

**Southwest Washington Regional Transportation Council
Board of Directors
December 4, 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, December 4, 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
Shawn Donaghy, C-TRAN Chief Exec. Officer
Carley Francis, WSDOT Regional Administrator
Bart Hansen, Vancouver Councilmember
Jim Herman, Port of Klickitat Commissioner
Scott Hughes, Port of Ridgefield Commissioner
Tom Lannen, Skamania County Commissioner
Anne McEnery-Ogle, Vancouver Mayor
Ron Onslow, Ridgefield Councilmember
Eileen Quiring, Clark County Councilor
Melissa Smith, Camas Councilmember
Jeanne Stewart, Clark County Councilor
Rian Windsheimer, ODOT Region 1 Manager

Voting Board Members Absent:

Shirley Craddick, Metro 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:

Ed Barnes, Citizen
Jennifer Compos, City of Vancouver
Rian Davis, Clark County Assoc. of Realtors
Jim Hagar, Port of Vancouver
Scott Patterson, C-TRAN
Sean Philbrook, Identity Clark County
Ron Rasmussen, Citizen
Carter Timmerman, WSDOT HQ
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
Bob Hart, Transportation Section Supervisor
Dale Robins, Senior Transportation Planner
Diane Workman, Administrative Assistant

II. Approval of the Board Agenda

MARC BOLDT MOVED FOR APPROVAL OF THE DECEMBER 4, 2018, MEETING AGENDA. THE MOTION WAS SECONDED BY MELISSA SMITH AND UNANIMOUSLY APPROVED.

III. Call for Public Comments

Ron Rasmussen from Vancouver had some ideas to share with the RTC Board and said he hoped that they would be shared with the WSDOT and the Washington State Legislature. Some of those ideas include: widening SR-14 eastbound as it approaches 164th Avenue; continuous illumination down the center of SR-14 from I-5 to 192nd Avenue; I-5 in Lewis County widened to three lanes in each direction; I-205 in Clark County widened to three lanes in each direction to accommodate traffic when a new I-5 Bridge is put in place; Highway 97 in Washington and Oregon widened from Yakima to Bend; and moving freight from the roads to the rails they cut diesel consumption by 2/3, so consider the rail bridge at the Columbia River for widening and modernization.

Chair Onslow asked Matt Ransom or Carley Francis with WSDOT to comment on the widening of SR 14.

Carley Francis said there is currently a project in "Connecting Washington" funding through Legislative support from the Camas Slough Bridge that would widen SR-14 from I-205 to 164th in the eastbound and westbound direction. In the eastbound direction, because it is relatively open after that point. That should really address the congestion issues in that location. The westbound direction is a little bit dicier because the I-205 interchange with SR-14 and the Bridge are additional constraints. They can provide some improvement there, but maybe not as much as the eastbound direction. That project is in the works.

Ed Barnes is from Vancouver, Chair of the Round Table of SW Washington, and also Chair of the I-5 Bridge replacement Group. He reported at last month's meeting that the NW Oregon Labor Council is considering a resolution that had to do with the I-5 Bridge. Since the November meeting, the Labor Council adopted a resolution that will fit right in with the States of Oregon and Washington on the I-5 bridge. Mr. Barnes read the listed support of the replacement of the I-5 Bridge and distributed copies of the resolution.

IV. Approval of November 6, 2018, Minutes

SHAWN DONAGHY MOVED FOR APPROVAL OF THE NOVEMBER 6, 2018, MINUTES. THE MOTION WAS SECONDED BY MELISSA SMITH AND UNANIMOUSLY APPROVED.

V. Consent Agenda

A. December Claims

B. 2019 RTC Board Meeting Schedule, Resolution 12-18-28

C. Clark County Transportation Alliance 2019-2020 Policy Statement

SHAWN DONAGHY MOVED FOR APPROVAL OF THE CONSENT AGENDA DECEMBER CLAIMS, RESOLUTION 12-18-28, AND THE CCTA 2019-2020 POLICY STATEMENT. THE MOTION WAS SECONDED BY MARC BOLDT AND APPROVED. CARLEY FRANCIS ABSTAINED ON THE CCTA POLICY STATEMENT.

VI. YR 2019 RTC Work Program and Budget, Resolution 12-18-29

Matt Ransom said since the November meeting, he has received no questions or comments from Board members or the public related to the work program or proposed budget. The staff report was updated with the 2018 budget status. They will still spend below what the Board planned to spend in 2018.

