

**Southwest Washington Regional Transportation Council  
Board of Directors  
February 5, 2019, 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 Anne McEnery-Ogle on Tuesday, February 5, 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:

John Blom, Clark County Councilor  
Shirley Craddick, Metro Councilor  
Shawn Donaghy, C-TRAN Chief Executive Officer  
Carley Francis, WSDOT Regional Administrator  
Bart Hansen, Vancouver Councilmember  
Scott Hughes, Port of Ridgefield Commissioner  
Temple Lentz, Clark County Councilor  
Anne McEnery-Ogle, Vancouver Mayor  
Ron Onslow, Ridgefield Councilor (Alternate)  
Eileen Quiring, Clark County Councilor  
Melissa Smith, Camas Councilmember  
Rian Windsheimer, ODOT Region 1 Manager

Voting Board Members Absent:

Jim Herman, Port of Klickitat Commissioner  
Tom Lannen, Skamania County Commissioner

Nonvoting Board Members Present:

Nonvoting Board Members Absent:

Curtis King, Senator 14<sup>th</sup> District  
Chris Corry, Representative 14<sup>th</sup> District  
Gina Mosbrucker, Representative 14<sup>th</sup> District  
Lynda Wilson, Senator 17<sup>th</sup> District  
Paul Harris, Representative 17<sup>th</sup> District  
Vicki Kraft, Representative 17<sup>th</sup> District  
Ann Rivers, Senator 18<sup>th</sup> District  
Larry Hoff, Representative 18<sup>th</sup> District  
Brandon Vick, Representative 18<sup>th</sup> District  
John Braun, Senator 20<sup>th</sup> District  
Richard DeBolt, Representative 20<sup>th</sup> District  
Ed Orcutt, Representative 20<sup>th</sup> District  
Annette Cleveland, Senator 49<sup>th</sup> District  
Monica Stonier, Representative 49<sup>th</sup> District  
Sharon Wylie, Representative 49<sup>th</sup> District

Guests Present:

Jim Bennett, ATU 757  
Jill Carrillo, C-TRAN / ATU 757  
John Cullerton, Parametrix  
Jim Hagar, Port of Vancouver  
Jason Irving, MacKay Sposito  
Larry Keister, Port of Camas-Washougal Commissioner  
Scott Langer, WSDOT  
Ryan Makinster, BIA of Clark County  
Scott Patterson, C-TRAN  
Ty Stober, Vancouver Councilmember  
Marc Thornsby, Port of Klickitat  
Carter Timmerman, WSDOT HQ  
Walter Valenta, Oregon Citizen  
Michael Williams, WSDOT  
Susan Wilson, Clark County

Staff Present:

Matt Ransom, Executive Director  
Ted Gathe, Legal Counsel  
Lynda David, Senior Transportation Planner  
Mark Harrington, Senior Transportation Planner  
Bob Hart, Transportation Section Supervisor  
Diane Workman, Administrative Assistant

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

Chair McEnery-Ogle said in regard to the Board agenda, they would like to switch agenda items eight and nine. If members were alright with switching the two items, she would accept a motion for approval of the Board Agenda.

SHAWN DONAGHY MOVED FOR APPROVAL OF THE FEBRUARY 5, 2019, MEETING AGENDA AND SWITCHING ITEMS 8 AND 9. THE MOTION WAS SECONDED BY RON ONSLOW AND UNANIMOUSLY APPROVED.

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

There was no one wishing to provide public comment.

## **IV. Approval of December 4, 2018, Minutes**

EILEEN QUIRING MOVED FOR APPROVAL OF THE DECEMBER 4, 2018 MINUTES. THE MOTION WAS SECONDED BY SCOTT HUGHES AND APPROVED. JOHN BLOM AND TEMPLE LENTZ ABSTAINED.

## **V. Consent Agenda**

### **A. January Claims Ratification**

### **B. February Claims**

### **C. Disposition of Depreciated RTC Equipment, Resolution 02-19-01**

MELISSA SMITH MOVED FOR APPROVAL OF THE CONSENT AGENDA JANUARY AND FEBRUARY CLAIMS AND RESOLUTION 02-19-01. THE MOTION WAS SECONDED BY RON ONSLOW AND UNANIMOUSLY APPROVED.

## **VI. Regional Grant Allocation and 2019-2022 TIP Amendment, Resolution 02-19-02**

Matt Ransom said normally, Dale Robins, who manages the TIP, would give this presentation, but he is out of the office. Mr. Ransom would cover this action item. He referred to the Resolution included in the meeting packet, adding that there are two parts to this action item. Mr. Ransom said the State has done two things that are actually good for this region. In mid-2018, one of our funding formulas, the CMAQ program, the formula was revised. That means eligible regions within the state of Washington have a new number in terms of their allocation of funds. Overall, RTC's allocation went up by 6.7%. That added an additional \$1 million to the CMAQ program and \$500,000 to the STBG program.

Prior to the current Guide Book, so going back to 2009, the Board had a longstanding policy, which was that if new funds became available, they would be, if possible, distributed out to projects that were not completely funded in the prior grant cycle. If a project, for example, was asking for \$1.5 million, but funded only at the \$1 million level, there was the opportunity to allocate additional funds to make their application whole. That is what is in front of the Board this evening, an opportunity to revisit this policy. The current Guidebook does not incorporate this policy. Very seldom does this ever happen when new funds become available.

With the implementation of the FAST Act, the State has typically taken a very conservative approach to giving the region their number. Part of this reformulation this summer was them revising their forecasts, revising the numbers, and then releasing the full allocation of funds. This allows our region more money. Mr. Ransom said it is now time and prudent for us to reincorporate this policy. He said recognizing that the Guidebook is our rule of engagement for how agencies approach RTC for grant funds, we should go through the process concurrent with the resolution tonight and amend the Guidebook to reincorporate that policy. The new policy as proposed would be an increase in available funds; if additional funds become available during the year, funds can be increased. This means that if it makes sense, it could be allocated to projects based on the most recent regional project evaluation and ranking. They wouldn't start a new call for projects; they would just go to the current awarded list and see if there was a project not funded at the requested amount. The RTAC Committee has recommended Board approval of this policy. Mr. Ransom said from his perspective, this is good; they should have always had it in the Guidebook, so they should put it back in.

