vitality. What does the future of infrastructure look like, not just roads, but sewers, dark fiber, and all of the different aspects of infrastructure that can support economic vitality; how can they work together to promote the most efficient result?

Through that work, they held a couple work sessions all around the state. They put together a report that really identifies some of the key components of what economic vitality looks like, and for different regions of the state. Mr. Stuart referred to the Executive Summary folio from WSDOT that he provided with that information. That study did a good job of really identifying by a region what the components of economic vitality are for that region that they want to see brought forward. Southwest Washington certainly had its own flavor, but had a lot of commonality with other areas of the state as well.

The next steps for that before they finalize the work in December of 2019, are to look at how they might implement those ideas, those different aspects of economic vitality. What are the specific measures in different types of infrastructure to support different types of economic vitality? Industry has different infrastructure needs than commercial/retail has. It has different needs than small scale mixed-use versus large scale big-box. All of those have different access and infrastructure needs, and one size does not fit all. The question is how they can create and implement infrastructure and scheme for that. They are looking at several different areas around the state, and they are looking to have Southwest Washington be one of those areas they are looking at. The next step is to use case studies from around the state to evaluate the feasibility of those investment measures that would support business growth and quality of life. Quality of life is one of the key components that Southwest Washington brought up.

The next question is why the Discovery Corridor area; why look at that? Mr. Stuart provided a brief bit of history. He said it was established in 1999 by the Port of Ridgefield. It was an opportunity area that was patterned after the Bothell to Boeing Technology Corridor area. That was the concept that Port Director Brent Grening had brought and that truly started all of this. It is a key asset with accessibility in a fast growing region. Mr. Stuart said they know that they are a fast growing region; a 25% metro population growth is forecast in the next 20 years, and within that, Ridgefield is the fastest growing in the State of Washington. It has been for two of the past six years, and over the past six years has been consistently in the top five and is the fastest growing of all jurisdictions over the past six years. Ridgefield is the center or the “heart” of the Discovery Corridor. There are 8 million people within an 8-hour drive; there is a million person work force; there is an international airport; and they have transportation from rail, air, and water. It is the center of activity and the center of growth that they see.

They also have available land in the Discovery Corridor that makes a great canvas for looking at how you might be able to provide infrastructure effectively. The CREDC did their Employment Lands Study that showed that 30% of the Tier One sites, which could be made available in six months or less, are in the Discovery Corridor. Also, 33% of the top Tier Two sites are in the Discovery Corridor. A lot of the available land with proximity and accessibility is the Discovery Corridor area, and there are identified constraints within that. In the study that CREDC did, they did a nice job of identifying constraints, opportunities, where things needed to be done, but they didn’t do anything about which of those opportunities to tackle first; which of those infrastructure hurdles needed to be jumped first to be able to bring economic development. That was the next step for the study, and it hasn’t been done. Both of those pieces move forward into the study that they were talking about today.

They also have a lot of investments that have already been made along that stretch of I-5 in the Discovery Corridor. They have the La Center junction, which was \$40 million invested by the Cowlitz Tribe; the Ridgefield junction, which was \$33 million; the 219th Interchange, which will soon have a west side connection to Ridgefield was \$52 million; the 179th Street Interchange, which will soon be under construction, is \$50 million; and 133rd and 39th cost \$133 million. There is a lot of investment in the trunk line already for the infrastructure. Sewer has \$25 million for the Discovery Clean Water Alliance. The Port of Ridgefield recently got legislative approval to establish a dark fiber loop to enhance their data connectivity for the area.

When looking at the industry clusters and one of the things about the Discovery Corridor that they are trying to serve, there are a couple of pieces of that that include schools and entertainment. Mr. Stuart provided a map. He said there has been investment in schools, not only in the K – 12 with over \$100 million of investment just in the Ridgefield School District. There is also a huge investment in schools through WSU Vancouver and Clark College at Boschma Farms that will be starting development next year. This is big investment in education. There is also big investment in entertainment. It is one of those things that have developed. They have seen an entertainment hub develop in the Discovery Corridor starting with the Event Center in the Fair Grounds Complex and the Amphitheater. Moving north from

there, the Ridgefield Outdoor Recreation Complex and Ilani, which is a huge entertainment opportunity for our region as well. These are a couple of key factors that have different infrastructure needs. Events have different needs than industry needs.

Mr. Stuart said the project is to define, support, and create strategic actionable outcomes for the longstanding economic development concept which is the Discovery Corridor. It is more than just roads. The work is intended to provide insights on the corridor's identity; what the land wants to be, what the needs are that goes with it, what the values are, and what the best combined infrastructure pieces are to be able to serve all of that and how do they get it all done. The partners that they are looking to, to be able to engage in this is the Port of Ridgefield, the City of Ridgefield, WSDOT, Clark County, the City of Battle Ground, CREDC, Clark College, WSU Vancouver, C-TRAN, City of La Center, the Cowlitz Tribe, and key business representatives like Legacy and Peach Health, along with the City of Vancouver.

Mr. Stuart said WSDOT has identified \$100,000 that they are dedicating to this study. That is the seed money for a study that will likely cost around \$200,000 to \$250,000. The participation that they are seeking is in funding and in staff resources, time, to be able to help develop some shared goals, values, vision, problems, needs, and then get to some shared outcomes, so actionable items that they can look forward to. Mr. Stuart said that Mr. Strickler has been amazing about being able to provide resources to be able to seed part of this. They want to get going on it. The work needs to get done, and they need to be able to get it done before the end of next year so it can funnel into some of the discussion going on at the statewide level for the Smart Growth America WSDOT Program.

Marc Boldt said 179th Street that they are going through with WSDOT is between residential and business. He said one has to support the other, and there is really no good way of sticking to your long-term goal and going against wanting to rezone things. He asked if this would give them some sort of standard of what that mix should be, to some degree.