Mr. Ransom said in 2019, they see a very busy work program. They have several regional studies that they have already committed to in partnership with WSDOT and other members around the table. They also anticipate that there may be additional activity in regard to the I-5 Bridge project development process. That could be a Legislative Task Force support or other. RTC would very likely be involved in that.

They expect to have the Board review and approve a Final Regional Transportation Plan by the end of the first quarter of 2019. When the Board ratifies that Plan, staff begins project implementation. A couple of those activities are listed in the Resolution. One that the Board has reviewed in years past is a Ten-Year Project Priority list. They will have more discussion of this in 2019. Also in 2019, they will have additional emphasis and work in refinement of their regional modeling program.

Mr. Ransom said the 2019 budget projects expenditures and has revenues to support \$2.7 million worth of activity. He referred to page 6 of the resolution listing the regional study activities for 2019 with an allocation of \$821,000 planned for the studies.

Mr. Ransom referred to the document with the Work Program and Budget for 2019 saying it is fiscally sound. RTC retains current staffing levels at 9.75 FTE. He said their costs are appropriate for both personnel and supplies and materials, and a large majority of costs are related to activities that support implementation of their Plan and provide data for regional partners in terms of good decision making and so forth. Mr. Ransom presented this budget for the Board's review and approval.

Anne McEnery-Ogle said the rent listed on the December claims was \$5,000 and the budget shows \$6,000. She asked if they got a special rate for December.

Mr. Ransom said they did not get a special rate. In July, RTC relocated their office from the 4th floor to the 1st floor. Clark County Facility Services has indicated they would like to produce a new lease, and they anticipate those lease costs would increase because they occupy more

space. To Date, they have not presented RTC with a lease. Mr. Ransom said they are currently leasing month-to-month, but he believes it is prudent to program what they might expect the cost to be.

Jeanne Stewart asked if the actual final financials for 2018 compared to the budgeted amount would be provided at a later time since they are not yet through December.

Mr. Ransom said they would do a year end closure. He said if the Board desires, he could provide a draft final year end for 2018, at a later meeting.

Councilor Stewart said she would like to see the final since the actuals are related, to some degree, to expenses which then become related to the partner fees.

Mr. Ransom said he would happy to provide a year-end closure report with actual expenses, and added that he was pretty confident with the listed estimate forecast.

MELISSA SMITH MOVED FOR APPROVAL OF 2019 RTC WORK PROGRAM AND BUDGET, RESOLUTION 12-18-29. THE MOTION WAS SECONDED BY ANNE MCENERNY-OGLE AND UNANIMOUSLY APPROVED.

VII. Regional Transportation Plan for Clark County – Draft Plan

Lynda David referred to the memorandum included in the meeting packet along with the Draft of the updated RTP provided to the members. They are nearing the end of the process to develop an update to the Regional Transportation Plan, and Ms. David provided an overview of the Draft Plan update.

The Plan is being developed for the report to be accessed primarily electronically, because there are a lot of hyperlinks within the Plan that relate to other Plans that mutually support RTC's Regional Transportation Plan.

Ms. David said they want to provide the Board with an overview of the overall Plan focusing on some of the key Plan elements, allow for RTC Board discussion, and then consider the release of the Draft Plan for public comment prior to a potential March 5, 2019 adoption.

The Regional Transportation Plan is the long-range plan for the region's transportation system required by the federal government as a condition for receipt of federal transportation funding to the region. The RTP must be regularly updated, must include multiple modes of transportation, must be fiscally constrained, must be reasonable expectation that revenues will be available to construct or implement the transportation projects and strategies identified in the Plan, and the RTP is the result of a process that requires collaboration, coordination, and consultation to make sure there is consistency between federal, state, regional, and local Plans.

Ms. David referred to the RTP development graphic attached to the memorandum. It lists a lot of the steps that are being taken along the way to develop the Plan and looks forward 2019 through to 2023 with implementation of the Plan.