Should the Board amend the Guidebook, they would also concurrently amend the TIP. That proposal is to move some money from one project and then fully fund another project. The C-TRAN Mill Plain BRT project is funded out of two pots of funds, \$2 million in CMAQ and \$1 million in STBG. This would move the \$1 million STBG funds out and make that \$1 million CMAQ funds as well, allowing the project funding out of one grant program. The second project would add the STBG funds to the County's 99<sup>th</sup> Street project. This would then make it whole at the \$1.45 million level funded out of the STBG program. Mr. Ransom said the real issue that they understood from County Public Works staff is that getting this additional funding awarded this year allows them to proceed to construction this year.

The action before the Board is to amend the Guidebook with the policy, and in doing so, then process a TIP amendment to reallocate the funds as proposed. The Guidebook going forward would include that policy.

RON ONSLOW MOVED FOR APPROVAL OF THE REGIONAL GRANT ALLOCATION POLICY AND 2019-2022 TIP AMENDMENT AS DISCUSSED, RESOLUTION 02-19-02. THE MOTION WAS SECONDED BY SHIRLEY CRADDICK AND UNANIMOUSLY APPROVED.

## **VII. 2019 Transportation Alternatives (TA) – Call for Projects**

Matt Ransom said this is another very important activity for this organization. They are intending to release a call for projects for a grant category called Transportation Alternatives. This program is a federal transportation program authorized by the FAST Act. It primarily provides funding targeted towards activities that are alternatives to the traditional roadway, transit, and highway-type projects. There are guidelines in Federal law as it relates to what projects are eligible. Four examples are pedestrian and bicycle facilities, recreational trails, safe routes to school, and other community improvements. They have seen, both in this community and across the state, primarily trails funded through this and sidewalk access. An historical project that was funded through the predecessor program just under a different name was the

rehabilitation of the Amtrak Station, because that is a transportation facility. They have seen viewpoint overlooks and other types of improvements. For those agencies looking to pursue this, there is a list of eligible activities in the Federal Guidelines. Project examples in this community and the Gorge communities see primarily trails, sidewalks, and crosswalks. The Port of Vancouver used this program along with the City of Vancouver, the County, and others on quite a few of their urban trail projects.

The proposed process is outlined in more detail in the memo. The intention this evening upon endorsement would be a release of a call for projects the following day. Applications would be due by eligible agencies in May, and they would go to an evaluation. That evaluation, because this is more of a community-based grant program, would include some external partners to RTC. They typically convene a Grant Review Committee to offer recommendations. They would bring those recommendations to the RTAC committee in June and to the Board in July for final endorsement and award of grants. They do this call for projects every other year. The funding amount in this year's call is roughly \$1.8 million, and that's why they don't do it every year. It doesn't make sense administratively to do a \$900,000 call for projects, so they collapse them into a two-year cycle. The year of expenditure is 2020-2021.

Staff is asking for Board endorsement to release a call for projects under the guidelines as presented.

RON ONSLOW MOVED TO APPROVE THE RELEASE OF A CALL FOR PROJECTS. THE MOTION WAS SECONDED BY SHAWN DONAGHY AND UNANIMOUSLY APPROVED.

Mr. Ransom said they would post the call for projects on their website the following day. He noted that eligible agencies are generally not a neighborhood association or a nongovernmental agency. Eligible agencies are a governmental agency like those convened around this table or they could sponsor an application on behalf of, and that provides some nonprofits an opportunity to pursue a partnership project with the sponsoring agency.

#### **IX. Vancouver Regional Operations Studies – 2019 Update**

Chair McEnery-Ogle said they switched items 8 and 9. She said she suspected that ODOT folks were up early this morning given the weather issues.

Rian Windsheimer said yes, unfortunately, this morning they did have weather, as many around the table experienced as well. He said their calls go in around 3:00 a.m. That is when they get called to try to make decisions about those kinds of things. This is well before all the schools. Mr. Windsheimer said he ended up just going in to work shortly thereafter.

Matt Ransom said Bob Hart was going to give a preview of the Regional Operations Studies. There are several studies underway within the Clark County region. This is not a new topic. In some cases, they are modeling their studies after those that ODOT has done in years past. The question in front of them within the infrastructure investment community would be how do they use what they have or tweak it to optimize it and then add to it over time. Bob will review what they are up to this year.

Bob Hart referred to the memo included in the meeting packet. He said listed at the bottom of the first page there is a listing of all the things that have happened in the region over the last five to ten years about operations and management of the system to improve performance. At the top of the second page there is also a list of other projects that are programmed for construction in the next couple years to also improve mobility and maximize performance in the freeway system. Mr. Hart would focus on the two studies that RTC is doing and one that WSDOT is doing.

The Regional Origin Destination Study is being managed by RTC and also the Urban Freeway Corridor Operations Study. The I-205 Corridor Operations Study is being managed by WSDOT. Michael Williams is managing that project for WSDOT. The Regional Origin Destination Study is not exactly an operational study, but the deal that comes out of that would be the input for the Freeway Operations Study. It would be contracted with one of the big data vendors that take cell data, GPS data, location-based data, and come up with this really comprehensive information that tells us where vehicles are entering and exiting the freeway, identifying long and short distance trips, looking at trip diversion patterns, and where vehicles are coming from and going to geographically, including trips across bridges. So they will have a lot of good information from this baseline information, and that data will go into the Urban Freeway Corridor Operations Study, along with other data they are collecting on that study itself.

The Urban Freeway Corridor Operations Study is analyzing near-term strategies to improve system performance, mobility, and reliability on the urban freeway system. There are really two categories of improvements when you think about operational studies. They are not major capital projects. They are things like technology-based, real-time activity traffic management. This could include dynamic ramp metering, variable speeds on the freeways, queue warnings, and dynamic lane assignments so the system can respond to conditions on the road at the time to improve and maximize performance and reliability, and also low-cost capital things like restriping lane extensions and modifications.

