

**Southwest Washington Regional Transportation Council
Board of Directors
January 7, 2020, 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 Scott Hughes Tuesday, January 7, 2020, 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:

Mike Dalesandro, Battle Ground Councilor
Shawn Donaghy, C-TRAN Chief Executive Officer
Carley Francis, WSDOT Regional Administrator
Jim Herman, Port of Klickitat Commissioner
Scott Hughes, Port of Ridgefield Commissioner
Temple Lentz, Clark County Councilor
Anne McEnery-Ogle, Vancouver Mayor
Gary Medvigy, Clark County Councilor
Eileen Quiring, Clark County Councilor
Melissa Smith, Camas Councilmember
Ty Stober, Vancouver Councilmember
Kim Stube, Cowlitz Indian Tribe (Alt.)
Rian Windsheimer, ODOT Region 1 Manager

Voting Board Members Absent:

Shirley Craddick, Metro Councilor
Bill Iyall, Cowlitz Indian Tribe Chairman
Tom Lannen, Skamania County Commissioner

Nonvoting Board Members Present:

Nonvoting Board Members Absent:

Curtis King, Senator 14th District
Chris Corry, Representative 14th District
Gina Mosbrucker, Representative 14th District
Lynda Wilson, Senator 17th District
Paul Harris, Representative 17th District
Vicki Kraft, Representative 17th District
Ann Rivers, Senator 18th District
Larry Hoff, 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
Monica Fowler, C-TRAN
Sorin Garber, SGA Consulting
Chuck Green, Otak
Paul Greenlee, Washougal Councilmember
Larry Keister, Port of Camas-Washougal Commissioner
Ron Onslow, Ridgefield Councilmember
Scott Patterson, C-TRAN
Marc Thornsbury, Port of Klickitat

Staff Present:

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

Chair Hughes said that they have had a request from members of the audience to please talk louder and into the microphones. They are having a hard time hearing Board Members.

II. Approval of the Board Agenda

MELISSA SMITH MOVED FOR APPROVAL OF THE JANUARY 7, 2020, MEETING AGENDA. THE MOTION WAS SECONDED BY ANNE MCENERNY-OGLE AND UNANIMOUSLY APPROVED.

III. Call for Public Comments

Ed Barnes from Vancouver said he was pleased to hear that ODOT is working with WSDOT to move things forward in getting a new I-5 Bridge. He has concerns about having the process proceed with phasing in, because he said that will take too much time, and it will be 2035-2050 before it would be completed. Mr. Barnes said it needs to start soon and be completed.

Action Items

IV. Consent Agenda

- A. December 3, 2019, Minutes**
- B. January Claims**
- C. Disposition of Depreciated RTC Equipment, Resolution 01-20-01**
- D. 2020-2023 TIP Amendment: Shared Central Signal System Study, Resolution 01-20-02**
- E. Southwest Washington Regional Transportation Council Indirect Cost Plan, Resolution 01-20-03**

ANNE MCENERNY-OGLE MOVED FOR APPROVAL OF THE CONSENT AGENDA ITEMS A-E. THE MOTION WAS SECONDED BY MELISSA SMITH AND UNANIMOUSLY APPROVED.

V. MAP-21/FAST Act Safety Performance Measures and Target Setting, Resolution 01-20-04

Lynda David referred to the Resolution included in the meeting packet. In 2017, 2018, and early 2019, staff provided information on the federally required performance based planning and programming, and the Board was asked to take action to set performance targets for the required performance measures. Ms. David would provide brief background information on the required performance management program, provide an annual update on the third round of safety targets now set by WSDOT for Traffic Safety Performance Measures, and request RTC Board adoption of the resolution which would reaffirm RTC's current strategy to support WSDOT's Safety Targets and continue this practice for 2020 Safety Targets.

Under federal rules, States and Metropolitan Planning Organizations (MPOs) are required to establish and update performance management targets for designated assets and monitor conditions and publish periodic reports. Ms. David referred to the WSDOT MAP-21 and Safety folio published December 2019 that was attached to the Resolution listing safety targets based on the State's strategic Highway Safety Plan, Target Zero. She reviewed the Safety Target

Setting Timeline. RTC did not set its own safety targets for the RTC MPO region, but agreed to support the State in obtaining the statewide safety targets. Every MPO in Washington did likewise.

At the December 20, 2019, meeting of RTAC, they reviewed the 2020 targets. RTAC members recommended that the RTC Board agreed to continue to assist WSDOT in trying to meet the established statewide targets. The methodology used to set the targets was described in more detail in the attached folio. Also attached was additional data for: Number of Fatalities, Fatality Rate, Serious Injuries, Serious Injury Rate, and Non-motorist Fatalities and Serious Injuries.