The reason for periodic RTP update is things change. Listed on the slide were a few of the changes since the RTP was last updated back in December of 2014. These changes were

reviewed at the March 2017 RTC Board meeting as part of the Regional Plan's update scoping discussion. On the Federal level, the Fixing America Surface Transportation Act or FAST Act was passed in 2015 and rulemaking related to performance based planning and programming was published. In October 2016, this region completed the Maintenance Plan period for carbon monoxide so the region is now Air Quality Attainment Status, so the RTP no longer has to have a conformity determination. At the State level, phase one of an updated Washington Transportation Plan policy document was published in January of 2015. A phase two implementation document was published in April of 2018, and the Washington State Transportation Commission released a draft update for the Framework State Plan, the WTP 2040 and Beyond, in 2018. The final version will be presented to the Governor and to the Legislature in January of 2019.

Also changed is Washington State Department of Transportation's approach to transportation planning and project delivery with WSDOT implementing Moving Washington Forward and Practical Solutions, which includes least cost planning and practical design. In 2017, the Washington office of Financial Management published the population forecasts for Growth Management Planning, and these OFM population forecasts are released every five years and impactful to the planning process.

At the regional level, C-TRAN's 20-Year Plan was updated in December of 2016, and the transit agency has published State of Good Repair targets as part of the Federal Performance Management requirements. RTC published a September 2016 update to the Transportation System Management and Operations and Implementation Plan and published annual reports on Congestion Management as part of the Congestion Management process.

The Metropolitan Transportation Planning Process requires RTC to address access to employment opportunities, and in November of 2016, Columbia River Economic Development Council published its Clark County Employment Land Study which informs RTC's transportation planning.

Perhaps of most significance since the RTP was adopted in 2014 is that in 2016, multiple local jurisdictions in the County updated their Comprehensive Plans and their Transportation Element and Capital Facilities Plans. There are also changes relating to finance of the transportation system since the 2014 RTP where the Federal FAST Act gave specific funding programs for Freight. At the state level, Connecting Washington began implementation in July of 2016 providing a 16-year program funded in part by 11.9 cents gas tax increase. Also, the state Transportation Improvement Board began awarding jurisdictions funds under its Complete Streets Program in 2017. At the local level, the Cities of Vancouver, Battle Ground, and Washougal, established Transportation Benefit Districts. Vancouver and Battle Ground began assessing a license tab charge to help fund transportation for the maintenance needs, and Washougal will begin assessing these license tabs in 2019.

The RTP's framework is that the RTP should address regional transportation system development to achieve a Land Use Vision presented in local Comprehensive Plans to support

economic growth and sustain the region's quality of life. In February of 2018, the Board considered the RTP's Vision and Goals that guide the Plan's update and provide its framework. The Vision and RTP Goals are addressed on pages 1-4 to 1-5 of the Draft Plan. Ms. David provided a slide listing the RTP Policy Goals. Board discussion acknowledged that the core policy goals are safety and security, accessibility and mobility are key to transportation. Continuing from 2014, Board discussion on RTP Goals focused on finance and economy. Board members discussed their concerns for being able to fund preservation and maintenance of the existing system, as well as new transportation projects or services. The Board also wanted to ensure the transportation system can support economic development in the region whether it be for supporting existing jobs or in supporting creation of new ones.

Chapter 2 of the Plan addresses land uses and demographics. Transportation land uses and demographics are being integrated in it. In September of 2017, Mark Harrington of RTC staff provided an overview of demographics and how they relate to transportation. For example, the overall population household and employment forecast and how it affects trip making and trip rates.

Ms. David provided a graphic summarizing the 2040 demographic forecast that underpins this RTP update. The 2040 population forecast is for 600,361 people in Clark County, which is within the 2040 forecast range provided by Washington Office of Financial Management back in 2017. The employment forecast is for 241,500 jobs in the County by the year 2040.

The RTP update has been almost a two-year long process. On page 2 of the memo, the key elements for the 2040 RTP update are summarized and the Board meetings at which the elements were presented and discussed. A slide provided a list of the key RTP elements and the Plan chapters in which they are addressed. Elements include: update to the RTP's demographic forecast, its financial plan, addressing the current stages of planning for transportation system management and operation, which fits well with WSDOT's Practical Solutions approach and an updated list of projects and strategies to address transportation system needs.

As discussed at previous meetings, one of the most important RTP elements is the list of projects listed in Appendix B. This is significant, because projects must be identified in the RTP before they can be programmed for funding in the Transportation Improvement Program. Jurisdictions in the Washington State plan under the Growth Management Act, and as such, local jurisdictions work with RTC to assess transportation system performance. Local jurisdictions come up with a list of projects to address transportation system deficiencies as part of their Capital Facilities Plan. The RTP's planning process builds from local level up with RTC compiling project information from local jurisdictions as well as WSDOT and C-TRAN. In turn, RTC uses this information to build transportation networks in the regional travel forecast model enabling forecasting of future transportation system performance.