Mr. Hart provided a map of the Urban Freeway Corridor Operations Study Area showing I-5, I-205, SR-500, and SR-14. The I-205 Corridor Study is really similar to the Freeway Operations Study, but it is just for the I-205 corridor. It will also look at low- as well as higher-cost capital strategies for near-term implementation, again to reduce congestion, increase safety, and improve travel liability. The I-205 corridor and our cities share some common elements in terms of the segments. So, RTC and WSDOT are recording their efforts together to make sure they make best use of their resources.

Mr. Hart displayed the I-205 Corridor Study area from just south of SR-14 to just north of Padden Parkway. Even though they have these areas overlap for those overlapping segments of I-205, the Operations Study will analyze only the technology-based, real-time management pieces such as the ramp metering and so on. The I-205 Study is going to focus on the physical roadway changes and geometric improvements. That is how they separated those two elements in the common corridor that they are looking at. Mr. Hart provided a table with the

example of the types of things they will be looking at for that corridor under each category of strategies. This was also listed in the memo.

For the Origin Destination Study, they are in the process of completing the recommendation and selection of a data collection firm. They will begin the procurement for that shortly after that, so the data collection part will be done by the end of June this year. For the Freeway Operations Study, they are finishing the review of available traffic data and the preliminary analysis of existing conditions and seeing where gaps are to figure out where they have to collect more data for the Operations Study. They are still in the very early stages of both efforts, and RTC staff will give updates to the Board of Study milestones along the way.

Shawn Donaghy asked if this study takes into account the potential shoulder use.

Mr. Hart said they do have that for their assumption for I-5 south for bus on shoulder. Right now, the focus is mainly roadway based, highway based, but they can certainly have that discussion with C-TRAN if they are looking at more besides I-5 south.

Mr. Donaghy said essentially from a regional perspective, and not to put ODOT on the spot, but also looking at partnerships for bus on shoulder on I-205 south into Oregon, the Glenn Jackson Bridge, and potentially I-5 at some point. He said he assumed that both agencies will have that discussion.

Mr. Hart said yes, they will. They have assumed that the I-5 south bus on shoulder project in Washington is going to happen.

Shirley Craddick said her question was very similar. She asked if they were going to be collecting data for the bus on shoulder. She said that JPACT is interested as ODOT prepares the widening of the I-205 from Oregon City to the Stafford area, that there is accommodation made for bus on shoulder so that would be great if all these were in line to be able to create a more extensive bus on shoulder opportunity.

Mr. Hart said he was not too familiar with what they are doing right now. He said he has heard discussion they are thinking more of an area wide or regional analysis for bus on shoulder in Portland and for the Truncheon project coming up in 2020 that is certainly on the I-205 Bridge. That is on the table right now, too.

- Oregon Freeway Operations Project: Case Study Results (ODOT presentation)

Rian Windsheimer said he had two quick things before he began his presentation that he brought. First, he said on bus on shoulder, yes, they are undertaking what he would describe more as a feasibility analysis first, in terms of where are there opportunities to evaluate that further and where do they see the most promise. To Councilor Craddick's point, down in the southern section of I-205, they are planning to build full shoulders, full depth to accommodate buses, and there are also long stretches without interchanges, which is a very attractive thing when you're talking about bus on shoulder and being able to make up a lot of time. When you look at places like the area between the Glenn Jackson Bridge and I-84, where you have multiple high speed, high volume ramps, it is a very difficult area to operate a bus on shoulder,

so they are trying to make sure what they do undertake is, for example, working on the bridge itself seems like it is pretty straight forward, and they are going to be able to do that, but then it's when does it have to merge in to get the rest of the way. Potentially, until they have developed some other safety and operational improvements that could maybe work on accommodating that and maybe places that require more work and some low-hanging fruit. They are trying to identify low-hanging fruit, and then work with their partners as to how they can make that work, and also around the region, because there is interest in the region where they don't run buses on many of their interstates or freeways today because of the congestion levels.

Mr. Windsheimer said the second thing he would like to do is just congratulate RTC, Vancouver, and WSDOT on this Operational Study. ODOT has done one in the past, and they have seen huge success with very low-dollar projects. Some of them are as simple as restriping and signing and changing where the volumes are told to be in their lanes as they approach interchanges can have substantial improvement. Taking on the task of identifying that origin destination and where the folks are going in those intersections; once you have that data, it really enables you to make some smart investment choices. They have had an opportunity to do that and they are on their second round of that right now. One of the projects he will present as he talks about an example is one of the ones that they identified as low dollar, very high return.

Mr. Windsheimer began with that particular project which is I-5 southbound, south of the Portland region. It is where 217 enters I-5 and then there is an immediate exit as you approach I-205. Mr. Windsheimer said when he says "merging and weaving causes friction," people tend to ask why that is important. He said it turns out, it actually is very, very important. In the right scenarios and under the right conditions, it has significant impact. As they talked about this project, this is a project where they were already doing paving. That is a large portion of the \$28 million, paving in both northbound and southbound. The reason it is important to have these projects identified in a study like a bottleneck study is when you go to do your paving project, for a small amount of money, you can add an additional lane and restripe all of it and it makes it an efficient project to do. A couple additional things about this project: it was scheduled for two years and talks with their contractor accelerated that. They paid an additional \$2 million premium, but got the project done in one year instead of two. When you have volumes like they were having throughout this section, that was a huge gain. The Federal Highways calculator showed them a benefit to the economy of \$10 to \$15 million by getting it done early. That \$2 million cost is something that was pretty easy to do when you take all of that stuff into account. In this area of I-5 southbound where 217 has entrance ramps, and before the auxiliary lane was built, everyone was having to merge in whether they were going to one exit, two exits, or down to the end. This is important because in this particular location where traffic is entering I-5 from 217, 63% of the traffic, so every six out of ten cars that are getting on at that 217 ramp, is getting off at one of these next four exits. So, literally, all of those other six cars had to merge into the flow of the three travel lanes and then back out. It is not only dangerous, but does create that friction, which causes delay.

It was asked what that distance was. Mr. Windsheimer said it is just a couple miles.