The action requested is to adopt Resolution 01-20-04, MAP-21/FAST Act Safety Performance Measures and Target Setting reaffirming RTC, as the Metropolitan Planning Organization for the Clark County Region, continue to help support WSDOT obtain statewide safety targets in 2020 rather than adopt separate regional targets. The RTC Board should expect at least annual updates on this work, and there will be opportunity to revise targets as they learn more about the process and the program.

Chair Hughes asked if they compare our stats with the National stats and if they were having the same trends.

Ms. David said the Federal Highway Administration would make those comparisons. She said Washington State is growing in population, and also the economy is doing well, so there is a lot of traffic on the road. This contributes to the upward trend of collisions, etc.

Ty Stober questioned the comparisons of our region's totals versus the statewide totals and why RTAC didn't chose to recommend the RTC MPO region targets rather than set a goal to achieve the state target.

Ms. David said with these first three rounds, all MPOs in Washington State said they will align with the State DOT recommended targets, established for each MPO region based on regional trends, rather than set their own targets. At this time, until the Federal Highway releases a report on whether or not progress is being made, the recommendation from RTAC is as other MPOs across Washington have chosen to do, to try to help WSDOT obtain their targets. Ms. David said they wanted to align with the state forecast estimates for this region.

MELISSA SMITH MOVED FOR APPROVAL OF RESOLUTION 01-20-04. THE MOTION WAS SECONDED BY TEMPLE LENTZ AND UNANIMOUSLY APPROVED.

Discussion / Information Items

VI. Federal Legislative Policy Statement

Mr. Ransom said the purpose of this agenda item is to present a Draft Federal Legislative Policy Statement in support of forthcoming federal legislative discussion in regards to re-authorization of the federal surface transportation (highway and transit) funding programs (FAST Act). Mr. Ransom provided a brief history of relevant federal law from the 1950s, 1960s, 1970s, and 1990s. The current Surface Transportation law is the FAST Act, and that is up for

reauthorization. It is set to expire in September of 2020. Today's discussion is about preparing a legislative statement of priorities for the reauthorization of the FAST Act.

Mr. Ransom reviewed the policy statements New Law Policy Recommendations including the following: Address solvency of the Highway Trust Fund; Grow the Federal Highway Funding Programs; Grow the Federal Transit Funding Programs; and Create a new "Bridge Investment Program."

Gary Medvigy inquired about the intent of the proposed Bridge Investment Program. Councilor Medvigy asked whether program funds could be used for new corridors and new bridges or if proposed it was designed for maintenance and rehabilitation.

Mr. Ransom said his understanding was the program was designed primarily for bridge replacement, rehabilitation, and maintenance; not new corridors.

Eileen Quiring asked what the funding mechanism was for the Bridge Investment Program.

Mr. Ransom said he didn't know all of the pots of funds that they use in appropriating. He said primarily, he would assume this would be the gas tax, unless they went into the General Fund or some other fund and reallocated. He reiterated his view that as proposed it could be an extremely important program. The fact that our Senators are behind it, and given the bridge maintenance needs within the three county region, suggest that this is a key initiative for us to get behind.

Mr. Ransom continued with a review of the Policy Recommendations. He said in the FAST Act, Senator Cantwell put in some provisions that were freight program related. Recommendations to: Expand activities of the National Highway Freight Program; Retain innovative financing programs; Establish an "Infrastructure Resiliency Program"; and Streamline regulations for project delivery.

Mr. Ransom said as opportunities arise for congressionally directed spending, RTC has established regional project priorities through the regional transportation planning processes of Clark, Skamania, and Klickitat counties. The county-specific Regional Transportation Plans can act as a basis for project-specific funding requests. Further, within Clark County, the Clark County Transportation Alliance 2020 Policy Statement provides a listing of regionally endorsed project priorities, all of which are excellent candidates for congressionally directed spending.

In summary, Mr. Ransom said the overall intent of the proposed legislative statement was to send a message to our partners that we support their work as well as a few key things that we want them to focus on.

Gary Medvigy said he fully supports that we should have our voices heard, and this is an important strategic message that we can help amplify our own senders' voices. He expressed some concern regarding reference to the CCTA Policy Statement in the proposed. He further expressed beliefs that in the Portland Vancouver metropolitan area, the infrastructure is beyond its capacity. To keep the infrastructure flowing, the region need some bypass corridors

in the infrastructure with the increase of population. He said we need some new bridges, and we need to be saying that is a priority.