Criteria for including projects on the RTP's list of projects include: purpose and need for the project identified through transportation systems performance analysis which may identify

needs such as safety, capacity, urban upgrade, system and/or demand management, preservation, and maintenance; projects identified in the Plans of state or local agencies; projects that are financially feasible; and projects that can be implemented within the 20-year timeframe. Project criteria reflect the policies of the Regional Transportation Plan. They address mobility, congestion, support for economic development, and so on.

The list of projects is in essence a list of solutions to address transportation challenges faced in this region. For Federal rules and following Washington State transportation planning principles in order to identify transportation solutions, they must first look at lower cost or shorter-term solutions such as implementing operational improvements, walking and biking, and demand management strategies such as commute trip reduction. Then if other solutions will not solve the problem, Federal rules allow them to look to highway capacity expansion as a potential solution.

Chapter 5 of the Plan addresses strategies for meeting future transportation needs including a range of operational improvements identified in the Transportation System Management and Operations or TSMO Plan; modal treatments, as well as, highway widening. The list of identified regional transportation projects are included in Chapter 5, and the entire list of identified transportation solutions including local projects is found in Appendix B of the Plan.

At Board meetings in June and October, they reviewed the RTP's financial plan found in Chapter 4 of the document. The RTP must be fiscally constrained with a financial plan addressing revenue projections, as well as cost estimates for transportation system operations and maintenance, capital improvement projects, transit capital needs, and transit operating costs.

To fund Clark County's regional transportation system capital projects through 2040 will require about \$1.8 billion in revenue in the Clark County region. That doesn't include the I-5 Bridge replacement which would require its own financing plan. Summary information on revenues and costs and the balancing of the two are found on page 4-11 of Chapter 4 of the RTP update.

The next steps include seeking public comment on the Draft RTP. Staff is requesting that the Board will agree the Draft RTP to be released for public comment later in the week. The Draft Plan will be made available on RTC's website for review and feedback in addition to a MetroQuest public information and opinion survey being fielded toward the end of December and into early 2019. The RTP is required to be released for public comment for a minimum 30-day period, but timing would allow for an extended public comment period this time around. This comes back to the Board to consider the RTP Update for adoption at the March 5, 2019 meeting. At the February 5 meeting, staff will provide a status report on public comments received to that date. Although the Draft RTP Update will be asked for adoption in March, the RTP process is on a planning continuum, and after adoption, they will continue to make strides towards the next Plan adoption. The RTP following this update adoption would be in 2023.

Jeanne Stewart said what is before them today is a Draft Plan, and a Table of Contents and list of Tables aren't identified yet. She confirmed that those would be in the final copy. Ms. David

said yes, before the Plan is released for public comment and placed on RTC's website, they will have a Table of Contents included along with the Lists of Figures and Tables.

Chair Onslow said that the RTAC committee recommends this be released for public comment. He asked if some kind of action is needed.

Matt Ransom said they were seeking concurrence that the Board is comfortable releasing the Plan for public review. There is not a formal motion requested.

Chair Onslow said he saw Members nod in agreement.

Shawn Donaghy said he is okay with that as long as there is an understanding that there may be minor adjustments to it before the final asked for adoption.

Chair Onslow said he believes that is what the comment period is for through the month of February with adoption asked on March 5.

Mr. Ransom said that was correct; jurisdictions and agencies around the table may make comments as well, during the public comment period. They appreciate any comments that are provided.

Ms. David said at the February Board meeting, they would provide comments that had been received by that date and how they were going to handle the changes.

VIII. Other Business

From the Board

Chair Onslow said they would have election of the 2019 Officers including the RTC Chair, Vice Chair, and Secretary and Treasurer. The Executive Director is the Secretary and Treasurer. Chair Onslow opened nominations for 2019 RTC Chair.

MELISSA SMITH NOMINATED ANNE MCENERNY-OGLE FOR 2019 CHAIR. JEANNE STEWART HAD THE SAME NOMINATION. Nominations were closed.

ANNE MCENERNY-OGLE WAS APPROVED AS RTC 2019 CHAIR.

Nominations were opened for 2019 RTC Vice Chair.