Just having the auxiliary lane to prevent the merging and friction alone would seem like it made a lot of benefit and good reason in doing this. But what is even more striking is that 91% of the traffic that is exiting from the I-5 facility to get on to I-205 is originating at one of the four exits. So all of that traffic that has to merge in and then back out, nine out of ten didn't want to do that, didn't need to do it, but they were forcing that maneuver; so by having the auxiliary lane to stay in all the way to I-205 and not cause merge and weave. In addition to that, 88% of the traffic from the Nyberg ramp is getting off at I-205. That is important because this is a very high freight area, industrial area, and a lot of the freight traffic is slow to accelerate and they don't need to merge and weave, so allowing them to do that more efficiently is providing a high level benefit.

In this section of I-5 between 217 and I-205, they were experiencing about five hours of delay. So five hours every evening, they were struggling with congestion that was bringing traffic down into this 25 mile an hour range. After the project, they only have one hour of what they call congestion, but it is still at 45 miles an hour. It has virtually disappeared. There are so many projects they never hear about; people don't say anything. With this project, Mr. Windsheimer said he gets calls and pats on the back. He said it is great, and he loves it and can't wait to do more of them. He said it is amazing when you go from that five hours to just that one hour.

In addition, Mr. Windsheimer said they have long had congestion as you go 217 southbound and you approach I-5. He said people have been on his back to widen 217 because it was backed up. He kept saying it doesn't make sense to widen a facility that then just feeds into a smaller funnel and there is already five hours of congestion. Now that they have cleared up that bottleneck on I-5, they are seeing there is actually no congestion on 217 any longer, and they still have a project where they are going to be doing some auxiliary lane improvements to 217, but there is room to accommodate that additional traffic. Just in this section they have a \$1.1 million annual return. On I-5 as you approach 217, they were experiencing almost three hours of congestion, and that is also virtually disappeared, which means they're also seeing a \$3.1 million annual savings. So that project in itself was a huge success. It was a lower dollar project in the sense that they were able to do it with some paving and some other things that were spaced; they already had right-of-way.

On the Rose Quarter Project, they are talking about more like \$500 million project, but what you're going to see when you look at this is the similarities are striking and the ability for it to produce the same types of results that they see is striking. Mr. Windsheimer said he thinks folks will find it fascinating. Again, this is the current situation where there are folks coming off the 405, off Fremont, having to merge in. All the folks coming from this industrial Port facility and the Greeley ramp all have to merge into these two lanes of traffic. Then you have Wheeler, which is a very short merge, and everybody is trying to get off to I-84. This new Rose Quarter project will provide this additional lane that connects Greeley and 405 down to I-84.

In looking at those origin destination numbers, 99% of the traffic that gets off the Fremont Bridge is headed to I-84. It is expected to get off there, because if they were going the other way, they would take 405 and go I-5 south. Anyone coming off of that ramp is basically heading to one of these two or three exits. So when 99% of those people now don't have to merge into the only two lanes that are operating through that section, you can imagine how they expect to see the similar benefits. It is also 74% of the traffic entering at Greeley is getting off at these three downstream exits. In addition to that, 93% of the traffic that is exiting from I-5 to I-84 is coming from these exits. As folks were trying to use I-5 just to get southbound and you're thinking about this 93% of the traffic is just going through, and so they don't need to be merging over. Why not point people and give them the space that they need to make that maneuver? It has a very high potential for substantial improvement.

Mr. Windsheimer said the Environmental Assessment for the Rose Quarter Project has just wrapped up. They are going to be publishing it for review by the public and stakeholders. It's going to be published on the 15<sup>th</sup> of February. And they're going to have a 45-day comment period. Mr. Windsheimer would get Matt their updated press release that has all the many ways folks can participate in that and comment. There is a voice mail line, an email box, and an online open house. They are going to be having a public hearing and then they are doing about 40 presentations to different groups and stakeholder groups around the region. He said they would be willing to come to the RTC Board and present something. At the end of that Environmental Process, they can start with design.

Shirley Craddick asked how they teach drivers the proper way to use auxiliary lanes so it works correctly. People need to understand to just stay in that fourth lane that you came in on if you plan to get off in the next few exits.

Mr. Windsheimer said the main tool for that is signage. Now that it has been open for a month or two, people begin to realize the benefit of staying in that auxiliary lane. He said they put a lot of effort into the signage and the design along with striping changes to make the project such a success. Mr. Windsheimer said he would be interested in getting some of that origin destination data they are monitoring and share that with the Board.

Carley Francis wanted to comment on some of the conversation that came up. She said they hope that they have these opportunities for low-hanging fruit at a reasonable price point. She did say on some of the I-205 work, part of why they are doing that is because what is in the RTP right now is really expensive, and there is not necessarily a packet for those funds to come forward. They want to be a little more prepared to have cost-effective things that might help. Ms. Francis said she thought the point that Rian also made about differential in direction and not just based on a bottleneck faster is also relevant. On I-205, it's entirely possible that they will have different types of outcomes from that, that look differently at northbound and how to treat it versus southbound. So she said there are some things that will be kind of atypical coming out of that process' recommendation and they won't necessarily be big fixes, but they really want to try and make sure they are prepared and have the opportunity to advocate for funds that may be available in an increasingly tight financial future. Ms. Francis said that is

really what they are trying to do. They are not just giving up on those larger things completely, but it is recognizing where they are at and trying to be live and ready.

Matt Ransom said the next briefing on this topic, Operations, is next month, and WSDOT will present the first look at the I-205 Study. He said they have a good example of a project that is almost a hybrid capital improvement, operations improvement. The previous week, the Department of Transportation released a concept for an SR-14 improvement. Part of that was operational in nature, where exploring the opportunity to run during peak periods, general traffic, in the shoulder and using, as Mr. Windsheimer pointed out, signing and striping, maybe even dynamic signing with red x's and green circles if you can use that lane or not. That is being done in Seattle on 405 and in limited places. Mr. Ransom said he thinks that is the future for many of our urban improvements, sort of a combination: maybe widen a little bit or do something and then also operate it better.

### **VIII. Regional Transportation Plan Update, Draft Final Report**

Lynda David referred to the memo included in the meeting packet and also made available to the Board was a copy of the Draft updated Regional Transportation Plan. An electronic version of the Plan is available on RTC's website, and that has the benefit of hyperlinks to reference documents that mutually support the Regional Transportation Plan. She suggested taking a look at the electronic version.