Anne McEnery-Ogle expressed feedback indicating RTC priorities have repeatedly spelled out the replacement of the I-5 Bridge. She expressed support for the Bridge Investment Program and indicated when they are back in Washington, D.C. they are asking the Senate to move this forward. She expressed opinion that bridges in Washington be replaced and enhanced for seismic condition before they start building new bridges over any of those streams. Mayor McEnery-Ogle said they have some work to do in getting this congress to move forward is a huge problem.

Mr. Ransom said there is value in pushing a legislative statement forward, and the intent in the statement is to express policy priorities at a high level. In his view, the Resiliency Program and the Bridge Investment Program are the new initiatives that are of value including the activities on the National Freight Program. He expressed how the Clark County RTP talks about the potential for study of future corridors. A project like that is waiting for an agency sponsor to come forward with a proposal for sponsoring a project, which would be a significant endeavor. Further study just waits for somebody to sponsor it with some money. Mr. Ransom said if there is general consensus that the policies seem right and well directed, he can bring something back at the February meeting for full consideration of advocating.

Chair Hughes said the more organized and the more support we have from all of the different groups will help our projects go through. He said a lot of them do go back to Washington, D.C., and he will be going in March.

Mr. Ransom said he would bring this back in February and in transmittal would include a cover letter with a couple comments about priorities.

Eileen Quiring asked if RTC had a lobbyist that represented them.

Mr. Ransom said they did not have a lobbyist. Mr. Ransom said most of this work would be support of information, to have a unified voice that then goes to individual jurisdiction use.

Councilor Quiring asked if C-TRAN had a federal lobbyist.

Mr. Donaghy said that they do. He said they have very similar conversations. Over the past couple of years, they have made a shift that when in D.C. it is not solely for transportation related purposes. C-TRAN's federal lobbyist speaks on behalf of the region, and if there are local agency projects that are significant to public transportation (any project in the County), they support those because most projects also benefit C-TRAN somehow. Mr. Donaghy expressed his view that the Federal government has shifted priorities to trying to take care of infrastructure that local agencies can't deal with in their current condition. Mr. Donaghy said their lobbyists have conversations with quite a few of their partner agencies to discuss when they are in D.C. to collaborate with appropriations committees or other teams about how they can more effectively as a region be able to sustain funding for priority projects that might exist.

Anne McEnery-Ogle said the City of Vancouver will be in Washington, D.C. on February 4 and they will be taking the CCTA Policy Statement and sharing it with the bi-state, bipartisan group of individuals that will be meeting with our representatives in Oregon and Washington and the Senators throughout the Pacific Northwest.

VII. State Legislative Session Update

Mr. Ransom said the Washington State Legislature will convene for its 2020 Session on January 13 and provided a memo. The Transportation Budget is all going to be about revenue. The reason for that is Initiative 976 passed by the vote of the people. Mr. Ransom shared information from the Governor's supplemental budget proposal and WSDOT regarding a list of projects which have been put on hold or paused for an interim period of time, providing time for Legislative budgeting process, which will occur over the next two months. Details of those projects on pause are listed on both the Governor's and the WSDOT websites. Mr. Ransom included those projects in our region in the presentation.

Mr. Ransom highlighted the revenue impacts of Initiative 976 to the Clark, Skamania, and Klickitat County region. There are pretty significant impacts to our Transit Programs. The big impact may be to Gorge transit providers serving the more rural communities. The budget issues may also affect Tribal Transit Programs. Local Government Transportation Benefit Districts are affected locally. There are four agencies here in Clark County that have adopted a Transportation Benefit District; two of which were collecting revenue, and two of which were soon to be collecting revenue. These are not insignificant amounts of dollars. Most of these funds were used for basic maintenance and preservation, paving, signing, and striping, and possibly some grant match.

Mr. Ransom explained that over the next two months, the Senate and House Transportation Committees are going to try to fix the budget and unlikely that they resolve this issue. They may have some interim fixes or put some things on pause a little longer. It will hasten the conversation about new revenue.

Mr. Ransom also highlighted another notable activity at the start of each legislative statement is that the Department of Transportation Secretary Roger Millar provides a State of Transportation Report to both the House and the Senate Transportation Committees. Mr. Ransom will be monitoring those. Throughout the Session, RTC will be monitoring activity and will be producing a monthly Bill status report.