MARC BOLDT NOMINATED SCOTT HUGHES FOR VICE CHAIR. Nominations were closed.

SCOTT HUGHES WAS APPROVED AS 2019 RTC VICE CHAIR.

Chair Onslow opened nominations for RTC Secretary.

JEANNE STEWART NOMINATED MATT RANSOM AS RTC SECRETARY. Nominations were closed.

MATT RANSOM WAS APPROVED AS 2019 RTC SECRETARY.

Nominations were opened for RTC Treasurer.

ANNE MCENERNY-OGLE NOMINATED RTC EXECUTIVE DIRECTOR MATT RANSOM AS TREASURER. Nominations were closed.

MATT RANSOM WAS APPROVED AS 2019 RTC TREASURER.

Chair Onslow said they have prepared a Certificate of Appreciation for Marc Boldt and Jeanne Stewart and asked that all members sign each certificate. One certificate gave thanks from the RTC Board of Directors to Marc Boldt as Clark County Council Chair for his service and dedication 2016 – 2018. A second certificate gave thanks to Jeanne Stewart as Clark County Councilor for her service and dedication 2015 – 2018.

Chair Onslow said it has been a great pleasure to Chair this Board and serve as Vice Chair the previous year. He said Battle Ground will take the Board position for 2019, and he will serve as the alternate. Chair Onslow said working with people like Marc Boldt and Jeanne Stewart, two very different people, but really a joy to work with. He said he loves the dedication that Jeanne Stewart has and her attention to detail. He said Marc Boldt is always one who has an open-door policy and seems to welcome everybody. Chair Onslow said these are two extremely dedicated public servants and the County has been better for their service.

Marc Boldt said it has been a joy to be on the Board and said his thanks.

Scott Hughes said they appreciate both for their service.

Anne McEnery-Ogle said there is a reception for the two of them on December 18, from 2:30 to 4:30 p.m. here in the Public Service Center.

There was a round of applause for the two of them.

From the Director

Mr. Ransom said they have a Project Showcase from the City of Vancouver for a 4th Plain Subarea Sidewalk Infill Project. The project was completed March 2018. RTC funding contribution was \$900,200 with the total project cost at \$1,270,700. This project provides local connectivity access from neighborhoods to 4th Plain Blvd. and C-TRAN's Bus Rapid Transit.

Mr. Ransom wanted to bring attention to some recent Grant recipients. The City of Vancouver in their TIB grant solicitation this year landed a \$3 million grant award for an improvement of the arterial SE 1st Street, SE 164th Ave. to SE 177th Ave. RTC had previously provided \$3.457 million in a STBG grant award for this project. This takes an arterial roadway from a two-lane roadway to a three-lane with sidewalks, and bicycle lanes. In the smaller cities program, there were three grant awards in the Gorge. Each city received funding for pavement restoration activities: the City of Goldendale, \$176,000; the City of Stevenson, \$40,000; and the City of White Salmon, \$228,000. Mr. Ransom offered congratulations to those agencies.

Mr. Ransom said they received a report that day from the State about the Safe Routes to Schools Program. This is where there is an application process where you apply to the state, and they make a recommendation to the Legislature. The recommendation listed a ranking of projects. Mr. Ransom noted two projects that were submitted by the City of Vancouver that are ranked for funding. Funding won't be awarded until the Legislature acts. These are Safe Routes to School projects in the Northwest neighborhood. He believed this was adjacent to the Lincoln Elementary School or nearby and also on Devine Road. It could be an awarded amount

up to about \$1 million for those two activities. They hope that the Legislature approves those needed projects.

Mr. Ransom referred to the full application that was released the previous week prepared by Oregon Department of Transportation in relation to their Value Pricing proposal. Mr. Ransom said some members around the table were on that project advisory committee. The RTC Board made comments in regard to this that Mr. Ransom presented to the Oregon Transportation Commission last summer. He said he wanted to highlight one element of the application that is related to the comments that they had and also about how we monitor and engage in this process going forward.