Ms. David said they are nearing the end of the process to develop the Regional Transportation Plan for the Clark County region. They reviewed the first full draft of the RTP update at the December RTC Board meeting, and the Board agreed to release for Public Comment the Draft document. Today, especially for new Board Members who were not subject to regular RTP briefings from April 2017 onward, she would provide a short RTP overview and review the consultation and public comment period in preparation for a possible March 5 Plan adoption.

The RTP is the long-range plan for the region's transportation system. It is required by the Federal Government as a condition for receipt of Federal Transportation funding to this region, and the RTP is also a State requirement. The RTP must be regularly updated, must include multiple modes of transportation, and be fiscally constrained. So there must be reasonable expectation that revenues will be available to construct or implement the transportation projects or strategies identified in the Plan. The RTP is a result of a collaborative and a coordinated process to make sure there is consistency between Federal, State, and local Plans.

The RTP is primarily focused on regional transportation facilities, which must include all State transportation facilities and services, including highways, interstates, and state-owned park and rides. It also must include a look at local freeways, expressways, and principle arterials. Examples in this region include Mill Plain, Fourth Plain, Padden Parkway, and 164<sup>th</sup> and 162<sup>nd</sup> Avenues. It also must include all high capacity transit systems, including HOV Lanes, if it has any, and all transportation facilities and services, including airports, transit services and facilities, roadways, rail facilities, marine transportation, and so on. These RTC considers necessary to complete the Regional Transportation Plan, so it includes the C-TRAN Public

Transit System, and it also includes the Columbia River, which is part of America's Marine Highway System, which is designated as America's Marine Highway Route and I-84, together with the Willamette and Snake Rivers. It includes Port facilities. A map was provided and is included in the Plan document in more detail.

A graphic showing the updated process for the RTP was attached to the memo. The RTP has to be updated at least every five years, because things are constantly changing and evolving in the realm of transportation planning and project implementation. A few of the changes since the RTP was last adopted in 2014 include, at the Federal level, the most recent Federal Transportation Act, Fixing America's Surface Transportation Act (FAST Act) which was passed in 2015. At the State level, there have been updates to the Washington Transportation Plan, and in 2017, the State Office of Financial Management updated the population forecasts for Counties to use in Growth Management Planning. At the regional level, C-TRAN updated its 20-Year Plan in December of 2016. At the local level, very important is Clark County's Comprehensive Plan was updated in 2016 along with other jurisdictions in the County have updated their Comprehensive Plans' Transportation Elements and Capital Facilities Plans which all feed into the Regional Transportation Plan.

The RTP's framework is that the Plan should address regional transportation system development to achieve the land use vision presented in the local Comprehensive Plans, support economic growth in the region, and sustain the region's quality of life. The key regional transportation policy themes include: safety and security, accessibility and mobility, finance, economy, management and operations, environmental considerations, vision and values, and preservation. More detail is provided in Chapter 1 of the Plan. Chapter 2 of the Plan addresses land uses and demographics.

Ms. David provided a slide with the 2040 demographic forecasts that underpins this RTP update. The 2040 population forecast is for over 600,000 people in Clark County, which is within the forecast population range provided by Washington's Office of Financial Management as forecast in 2017. The employment forecast is for 241,500 jobs in the county.

Maybe the most important section of the Regional Transportation Plan is in Appendix B where projects and transportation strategies identified as needed in the Regional Plan in the planning process are listed. The section is important because projects must be identified in the Regional Plan before they can be programmed for funding in the Transportation Improvement Program, or TIP. A map was presented that indicates where transportation projects on the regional transportation system are located in the Plan Update. Potential projects come from Washington State DOT, from C-TRAN, and from local Plans. Local jurisdictions, they come up with a list of projects to address transportation system deficiencies as part of their Capital Facilities Plans. Then RTC uses the information to build transportation networks in the regional travel forecast model of future transportation performance. As said earlier, the RTP has to be fiscally constrained, meaning revenues have to balance with project cost estimates. So in recent years, Washington State DOT has relied more on seeing practical solutions employed to

transportation challenges. This is looking at operational shorter term and lower cost projects that can perhaps meet some of the transportation deficiencies that they see in the system.

The RTP project list also includes Connecting Washington projects that were funded by the State several years ago, C-TRAN capital projects including Bus Rapid Transit Corridors on Mill Plain and in the future Highway 99, and the Regional Plan also includes numerous projects in smaller cities to support their growth and development in the county.

To fund the county's regional transportation system capital projects through 2040 will require about \$1.8 billion in revenues, and that doesn't include local system projects. Ms. David said the summary information on revenues and costs and balancing of the two is found in Chapter 4 of the RTP.

Since the RTC Board met back in December and agreed to the Draft RTP being released for public comment, the Draft Plan has been made available on RTC's website. Throughout the RTP's development, formal public comments received electronically have been compiled and they are available for Members to review today at their table. It will be Appendix M of the RTP. The handout summarized the comments that they have received to date formally, and they expect over the next few weeks to receive more public comment, especially as they talk to the media and get more information out on the RTP for the public to review. Also, since the December Board meeting, the RTP has undergone a State Environmental Policy Act, or SEPA Determination. A checklist was completed, and a Determination of Non-Significance (DNS) was issued and made available on Washington State Department of Ecology's SEPA Register. This allows for consultation agencies to review the Draft Plan and access it easily.

What remains to be done is for the Regional Transportation Advisory Committee, or RTAC committee, to conduct its final review of the Plan at its February 15 meeting. RTAC will be asked to recommend RTC Board adoption of the Plan at the Board's March 5 meeting. Ms. David told Members to encourage their staff to look through the Plan and if any issues are found to contact her, and edits would be made.

Shirley Craddick asked if the Plan included the plans that C-TRAN has for future bus rapid transit and even possibly light rail.

Ms. David said by reference it is. There is a hyperlink to C-TRAN's Plans.

Councilor Craddick asked if maps were included in the Plans.