Mr. Ransom reminded the Board of the Joint Transportation Committee's Statewide Transportation Needs Assessment Study. He explained the study scope and opined an expectation that the study recommendation will be the starting point for the crafting of a new transportation revenue package, maybe in 2021 or 2022. RTC will be monitoring the Needs Assessment study, and RTC has programmed staff capacity to prioritize projects here regionally, if there is a call for projects where they think their legislative delegation needs some project priorities from them. Lastly, Mr. Ransom stated he'll be participating in the Clark County Transportation Alliance Day in Olympia.

Other Business

VIII. Other Business

From the Board

Rian Windsheimer said he had some good information that he wanted to share with RTC. ODOT's new Office of Urban Mobility and Mega Projects has named three key leaders. Mr. Windsheimer distributed copies of the News Release. Mr. Windsheimer also noted that the Oregon Legislature directed them to consider tolling. He said they would have much conversation on the topic and years before they start doing anything. He distributed an outline of the process that is led by the Oregon Transportation Commission. He said they would start with the I-205 project, and start a planning process. Mr. Windsheimer said they would come back next month for about 20 minutes on the agenda for their team to share information about how they are proceeding, what the process looks like, and how they are going to be engaged. They will not be creating a new body; they will be relying on existing policy groups (JPACT, Reg. 1 ACT, and RTC). They have an informational meeting on January 23 with C-TRAN staff and RTC staff. Mr. Windsheimer said he just wanted to let everyone know this was happening and that they would have a conversation about it next month.

Gary Medvigy said on the Consent Agenda he had a question on the overview of program budget. He said there is about \$1 million in payment for staff and about \$1 million in consultant fees. He asked if other MPOs have the same balance of consulting fees to staffing fees.

Mr. Ransom said the consulting to staff relationship are balanced and that as Director he does not want to overstaff. He noted the reason for the 2020 Budget's consulting fee. Annual consulting fees vary based on the projects they are working on. Next year, one of the activities that RTC does every ten years is the Household Activity Survey. Programmatically, RTC's 2020 Budget includes a fee in up to maybe \$500,000. He said he didn't think they would spend that next year, because they may not get the survey underway early in the year, with still having unanswered questions.

Carley Francis said the biggest news from last month regarding the I-5 Bridge replacement is that they have turned in a status report to legislators. They did a report at their third Joint Legislative Meeting and gave an overview about the activities that are needed to move forward trying to map out and create a tree of information about how large projects move forward. They are continuing to work on convening local project partners, the two DOTs, the cities, transit agencies, and RTC and Metro to figure out how the organizations would work together for the Environmental Impact Statement and how they would work together to move forward. That work needs to happen first before starting other activities that are critical.

Shawn Donaghy said the Mill Plain BRT project is right about the 30% mark and hoping to be at 60% soon. Their large focus right now is they are in the federal cue for funding and they are hopeful that they will get the nod for that later in 2020. They are in the planning and designing portion of the actual stations themselves. They know the locations so they are reaching out to

business partnerships so they know where they will be and respectful of what they are going to do in the area. They want to be respectful of local agencies and businesses that have an actual stop in front of their area and what they want to see. They hope to be getting a yes on their funding later this year and start construction in early 2021. Mr. Donaghy thanked the business community and everyone that they have work with on the project. He said they have been good about raising their concern, and they appreciate those partnerships.

Anne McEnery-Ogle said they want to thank C-TRAN for their work in helping them bring forward the Hewlett-Packard business out at Section 30 on SE 1st Street, and having C-TRAN bringing BRT to the far east side of Vancouver helped swing that deal. She said they are very excited that Hewlett-Packard is planning to develop a research and development campus in the old quarry.

From the Director

Mr. Ransom provided highlights of four Regional Project Showcases that RTC provided funding to. Those completed projects include: the City of Vancouver's Vancouver Waterfront Trail project and Clark County's NE 119th Street East (NE 87th Avenue to NE 112th Avenue); the Signal, Timing, Evaluation, Verification, and Enhancement (STEVE) project at various locations NW 139th Street to Padden Parkway; and the Working to Refine IntelliGent Highway Transportation (WRIGHT) project (NW 2nd Avenue to NE 20th Avenue).

Mr. Ransom provided a memo with Federal Bridge Grant Awards. WSDOT recently selected three bridge projects within the RTC region to receive approximately \$2.86 million in federal bridge grants. One project is in Klickitat County with a \$370,000 grant award. Two projects are in Clark County. These are bridge maintenance and rehabilitation projects.

The next RTC Board meeting will be held on Tuesday, February 4, 2020, at 4 p.m.

IX. Adjourn

The meeting was adjourned at 5:25 p.m.

Scott Hughes, Board of Directors Chair