The application itself, in summary, is consistent with what was presented this summer. There are some nuances in terms of details about seeking confirmation for what tolling program they can use; seeking confirmation about what the further study process is; and seeking confirmation of schedule. Those are questions that go to FHWA. The presumption is that FHWA responds with some additional details that ODOT can then use in their next steps of the analysis. Schedule wise, we're at 2019 roughly. There are two sets of activity. One is called planning and environmental or pre-NEPA analysis. Mr. Ransom said he believed that there is a bunch of study and analysis that they need to do to further refine the projects: refine the engineering, refine the planning, do some studies, and that is considered pre-NEPA. Up to about 2021, they would get a determination by Federal Highway Department, which is if this type of project requires an Environmental Impact Statement or if it just requires an environmental assessment, or if it requires just a documentation of environmental impacts. In the NEPA process, each one of those is a different layer of both time and energy and expense. FHWA, presumably around 2021 would make a determination, and then they would go formally into a NEPA evaluation phase. That NEPA phase is where most local agencies would have their direct involvement. That is the consultation phase; the formal process, and the Federal rules where you engage proposals put on the table, different alternatives are evaluated, and people respond formally. That is the Federal process.

Mr. Ransom said he presumed comment and input could be submitted throughout the process, but he wanted to highlight for the Board, there is probably an amount of work that is going to be done behind the scenes and some of it publicly. Until you get into the formal NEPA process, there is really not a real proposal that you are responding to. That is what he sees in this schedule. He welcomed any input that Mr. Windsheimer might be able to present to further embellish the point. Mr. Ransom said in summary, he thinks this agency's participation will track, but he thinks there is going to be quite a bit of time where the further development of the concept is taking place. He said they will monitor, and bring back to the Board at the appropriate times the formal engagement should there be any need to do that.

Rian Windsheimer thanked Matt for bring this up and sharing it. He said one of the important things to notice is there is a lot more time, a lot more discussion, and a lot more study really to confirm if this is on the right track, and what steps they need to take to make sure they can implement this in a way to provide the benefits they expect.

Mr. Windsheimer said he wanted to take a moment in the acknowledgements of the study and their application. He wanted to call out the participation from Eileen Quiring and Anne McEnerny-Ogle and Kris Strickler in the PACT. He said a lot of folks went into helping them develop that initial recommendation that ODOT staff, the OTC, and other folks that developed the application that is before the members.

Mr. Windsheimer said he thought Matt did a great job in terms of describing what it is looking for. It is really an expression of what they think the next steps of the process are and they are really requesting FHWA's concurrence that is the right approach and that they agree these are the next steps. If there is anything that they are missing, hopefully they will be able to point that out to them so they get it right the first time.

Mr. Windsheimer said he would take a bit of an exception in terms of taking formal comment during the NEPA process. They have an open and transparent process. They will continue to do that. They will continue to reach out in the planning phase to a lot of different folks, seeking comment and participation and sharing that information. In addition to the folks that participated in the PACT, Mr. Windsheimer also wanted to say thanks to Mark Harrington for his participation and the participation of RTC staff. He said there was a lot of modeling work and coordination behind the scenes from Metro, ODOT, their consultant, and a range of other folks. He said thank you to all for that work. He said they have a lot more to go.

Mr. Windsheimer said the OTC will be taking formal action in terms of giving ODOT direction to submit to FHWA should they want to do that on Thursday. It is their formal action, and they have the opportunity to make changes or adjustments that they see necessary.

Mr. Windsheimer had a few other things he wanted to point out. He said many folks have probably noticed on I-5 southbound if you drive south toward Salem, there is a new lane between 217 and I-205. They have recently done some data analysis that shows that it has reduced the bottleneck in that corridor from what was five hours to one hour. He said it is an outstanding investment, and the change is dramatic. When you drive it you will notice it.

Mr. Windsheimer said if they have time at the next meeting, he would like to come back with some data that describes why they think it is effective and how it relates to what they are talking about doing at the Rose Quarter. The data is very similar; the situation is very similar, and the destinations are very similar. Mr. Windsheimer said he thinks there are a lot of things that can help inform them what to expect the Rose Quarter to perform from what they have learned on this project.

Related to that, Mr. Windsheimer said the Rose Quarter Environmental Assessment is going to be published in January. That is the formal comment period. They anticipate having at least a 30-day comment period on that formal process. This is something that they have been working on for 10-plus years, and they are now in the process of getting to that Environmental Assessment stage.

Mr. Windsheimer noted the NEPA Phase for the I-205 project to widen the George Abernethy Bridge on the south end and add the two additional lanes is also nearing conclusion. They expect that to be finalized in the next few months.