Shawn Donaghy said he was not sure if the maps are necessarily included in the Plan, but their map for the Regional Transit out to 2030 is on their website as part of their C-TRAN 2030 Plan. It primarily identifies bus rapid transit as the preferred mode of transportation in Clark County. He said he believed that it does make some small reference to light rail. His personal interpretation of that is connectivity to light rail, not necessarily light rail in Clark County. But that will be determined by any work that is done from a numbers standpoint from the agency and the County to really see what the best fit is for residents of Clark County and the local

governments that support that. Whatever decision is made by the Board is what will go through, but both modes of transportation are identified in the 2030 Plan.

Ms. David referred to the regional transportation system map that identifies system improvements. Listed in the map is a purple line on the Mill Plain corridor for bus rapid transit and up Highway 99. It also includes a number of new Park and Rides. So, they have included C-TRAN's system. On another map, it includes the C-TRAN fixed route transit system and all of the C-TRAN Park and Rides and other facilities.

John Blom said that Clark County had some feedback on the paragraphs regarding the Chelatchie Prairie Railroad. He asked if RTC had received that.

Ms. David said she did receive those comments. It is included in the handout of Appendix M on the second to last page. The amended language will be inserted in the final RTP.

Chair McEnery-Ogle said C-TRAN's adopted 20-Year Plan was based on the High Capacity Transit Study that was done 12 or 13 years ago. She said she was wondering as she is looking at it on page 130 of the document. That High Capacity Transit Study was a great study based on the assumption that traffic volumes will increase over time as planned growth and economic development continue in the Clark County region. Chair McEnery-Ogle said that is such an old study, and she wondered if it is time to revisit that and look at it again. Because, she said, so many assumptions, including the C-TRAN 2030 Plan, was based on that old study.

Ms. David said that is why, for the most part, they have now taken C-TRAN's updated 20-Year Plan that was adopted back in December 2016 as being what they include in this RTP. It, as said, was all based on that old HCT Study, but has evolved since then into C-TRAN's updated 20-Year Plan.

Chair McEnery-Ogle said looking at the planned growth, she didn't think they planned for as much growth as it has. She wondered if they should have a discussion about a revised transit study.

Matt Ransom offered a perspective. He said he wondered the same question. In fact, he said, this last year the Board, as part of the grant cycle, awarded a Regional Planning Study allocation, or set aside, and the specific purpose of that is to have a resource that the Board is programming if we use it, then it is there for our use. If we don't use it, it is reprogrammed for another purpose. Mr. Ransom said he thought maybe 2019 or 2020, so probably 2020 that should be something put forward for consideration as part of the work program. That would allow them to partner with C-TRAN, maybe do some scoping. That study, for those that were not familiar with it, really was a landmark study for this county, in particular, in that it really in a very fair and equitable way said what is the proper transit mode for this county based on our densities, based on our growth patterns and so forth, and the recommendation throughout was bus rapid transit as a preferred high capacity mode and bus on shoulder and a couple other operational strategies to supplement that. He said he thought it was time to take another look at that. He said he certainly would like the opportunity to partner with C-TRAN and maybe that is part of the work program for next year.

Shawn Donaghy had a comment to that. He said he thinks the climate has changed, and not only at the local level, but at the Federal level and the State level in terms of how transit is viewed in the current capacity specific to commuter rail, light rail, and bus rapid transit projects. He said he thinks that is a good timeframe to really start to think about really reassessing the results of that High Capacity Transit Study. Because, he said, as we go forward, there's going to be a lot more loopholes we have to go through to get Federal funding for some of these projects. It was a lot different when this was first done. The climate is a lot different in D.C. and even locally to try to get funding for public transit. He said they want to be very respectful to all the agencies in the county, and 2020 is probably the best target range for that.

Councilor Craddick said that the JPACT and the Metro Council passed the Portland Metro Region's RTP in December. In that, the change that occurred this time was not just that it was a transit strategy, not just a high capacity transit strategy. She said that has really opened up opportunities that she hadn't expected, where you see the public is very involved and being able to advocate for specific bus lines that really help contribute to their use of the high capacity transit. So making some pretty significant changes, particularly in the East Multnomah County, putting more buses on the north/south routes so they will join the high capacity transit that go east and west. Both the bus lines and the high capacity transit lines are a part of the RTP now.

Chair McEnery-Ogle asked Ms. David if next month this Board of Directors decided that they would like a new High Capacity Transit System Study, what would be needed to put it in the RTP to make it happen.

Ms. David said they could add a few sentences saying that they have been tasked with the updated Plan, and at the end of each chapter they would say what things that they should be tracking over time or what the expectation might be for the next RTP. They could add that to the list at the end of chapter 5.

Chair McEnery asked that to be brought forward in March.

Ron Onslow said some suggested language would be helpful to make that happen.

## **X. State Legislative Session Update**

Matt Ransom referred to the memorandum that was distributed. He said the intent is to provide his perspective of what is occurring legislatively. He said there have been hundreds of bills that have been introduced; many of which, in the Senate and House Transportation Committees, affect transportation. Those that he will highlight this evening are more germane to RTC specifically, broadly as an MPO / RTP. There are a couple key issues of interest to this region and help move our RTP forward.

Mr. Ransom said the Governor released his draft budget, which has now become part of a House Bill that is already been heard in public hearing. Among the Governor's budget proposal, he listed a few items that are noteworthy. Most have heard that the Governor, and as proposed in House Bill 1160, is recommending the start-up of a project office for the I-5 Bridge

replacement. The recommended budget appropriation would be \$17.5 million. Specific to RTC's operations, since we are a designated State RTPO, recommending a \$1 million increase to statewide funding for RTPOs. RTC would receive a piece of that based on a statewide formula. Also, a couple highlights among the Governor's proposal which is very extensive and can be found online. Expanded Practical Solutions program activities: it is a very important initiative for the department. Money is seen going to automated transportation and technology program start-up activities. Given the Governor's initiatives, clean energy and so forth, there is funding for expanded electric highway infrastructure, including charging stations, etc. Funding for further study of multi-state high speed rail corridor from Portland to Vancouver B.C. This will certainly affect us in terms of another bi-state regional travel option. It won't stop in Vancouver, WA, but it would drive by.