Mr. Stuart said the goal with this is not to be a planning project for the purposes of trying to draw colors on a map like a Comprehensive Plan. He said that is the purview of the County and the cities to be able to draw those as they see fit to be able to support their overall planning purposes and goals. Mr. Stuart said the purpose of this is not to justify those, but in turn it is looking to say if you have industrial or commercial properties in an area within the Discovery Corridor like 179th, what are the specific infrastructure needs of large scale commercial retail as it feeds into light industrial or small business and how might that be different than a more traditional approach that is looked at as a one size fits all and how might that actually be able to better serve different needs and then help blend it to the residential.

Scott Hughes added to that saying as they did their analysis of the Discovery Corridor, they looked at economic development, especially with high tech type industries. The one thing that they found out if you look around the world, not just in the United States, those always cluster around Tier-one division research Universities. Commissioner Hughes said Washington State University Vancouver is a T-1 University of research and the only one in the entire Portland

Metropolitan area. In looking at that and what Clark College is doing with their advanced manufacturing, these are two of their biggest partners. Those are the things that they are excited about. It does cause one to be careful of the zoning in that area to not take away the opportunity that exists there.

Jeanne Stewart thanked Mr. Stuart for presenting this item. She said the concept is very interesting, and she said she remembers the Discovery Corridor from 1999 on the City of Vancouver Planning Commission. Councilor Stewart said the idea that we do have this dynamic corridor, we cannot lose sight of that as we start partitioning it off for uses and the notion that they can figure out how it can all work together for the very best outcome is a smart idea.

Chair Onslow said Mr. Stuart had talked about each interchange that is out there, and he touched lightly on 219th Street. He asked for an explanation of what 219th Street going west means.

Steve Stuart said when the 219th interchange was under consideration of being built, there was consideration of a west side connection to serve the long term growth needs of Ridgefield to be able to have a secondary access point, which truly was planned to be necessary, and it has truly become necessary with a lot of the growth and development on the south side of Ridgefield. At the time the project was far enough along in funding and design that the idea was to build it with the capacity to be able to have a west side connection, but not create that connection at the time so that they could move forward and get the project built and not slow it down. The project was built with the ability to connect, and then the County in 2006 added that west side connection to the Arterial Atlas to be able to preserve that long term broad brush for where that may occur. Mr. Stuart said that certainly, Ridgefield has been planning moving forward with that in mind to be able to have that where they are planning to move forward and are already moving forward with development that is building roadways that are already moving them about a third of the way toward that intersection.

Kris Strickler said Mr. Stuart gave a good description of the Discovery Corridor Adaptive Infrastructure Study. He said the agency is finding that the state system often times is looked at by itself. It bears the burden of incremental improvements that may not be necessarily tied together in the right way. In looking at the future and at undeveloped land and opportunities that might exist, you very rarely get an opportunity like this where you can be out in front and develop a plan that really has a complementary approach to it. Not all transportation improvements need to be built as roads, and they believe that strongly. The best way to answer some of those questions that come up about infrastructure needs is to add a plan that looks in the future. Mr. Strickler applauded Mr. Stuart for taking on the challenge of embarking on this work, and encouraged others to look to him and other ways to contribute.

XII. Other Business

From the Board

Chair Onslow said it is the time of the year beginning on November 1 per the RTC Bylaws, to initiate and oversee the Director's annual performance review. As in the past years, the

Executive Director's Annual Performance Review will be facilitated by the RTC Chair and Vice Chair with Legal Contract support provided by the RTC attorney. The full Board will participate throughout the review including input remarks on performance utilizing a Survey Monkey, and full Board feedback and contract updates in Executive Session at the December meeting. The schedule will be to conclude to review and contract process at the December meeting. The process will begin on November 1, 2018. The online Survey Monkey will be available to Board members for feedback and comments November 1 to November 16. They will present the complete performance review findings and deliberation on the contract with the complete Board in Executive Session at the December 4 meeting.

Mr. Ransom said it is the same model that was used last year. There is a three-year cycle, with this being the second year. The third year is a complete 360 review where a facilitator is brought in.

Shirley Craddick requested the schedule and information that was distributed to be sent electronically to members. Chair Onslow said he would have staff do that.

From the Director

Mr. Ransom said later that week he would be attending a meeting of the Senate Transportation Committee on Thursday with a briefing from the department on the I-5 Bridge. Thursday afternoon would include a tour along with Friday of local projects in our region.

In January, the Tuesday RTC Board meeting falls on January 1, 2019. They are still discussing the limited options for rescheduling, but there is a possibility that the January meeting will be cancelled.

Mr. Ransom thanked Kris Strickler for his leadership within the region. He said they have worked together for many years. Mr. Ransom said he has always been impressed with two of Kris' skills: pragmatism and communication. With a technical background and the gift of these skills, he will be missed. Mr. Ransom said there has also been a lot of money flow through our region, because of Mr. Strickler. Even though we need that money and deserve that money, it takes someone in the administrative role to go up there and get it. That is what Kris did. Mr. Ransom said he looked forward to collaborating in the future.

Ron Onslow said Kris has always been a great individual to sit down and talk with, and what he has brought to this corner of our state is incomparable. Chair Onslow thanked him for the amount of work that he has done, and actions that he has taken to bring projects to us that we may or may not even know about. Chair Onslow thanked Kris for all the work he has done for us here in our state. He was given a round of applause.

The next RTC Board meeting will be held on Tuesday, November 6, 2018, at 4 p.m. The location is moved to Vancouver City Hall Aspen Room.

XIII. Adjourn

The meeting was adjourned at 5:40 p.m.

Ron Onslow, Board of Directors Chair