Mr. Ransom said they would plan for that update from Mr. Windsheimer at the February meeting. He said they would monitor, follow, and report back; there is a lot of work ahead on tolling, and it is an important topic.

Tom Lannen asked Mr. Windsheimer when he said it took the congestion from five hours to one hour, was that the period of time the congestion occurred?

Mr. Windsheimer said yes. He also thanked Matt for his concurrence to present this information at the February meeting. Mr. Windsheimer said he would show them some data where you can see when the speeds dropped, which is when they consider congestion (less than 30 mph), and then you can see how it is performing post the opening of that lane, which is now down to only one hour. It used to be five hours of traffic congestion during that period and now only one hour. Mr. Windsheimer also said the entire amount of congestion that used to show up on 217 southbound, which was about three hours, is gone. It is down to zero. Also, looking north as you approach 217 where that traffic comes in, that also had about two hours of congestion that is also no longer there. This is exciting news.

Mr. Ransom said his final report is RTC's 2018 Annual Report. This is in regard to the business of RTC and where they stand and what they have accomplished this year. He provided a slide show with the information. There are five areas of focus.

Mr. Ransom said their Funding Program is compliant. They are distributing funds and have no constraints. Their TIPs are up to date so local jurisdictions/agencies can program funds. RTC's Regional Planning Program is compliant. They have completed all of the plans required under state and federal time lines. Technical Services that they are providing are very responsive. Mr. Ransom said they are responsive to Regional Partnerships, and they have explored a few new ones. On the Administrative side, they are very compliant in terms of the books, records, and et cetera. Mr. Ransom would provide further information on each of these categories.

On the funding Program, this last year, they went through a process to award \$7.5 million to eight projects. These are important regional projects and planning studies. They completed a TIP and were programmed as a region over the course of the next six years to expend over \$330 million on 85 projects. With the types of projects that they are building, they are really building a multimodal transportation system. This is a reflection of the 85 projects. The description looks like a well-rounded distribution of the types of investments they are making.

On the Regional Planning front, they have completed a lot of plans. This Board approved the Skamania County and Klickitat County RTPs. Today the Board released for public comment the Clark County RTP, and it will be completed early next year.

On the Human Services side, the Board approved a Three-County Plan across our entire region, and endorsed project ranking that was done by a social service group that Lynda David and C-TRAN helped facilitate.

On the Program side, they are delivering programs that are value added to the region. RTC is hosting and partners are engaged in the VAST Program, which is our regional ITS program. Mr. Ransom said he and Bob Hart were at a conference the previous day hosted by the Department of Transportation in Olympia. He said if we don't believe ITS and connected autonomous vehicles, and things we cannot imagine, if technology is not the future, just listening to the conference was a nice reminder that things are going to change in terms of how we use mobility. So we need to be on the forefront both in terms of investments and thinking about and being flexible and responsive. The VAST Program helps us to think about that.

RTC's data collection and Monitoring Program is up to date. They worked quite a bit this year doing their performance dashboard and Map-21 performance programs. They will see how that is used in future years.

On the Technical Services side, RTC's modeling team spent a lot of behind the scenes work. This is so important for the regional partners, consultants, et cetera. Every traffic impact study done within Clark County uses the RTC data as a base. RTC updated their model for year 2015 and are just wrapping up their 2040 forecast. It is known in the decision making, whether it be project development, applications, or how big you need to size a roadway, most of those decisions originate out of the assumptions coming out of the model. Mr. Ransom said they spend a lot of time on this, and they try to make sure it is as good as it can be. He said he thinks it is in good shape.

They did a lot of services for members. They hosted, or are hosting, as project managers, five studies. They completed three last year and just initiated two. One is unique; they ran the Port of Hood River RFQ process. Dale Robins was hired by the Port of Hood River to run their RFQ process for the environmental studies for replacing the Hood River Bridge. The Port of Hood River had the trust and confidence of RTC and Dale and the trust that he has built out in the Gorge with the community partners. They asked if RTC could do this for them. Also related to the Modeling Program, are modeling requests. Consultants come to RTC for data requests. Staff is very responsive in terms of feedback to those requests.

In terms of Partnerships, Mr. Ransom said he believed that they were responsive. He told members not to hesitate to contact them; that is what they are here for. This also includes the community stakeholders, and an example would be the Clark County Transportation Alliance.