Mr. Ransom said every year the Secretary of the Department of Transportation provides a briefing to the House and Senate Transportation Committees. He said this year he spent quite a bit of slides focusing on operations. Specifically, he highlighted the Express Toll Lane facility on I-405 that runs from Kirkland to south of Bellevue. The plan with the 405 improvement through Seattle is to extend this toll facility throughout the entire length of 405, ultimately. It used to have one HOV lane and four general purpose lanes. Under the current project, there are three general purpose lanes and two express toll lanes. The point that the Secretary was trying to make is that you get a lot more vehicle throughput in this other configuration, and if people want to spend the money to pay into it, they can do that. The amount is determined by the time of day and the day of the week or weekend.

Mr. Ransom said what is important about that is that system management and system strategies are all a part of the same bundle. The current investments for the Washington State Department of Transportation include: transportation management centers, ramp meters, express toll lane/high occupancy toll, high occupancy vehicle, active traffic management, traffic cameras, variable message signs, and WSF reservation system. Proposed investments include safety and system operations and cooperative automated transportation.

There was also a lot on Transportation Demand Management including commute trip reduction, mode shift, off system investment, and land use. Mr. Ransom said he was invited by the Secretary to be on a new statewide committee they established. They invited him as a representative of Southwest Washington to serve on the Demand Management Executive Committee. Their first meeting is this Thursday, February 7. Mr. Ransom said he will be providing some input given that we have a very different commute market down here. The commute side is not all Portland-centric, but certainly there is the bi-state component to it. He said the question that he will bring to the table is how the State's focus helps us where we have a different dynamic. It is not just city to city; it is also state to state.

Mr. Ransom said the last slide that he provided affects the work of RTC. The Secretary of Transportation is really invested in this idea that the State and the MPOs and RTPOs need to be in alignment about the priorities and what the regional plan is. The State can't have its own Plan and the MPO have its own Plan. It has to be one. A lot of that comes through inter-

personal communication and working relationships, but also it comes through documents like the RTP. They need to have alignment. In Fact, as seen in the Governor's proposal, they have put more money to invest in our capacity, which is a positive thing. Mr. Ransom said the entire presentation by the Secretary would be posted on RTC's website with today's other meeting materials.

Mr. Ransom said there has been a proposal for a new transportation package. It went to public hearing last week. Three of the members around this table provided testimony; Vice Chair Hughes, Councilor Hansen, and Councilor Blom were there. Mr. Ransom said they provided phenomenal testimony. He said it was right on point and simple. The testimony was that we need a new Bridge down here and some other investments. The package itself is two parts. It is a smorgasbord of potential revenue options. Some of them are like gas tax, and some are new to the state. He said he was not sure they will make it to the finish line. Like a statewide impact fee, which could be difficult to do at a statewide level. Beside the point, there is actually a proposal to generate new revenue on the order of \$6 billion; it is on the table and heard in public hearing, and the second part is a complete project list. Number one on the project list is the I-5 Bridge replacement. Number 10 on the list is the Columbia River Bridge from Hood River to White Salmon, which this Board adopted a plan last year for this critical improvement for Klickitat County and the Gorge communities. It is not a Washington asset, but in the spirit of public interest, it is of public interest to the State of Washington. We have it listed in our Plan as a regional priority within Klickitat County. Their proposal is to earmark some money attached to it. In looking at those two things, the revenue side will go through the conversation. There is a lot to like and a lot to dislike, but it is a good proposal. The most important thing is the project list. For us right now on that list is I-5 Bridge replacement. The question is how do we keep it on the list? How do we keep focused on the key thing which is money? That is how the project moves forward. Whether that conversation proceeds to the finish line this year or it goes next year, it will happen. So how we maintain that project on the list is relevant; right now at the top of the list is probably our number one priority. This Board has certainly continued to reiterate that through resolutions over the year. Mr. Ransom thanked members around the table that provided the testimony. He said he will continue to monitor this and if there are other hearings, will attempt to provide support to our legislators. Senator Cleveland is on the Transportation Committee, has been one of the key architects in bringing partners down here to help make our case. He said they have had meetings with Senator Hobbs and Representative Faye who is the House Transportation Committee Chair.

House Bill 1160 is the appropriations bill that would implement the department's budget. In that right now are the \$17.5 million for the I-5 Bridge project startup and the \$1 million for RTPO support. It has not gone to Executive Session; they had the hearing last week. Presumptively, there is not a lot of controversy. It will pass forward through and get out of the House, and the Senate will take up their companion piece of it.

House Bill 1584 could affect RTC Board structure. The Bill, if adopted, would compel RTPOs to provide an opportunity for Board participation, voting participation, by eligible tribes. The

eligible tribes would be tribes that have designated lands. Within the RTC region, there are two that would probably qualify in that definition: in Clark County, the Cowlitz Tribe and in Skamania and Klickitat Counties, the Yakama Tribe. RTC's history is that they consult with them. RTC has a policy where we consult with them, like a Plan Update; we send them the materials. Our experience is that they are busy; they are focused on their issues, and until they have a real substantive matter that they want to engage on; it is more passive. If this Bill passes, we may have to restructure some part of how we govern here. Mr. Ransom said he didn't think it would change things much other than we could have to let them have a seat at the table.

House Bill 1835 is a new Bill that was introduced the previous week. This was from Representative Kraft as one of the prime sponsors that would have the Joint Transportation Committee allocate some funds for studying a west side corridor bridge across the Columbia River. It has not been heard in Committee since it was just introduced.

Mr. Ransom said he had just heard from Identity Clark County this afternoon, saying that Senators Cleveland, Wilson, and Rivers intend to, or have, introduced a Bill that has not made the notice list yet. A Bill that would allow for large transportation projects of state significance to be given expeditious permitting treatment through the Department of Transportation. Essentially, a Bill that would operationalize what this Board supported two years ago, which was designating or having a mechanism for designating the I-5 Bridge replacement and or other projects of state significance that have some benefit through consolidated permit review. It is very positive. Similar Bills ran last year, but didn't go anywhere. Mr. Ransom said with all three of our Senators reintroducing that idea, that could be nothing but good. He said he was not sure how that would take effect, but certainly possible. They certainly want to monitor and get behind that. This Board is on record with a resolution two years ago in supporting that.