On the Bi-State side, they did not hold a Bi-State meeting in 2018. The committee is somewhat on hold. In lieu of holding the meeting, they did do one thing that they presented in September. They tried to pursue an FHWA grant as part of a bi-state grant proposal. In doing that, even though it wasn't at Board Member conversation, elected official level, it was an opportunity for staff from the City of Vancouver, RTC, WSDOT, and CREDC and City of Portland, Metro, the Port of Portland, and the Port of Vancouver bi-state staff level, to get around the

table and evaluate something that would help them make better decisions about investments. They have this application pending to FHWA, and still have not heard. Mr. Ransom said it was a good opportunity to put staff around the table and try to build some partnerships and relationships. They are hoping that that can springboard into some Bi-State Committee work this next year. Mr. Ransom said he has a meeting with the now incoming RTC Chair to meet at Metro with outgoing President Hughes and incoming President Peterson to huddle to get this conversation going. That is set for December 17. Mr. Ransom said they are hoping they are responsive. He said they are ready to have this kind of dialogue in the Bi-State manner.

On the Administrative side, RTC had seven audits this last year. Three were from the Department of Retirement Systems. All seven audits were clean. On the Budget side, expenses were below planned, and revenues were above planned. The reason they were above planned is when they do the partnership studies, such as the Port of Hood River, they pay us. It is definitely cost neutral, but they are able to reimburse themselves. The final piece on the administrative side was RTC's office move from the fourth floor to the first floor. As any who have done that knows, it is a difficult, tedious, and at times challenging task. Mr. Ransom said it is a good space. There are a few things they are working to improve as finishing touches. He said to come visit them on the first floor, Suite 185. With that done, they come to work and do the work. Mr. Ransom said he appreciates the work that they do and appreciates the staff. They are the ones that do the work, and he gets to present it.

Chair Onslow thanked Mr. Ransom saying that was very good.

Eileen Quiring asked what kind of grant the Bi-State group was looking for.

Mr. Ransom said Federal Highway Administration released a national call for projects looking for MPOs or other multiparty groups to propose studies about how infrastructure can enhance or augment economic development initiatives at the broad regional scale. They are really looking at multistate or broad region areas how do people get together to decide the most important improvement to improve economic development. So they proposed a study that would almost reveal to us or start to evaluate how we can do that better.

Eileen Quiring said it was a grant for a study. Mr. Ransom said that was correct.

Carley Francis noted that she is now WSDOTs Regional Administrator for our area.

Marc Boldt said on the 18th of December at 1:00 p.m., the County will have a ribbon cutting for the bridge and 10th Avenue for Ridgefield.

The next RTC Board meeting will be held on Tuesday, February 5, 2019, at 4 p.m. There will not be a January meeting.

IX. *Executive Session: Executive Director Performance Evaluation (Action will be taken following the Executive Session) (20 minutes)*

The meeting was adjourned to Executive Session at 5:10 p.m. for 20 minutes. The meeting was reconvened at 5:30 p.m.

X. Executive Director Employment Agreement, Resolution 12-18-30

Copies of Resolution 12-18-30 were distributed to Members.

Chair Onslow said they were back in session after the performance evaluation of the Executive Director.

MARC BOLDT MOVED TO RETAIN MR. RANSOM AS THEIR EXECUTIVE DIRECTOR FOR A PERIOD OF ONE YEAR WITH A 4% RAISE INCREASE AS NOTED FOR THE RESOLUTION. THE MOTION WAS SECONDED BY BART HANSEN AND UNANIMOUSLY APPROVED.

Ron Onslow said that he has enjoyed his time on the RTC Board tremendously. He said he is passionate about this; he believes in good transportation, he believes in moving things forward, and he thinks that this Board does that. He said he is going to be sorry that he will be an alternate next year and not sitting at the table. Mr. Onslow said he appreciated everyone's support, and he wanted to say at the same time he appreciated Mr. Ransom's work and the comments that were said about him and about his work. One of the things that came up and he wanted to mention it was that they would like to see him maybe step up some of the reports that are about what they do and how they do it and what they have accomplished. This is because the 25-Year Report was marvelous and they need to toot their horn a little bit more. Mr. Onslow also added that they appreciate how much Mr. Ransom has learned and how he has progressed over the years.

Mr. Onslow thanked everyone.

Jeanne Steward said she has appreciated being on the RTC Board and wished all the best.

There was a round of applause.

XI. Adjourn

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

Anne McEnery-Ogle, Board of Directors Chair