Mr. Ransom said there is a citizen issue out there; he didn't necessarily want to promote it, but in full disclosure, I-96, which is the reemergence. It has been certified so it will be on the November Ballot. This is the return of the \$30 Tab initiative. Mr. Ransom said the risk for local agencies within this region would be those that have adopted a Transportation Benefit District. It could disrupt those kinds of things. It could imperil us. The mechanism, whether it would eliminate them, or just put issues in jeopardy, or create confusion. It could probably be any or all of the above.

It was asked if you could replace it.

Mr. Ransom said no, as structured, this initiative would roll back car tabs to \$30 and put caps on whether you could implement a TBD with a car tab. A car tab is a supplement on top of that. It throws into jeopardy what we have done and many jurisdictions across the state have said they have to deal with their budgets, maintenance, and investment funds, they are going to work with their local constituencies to implement a TBD. There are two current in Clark County: the City of Vancouver and the City of Battle Ground. There are two that have been authorized: the City of Ridgefield and the City of Washougal. The City of Camas and others

have talked about it. What is going to be interesting is to see if the Legislature, as they are allowed to do under State Constitution, the Legislature could adopt it before it ends up on the ballot or they could propose an alternative, and they show up side by side. This is very important for jurisdictions across the state. Over 60 or 70 jurisdictions across the state have TBDs, and there are other major funding programs that rely on vehicle registration fees.

Mr. Ransom noted that they provided testimony in a letter, and he will do interim meeting updates if there is an alert; he will send that out. He said to please contact him if members have input or insights. He certainly wants to represent the general attitude of this Board.

## **XI. Other Business**

### **A. From the Board**

Chair McEnery-Ogle said the City of Vancouver was back in Washington, D.C. They talked with not only Senator Cantwell, Senator Murray, and Congresswoman Herrera Beutler, but they crossed over to Oregon to talk to Congressman DeFazio, Senator Merkley, Congresswoman Bonamici, Congressman Blumenauer, Senator Wyden, and the Federal Highway Administration to talk about, not just the Vancouver SE 1<sup>st</sup> Street from 164<sup>th</sup> Ave. to 192<sup>nd</sup> Ave. project, but also Oregon tolling and the I-5 Bridge replacement to bring them all up to speed as to what we have been doing in SW Washington and looking for information that they may have. There was not a lot of information. She said for the most part, the Oregonians are waiting for Washington to make the first step forward. She also said, as Matt had pointed out, that first step requires money.

### **B. From the Executive Director**

Matt Ransom provided a Regional Project showcase for La Center's Roundabout at 4<sup>th</sup> Street and Pacific Highway that was recently completed. RTC provided grant funds totaling \$830,000 for a roundabout project at a major intersection. The total project cost was \$2.1 million. It is a multimodal improvement. Congratulations on the nice safety and capacity improvement to the community.

Mr. Ransom had some regional grant award announcements to acknowledge. The City of Vancouver is recommended or slated to receive two grants for pedestrian improvement projects: one under the Pedestrian Program on Devine Road at \$490,000 and another \$500,000 under the Safe Routes to Schools Program for improvements in the Northwest Neighborhood.

Mr. Ransom said next month he would bring back a report about the annual review of RTC Member Contributions (Dues). In 2015, the Board adopted a policy of a yearly reassessment using a CPI type indicator so there is not a spike in the cost adjustments. The Board generally takes action in April in regard to the dues.

Mr. Ransom wanted to extend the invitation and make members aware of a Clark County Commission on Aging – Transportation Summit, February 21. RTC is a co-sponsor of the Summit. An agenda was distributed. Keynote speakers are Washington State Department of Transportation Secretary Roger Millar and Jana Lynott, Senior Strategic Policy Advisor AARP Public Policy Institute. Clark County's community has a large number of aging population. Clark

County Commission on Aging has produced a report about transportation and aging population in the community. Mr. Ransom will be moderating a panel.

Mr. Ransom provided an ODOT Value Pricing Studies Update. Late last year, ODOT submitted an application to Federal Highway Administration. Federal Highway Administration responded on January 8. A copy of the letter was provided. Basically, it said it looks good; there is a lot more work to do; let them know when the work is done. That was the message from FHWA to ODOT. Mr. Ransom said this means that ODOT has a couple years of study to assess what a project could be. He would be monitoring this, and they would be a part of the modeling work. When information is available he would bring that to the Board.

Copies of the Clark County Transportation Alliance 2019-2020 Policy Statement with all of the logos was provided. The Board endorsed it last year. Mr. Ransom said unfortunately due to the weather, he and other members around the table were to attend the CCTA summit in Olympia today, but it was cancelled. He was not sure if it would be rescheduled.

Mr. Ransom said last year RTC moved their office down stairs from the 4<sup>th</sup> floor to the 1<sup>st</sup> floor in the County Public Service Center. They lease their space, and have not yet seen the lease until early this year. It has been introduced to him, and the financial terms are consistent with what the Board budgeted for this year. He said one comment that he intends to take back to County management is that the proposed term is 36 months; he is going to recommend 24 months. The reason for that is the benefit of having some amount of flexibility. This is a big cost, and it would be beneficial to have some flexibility. That may be on the Consent Agenda next month.

Chair McEnerney-Ogle asked how C-TRAN did with the weather that morning.

Shawn Donaghy said he wanted to take this opportunity to talk about the employees at their organization. He said they slam dunked it this morning. They showed up right on time and weathered the storm, so to speak. He said Councilor Hansen was on the bus this morning. Mr. Donaghy said it was good, and they did an awesome job. He expressed many thanks to their C-TRAN family for that.

Ron Onslow said most of the cities are going to be going to Olympia to meet with their Legislators the following week. If they could have a small synopsis of highlights provided, it would be appreciated. It could be emailed out.

Chair McEnerney-Ogle thanked WSDOT for keeping the freeways and highways open and ready to go. She thanked John Blom and Temple Lentz for joining the group for the first time.

The next RTC Board meeting will be held on Tuesday, March 5, 2019, at 4 p.m.

**XII. Adjourn**

The meeting was adjourned at 5:30 p.m.

---

Anne McEnery-Ogle, Board of Directors Chair